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## Memorandum

Date: September 2, 2010

To: Programs and Projects Committee

From: Frank R. Furger, Chief Deputy Director

Subject: **Deputy Director's Report**

### Transportation Bond Measure Projects

I-580 Eastbound HOV Lane Project – The first segment was opened to traffic on October 2, 2009 and the construction contract was accepted on February 2, 2010. Construction of the second segment began on August 21, 2009 by Ghilotti Construction. The HOV lane between Airway and First Street was opened on July 18, 2010. The remaining portion between Hacienda and Airway will open fall 2010. The design consultant is preparing the project development package for the auxiliary lanes between Isabel and North Livermore Avenue and North Livermore Avenue and First Street. The CMA is preparing a re-validation of the I-580 Eastbound HOV Lane Project Environmental Document for the addition of the Eastbound auxiliary lanes and an Environmental Document (IS/EA) for conversion of the HOV Lane to a double HOT Lane. A re-validation has already been approved for a single HOT lane.

I-580 Westbound HOV Lane Project – A CMIA project amendment was approved at the April 2010 CTC meeting. The project's design package was split into three smaller construction contracts. Rehabilitation of the existing pavement was added to the project in January 2010, the design consultant has revised the plans to add the rehabilitation. The west segment 100% PS&E package will be submitted to Caltrans on September 1, 2010. The submittal includes the rehabilitation of the existing pavement. Phase three, consisting of work in the eastbound direction, will be combined with the Eastbound auxiliary lane project.

I-580/Route 84/Isabel Interchange – This project is sponsored by the City of Livermore and received \$68 million from the CMIA bond fund program. The project was split into three smaller contracts. Contract three, consisting of work within Caltrans right of way, was awarded to RGW on July 29, 2009 and is administered by Caltrans. The other two contracts are administered by the City of Livermore and are under construction. The estimated completion is in February 2011.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) – Engineering work is underway. The Environmental Document was approved by FHWA on February 11, 2010 and Caltrans approved the Project Report on March 11, 2010. The North segment 95 percent PS&E package (Civil) was

submitted to Caltrans on April 16, 2010. The South segment 95 percent PS&E package was submitted to Caltrans for review on June 1, 2010. At the request of the City of San Leandro, the ACCMA is overseeing the Marina Boulevard Interchange Project Study Report/Project Report (PSR/PR).

I-80 Integrated Corridor Mobility (ICM) Project – The Design Team delivered the 100 percent PS&E (including bid documents) for the Traffic Operations System (TOS) Project #3 to Caltrans on August 31, 2009, obtained ready to list (RTL) status on October 28, 2009 and submitted a request for CMIA funds to be considered at the August 2010 CTC meeting. The Team also delivered 100 percent PS&E for the TLSP Project #6 to Caltrans in October 2009, achieved RTL on January 27, 2010 and submitted a request for TLSP funds to the CTC for the September 2010 meeting.

I-880 North Safety and Operational Improvements at 23rd/29th Avenues – The Final Project Report and Environmental Document were approved by Caltrans on April 14, 2010. RFPs for both the Civil and Structural design packages were released in June 2010. The consultant team led by RBF has been selected. Contract negotiations to prepare the Final Design/Bid Documents are underway.

### **Status of Corridor Studies/Projects**

I-680 Express Lane Project – The CMA has partnered with Caltrans on the design of this project. The project has been split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. Bay Cities, the contractor for the first contract, Grimmer to Route 238 (Mission Blvd), completed the construction of this contract on July 26, 2010. Contract 3, Route 237 to Grimmer, was awarded on April 7, 2009 to Top Grade and Contract 2, Route 238 to Stonebridge, was awarded on April 17, 2009 to Bay Cities. While both contractors are working aggressively on constructing the civil elements of the projects, construction activities were slowed down due to the weather. However, contract 3 will be completed by August 31, 2010 and contract 2 is scheduled for completion later this year. The Express Lane will be ready to open on September 20, 2010. Electronic Transaction Consultants (ETC), the System Integrator consultant, has completed its design and performed the factory acceptance testing. Installation of the electronic toll system devices has begun with anticipated completion of September 13, 2010. Completion of the site acceptance testing is scheduled for early September. The interface with Caltrans TMC, CHP and BATA customer service are underway. The CHP agreement is being circulated for approval. Scope changes to Contracts 2 and 3 have been made to allow for opening of the Express Lane on September 20, 2010.

I-580 Transportation Management Plan Project (Software Development Project) – The Software Development Project was completed in August 2009. The software has provided capabilities to integrate links between cameras, detectors and changeable message signs along I-580 with communication centers at the cities of Dublin, Livermore, Pleasanton and Alameda County SMART Corridors Center. The deployment of all ITS components and integration of the I-580 TMP system have been completed, the testing, calibration and adjustment of the system are completed. The deployment of the equipment needed for the CMA Traffic Management Center is still underway.

I-580 Center-to-Center Program – The Center-to-Center (C2C) Program communication hub project links various Transportation Management Centers in the Bay Area. The project incorporates the newly developed I-580 software in order to provide links between cameras, detectors and changeable

message signs along I-580 with communication centers at the Cities of Dublin, Livermore and Pleasanton and at the Alameda County SMART Corridors Center and the Metropolitan Transportation Commission (MTC). This first phase of the Center-to-Center project has been completed. The second phase of this project, communication hubs system integration, is underway and it is scheduled for completion by December 30, 2010.

I-580 Ramp Metering - The design of the I-580 Ramp Metering Project started on September 10, 2009 and is due for completion in September 2010. This project includes replacing the temporary ramp meters on Grant Line Road and North Flynn Road with new permanent ramp meters funded through an MTC grant. The construction and installation of ramp meters is forecast for completion by December 30, 2010.

I-580 Corridor ROW Preservation – A project funding agreement between the City of Livermore and the CMA was provided to the City of Livermore for approval in November 2009. Property acquisitions depend upon the selection of a preferred corridor alternative for the Livermore extension or inclusion in the 2040 MTC Regional Transportation Plan (RTP) as a Special Corridor. BART approved the Preferred Alternative Memo and Final Program EIR on July 1, 2010. The selected route would follow I-580 to East Airway Boulevard and Portola Avenue. At that location, it would continue as a subway along the East Airway Boulevard-Portola Avenue-Junction Avenue corridor to an underground downtown station near the Altamont Commuter Express station-transit center. The tracks then would rise to ground level along the existing Union Pacific Railroad corridor, ending at a station near Vasco Road.

I-580 Corridor Mitigation – The CMA submitted funding agreements for the I-580 Eastbound HOV Lane project landscape mitigation to the cities of Dublin, Pleasanton and Livermore for their review and approval in October 2009. The CMA has received signed agreements from all the cities. Each City will prepare an individual landscaping project for the impacts within their city limits. The CMA is working with the U.S. Corps of Engineers, Calif. Dept. of Fish & Game, Bay Area Regional Water Quality Control Board and Caltrans to finalize environmental mitigation for the I-580 WB HOV Lane Project. Negotiations are underway with a mitigation bank for the purchase of Conservation Easements to meet the project mitigation requirements.

I-580 Westbound Auxiliary Lane Project – This ACTIA Measure B funded project consists of two westbound I-580 auxiliary lane segments from Airway Boulevard to Fallon Road and from Fallon Road to Tassajara Road. The CMA is the lead agency for the environmental and design phase for the Airway to Fallon Road auxiliary lane. This lane is included in the I-580 WB HOV Lane Widening Project. The construction of the auxiliary lane from Fallon to Tassajara was completed with City of Dublin Fallon Interchange project.

I-580 Eastbound High Occupancy Toll (HOT) Lane: Technical Studies and Preliminary Engineering – Preliminary Engineering and preparation of the Environmental Document began in July 2008. The consultant is addressing Caltrans' comments on the traffic operations analysis report. The CMA has requested that an Environmental Document be prepared for the construction of a double HOT lane. The environmental technical reports have been completed and are with Caltrans for review. A contract change order to install the infrastructure for some of the civil elements of the HOT Lane was issued to the Eastbound HOV project. Two design workshops were held during the months of July

and August to define the parameters of the Dynamic Pricing Algorithm and to coordinate the civil elements of the System Integrator work with those done by the HOV and auxiliary lanes project.

I-580 Westbound High Occupancy Toll (HOT) Lane: Cost/Revenue and Operations Analysis – Caltrans approved the modeling and traffic operations methodology recommendations and a draft travel demand forecast was submitted for review in March 2010. The Cost/Revenue and Operations Analysis is underway and scheduled to be completed in September 2010 pending Caltrans agreeing to review the Operations Analysis Report.

I-680/I-880 Cross Connector Project – Staff met with the partner agencies and intends to reinstitute work in Fall 2010.

I-580 Soundwalls: San Leandro – The San Leandro soundwall project contractor began work on June 15, 2009. The project is approximately 80 percent completed and scheduled to be finished in early October 2010. The contract time has been extended approximately eighteen weeks due to weather conditions and utility issues. The masonry block soundwalls on the east side of I-580 have been completed. The contractor is currently working on the precast sound absorptive walls on the west side of I-580 and the lightweight material walls (Paraglas) proposed on the San Leandro Creek Bridge and Estudillo Bridge

I-580 Soundwall Design: Oakland – The 100 percent PS&E for the Oakland soundwall project was submitted to Caltrans on February 23, 2010. Funding strategies are being considered for this project.

I-580 Eastbound Off-Ramp at 106<sup>th</sup> Avenue/Foothill – Expenditures for this project were approved by the ACCMA Board at the April 2010 meeting. An RFP for a consultant firm to prepare the project study report is being prepared.

Caltrans Corridor System Management Plans (CSMPs) - In Alameda County, CSMPs are required for I-80, I-880, I-580 and SR-24. The CSMP development process has been a joint effort by Caltrans, MTC, and ACCMA. This Core Stakeholder Group worked with local planning agencies through their respective Technical Advisory Committees (TACs) to develop these plans. The goal is to propose strategies to achieve the highest mobility benefits to travelers across all jurisdictions and modes along the I-580 East, I-80, I-880, and SR-24 CSMP Corridors.

Caltrans is requesting that all CSMPs in Alameda County be signed by the ACCMA Executive Director as a document informing the regional transportation planning process. At its April 2010 meeting, the CMA Board approved a process to review the CSMPs and authorized the ACCMA Executive Director to accept and sign the above documents as they are completed and reviewed, including a review and acceptance of the I-580 East CSMP. SR-24 CSMP has been completed and was presented to ACTAC and PPC at their July, 2010 meetings. The remaining two CSMPs, I-880 and I-80, are being reviewed by the Committees in September.

BART to Warm Springs — BART's Fremont Central Park Subway contractor continued to make substantial progress. Work continued on the subway excavation support system, which is designed to keep both soil and groundwater out of the excavated trench during subway construction. Cement deep soil mix (CDSM) walls are complete; the jet grouted base slab, is approximately 35%

complete; sheet piling, is approximately 80% complete, the temporary cofferdam is in place, and the eastern lobe of Lake Elizabeth has been dewatered. Installation work has begun on the subway waterproofing system in advance of actual subway construction. The contract is on schedule and within budget. Environmental monitoring and public outreach efforts are in full effect.

The Line, Track, Station and Systems (LTSS) contract, preliminary engineering is complete and the procurement documents are now in final legal review. Following issuance of a Request for Qualifications (RFQ) last spring, five prospective design-build teams were successfully pre-qualified to propose on the LTSS contract. The Request for Proposals (RFP) is expected to be issued to the five teams in mid-September 2010. LTSS contract award, based on "best value" criteria, is expected in the spring of 2011.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor (SVRTC)) –VTA is seeking permission to enter the Final Design phase of the New Starts Program and anticipates that FTA will grant that permission in late 2010. This will position the project for negotiating a Full Funding Grant Agreement with FTA in early 2012.

Caldecott Tunnel – The Caldecott Tunnel Project consists of four construction contracts. The contracts are:

*Caldecott Fourth Bore:* This construction contract was awarded to Tutor-Saliva Corporation of Sylmar, California, on November 10, 2009. The award amount totaled \$239.4 million and includes supplemental work, state furnished materials and contingency. Construction began in early 2010. The new tunnel will be opened to traffic in summer 2013 and construction activities are expected to be completed in spring 2014. The Contractor's bid includes the cost of completing all necessary work, as well as the number of days required to open the new tunnel to traffic. The underutilized, disadvantaged business enterprises goal under the contract is three percent.

*Kay Street Improvements:* The contract was awarded in December 2009 to Ghilotti Brothers, Inc for the amount of \$311,000. Construction started in January 2010.

*Westbound SR 24 to northbound SR 13 ramp re-alignment:* The contract was awarded in December 2009 to RGW Construction for the amount of \$2.4 million. Construction started in January 2010.

*Landscaping Project:* This project will be designed in 2013 and construction will start in the summer of 2014.

Financing for the entire project (the contracts detailed above) is estimated at \$420 million and comes from federal, state and local funds. Included in the funding is \$197.7 million the state secured from the federal government through the American Recovery and Reinvestment Act (Recovery Act). The CMA staff continues to work closely with Caltrans and the Contra Costa Transportation Authority (CCTA) on the project delivery through the Project Leadership Team (PLT) and the Executive Steering Committee (ESC).

Dumbarton Rail Corridor – The administrative draft EIS/EIR is complete and the design is 15% complete. The next Policy Advisory Committee (PAC) meeting in October 2010 will include a discussion of alternatives and funding options.

SMART Corridors Programs – CMA's SMART Corridors partnerships includes 29 public agencies. The CMA provides video and traffic data to the public and to transportation managers as well as emergency service providers in real-time. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is also assisting the City of Oakland in procuring traffic signal central software to accommodate Transit Signal Priority (TSP) on AC Transits' Rapid Bus on San Pablo Avenue. The vendor for the system has been selected and the work is estimated to be completed by December 2010.

Webster Street SMART Corridor – The CMA in partnership with the City of Alameda is implementing the Webster Street SMART Corridor project. The purpose of this project is to improve traffic and transit operations and safety. The project includes operations and safety improvements related to traffic and transit, and implements a Traffic Incident Management (TIM) system through the Webster/Posy Tube connecting the City of Alameda with the City of Oakland where the area trauma center is located. The City of Alameda Public Works Department is coordinating activities with the local fire and police departments. Additional stakeholders on this project are AC Transit, Caltrans, California Highway Patrol and the City of Oakland. The funding for this project has been provided through a variety of local and federal sources totaling \$1.4 million, including a \$340,000 federal Earmark. Additional funds are being sought for the unfunded portion of this project.

I-80/Gilman Interchange Improvements – The CMA is leading this project based on a request from the City of Berkeley. Based on the proposals submitted and subsequent interviews, the selection panel scored and ranked the five firms who submitted proposals. The CMA is in negotiations with the top ranked firm.

MTC's Lifeline Transportation Program – The Lifeline Transportation Program provides \$13.2 million for projects approved by the ACCMA Board, which increases transportation mobility for low income residents in Alameda County. It is funding AC Transit Lifeline Routes, LAVTA Wheels Route 14, West Oakland library shuttle and Cycles of Change bicycle program in Oakland and Alameda. It is also funding bus and street access improvements on E. Lewelling, unincorporated Hayward, and transportation improvements at the Ashby/Ed Roberts Campus, Berkeley, both of which are under construction and expected to be complete in 2010. Three other Lifeline projects are pending funding agreements with MTC: Meekland and Hacienda street improvements, unincorporated Hayward, BART Environmental Justice access program, Berkeley, and LINKS shuttle, San Leandro.

Berkeley/Oakland/San Leandro BRT – The TAC met on August 12, 2010 to discuss the progress of the project. The circulation of the administrative draft Final EIS/EIR has been pushed out to November 2010 with the public circulation of the document expected in February 2011. The Draft Project Report will be circulated to Caltrans in sync with the admin draft of the FEIS/FEIR. The next TAC meeting will be September 16, 2010. The September 17, 2010 BRT PSC meeting has been cancelled. The next BRT PSC meeting will be on October 15, 2010.

Transportation and Land Use Work Program – The San Leandro BART station access study is underway and expected to be complete October 2010. The City of Oakland submitted a proposal for the TOD TAP (Technical Assistance Program), which funds studies and plans that help advance TOD projects in the County. The Commission approved five projects totaling \$5.6 million for the Transportation for Livable Communities (TLC) Program in July 2010. Staff continues to coordinate within the county to determine how to integrate Transit Oriented Development (TOD) into climate action goals.

Guaranteed Ride Home Program –The 4,196 employees and 196 employers actively registered in the program resulted in a reduction of 3,102 vehicle trips, 171,858 vehicle miles traveled, and 7,604 gallons of gas per work saved per week. In the most recent month, 33 new employees registered, and one rental car ride was taken. The average cost per taxi trip is \$83.28 while the cost of a rental car ride is \$55. The average length of a taxi trip is 19.9 miles while the average trip length of a rental car ride is 49.6 miles. The average trip length per taxi trip has reduced due to monitoring and encouraging enrollees to take a rental car rather than a taxi cab.

Update on Climate Action Activities – The County Climate Action Transportation Working Group is co-hosted by the Office of Alameda County Supervisor Haggerty, ACTIA and the ACCMA. The next meeting is November 10, 2010. The September meeting has been cancelled.

Staff continues to work with MTC, ABAG, and other CMAs to define the CMA's role in helping jurisdictions implement SB 375 and the Sustainable Communities Strategy (SCS). There are three groups that meet regularly to discuss issues as they relate to the development of the SCS: the Countywide SCS Working Group consisting of Alameda County Planning Directors met on July 23, 2010; the Regional Advisory Working Group (RAWG) hosted by ABAG and MTC, which met on August 3, 2010 will next meet September 7, 2010; and the RAWG Ad Hoc Committee on Performance Measures, which met on August 18, 2010 will next meet on September 9, 2010 and September 28, 2010. The next Countywide SCS Working Group meeting is being scheduled. The discussions are currently focusing on development of the baseline land use scenario from which future land use scenarios will be developed that will achieve the region's greenhouse gas reduction targets. The Alameda CTC hosted the Alameda County SCS Leadership Roundtable on August 26, 2010 where a process for developing the SCS was discussed by key elected officials and staff.

The Regional Model Working Group, formed by MTC and ABAG to address implementing SB 375 and the SCS from a modeling perspective, met on May 5, 2010 to discuss MTC's Activity Based Model development. The next meeting is September 8, 2010.

Countywide Bicycle and Pedestrian Plans – A consultant team is writing draft existing conditions chapters for the Countywide Bicycle and Pedestrian Plans update. The next Working Group meeting will be held September 22, 2010.

Countywide Travel Demand Model Update to Projections 2009 – The countywide model update to Projections 2009 (P2009) is continuing. On May 12, 2010, the CMA distributed the reallocated draft P2009 data (along with supporting information) to the local jurisdictions with a request to review the material and provide comments by July 12, 2010. This model update effort is being done in

conjunction with ABAG and the jurisdictions as a first step in developing the baseline scenario of the Sustainable Community Strategy (SCS) to meet the greenhouse gas reduction targets set by SB 375. In order to assist the jurisdictions in their review, the CMA held Planning Area and other meetings in June 2010 in conjunction with ABAG staff to address concerns and questions. All jurisdictions have submitted comments and ABAG is reviewing them and developing a response. Because of the extra review cycles needed to develop a baseline SCS, the final land use assumption will not be available until late September or early October 2010, which will also delay the model update. .

MTC's Climate Initiatives Program Competitive Grants – On April 30, 2010, MTC released a call for projects for two competitive grant programs: 1) Innovative Grants and 2) Safe Routes to Schools. MTC released one solicitation for both grant programs. The two-part selection process requested that letters of interest be submitted by June 1, 2010. Staff submitted two letters of interest: for the Safe Routes to School Grant Program and for the Innovative Grants Program to develop a Countywide Parking Management Pilot Program to support the Parking Management Element of the Countywide Transportation Plan Update/Reauthorization of Measure B. Staff submitted an application on August 12, 2010. MTC anticipated making a decision by October 2010. The ACTC has been requested to partner with the Cycles of Change, a non-profit, to implement a Safe Routes to School Grant Program proposal. This item is on the September agenda.



## Memorandum

**DATE:** September 2, 2010

**TO:** Programs and Projects Committee

**FROM:** Tess Lengyel, Programs and Public Affairs Manager  
Matt Todd, Manager of Programming

**SUBJECT:** **Approval of Alameda CTC Sponsorship for the SR2S Regional Application for the BikeMobile Project and Funding Strategy**

### Recommendations:

It is recommended that the Commission approve Alameda CTC Resolution 10-003 (Attachment A) accepting the public sponsor role for the Safe Routes to School Competitive Grant Application for “The BikeMobile” project, and to commit up to \$65,000 in matching funds, for the \$500,000 request from the Metropolitan Transportation Commission’s (MTC’s) Safe Routes to School (SR2S) competitive grant program. Alameda CTC staff submitted the grant to MTC with Cycles of Change in August. These funds will only be required if the grant application is successful. Fund sources that may be considered for the matching funds include Measure B Bicycle and Pedestrian Safety, TDA Article 3 or TFCA Program Manager funds. ACTAC is scheduled to consider this item on September 7, 2010.

### Summary:

In spring 2010, MTC issued a call for projects for a new Climate Initiatives Program, which included \$2.0 million for creative and innovative Safe Routes to School programs. Cycles of Change, a local non-profit offering bicycle education and repair and a partner in the current Alameda County Safe Routes to Schools program, approached ACTIA and CMA staff requesting the agency accept the role of public sponsor and provide local matching funds to create a mobile bicycle repair and encouragement program using a vehicle that would regularly visit schools with SR2S programs, recreation centers, and other applicable sites. After evaluating the merits of the proposed program and working with Cycles of Change to ensure that the program would supplement the new countywide SR2S program (to be funded with the MTC SR2S funding beginning July 2011), staff recommends that Alameda CTC be the public sponsor and commit to provide the local match. The application (Attachment B), which was due on August 13, was submitted with the understanding that the Alameda CTC would have to authorize this action at their September meeting. If funded, the program would be implemented by Cycles of Change, with Alameda CTC acting in an oversight role.

### Background:

Over the past year, MTC has created two regional Safe Routes to School funding programs under the Climate Initiatives category of the Regional Transportation Plan – (1) a countywide allocation for

general SR2S programs and (2) a regionally-competitive grant program for new creative SR2S efforts.

In July 2010, the Alameda CTC approved Alameda County's four-part approach for a countywide Safe Routes to Schools program, and the use of \$420,000 to match the county's allocation of \$3.22 million in federal funding. This \$420,000 will come from the Measure B Bicycle/Pedestrian Countywide discretionary funds. The final countywide SR2S work scope was submitted to MTC, as required, on July 31 and is attached for background information (see Attachment C).

The MTC regionally-competitive grant program, intended to fund creative and innovative efforts, had two phases – first, Letters of Interest had to be submitted, and then after reviewing the letters, MTC invited selected applicants to submit full applications. ACCMA staff submitted a Letter of Interest for a SR2S Commute Alternatives Program which did not move forward to the second phase of the application process.

Cycles of Change also submitted a Letter of Interest for a "BikeMobile Program" and were invited to submit a full application. All non-profit applicants are required to have a public sponsor, and Cycles of Change approached several public agencies, including Alameda CTC and the Alameda County Public Health Department. The Public Health Department was unable to be the sponsor, since they are not familiar with the federal transportation funding processes. Cycles of Change also requested the Alameda CTC to provide the required 11.5% local match, since they did not feel they could assemble this amount of matching funds in the short period before the grant application was due, if at all.

After evaluating the proposed program and working with Cycles of Change, Alameda CTC staff determined that, if funded, this innovative program would benefit the county's Safe Routes to School program. Staff worked with Cycles of Change on developing the final application (Attachment B), and in particular ensuring that project scope would be strongly linked to the countywide SR2S program that is proposed to begin in July 2011 with new high school, commute alternative and capital funding elements. It is believed that the administration of this program can be included with the overall administration of the new countywide SR2S program, and that this additional program will not require a large amount of additional staff resources. If funded, the \$65,000 in matching funds will leverage \$500,000 in new funding for the county.

### ***Grant Description***

Cycles of Change has found that a large number of children have bicycles that are broken and not ride-able, or not well-maintained and therefore unsafe or uncomfortable to ride. Often these children do not live near bicycle shops, nor do they have resources to pay for bicycle repair. The BikeMobile program will purchase and operate a truck that will be fully staffed to offer bicycle repair, bicycle safety instruction and encouragement to ride. The services will be primarily geared toward students, but will also serve interested parents, teachers and school staff, and are expected to reach over 3,000 individuals via up to 275 site visits over two years. The BikeMobile program will support existing sites with Safe Routes to School programs and also outreach to recreation centers, and community events to repair broken bikes, teach hands-on bike repair, offer safety trainings, and promote biking to school.

The total program budget is \$565,000 and includes funding for staffing, equipment, materials, program evaluation, contingency, and public sponsor implementation for a two-year period. The staffing budget includes funding for the countywide SR2S program staff to market the BikeMobile and assist with data collection for the evaluation of the program.

***Matching Funding***

This grant requires an 11.5% local match, which totals \$65,000 for the BikeMobile Program.

It is recommended that the Alameda CTC commit up to \$65,000 in matching funds, for the \$500,000 request of federal funds. These funds will only be required if the grant application is successful. Fund sources that may be considered for the matching funds include Measure B Bicycle and Pedestrian Safety, TDA Article 3 or TFCA Program Manager funds.

***Next Steps***

MTC is in the process of reviewing the submitted grant applications, and will make a final funding decision at their October Commission meeting. If the grant is successful, the Alameda CTC implementation of this grant program is proposed to be coordinated with the overall countywide SR2S program. Cycles of Change would implement the program in the field beginning in July 2011, and Alameda CTC would be responsible for ensuring the program is implemented and delivered as described in the grant application.

**Fiscal Impacts:**

If the grant request is approved, \$65,000 in local matching funds will be required. The potential sources for these local matching funds include Measure B Bicycle and Pedestrian Safety, the TDA Article 3, or TFCA Program Manager Funds.

**Attachments:**

Attachment A – Alameda CTC Resolution 10-003 – Resolution of Local Support for STP/CMAQ funding

Attachment B - Regional SR2S Grant Program Application – Cycles of Change BikeMobile

Attachment C - SR2S Countywide Program Workslope

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**Resolution of Local Support  
STP/CMAQ Funding  
Alameda CTC Resolution No. 10-003**

**Authorizing the filing of an application for federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funding and committing the necessary non-federal match and stating the assurance to complete the project**

**WHEREAS**, The Alameda County Transportation Commission (Alameda County CTC), acting on behalf of the Alameda County Congestion Management Agency (ACCMMA) through the powers delegated to the Alameda CTC by the joint powers agreement which created the Alameda CTC (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$500,000 in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for The BikeMobile: A Bike Repair and Encouragement Vehicle project (herein referred to as PROJECT) for the MTC Resolution, No. 3925, New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming (herein referred to as PROGRAM); and

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) authorized the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) through September 30, 2009; and

**WHEREAS**, SAFETEA has been extended through December 31, 2010 pursuant to Public Law 111-147, March 18, 2010 and may be subsequently extended pending enactment of successor legislation for continued funding; and

**WHEREAS**, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the MPO 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 STP/CMAQ funds; and

**WHEREAS**, APPLICANT is an eligible project sponsor for STP/CMAQ funds; and

**WHEREAS**, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
- 3) that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC No. 3606, revised); and

- 4) the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
- 5) that the project will comply with all the project-specific requirements as set forth in the PROGRAM.; and
- 6) that the project (transit only) will comply with MTC Resolution No. 3866, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA, any extensions of SAFETEA or any successor legislation for continued funding; and be it further

**RESOLVED** that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide \$65,000 in non-federal matching funds; and
2. APPLICANT understands that the STP/CMAQ 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 STP/CMAQ funding; and
3. 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, as revised); and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
5. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and
6. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and therefore be it further

**RESOLVED** that APPLICANT is an eligible sponsor of STP/CMAQ funded projects; and be it further

**RESOLVED** that APPLICANT is authorized to submit an application for STP/CMAQ funds 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, or designee to execute and file an application with MTC for STP/CMAQ 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 to include the PROJECT, if approved, in MTC's TIP.

# ALAMEDA

County Transportation  
Commission

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

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

August 13, 2010

Ashley Nguyen, Project Manager  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94601

*Delivered via email to: [anguyen@mtc.ca.gov](mailto:anguyen@mtc.ca.gov)*

**Subject: MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program – Grant Proposal for “BikeMobile: A Bike Repair and Encouragement Vehicle”**

Dear Ms. Nguyen:

Thank you for the opportunity to submit the attached grant proposal for the “BikeMobile: A Bike Repair and Encouragement Vehicle” project for funding from MTC’s Safe Routes to School Creative Grant Program. The Alameda County Transportation Commission (Alameda CTC) is partnering with the non-profit group Cycles of Change, a 501(c)(3) organization, which will manage this project. Cycles of Change has a proven track record of delivering effective bicycle education, bicycle distribution, and youth job training programs in the East Bay. The total grant request is for \$500,000 and Alameda CTC will provide the required 11.5% local match of \$65,000.

ACTIA and ACCMA, which have recently merged to form the Alameda CTC, are working collaboratively on both this effort and on the MTC-funded Alameda County Safe Routes to School (SR2S) Program and will closely coordinate the BikeMobile project with current and future countywide SR2S efforts.

The Alameda CTC intends to be the public sponsor for the project and, as such, agrees to the following:

- To carry out all of the requirements and obligations associated with the use of federal funds;
- To provide the required minimum 11.5% local match;
- To implement and deliver the project; and
- To provide for regular and timely reporting of activities and results to MTC.

The new Alameda CTC was advised of this possible partnering opportunity with this proposed grant application at its July meeting. The Alameda CTC will be requested to consider accepting the public agency sponsorship and to commit the local match funding for this project at its September 23, 2010 meeting.

We appreciate your consideration of our grant proposal. If you have any questions or concerns regarding the attached project proposal, please contact Tess Lengyel, ACTIA Manager of Programs and Public Affairs, [tlengyel@actia2022.com](mailto:tlengyel@actia2022.com), 510-267-6111, or Matt Todd, ACCMA Manager of Programming, [mtodd@accma.ca.gov](mailto:mtodd@accma.ca.gov), 510-350-2315.

Sincerely,

A handwritten signature in black ink, appearing to read 'Art Dao', with a stylized, cursive script.

Art Dao  
Executive Director

**Attachment**

cc: Beth Walukas, ACCMA  
Matt Todd, ACCMA  
Tess Lengyel, ACTIA  
Rochelle Wheeler, ACTIA  
Tommy Bensko, Cycles of Change



## ***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***

### **Grant Proposal:**

#### **The BikeMobile: A Bike Repair and Encouragement Vehicle**

**Lead Organization:** Cycles of Change  
**Project Manager:** Tommy Bensko, Safe Routes Coordinator  
**Project Manager Contact Info:** [safecycles@gmail.com](mailto:safecycles@gmail.com), 901-275-4188

**Public Sponsor:** Alameda County Transportation Commission  
**Public Sponsor Contact Info:** Tess Lengyel, [tlengyel@actia2022.com](mailto:tlengyel@actia2022.com), 510-267-6111  
Matt Todd, [mtodd@accma.ca.gov](mailto:mtodd@accma.ca.gov), 510-350-2315

### **Organization Background**

Cycles of Change is a 12-year-old organization that has a proven track record of delivering effective bicycle education, bicycle distribution, and youth job training programs in the East Bay. Since Cycles of Change started implementing Safe Routes to Schools programming in Alameda County two and a half years ago, they have trained over 5,000 students in their six-hour “Drive Your Bike” curriculum which takes youth on the road with Cycles of Change bikes to teach them vehicular cycling skills. In order to continue this work sustainably, Cycles of Change has trained and continues to support over 25 school teachers who continue to deliver this curriculum in public schools and recreation centers in Livermore, San Lorenzo, Fremont, Oakland, Alameda, Berkeley, and Albany. Their work has been supported by strong partnerships with TransForm, Alameda Point Collaborative, Alameda County Department of Public Health, East Bay Bicycle Coalition, and East Bay Asian Youth Center.

### **Project Need**

Three Alameda County middle schools<sup>1</sup> in which Cycles of Change delivered Safe Routes to Schools “Drive Your Bike” Safety Trainings during the 2009-10 school year were selected for a survey intended to identify prevalent barriers to students biking to school and biking in general.

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<sup>1</sup> Edendale and Washington Manor in San Lorenzo, CA, and Junction in Livermore, CA.

***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

Ten to fifty percent of students reported they do not ride their bicycle because it is not functional. Most school-age students do not have access to professional bike repair shops due to geographic and/or financial limitations. Some youth know how to perform their own bike repair, but do not have the necessary tools or parts. When an individual's bike falls into disrepair or is stolen, it may take years for that person to start riding again.

The Alameda County Safe Routes to Schools (SR2S) Partnership currently supports young people biking to elementary and middle schools in a wide variety of ways. Activities like the Puppet Show assemblies, "Drive Your Bike" safety trainings, Bike to School Day, Bike Rodeos, Family Cycling Clinics, regular Walk and Roll to School Days, parent and principal presentations, Bike Trains, and advocating for policies that allow students to bike to school where it was not previously allowed, all comprehensively encourage school children (and also their parents and teachers) to bike to school. There is a huge push for children to ride to school from the SR2S Partnership, but there is currently no support to help people keep their bikes maintained and operating safely within this effort.

### **Project Description**

Imagine a bike repair shop meets a Book-Mobile. The "BikeMobile" will support existing sites with Safe Routes to Schools programs and also outreach to other schools, recreation centers, and community events to repair broken bikes, teach hands-on bike repair, offer safety trainings, and promote walking and biking to school. Bikes that are functional can be used, and bikes that are regularly inspected and maintained are more enjoyable to ride and less prone to mechanical failures which can result in personal injuries and possible discontinued usage. Thus, the three key BikeMobile project components of safety, repair and encouragement are closely tied together in an effort to keep people riding happily and safely. Services will be primarily geared toward students, but will also serve interested parents, teachers and school staff, and are expected to reach over 3,000 individuals via up to 275 site visits.

Through the following three outreach services, this project will enable people to stop driving and start biking to school and other destinations more often, thus reducing criteria pollutants and congestion.

#### **A. Bike Safety Education**

Bike safety will be taught by going over key safety procedures such as proper helmet fitting, the ABC (air, brakes, chain) bike safety check, and the rules of the road. We will provide bookmarks

***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***

**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**

**Submitted by: Alameda CTC & Cycles of Change**

that list key safety points and contact info for relevant resources. Visual diagrams illustrating safety concepts and mechanical information could be integrated into the graphic design on the side of the vehicle to emphasize the safety message.

**B. Bike Repair Education**

In addition to safety, youth will learn how to repair and maintain their own bikes. When possible, our staff will encourage youth to fix their own bikes under our supervision using our tools and parts. If a repair is too complicated for the owner to do, we will do it for them while explaining the process along the way.

**C. Bike Riding Encouragement and Incentives**

Once a student goes through a safety lesson and their bike is fixed or tuned-up, they will receive a reflective sticker with a pro-bike message, specifically designed for this program, to place on their bike. If the same student is seen on campus with their bike during the BikeMobile's following visit, the student will be eligible to receive an incentive such as a patch kit. During the next visit the same student will receive a multi-tool, then a tail light, then a lock, etc. Each time the truck visits throughout the year, participating students will receive something new and useful to encourage them to keep riding. We also plan on providing colored duct tape, tin foil, paint markers, and reflective tape for youth to decorate their bikes and helmets as "scraper bikes" (a popular form of bike decoration) while we visit.

**Scope of Work and Schedule**

The following scope of work will take place over two school years, between July 1, 2011 and June 30, 2013, in conjunction with the next cycle of SR2S funding in Alameda County.

The BikeMobile will make a total of 200-275 visits over the course of the two-year project. Each BikeMobile site visit will average two to four hours. To the full extent possible, the BikeMobile visits will be advertised in advance, and will regularly return to each site an average of two to seven times per year in an effort to build a relationship with the community and provide a regular service on which people can depend. Additionally, we expect the BikeMobile to make one-time visits to special events and sites.

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**Submitted by: Alameda CTC & Cycles of Change**

The BikeMobile site visits will be carefully coordinated with the current and future SR2S program in Alameda County as well as other related non-SR2S programs, as described below. Priority will be given to SR2S programs over non-SR2S programs, in order to maximize the impact of both the BikeMobile and the SR2S program.

**1. SR2S 4th-8th Grade Bike Safety Programming**

We will partner with the 4<sup>th</sup>-8<sup>th</sup> grade SR2S bike safety provider to make 20-90 BikeMobile visits to 5 to 20 unique schools (visiting each school 2-7 times a year, depending on the school need). The BikeMobile visits will ideally occur during or after a bike safety training lesson and provide the bicycle safety, repair and encouragement services outlined above in sections A, B, & C.

**2. SR2S K-8th Grade General Programming**

We will be partnering with the K-8<sup>th</sup> grade SR2S general provider to make 20-90 BikeMobile visits to 5-20 unique schools (visiting each school 2-7 times a year, depending on the school need), at schools across Alameda County that currently have general SR2S programming. These visits could occur during monthly “walk and bike to school days”, family day events, or as stand-alone visits to provide the services outlined above in sections A, B & C.

**3. SR2S High School Programming**

A new SR2S high school program will begin in Fall 2011 in Alameda County, however, the type and extent of SR2S programming is yet to be determined. The BikeMobile project will be coordinated with the high school SR2S provider to deliver services outlined above in sections A, B, & C through 10-50 visits to 2-8 participating high schools (visiting each school 2-7 times a year, depending on the school need). Since high school students are capable of learning advanced maintenance skills, the BikeMobile could also offer formal mechanics and safety workshops at the request of an after-school club or other group. These students could then assist with repairs, and be ambassadors for the BikeMobile at the high school.

**4. SR2S Alternative Commute Campaign**

Alameda County will also begin a new pilot alternative commute program tailored to teachers, staff and parents at schools in Fall 2011. The BikeMobile will attend events as part of this campaign as opportunities arise.

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**Submitted by: Alameda CTC & Cycles of Change**

**5. Family Cycling Clinics and Bike Rodeos**

We will coordinate with the Family Cycling Clinic and Bike Rodeo provider (currently the East Bay Bicycle Coalition) to bring the BikeMobile to deliver services outlined above in sections A, B, & C to 5-15 events. Family Cycling Clinic attendees will be encouraged to arrive one hour before class begins to participate in a preliminary maintenance workshop during which they will be able to make needed repairs to their bike. The BikeMobile will be available to attend Bike Rodeos if there is an expected attendance of fifteen or more students who will be bringing their own bicycles.

**6. Other Events**

The BikeMobile will also attend other Cycles of Change events, city events, events at public parks, recreation centers and other SR2S-related events, as resources are available, to complete the maximum of 200-275 total site visits for the entire project. This results in an additional possible 30-145 visits to other events, providing the services outlined in the above sections A, B & C.

**Additional Project Benefits & Details**

**Collaboration**

The BikeMobile could be a stand-alone project, but it is intended to be closely coordinated with the Alameda County Safe Routes to Schools Partnership to provide a stronger overall SR2S presence. (The Alameda County SR2S program is being implemented by a partnership between TransForm, Alameda County Public Health Department and Cycles of Change with grant funding through June 30, 2011. It will be offered by a yet to-be-determined provider with federal funds through the Alameda CTC starting July 1, 2011.) The BikeMobile will also be available to attend city and county events, Cycles of Change events, East Bay Bicycle Coalition events, and other community events that will benefit from its services.

**Innovation**

Cycles of Change Earn-a-Bike programs, currently offered at four sites in Alameda and Oakland, are effective at encouraging youth to ride, and teaching maintenance skills to keep bikes functional. However, these programs are limited to only a few locations. While our Safe Routes to Schools Bike Safety Programs extend across Alameda County to many locations, it is limited by the inability to teach and deliver bike repair due to time and resource constraints. This project

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will combine the repair component of an Earn-a-Bike program with the far-reaching arm of the Safe Routes to Schools Partnership to deliver accessible bike repair, education and resources to a wide and under-served population in Alameda County. There are no known services similar to the BikeMobile in the Bay Area.

### **Replication**

Once the project is demonstrated and refined, we would be enthusiastic about sharing this model and lessons learned with any Safe Routes to Schools program that aims to reduce vehicle miles traveled by encouraging usage of bicycles. Many existing organizations around the Bay Area would be capable of replicating this project since it is relatively low in cost and requires only basic materials and a sustained level of coordination.

### **Anticipated Results**

We expect the BikeMobile project to make the existing (and the future) SR2S programming in Alameda County more successful by complementing the bicycle promotion and encouragement element of an already robust SR2S program. We expect the BikeMobile will engage over 3000 people in bicycle safety, repair and encouragement over the two year period. Specifically, we expect it will assist youth, teachers, staff and parents in making 2000 tune-ups and repairs. While repairs are being made, the audience will learn valuable traffic safety and bicycle maintenance skills that will help them stay safe and active in the future. Using the above efforts combined with promoting bike riding through incentives and other activities, we aim to increase the number of trips made by bike by the engaged audience by 35%.

## **Responses To MTC Questions**

*1. Would it be feasible to expand the scope of the project for larger-scale implementation, or should we keep it to one truck for testing purposes? Please explain why.*

We believe it is prudent to start the program with one truck, and have designed the project this way. With the available local match, there is not enough funding to purchase and operate a second truck. Additionally, we would like to verify success of this project before expanding to using two trucks.

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*2. The bike repair component could be boosted by a complementary bicycle safety education component. Please consider adding a bicycle safety education component to the project scope. Are there other strategies that could be folded into this repair shop concept?*

We have incorporated a safety component, as described above in section A. Additionally, as described in the application, the BikeMobile services are strongly tied to the current Alameda County SR2S program which has a large safety component.

*3. Please revisit the line-item budget and explain the costs.*

This has been done and is explained in this application.

### **Approach to Evaluation**

A two-part data collection method is proposed. Data collection will be executed by Cycles of Change and the other SR2S program providers. Funding for this data collection is included in the staffing budget in this proposal. An additional seven percent of the total budget is reserved for assistance with evaluation, including data analysis and report preparation.

Part 1 - Verbal Survey: When a bike is repaired, we will document whether the repair made the bike functional or simply improved its functionality. Then, we will document how many more trips per week the owner expects to make because of the repair and what type of car the family drives (for emissions estimates). Then, that data will be used to estimate emissions reduction.

Part 2 - Bike Counting at selected SR2S sites: When a bike is repaired, the owner will receive a reflective sticker to put on the bike. SR2S staff or volunteers will periodically count the number of bikes with the sticker parked in the school's bike cage. This method will work well for evaluating the effectiveness at school sites, but not for work done at other community events and locations where people do not regularly return. Note: The sticker could have a serial number on it for more advanced tracking or theft recovery.

**MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program**  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

**Project Cost and Funding**

This project is estimated to cost \$565,000. The Alameda CTC will provide an 11.5% match of \$65,000 for the requested amount of \$500,000 from the MTC.

**Cost Summary**

Category	Cost
Staffing	\$ 260,000
Materials	\$ 90,000
Equipment (customized truck)	\$ 65,000
Evaluation	\$ 40,000
Contingency	\$ 55,000
Public Sponsor	\$ 55,000
<b>Total</b>	<b>\$ 565,000</b>

**Staffing**

Staffing is expected to cost \$260,000, equaling about 45% of the total budget. Three Cycles of Change staff will be responsible for implementing the majority of the project.

- A part-time Program Manager (about 20% of a full-time equivalent position) will be responsible for integrating this program with other programs under the Safe Routes to Schools Partnership, for integrating it into other non-SR2S events and programs, and for managing the program within Cycles of Change. The Program Manager will work directly with the Alameda CTC, other local SR2S providers, and the BikeMobile Program Coordinator to ensure all requirements are being met.
- A part-time Program Coordinator (about 80% of a position) will use about half of his/her time to operate the BikeMobile and the rest of his/her time developing, planning, and promoting the program. The Coordinator will also manage the Program Assistant.
- A part-time Program Assistant (about 40% of a position) will assist with the operation of the BikeMobile and data collection.



**MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program**  
**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**  
**Submitted by: Alameda CTC & Cycles of Change**

Additional budget is included in the staffing category for the K-8 SR2S general provider, the grades 4-8 SR2S Bike Safety provider, and the high school SR2S provider, who will be contracted with to promote and collect data for the BikeMobile at the sites where they are operating programs.

The breakdown of staff time by type of task is as approximately as follows:

- 40% Direct Service
- 35% Development and Planning
- 20% Outreach
- 5% Data Collection and Evaluation

### **Materials**

Materials in the budget fall under three major categories and equal about 20% of the entire budget totaling \$90,000.

- \$25,000 for tools and parts to make repairs
- \$35,000 for incentives (locks, lights, stickers, patch kits, multi-tools, snacks, helmets, and bike decoration supplies)
- \$30,000 for vehicle operation (insurance, maintenance, fuel)

### **Equipment**

A customized utility vehicle will cost \$65,000 equaling about 15% of the total budget.

- \$50,000 for a 17-foot Box Truck
- \$15,000 for customization (creating and installing graphic design for the truck's exterior and installing customized work stations)

### **Evaluation**

Seven percent of the budget, equaling \$40,000, is set aside for evaluation services. Staff time and materials for collecting data to support the evaluation (described above under *Approach to Evaluation*) is included in the staffing budget.

### **Contingency**

Ten percent of the budget, equaling \$55,000, is set aside for contingency, as this is a pilot project which may have unexpected costs.

***MTC Climate Initiatives Program: Safe Routes to School Creative Grant Program***

**Project: BikeMobile – A Bike Repair and Encouragement Vehicle**

**Submitted by: Alameda CTC & Cycles of Change**

**Public Sponsor**

Ten percent of the budget, equaling \$55,000, is set aside for the Alameda CTC to oversee and monitor this project, and ensure that it is meeting all federal requirements.

**Alameda County Safe Routes to School Program**  
**Proposed Workscope for Program**  
July 30, 2010

**Goals and Objectives of Overall Program**

- Will be an “Alameda County” program, with the program policies, goals and contractor selection made by the Alameda CTC Board;
- Will be one cohesive program, with all elements integrated and coordinated, even if implemented by different entities;
- Will build on and continue existing efforts and successes;
- Will complement other SR2S funding programs, which are mostly for capital projects;
- Will address traditional SR2S 5 E’s (Education, Encouragement, Engineering, Enforcement, Evaluation) as well as a 6<sup>th</sup> E, Emission Reductions, to address the air quality component of the new program; and
- Will be designed to meet eligibility requirements of funding source (federal CMAQ).

**Description of the four Program Elements** (including scope of work and schedule for each)

**Program Element 1: Alameda County SR2S Program - Elementary & Middle Schools (K-8)**

Project Manager: Tess Lengyel, ACTIA

Email: tlengyel@actia2022.com

- Background:
  - There are 225 elementary and 56 middle schools in the county (281 total) with 147,000 students (68% of all students in county).
  - Existing program is operating comprehensive programs in 83 schools (73 elementary + 10 middle). This is 30% of all elementary/middle schools in the county.
  - By June 2011, the existing program will be established in 90 schools
  - Established programs at 90 schools over a four-year period. Based upon the funding amounts available through this program, plan to maintain this program level.
- Description/Work Products:
  - Continue SR2S programs (similar in scope of work that has been performed with ACTIA grant funds) in 90 schools.
  - Include Bike Safety Education (similar scope of work that has been performed with ACTIA grant funds).
  - Program details: bike safety education classes, curriculum development, trainings, walking school buses, assemblies, puppet shows, monthly Walk to School Days,

promotional events and activities, collaboration with enforcement, walk audits, web-based resources, technical assistance.

- Evaluation of Program Element
- Implementation/Schedule:
  - Current ACTIA-funded SR2S program funded through June 30, 2011.
  - Request E-76 for FFY 10/11 funding by February 1, 2011.
  - Release a Request for Proposals (RFP) during spring 2011 for a team to operate one program countywide (team may have subconsultant(s) and could be coordinated with High School consultant team).
  - Select consultant for countywide program by July 1, 2011.
  - New MTC-funded program proposed to start July 1, 2011 and end June 30, 2013.

## **Program Element 2: Alameda County SR2S Program - High Schools**

Project Manager: Tess Lengyel, ACTIA

Email: [tlengyel@actia2022.com](mailto:tlengyel@actia2022.com)

- Background:
  - No HS programs currently
  - Different target group from elementary/middle school students, so needs a separate approach that appeals to this age group.
  - 63 high schools in county with about 68,000 students (32% of students in the county)
- Description/Work Products:
  - Develop new program, based on national and local models (i.e. Sonoma County, Marin County and Palo Alto examples).
  - Pilot the program in the first year with five schools that differ in size and geographic location. Expand the program to 5-8 more schools in the second year, and maintain the original five programs, for a total of 10-13 schools.
  - Program details: TBD. Would be based on best practices. Could include social marketing and parking management.
    - Evaluation of Program Element
- Implementation/Schedule:
  - Request E-76 for FFY 10/11 funding by February 1, 2011.
  - Release a Request for Proposals to during spring 2011 for a team to operate one program countywide (Team may have sub-consultant(s) and could be coordinated with elementary and middle school team).
  - Create new High School SR2S program in 15%-20% of all high schools (10-13 schools) by June 30, 2013.
  - New program proposed to start July 1, 2011 and end June 30, 2013.

### **Program Element 3: Alameda County SR2S Program - Ridesharing/Carpool/Clean Air**

Project Manager: Beth Walukas, ACCMA

Email: BWalukas@accma.ca.gov

- Background:
  - 349 schools in county with about 21,000 staff/teachers.
  - 22 school districts total; 16 with 100 or more staff/teachers.
  - Thousands of parents.
- Description/Work Products:
  - Develop a pilot ridesharing/carpool/clean air program, which is based on researched need and effectiveness.
  - Program would create a new program for those working at schools, where none currently exists, reduce emissions related to staff, teacher and parent vehicle trips, and expand opportunities for students who can't bike/walk to school.
  - Program targeted at school campuses, with programs initially established in a limited number of school districts (initial strategy is to pursue a program in one to two school districts).
  - Primary target audience: Faculty and staff at schools.
    - Consider including HS students as riders with legal drivers. Student drivers that can legally carry passengers may also be candidates for this program.
    - Begin program with school sites, but consider and evaluate benefits of including district offices, if large enough and/or near a school.
  - Program details TBD, but could include the following:
    - TDM program for faculty/staff that promotes walk, bike, carpool, transit modes.
    - Promote/modify 511 "school pool" module
    - Marin "School Pool" model ([www.schoolpoolmarin.org](http://www.schoolpoolmarin.org))
    - Dynamic ride sharing
    - Tie to High School Program, since students can be riders under some circumstances.
  - Evaluation of Program Element
- Implementation/Schedule:
  - Program administrator to request E-76 for FFY 10/11 funding by February 1, 2011.
  - Request for Proposals to hire a team to operate a program countywide. Program could coordinate with the K-8 and high school programs.
  - New program proposed to start July 1, 2011 and end by June 30, 2013.

#### **Program Element 4: Alameda County SR2S Capital Program**

Project Manager: Matt Todd, ACCMA

Email: MTodd@accma.ca.gov

- Description/ Work Products:
  - Technical Assistance Program: Provide assistance to local agencies in identifying and designing engineering solutions for projects that encourage non-automotive school trips.
    - Walk audits may be considered, if non-CMAQ funds are available.
    - Would fund pre-construction phases, such as preliminary engineering, environmental, PS&E. May also include other SR2S project development efforts.
    - Model after “Technical Assistance Program” (TAP).
  - Capital Program: Funding for capital improvements.
    - Projects that flow from a TAP project or completed walk audit could be considered in the project evaluation.
    - Projects will need to be CMAQ eligible.
  - Propose to give priority to projects that have a match, but not require it.
  - All schools would be eligible. The status of a school’s comprehensive SR2S program could be considered in the project evaluation.
  - Geographic equity will be considered in project selection.
  - Staff Resource Assistance, including considering financial assistance for local agency staff time associated with SR2S project development efforts (assuming a program administrative structure that meets federal aid requirements is available).
- Implementation/Schedule:
  - Technical Assistance Program (PE activities):
    - Release Request for Qualifications (RFQ) during fall or winter 2010 to develop a prequalified list of on-call consultants (engineers/planners) to assign to the selected projects.
    - Release call for projects fall or winter 2010 for local agencies to determine who receives assistance for PE activities.
    - TIP amended to include PE activity scope by January 2011.
    - Program administrator to request E-76 for FFY 10/11 PE funds by February 1, 2011.
  - Capital Program:
    - Release call for projects for local agencies during spring or summer 2011.
    - TIP amended to add selected projects to TIP.

- Selected sponsors request E-76 for FFY 11/12 funding for construction between October 1, 2011 and February 1, 2012.

### **Program Cost and Funding**

- See SR2S Workscope budget attachment for cost and funding breakdown.
- The ACTIA Board approved the use of up to \$420,000 of Measure B Bike/Ped CDF grant funds for the local match on May 27, 2010.
- STP funding requested for CMAQ ineligible walking audits and project development activities that are seen as crucial for implementing a successful countywide program. It is estimated that these activities account for approximately 11% of the program budget.

### **Attachments:**

Alameda County SR2S Program Budget

## ALAMEDA COUNTY SR2S PROGRAM

### Final Proposed Budget <sup>1</sup>:

Program Element	Sample Program Budget (Using Mid Point Targets)			Sample Funding Budget for Total Amount (Using Mid Point Targets)		
	Funding Range Low-Mid-High	Total Amount	% of Total	Requested CMAQ	Requested STP <sup>2</sup>	Local Match <sup>3</sup>
1. Elementary & Middle Schools	\$1,500,000-\$1,700,000-\$1,900,000	\$ 1,700,000	47%	\$ 1,305,000	\$ 200,000	\$ 195,000
2. High Schools	\$320,000-\$360,000-\$400,000	\$ 360,000	10%	\$ 319,000		\$ 41,000
3. Commute Alternatives	\$226,000-\$278,000-\$330,000	\$ 278,000	8%	\$ 246,000		\$ 32,000
<b>Subtotal</b>	<b>\$2,338,000</b>	<b>\$ 2,338,000</b>	<b>64%</b>	<b>\$ 1,870,000</b>	<b>\$ 200,000</b>	<b>\$ 268,000</b>
4. Capital Program (includes PE activities)	\$1,300,000	\$ 1,300,000	36%	\$ 951,000	\$ 200,000	\$ 149,000
<b>Subtotal</b>	<b>\$1,300,000</b>	<b>\$ 1,300,000</b>	<b>36%</b>	<b>\$ 951,000</b>	<b>\$ 200,000</b>	<b>\$ 149,000</b>
<b>Totals</b>	<b>\$3,638,000</b>	<b>\$ 3,638,000</b>	<b>100%</b>	<b>\$ 2,821,000</b>	<b>\$ 400,000</b>	<b>\$ 417,000</b>

### Goals and Assumptions

-Funding will cover 2 years of program operations

-Staff proposes to procure Program Elements 1, 2 and 3 through one RFP. Staff has estimated costs of the types of services that would be included in the program. Actual costs of the services/programs provided will vary. Staff proposes to include targets (such as schools by area, number of bike events, number of walking audits and monitoring requirements) in the RFP. The actual funds needed to meet those targets will likely fall in the ranges detailed above. ACTAC will be requested to review the RFP document prior to its release.

- |                                |   |
|--------------------------------|---|
| 1. Elementary & Middle Schools | Per school costs can range from \$2,000 to over \$25,000 depending upon the types of programs implemented at schools. For budget estimating purposes, an average cost of \$10K per school site was used. Continue to implement SR2S programs in elementary and middle schools that will reach 30% of all schools (90 total) by June 30, 2011, and offer technical assistance to all schools upon request, by June 30, 2013. |
| 2. High Schools                | Per school costs will vary. For budgeting purposes an average estimated cost of \$20K for the 1st year and \$15K for the 2nd year per school site was used. Pilot program in 5 schools for first year and add 5 - 8 more second year = 10 -13 schools.  |
| 3. Commute Alternatives        | Because this program will be implemented based upon best practices, staff recommends that this program be scaleable to allow for the combined use of funds in programs 1-3 that results in the highest reduction of vehicle trips to schools. The goal is to implement this program in 1-2 school districts.  |
| 4. Capital & TAP Program       | \$1,300,000 for a combination of capital grants, technical assistance and staff resources.  |

### Notes

- Program evaluation is built into the budgets for each element and includes at a minimum direct data collection in the program classrooms or schools. Budget assumes 7.5% -10% for program evaluation costs.
- STP funding requested for CMAQ ineligible walking audits and project development activities that are seen as crucial for implementing a successful countywide program. It is estimated that these activities account for approximately 10% of the program budget.
- The ACTIA Board approved the use of up to \$420,000 of Measure B Bike/Ped CDF grant funds for the local match on May 27, 2010.





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## Memorandum

**DATE:** September 2, 2010

**TO:** Programs and Projects Committee

**FROM:** Jacki Taylor, Programming Liaison

**SUBJECT:** **Review and Comment on Projects Proposed for the FY 2010/11 Transportation Fund for Clean Air (TFCA) Remaining Program Balance**

### Recommendations:

This is an informational item and no action is requested. The Alameda County Technical Advisory Committee is scheduled to receive this informational item on September 7, 2010.

### Summary:

The Committee is requested to review and comment on the projects under consideration for the FY 2010/11 TFCA remaining program balance. The FY 2010/11 TFCA program was approved by the Alameda CTC on July 22, 2010. Since that time a project proposed to receive \$319,000 from the FY 2010/11 program has been determined to be ineligible for TFCA funding. Any funds that remain unprogrammed as of December 6, 2010 will be reclaimed by the Air District.

### Information:

The FY 2010/11 TFCA program was approved by the Alameda CTC on July 22, 2010. Since that time Oakland's Broadway Signal Interconnect project that was proposed to receive \$319,000 through the FY 2010/11 program has been determined to be ineligible for TFCA funding. This amount needs to be programmed in the next few months or it will be reclaimed by the Air District.

On August 18<sup>th</sup> a request was emailed to ACTAC for projects to be submitted for consideration for the available \$319,000 balance. Sponsors were requested to submit projects by August 26<sup>th</sup>. The project submittals received will be reviewed for TFCA program eligibility and the required TFCA cost-effectiveness over the next few weeks. A summary of the projects received and the status of their review will be distributed at the meeting.

A recommendation for programming the \$319,000 will be presented to the Commission for approval in October 2010.

### Attachments:

A handout summarizing proposed projects will be provided at the meeting.

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**Memorandum**

**DATE:** September 2, 2010

**TO:** Programs and Projects Committee

**FROM:** Arthur L. Dao, Executive Director  
Arun Goel, Associate Transportation Engineer

**SUBJECT:** East 14<sup>th</sup> Street/Hesperian Boulevard/150<sup>th</sup> Street Intersection Improvements (ACTIA 19) – Approval of Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for Right-of-Way Support and Capital Phase

**Recommendation:**

It is recommended that the Commission approve Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro for the Right-of-Way Support and Capital phase for the East 14<sup>th</sup> Street/Hesperian Boulevard/150<sup>th</sup> Street Intersection Improvements Project (ACTIA 19) (ACTIA Agreement No. A07-0064). Amendment No. 2 would extend the termination date of the agreement from September 30, 2010 to December 31, 2011.

**Summary:**

Staff is recommending an extension of the termination date of the Project Specific Funding Agreement (PSFA) until December 31, 2011 to allow for completion of the Right-of-Way Support and Capital phase.

**Discussion/Background:**

The East 14<sup>th</sup> Street/Hesperian Boulevard/150<sup>th</sup> Street Intersection Improvements Project is sponsored by the City of San Leandro, which is leading the project development and right of way efforts. Environmental clearance was obtained in November 2005.

A Letter Agreement with the City of San Leandro (ACTIA 2003-06), dated August 5, 2004, was executed for the Scoping Phase of the project for \$69,840. A PSFA for the Right-of-Way Support and Capital phase (ACTIA A07-0064) was approved on October 27, 2007 for \$279,700 and Amendment No. 1 to the Right of Way agreement was executed in December 2009 for changes made to the phase limitations. A separate PSFA for the Plans Specifications and Estimate (PS&E) phase (ACTIA A09-0012) was approved on January 22, 2009 for \$306,000. A total of \$656,000 of Measure B funds has been allocated to date.

In order to allow for the completion of the Right-of-Way Support and Capital phase, it is recommended that the termination date of the PSFA for the Right-of-Way Support and Capital phase be extended to December 31, 2011.

**Fiscal Impacts:**

There is no direct fiscal impact anticipated from the recommended action.



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## Memorandum

**DATE:** September 2, 2010

**TO:** Programs and Projects Committee

**FROM:** Arthur L. Dao, Executive Director  
 Stefan Garcia, ACTIA Project Controls Team

**SUBJECT:** **I-680/I-880 Cross Connector Studies (ACTIA 22) – Approval of Amendment No. 3 to the Project Specific Funding Agreement with the Alameda County Congestion Management Agency for project scoping work**

### Recommendations:

It is recommended that the Commission approve Amendment No. 3 to the Project Specific Funding Agreement with the Alameda County Congestion Management Agency for project scoping work for the I-680/I-880 Cross Connectors Studies (ACTIA 22) (ACTIA Agreement No. A05-0051). Amendment No. 3 would extend the termination date of the agreement from September 30, 2010 to June 30, 2012.

### Summary:

Staff is recommending an extension of the termination date of the Project Specific Funding Agreement (PSFA) until June 30, 2012 to allow for completion of the scope of work authorized by the agreement.

### Discussion or Background:

The initial Measure B contribution to ACTIA 22 supported a study sponsored by the Santa Clara Valley Transportation Authority (VTA) which investigated a number of corridors in both Alameda and Santa Clara counties between I-680 and I-880. Following the VTA study, the ACCMA became the sponsor for ACTIA 22 to use the remaining Measure B funds to explore the feasibility of the corridors from the VTA study within Alameda County.

The current corridor being investigated is along Mission Boulevard (Route 262) between I-680 and I-880, which is part of the State Highway System. Since the corridor is on the State Highway System, project scoping documents must be prepared in accordance with Caltrans requirements, and Caltrans resources to provide oversight must be included in a prioritized, county-wide list prepared by the ACCMA. The project is on the prioritized list for the current year, and the ACCMA has a consultant on board to prepare a Project Study Report (PSR) in accordance with Caltrans requirements.

In order to allow for the completion of the project scoping documents now that the project is on the prioritized list for Caltrans oversight, it is recommended that the termination date of the PSFA for the project scoping work be extended to June 30, 2012.

**Fiscal Impacts:**

There is no direct fiscal impact anticipated from the recommended action.



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## Memorandum

**DATE:** August 30, 2010

**TO:** Programs and Projects Committee

**FROM:** Cyrus Minoofar, Manager of Intelligent Transportation Systems

**SUBJECT:** Approval of amendments to the funding agreements with the City of Alameda and the Metropolitan Transportation Commission (MTC) for the Webster Street SMART Corridor Project

### Recommendations:

It is recommended that the Board approve amendments to the existing funding agreements between the Alameda County Congestion Management Agency (CMA) and the City of Alameda and the Metropolitan Transportation Commission (MTC) for the Webster Street SMART Corridor Project. The proposed amendments allow acceptance of an additional \$90,000 in economic stimulus funds under the Energy Efficiency and Conservation Block Grant (EECBG) programmed to the City of Alameda, and an additional \$186,000 in Congestion Mitigation/Air Quality (CMAQ) funds programmed to MTC. This recommendation also includes authorizing the Executive Director to execute all necessary agreements.

### Summary:

The proposed amendments allow the addition of \$186,000 of the CMAQ funds from MTC and \$90,000 in EECBG funds from the City of Alameda to cover a current Project funding shortfall. The funds would cover the previously designed elements of the Project. The funds are supplementary to the budget previously approved by the CMA Board on September 25, 2008. The proposed action plus other additions authorized separately by the CMA Board would amend the total project budget from \$1,202,000 to \$1,628,000.

### Discussion:

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Alameda, MTC, Caltrans, and AC Transit are implementing a full design and implementation of the Webster Street SMART Corridor project. This project would be an expansion of the existing East Bay SMART Corridors system. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, Microwave Vehicle Detection System (MVDS) for, volume, travel time, and speed calculations, Trailblazer Signs (TBS) to direct traffic in emergencies and special events, and Emergency Vehicle Preemption (EVP) / Transit Signal Priority (TSP) devices along various corridors leading to the Webster/Posey Tubes in the City of Alameda. The field elements will connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC). The project is also being coordinated with the City of Oakland.

The CMA Board on its September 25, 2008 meeting approved an initial budget of \$1,202,000, and authorized the staff to execute all necessary agreements to receive \$770,000 from the City of Alameda, and \$92,000 from MTC. CMA also authorized the use of a \$340,000 federal earmark programmed to CMA to supplement the budget for this project.

The CMA Board separately authorized staff to implement a separate but related traffic signal retiming project on Constitution Way in close proximity to this project, which now has been completed, utilizing \$100,000 in Transportation Funds for Clean Air (TFCA) funds previously programmed to the City. Through an exchange of funds between the City and CMA, an additional \$50,000 has also been provided to this project. MTC has agreed to provide an additional \$186,000 of federal funds programmed to MTC, and the City is providing an additional \$90,000 in economic stimulus funds under the Energy Efficiency and Conservation Block Grant (EECBG) program.

Staff is recommending the Board approve the amendments to accept additional funds, and to authorize the Executive Director to negotiate and execute necessary agreements for the expenditure of the supplementary funds related to procurement and construction. Staff will seek additional authorizations from the Board for the call for bids and award of the construction contract pending a notice to proceed for federal funds from Caltrans. Staff expects the construction to start by December 2010.

**Fiscal Impacts:**

The revenues and costs associated with the proposed amendments are not incorporated in the current budget. The project costs will be met through additional funding by:

1. MTC through additional \$186,000 Congestion Mitigation/Air Quality (CMAQ) funds added to previously committed funds of \$92,000 for a total of \$278,000;
2. The City of Alameda's \$90,000 Energy Efficiency and Conservation Block Grant (EECBG);
3. Transportation Fund for Clean Air (TFCA) funds previously programmed to the City of Alameda for a total of \$920,000 which is currently programmed to CMA;
4. CMA through \$340,000 from a federal demonstration earmark.

**Attachments:**

Attachment A - Previous Authorizations from the CMA Board





ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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September 25, 2008  
Agenda Item 6.4.3

**Memorandum**

**DATE:** September 16, 2008  
**TO:** CMA Board  
**FROM:** Administration and Legislation Committee  
**SUBJECT:** Webster Street SMART Corridor Management Project

**Action Requested**

The Alameda County Congestion Management Agency (ACCMA) in collaboration with the City of Alameda and the Metropolitan Transportation Commission (MTC) is initiating the implementation of the Webster Street SMART Corridor Management Project for the total amount of \$1,202,000. It is recommended that the CMA Board:

1. Authorize the Executive Director to execute all necessary funding agreements with the City of Alameda to receive \$770,000 for costs associated with Webster Street SMART Corridor Management Project;
2. Authorize the Executive Director to execute all necessary funding agreements with Metropolitan Transportation Commission (MTC) to receive \$92,000 for additional work associated with Webster Street SMART Corridor Management Project;
3. Authorize CMA's \$340,000 federal ITS earmark for the I-880 Corridor to be used for the Webster Street SMART Corridor Management Project;
4. Authorize the Executive Director to negotiate and execute contracts for professional services related to design, construction management and procurement of equipment for the Webster Street SMART Corridor Management Project for an amount not to exceed \$750,000

**Discussion:**

The City of Alameda requested that the ACCMA take the lead for the design, procurement and construction of Webster Street SMART Corridor Management Project. The City has agreed to provide funds in the amount of \$770,000 for costs associated with this Project. The ACCMA will also provide \$340,000 from its federal ITS earmark for installation of emergency vehicle preemption along the I-880 Corridor within the Cities of Alameda and Oakland which are the most effective locations consistent with the intent of the federal guidelines.

This appropriation will provide the additional funding necessary for successful completion of this project by December 2009. MTC has agreed to provide \$92,000 for installation of one CCTV at each entrance to the Webster and Posey Tubes in Alameda and Oakland.

**Financial Impact to the CMA Budget**

The revenues and costs associated with this project are not incorporated in the CMA's currently approved budget. The project costs will be met through additional funding by:

1. The City of Alameda through \$420,000 in Transportation Fund for Clean Air (TFCA) Program Manager (40%) funds which was approved by ACCMA Board in April 2008 and \$350,000 in Measure B funds;
2. MTC through \$92,000 Congestion Mitigation/Air Quality ("CMAQ") and MTC Service Authority for Freeways and Expressways (SAFE) funds and;
3. ACCMA through \$340,000 from its federal earmark.

The additional costs and revenues for this project will be incorporated into the budget at the next quarterly update of the CMA's current fiscal year budget.

**Memorandum**

**DATE:** September 2, 2010

**TO:** Programs and Projects Committee

**FROM:** Matt Todd, Manager of Programming

**SUBJECT:** I-880 Southbound HOV Lane Widening Project - Approval of Resolution 10-004 Authorizing the Executive Director to Execute Contracts for I-880 Southbound HOV Lane Widening Project

**Recommendations:**

It is recommended that the Board approve Resolution 10-004, a replacement for ACCMA Resolution 07-037, giving authorization to the Executive Director to enter into agreements not to exceed \$14,305,000 for the I-880 Southbound HOV Lane Widening Project (Project). This replacement resolution brings the authorization to enter into contracts in line with the current funding budgeted for the Project. Contracts and agreements may include, but are not limited to, preliminary engineering, final design, right of way services/acquisition, railroad, utility, construction services and other agreements related to the preparation of bid documents to successfully implement the Project.

**Summary:**

The design of the I-880 Southbound HOV Lane Project is underway and the bid documents are expected to be completed by summer 2011. In the current phase of the design, work such as right of way acquisition, utility relocation and final bid document preparation is being performed. Since the project work was initiated in 2007, additional funds have been budgeted to the Project. This replacement resolution brings the contract authorization to enter into contracts in line with the current funding budgeted for the Project.

**Background:**

The Project is located in the cities of Oakland and San Leandro. The Project will extend the existing Southbound HOV Lane from its current beginning point approximately 1000 ft. south of the Marina Boulevard overcrossing in San Leandro to just south of Hegenberger Road in Oakland. In order to accommodate the widening required for the HOV lane, the Project will reconstruct bridges over I-880 at Davis Street and Marina Boulevard. Reconstruction will eliminate existing bridge columns that conflict with the widening of I-880 to accommodate standard mainline lane widths, standard shoulders, and the proposed HOV lane, which will be extended by almost three miles.

The ACCMA nominated the project to be submitted for Corridor Mobility Improvement Account (CMIA) funding. In February 2007, The California Transportation Commission approved \$94.6 million towards the construction phase of the Project.

The total cost of this project is approximately \$109 million, which includes preparation of environmental document, design, right of way acquisition and construction. Costs not covered by the CMIA will be funded with a combination of local and federal funds (\$14,305,000) approved by the Board. Table 1 details the funding approved for the project support tasks.

Table 1 Project Funding Plan:

<b>Funding Source</b>	<b>Total</b>
STP/CMAQ	6,979,000
Local (CMA TIP)	7,326,000
<b>Total funding</b>	<b>14,305,000</b>

**Fiscal Impacts:**

The project development funds related to this item are included in the existing budget.

**Attachments:**

Attachment A – Alameda CTC Resolution 10-004 – Project Development and Implementation of the I-880 Southbound HOV Lane Project

**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION NO. 10-004**

**PROJECT DEVELOPMENT AND IMPLEMENTATION OF THE I-880  
SOUTHBOUND HOV LANE PROJECT**

**WHEREAS**, the Alameda County Transportation Commission (“Alameda CTC”) is authorized to act on behalf of the Alameda County Congestion Management Agency (“CMA”) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC; and

**WHEREAS**, CMA is eligible to receive Federal and State funding for certain transportation projects, through the California Department of Transportation; and

**WHEREAS**, the CMA is eligible to receive other local funding for certain transportation projects through agencies such as MTC; and

**WHEREAS**, the CMA and Alameda CTC desire state highway improvements consisting of the extension of the I-880 southbound High Occupancy Vehicle (HOV) lane for approximately three miles long within the cities of San Leandro and Oakland (Project); and

**WHEREAS**, the CMA and/or Alameda CTC wish to enter into agreements with various consultants to prepare the preliminary engineering, environmental document and the final design; perform right of way services, and construction support services; and

**WHEREAS**, the CMA and/or Alameda CTC desire to enter into agreements with railroad and utility companies for the purpose of implementing the Project; and

**WHEREAS**, the CMA Board adopted Resolution 07-037 at its regular Board meeting on December 6, 2007, and this Alameda CTC Resolution 10-001 is intended to supersede and replace CMA Resolution 07-037; and

**WHEREAS**, the Alameda CTC through the CMA currently has budget of \$14.305 million in Federal and local funds for project development and implementation, an increase of \$1.605 million from the previously authorized funds of \$12.7 million.

**NOW, THEREFORE, BE IT RESOLVED**, that the Alameda CTC authorizes the Executive Director or his authorized designee to execute all necessary contracts, agreements and amendments including but not limited to the preliminary engineering/environmental, final design, right of way services, railroad, utility and construction support services not exceeding the \$14.305 million authorized by the CMA and Alameda CTC.

**DULY PASSED AND ADOPTED** by the Board of the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, September 26, 2010 in Oakland, California, by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**SIGNED:**

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**Mark Green, Chair**

**ATTEST:**

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**Gladys Parmelee, Clerk of the Commission**