



Alameda County Transportation Commission
meeting as a committee of the whole as the

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, April 09, 2012, 12:15 P.M.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Mark Green, Mayor – Union City

Commission Vice Chair

Scott Haggerty, Supervisor – District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Vice Mayor

City of Oakland

Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Vice Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

Chair:

Mark Green

Vice Chair:

Scott Haggerty

Members:

Nate Miley

Farid Javandel

Larry Reid

Ruth Atkin

Luis Freitas

Suzanne Chan

Staff Liaison:

Stewart D. Ng

Executive Director:

Arthur L. Dao

Clerk of the Commission:

Vanessa Lee

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 Public Comment

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

2 CONSENT CALENDAR

2A. Minutes of March 12, 2012 – **Page 1**

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3 PROGRAMS

3A. Approval of Three -Year Project Initiation Document Work
Plan for Alameda County – **Page 9**

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3B. Central County Same Day Transportation Program - Approval
of Issuance of a Request for Proposals (RFP) and
Authorization to Negotiate and Execute a Contract – **Page 13**

A

3C. South County Taxi Program – Authorization for Contract
Extension and Approval of Allocation of Measure B Funds
– **Page 15**

A

3D. Hospital Discharge Transportation Service and Wheelchair
Breakdown Transportation Service Programs – Approval of
Contract Extension of Contract – **Page 17**

A

3E. Approval of STIP Deadline Extension for Contract Award for the Alameda CTC's I-580 San Leandro Landscaping – Estudillo to 141st Project – **Page 19** **A**

3F. Approval of STIP Deadline Extension for Project Completion for the City of Alameda's Stargell Avenue Extension Project – **Page 21** **A**

4 PROJECTS

4A. Acceptance of Alameda CTC Semi Annual Capital Projects Update April 2012 –**Page 23** **A**

4B. I-580 Eastbound Express (HOT) Lane Project - Approval of Amendment No. 2 to the Professional Services Agreement with the URS Corporation (Agreement No. CMA A08-018) – **Page 43** **A**

4C. Tri-Valley Center to Center (C2C) Program Project– Approval to Extend the Expiration Date of the Contract with DKS Associates – **Page 47** **A**

4D. I-580 San Leandro Sound Wall Landscape Project – Authorization to Advertise Construction Contract – **Page 49** **A**

4E. Webster Street SMART Corridor Project – Authorization to Advertise the Construction Contract and Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services– **Page 51** **A**

4F. Dumbarton Rail Corridor Project (ACTIA 25) - Update on the Procurement of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way Contract and Related Activities – **Page 53** **I**

5 COMMITTEE MEMBERS REPORTS (VERBAL)

6 STAFF REPORTS (VERBAL)

7 ADJOURNMENT AND NEXT MEETING: May 14, 2012

Key: A- Action Item; I – Information Item; *Material will be provided at meeting
(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission
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(510) 208-7400 (New Phone Number)
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled

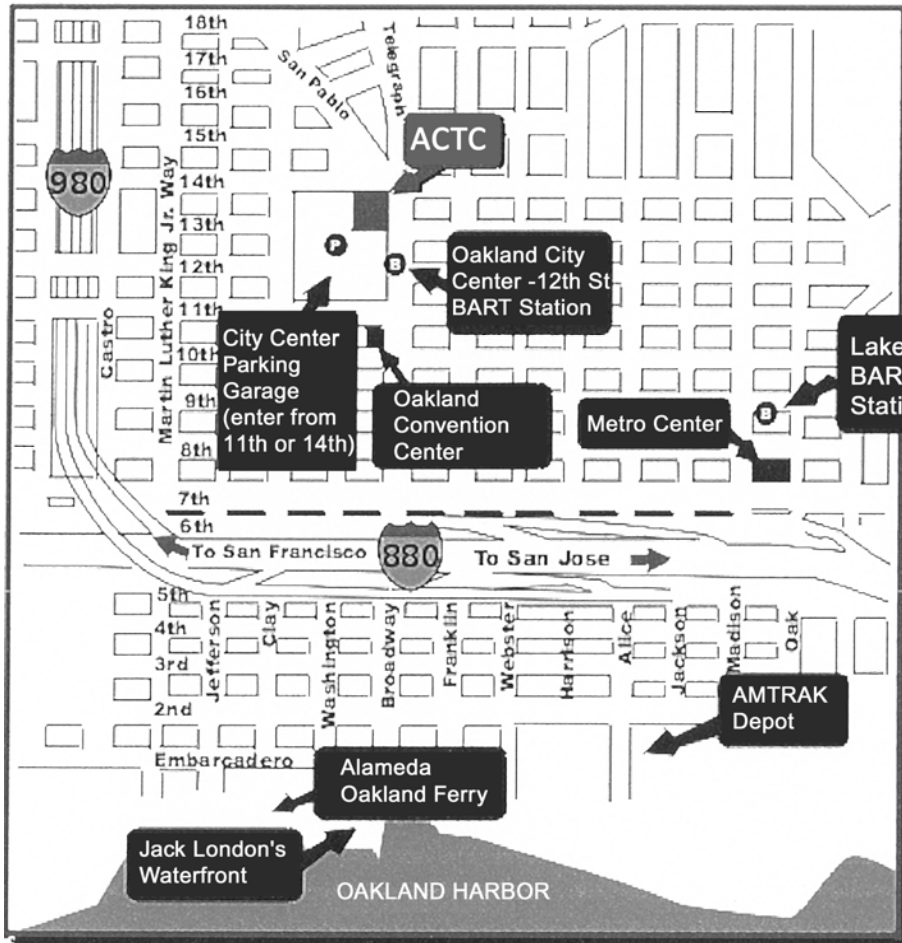


1333 Broadway, Suites 220 & 300

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www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

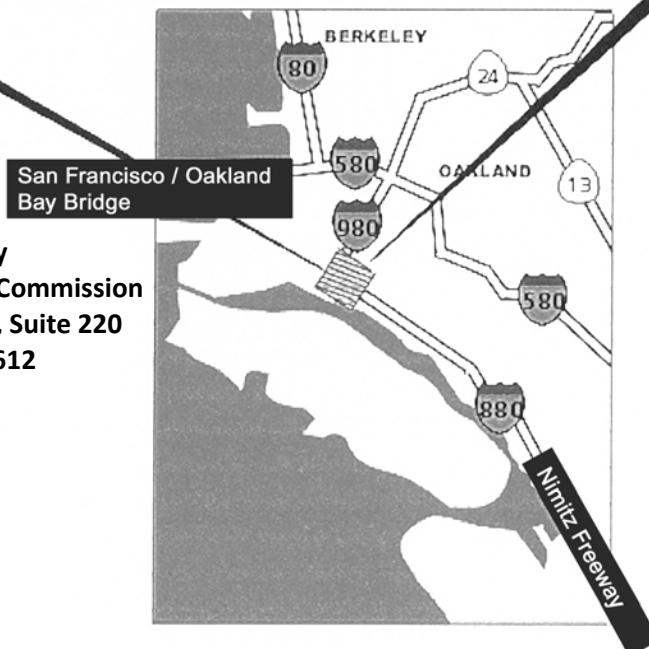
AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)

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Transportation Commission
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Stewart D. Ng

Executive Director:

Arthur L. Dao

Clerk of the Commission:

Vanessa Lee

ADDENDUM

3 PROGRAMS

Item 3G. Review of Draft Cycle 3 Lifeline Transportation Program I

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**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF MARCH 12, 2012
OAKLAND, CALIFORNIA**

The meeting was convened by the Chair, Mayor Green, at 12:40 p.m.

1. Public Comment

There was no public comment.

2 Consent Calendar

2A. Minutes of February 13, 2012

Vice Mayor Freitas moved to approve the consent calendar; Mayor Javandel seconded the motion. The motion passed 7-0.

3 Programs

3A. Approval of Safe Route to School (SR2S) Federal Fund Exchange

Matt Todd recommended the Commission approve the Safe Route to School (SR2S) Federal Funding Exchange Proposal. The proposed exchange would be with the San Joaquin Regional Rail Commission, who operates ACE service and would provide non-federal funds to implement the SR2S Capital Program. Mr. Todd stated that the Alameda CTC would provide the SJRRC \$1,150,935 of Federal STP funds which were initially designated for Safe Routes to School, for ACE Service Preventative Maintenance.

Mayor Javandel motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 8-0.

3B. Approval of Transportation for Clean Air (TFCA) FY 12/13 Expenditure Plan Application

Jacki Taylor recommended the Commission approve Resolution 12-007, regarding the submittal of the FY 2012/13 TFCA County Program Manager Fund Expenditure Plan Application to the Bay Area Air Quality Management District. Ms. Taylor explained that following the FY 2012/13 Expenditure Plan, the Alameda CTC has six months to provide a final program of eligible projects to the Air District. TFCA County Program Manager Fund Application is due to the Air District by April 1, 2012. The TFCA funds included in this funding program are being made available by the Air District. Costs associated with the administration of the TFCA program have already been included in the Alameda CTC's budget.

Councilmember Atkin motioned to approve this Item. Supervisor Haggerty seconded the motion. The motion passed 8-0.

3C. Approval of Transportation for Clean Air (TFCA) County Program Manager Fund Guidelines

Jacki Taylor recommended the Commission approve the Alameda CTC TFCA Program Guidelines for FY 2012/13. Statute requires that TFCA Program Managers review the TFCA Guidelines on an annual basis. No substantive changes have been proposed to the TFCA Guidelines however clarifications have been made to the TFCA Guidelines based on staff's experience. Councilmember Atkin requested staff review the Program Schedule.

Councilmember Atkin motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 8-0.

3D. Approval of State Transportation Improvement (STIP) Program At Risk Report

James O'Brien recommended that the Commission approve the STIP At Risk Report. This information comes from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC and includes a total of 34 STIP projects being monitored for compliance.

Mayor Javandel motioned to approve this Item. Councilmember Atkin seconded the motion. The motion passed 8-0.

3E. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

James O'Brien recommended that the Commission approve the Federal STP/CMAQ Program At Risk Report. The information is derived from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance and is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606 for 58 locally-sponsored, federally-funded projects.

Mayor Javandel motioned to approve this Item. Supervisor Haggerty seconded the motion. The motion passed 8-0.

3F. Approval of CMA Exchange Program Preliminary Quarterly Status Monitoring Report

James O'Brien recommended that the Commission approve the CMA Exchange Program Quarterly Status Report. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange.

Councilmember Reid motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 8-0.

3G. Approval of Transportation for Clean Air (TFCA) Program At Risk Report

Jacki Taylor recommended the Commission approve the TFCA At Risk Report. The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds.

Mayor Javandel motioned to approve this Item. Supervisor Haggerty seconded the motion. The motion passed 8-0.

3H. Approval of the Proposition 1B Transit Projects for the Cycle 3 Lifeline Transportation Program

Jacki Taylor recommended the Commission approve the projects proposed for Proposition 1B Transit funding through the Cycle 3 Lifeline Transportation Program. Ms. Taylor stated that this program allows MTC to distribute approximately \$46 million in Proposition 1B Transit funds directly to transit operators. Project sponsors proposing projects for Proposition 1B funds are requested to submit an allocation request to MTC no later than April 11, 2012 and the state will distribute Proposition 1B Transit funds directly to the project sponsor.

Mayor Green wanted to know when the requests were due for Union City Transit. Ms. Taylor informed the Committee that Union City had already submitted a request for funding.

Councilmember Atkin motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 8-0.

3I. Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-680 Express Lane Project

James O'Brien recommended that the Commission approve the request for a 12-month time extension to the STIP-RIP expenditure deadline for the I-680 Express Lane project. Mr. O'Brien informed the Committee that the communication system has system wide gaps and/or failures at times due to loss of power for the wireless communication network and that the vehicle toll violation detection system does not capture many of the toll violations. A 12-month time extension is needed to implement HOT project elements to make the project fully operational and successful.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 8-0.

4 Projects

4A. I-880 Southbound HOV Project, South Segment - Authorization to Enter into Construction Cooperative Agreement with the California Department of Transportation

Gary Sidhu recommended that the Commission authorize the Executive Director to enter into a Construction Cooperative Agreement with the California Department of Transportation (Caltrans) in regards to the construction phase of the I-880 Southbound HOV Lane South Segment Project. A Memorandum of Understanding has already been executed between the City of San Leandro and Alameda CTC to address the local funds and a co-op agreement is necessary between the Alameda CTC and Caltrans to cover funding and other roles & responsibilities during the construction phase of the project.

Mayor Javandel motioned to approve this Item. Vice Mayor Freitas seconded the motion. The motion passed 8-0.

4B. I-80 Integrated Corridor Mobility Project – Authorization to Execute a Contract with Delcan Corporation for System Integrator Services

Raj Murthy recommended the Commission authorize the Executive Director to execute a contract with Delcan Corporation for the System Integrator Services for the Interstate 80 (I-80) ICM Project.

A RFP was issued to invite proposals from qualified firms to provide System Integration Services on in September 2011. After a review of the applications and an interview, Delcan was selected as the top-ranking firm. Delcan will provide software and system integration services to integrate the functions of various devices installed under other sub-projects of I-80 ICM Project.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 8-0.

4C. I-580 Eastbound Express (HOT) Lane Project – Approval of Amendment No. 1 to Extend the Expiration Date of the Contract with Solem & Associates to Provide Public Education and Marketing Services

Gary Sidhu recommended that the Commission approve Amendment No. 1 to Contract A08-030 with Solem & Associates to extend the contract expiration date to September 30, 2012. An extension is needed due to significant delays in receiving approval for the double express lane footprint, which has affected the delivery schedule. Extending the contract will have no impact on the approved Alameda CTC budget.

Councilmember Reid motioned to approve this Item. Councilmember Harrison seconded the motion. The motion passed 8-0.

4D. Telegraph Avenue Corridor Transit Project (ACTIA No. 07A) - Approval of Deadline Extension for Environmental Clearance

James O'Brien recommended that the Commission approve a one-year extension to the Environmental Clearance Deadline from March 30, 2012 to March 31, 2013 for the Telegraph Avenue Corridor Transit Project. AC Transit requested a one-year extension to the Environmental Clearance Deadline for the Telegraph Avenue Corridor Transit Project. The recommended action would allow for the planned work to proceed in compliance with the 2000 Measure B Transportation Expenditure Plan requirement related to Environmental Clearance.

Councilmember Reid motioned to approve this Item. Councilmember Atkin seconded the motion. The motion passed 8-0.

4E. Dumbarton Corridor Improvements Project (ACTIA No. 25) – Approval of Allocation of 2000 Measure B Funding for Project Development of Central Avenue Overpass

James O'Brien recommended that the Commission approve the allocation of \$2,765,000 of 2000 Measure B Capital Program funding from the current Remaining Measure B Programmed Balance and Authorize the execution of a Project Specific Funding Agreement (PSFA) with the City of Newark for the Preliminary Engineering/Environmental Studies (PE/Env) and Final Design (PS&E) phases of the Central Avenue Overpass Project, in relation to the Dumbarton Corridor Improvements Project. The request for allocation submitted by the City of Newark is for the project development phases and the request will increase the total amount allocated for this project to \$6,078,000.

Vice Mayor Freitas motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 8-0.

4F. Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No.MB241) – Approval of Amendment No. 1 to PFA No. A07-0002

James O'Brien recommended that the Commission authorize the execution of Amendment No. 1 to Project Funding Agreement No. ACTA A07-0002 with the Alameda County Public Works Agency to increase the Measure B funding obligation for the Scoping Phase from \$200,000 to \$350,000; and Extend the termination date to December 31, 2013, in relation to Castro Valley Local Area Traffic Circulation Improvement Project. The Alameda County Public Works Agency is the project sponsor and conducted a study in 2009 to identify potential improvements to be funded. The recommended encumbrance will increase the total amount for this project to \$350,000.

Supervisor Miley wanted to know when the study will be completed. Mr. O'Brien informed him that the study should conclude in two-three months.

Supervisor Miley motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 8-0.

4G. Altamont Commuter Express Rail Project (ACTIA No. 1) – Approval of Allocation of 2000 Measure B Capital Program Funding

James O'Brien, recommended that the Commission approve the allocation of \$4,081,000 of 2000 Measure B Capital Program funding from the current Remaining Measure B Programmed Balance, authorize the execution of Amendment No. 2 to the existing Project Specific Funding Agreement (PSFA) that was entered into by the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency (Agreement No. ACTIA 2003-01); and Authorize the execution of a project funding agreement with the Alameda County Public Works Agency for the implementation of the Pleasanton Avenue and ACE Station Parking Lot Project. Each year the Alameda CTC confirms its commitments to projects proposed by the SJRRC based on the Alameda County share of the improvements along the ACE line and at appurtenant facilities such as stations, parking lots, and maintenance facilities. The recommended allocation will increase the total amount allocated for this project to \$7,671,000 which will accommodate the Alameda CTC commitments to individual capital projects.

Supervisor Haggerty motioned to approve this Item. Supervisor Miley seconded the motion. The motion passed 8-0.

4H. Approval to Amend an Agreement with the California Highway Patrol for Construction Zone Enhanced Enforcement Program Services

Raj Murthy recommended that the Commission authorize the Executive Director to amend the agreement with the California Highway Patrol (CHP) to provide Construction Zone Enhanced Enforcement Program (COZEED) services for construction projects that the Alameda CTC is administering on the State Highway System. The amendment will extend the term of the agreement until April 2104 and is necessary to continue implementation of COZEED on on-going and future construction projects.

Mayor Javandel motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 8-0.

4I. Route 84 Corridor Improvements between Interstate 580 and Interstate 680 – Status Report

Stefan Garcia gave an informational update on the Route 84 Corridor Improvements between Interstate 580 and Interstate 680. His update highlighted improvements on the Route 84 transportation corridor between Interstate 580 in Livermore and Interstate 680 in Pleasanton/Sunol and he highlighted project development along the corridor.

This Item was for information only.

5 Staff and Committee Member Reports

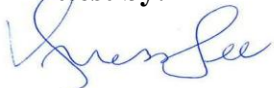
Mayor Green updated the Committee on the trip he, Supervisor Haggerty and Alameda CTC staff took to Washington DC.

Art Dao informed the Committee that the upcoming March 28, 2012 CTC Meeting reception in Berkeley would be sponsored and hosted by Alameda CTC as well as the Self-Help County Coalition Reception would be held on March 21 in Sacramento.

6 Adjournment/Next Meeting: April 09, 2012

Chair Green adjourned the meeting at 1:24 p.m. The next meeting is on April 09, 2012.

Attest by:



Vanessa Lee
Clerk of the Commission



PROGRAMS AND PROJECTS COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

March 12, 2012

12:15 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS		Initials	ALTERNATES	Initials
Chair :	Mark Green – City of Union City		Emily Duncan – City of Union City	
Vice Chair:	Scott Haggerty – Alameda County, District 1	<i>SH</i>	Bill Harrison – City of Fremont	
Members:				
	Nate Miley – Alameda County, District 2	<i>NM</i>	Rob Bonta- City of Alameda	
	Farid Javandel – City of Albany	<i>FJ</i>	Peggy Thomsen – City of Albany	
	Ruth Atkin – City of Emeryville	<i>RA</i>	Kurt Brinkman – City of Emeryville	
	Suzanne Chan – City of Fremont		Bill Harrison – City of Fremont	<i>BH</i>
	Luis Freitas – City of Newark	<i>LF</i>	Alberto Huezo – City of Newark	
	Larry Reid – City of Oakland	<i>LR</i>	Patricia Kernighan – City of Oakland	
LEGAL COUNSEL				
	Zack Wasserman – WRBD			
	Neal Parish – WRBD			
	Geoffrey Gibbs - GLG			
STAFF				
	Arthur L. Dao – Executive Director			
	Vanessa – Clerk of the Commission			
	Stewart Ng, Deputy Director of Programming and Project Management			
	Matt Todd - Manager of Programming			
	<i>Claudia Leyva - Admin Asst.</i>			

STAFF	Initials	STAFF	Initials
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Arun Goel – Project Controls Engineer	<i>AKG</i>
Beth Walukas – Deputy Director of Planning	<i>BW</i>	Linda Adams – Executive Assistant	
Patricia Reavey – Director of Finance	<i>PR</i>	Sammy Ng – Senior Accountant	
Gladys Parmelee – Office Supervisor		Patty Seu - Accountant	
Yvonne Chan – Accounting Manager		Jacki Taylor – Programming Analyst	
Steve Haas – Senior Transportation Engineer		Laurel Poeton – Assistant Transportation Planner	<i>LP</i>
John Hemiup – Senior Transportation Engineer	<i>JH</i>	Frank R. Furger – Executive Director, I-680 JPA	
Saravana Suthanthira - Senior Transportation Planner		James O'Brien	<i>JO</i>
Diane Stark - Senior Transportation Planner		Stefan Garcia	<i>SG</i>
Vivek Bhat - Senior Transportation Engineer	<i>VB</i>	Kanda Raj	<i>K.R.</i>
Liz Brazil – Contract Compliance & Outreach Analyst		Raj Murthy	<i>RM</i>
		Gary Sedler	<i>GS</i>

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Kate Miller	AZ Transit	510/891-4859	k.miller@aztransit.org
2.	<i>[Signature]</i>			
3.	Jon Revelli	PB	415-243-4731	revelli.j@pbworld.com
4.	Peggy Claassen	CITY OF NEWARK	510-578-4671	peggy.claassen@newark.org
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JURISDICTION/



Memorandum

DATE: March 26, 2012
TO: Programs and Projects Committee
FROM: Vivek Bhat, Senior Transportation Engineer
RE: **Approval of Three-Year Project Initiation Document Work Plan for Alameda County**

Recommendation

It is recommended the Commission approve the Three-Year Project Initiation Document (PID) Work Plan for Alameda County (FY 2012/13, 2013/14 and 2014/15). ACTAC is scheduled to consider this item on April 3rd.

Summary

The Department of Transportation (Caltrans) is in the process of developing its three-year Project Initiation Document (PID) workload that will be used to validate PID resource needs for Fiscal Year (FY) 2012-13, and identify PID resource needs for FY 2013-14. Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Work Plan for Alameda County (FY 2012/12, 2013/14 and 2014/15).

Background

A Project Study Report / Project Initiation Document (PSR / PID) is a document that details a scope, cost and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans is in the process of developing its three-year Project Initiation Document (PID) workload that will be used to validate PID resource needs for FY 2012/13, and identify PID resource needs for FY 2013/14. Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Work Plan for Alameda County (FY 2012/13, 2013/14 and 2014/15) (Attachment).

Based on its FY 2012/13 Budget Change Proposal (BCP), Caltrans will fund the development and oversight of PIDs for proposed State Highway System (SHS) projects funded entirely with State transportation funds (e.g. State Transportation Improvement Program (STIP), Interregional Improvement Program (ITIP), State Bond funds, etc.). In order for Caltrans to expend state PID resources on these projects, the improvements will need to be identified in an approved financially-constrained Regional Transportation Plan (RTP). In addition, the proposed project costs and funding (e.g. State fund source(s), STIP cycles, etc.) must be documented in the three-year workload.

The FY 2012/13 BCP also states that Caltrans will require reimbursement for PID development and oversight for SHS projects that are funded entirely with local funds, or a mix of state and local funds. These projects are also required to be included in an approved financially-constrained RTP. All proposed project costs and funding must also be documented in the three-year projection (the result of this effort).

Caltrans' guidance states that if a PID is developed on the assumption of receiving 100% State funding and that eventually turns out not to be the case, the sponsor will be required to reimburse the State on the development or oversight costs.

In addition to the Three-Year PID Work Plan, Caltrans has requested Alameda CTC to provide a list of projects that will be fully funded (all phases) by STIP funds with programming from the next two STIP cycles (STIP 2014 and 2016). Caltrans has recommended using the 2012 STIP funding targets as the funding targets for the 2014 and 2016 STIP cycles. Alameda CTC staff believes that we will not have any projects that would be fully funded by STIP and programmed in these two cycles.

A final list will be transmitted to Caltrans upon approval of the Commission.

Attachments

Attachment A: Three-Year PID Work Plan

Reference No.	SHA or R (Reimbursement)	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	RTP Tier 1 (Y/N)	Original Work Program Status	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Funding (TTP/ RTP/Both/None)	Federal Funding (Y/ N)	Local Funding (Measure/Other/Both/None)	Other State Funding (Bond, CMAQ, TCRP, ARRA, Other, None)	Type of PID	Project Partners	Notes / Comments
PROPOSED FY 2012/13 WORK PLAN																					
1	R	QA	80	6.3	6.8	Improve traffic operations	IC reconfiguration	Glisan St I/C in Berkeley	21144	Y	Carryover	12/2012			STIP	Y	Other	None	PSR-PDS	Caltrans City of Berkeley ACTC	
2	R	QA	680	0.0	11.04	Improve traffic operations	Construct HOV/HOT lane and auxiliary lanes on northbound I-680	In Fremont, between SR-237 and SR-84	230682	Y	Carryover	12/2012			STIP	N	Other	None	PSR-PDS	Caltrans ACTC	
3	R	QA	880	22.5	23.30	Improve traffic operations	IC reconfiguration	Marina Blvd in San Leandro	230066	Y	Carryover	12/2012			None	Y	Other	None	PSR-PDS	City of San Leandro ACTC	
PROPOSED FY 2013/14 WORK PLAN																					
4	R	QA	580	34.8	35.3	Improve traffic operations	Operational Improvements at EB I-580 106th Ave Off-ramp	I-580 @ 106th Ave Off-ramp			Proposed	12/2013			STIP	N	Other	None	PSR-PDS	Caltrans ACTC Oakland	
5	R	QA	680	11.04	var	Improve traffic operations	Widening for auxiliary lanes, HOV/HOT lane, I-680 I/C improvement, RT 262 roadway improvement, and RT 262/Warm Springs Blvd Intersection improvement	Widen SR-84 from Pigeon Pass to I-680	230244		Proposed	12/2013			None	N	Other	None	PSR-PDS	Caltrans ACTC	
6	R	QA	262	0.0	1.1	Improve traffic operations		Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont	230110	N	Proposed	12/2013			None	N	Other	None	PSR-PDS	City of Fremont ACTC Caltrans	
7	R	QA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C			Proposed	12/2013			None	N	Other	None	PSR-PDS	Alameda County redevelopment Agency Caltrans	
8	R	QA	580	Var	Var	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley			Proposed	12/2013			None	N	Other	None	PEER/ PSR-PDS	Alameda County Public Works Agency	
9	R	QA	880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various			Proposed	12/2013			STIP	N	Other	None	PSR-PDS	Caltrans/ ACTC	
10	R	QA	185	3.6	3.9	Improve traffic operations	Intersection Improvements: Adding lane, signal modification	E. 14th St/Hesperian Blvd, and E. 14th St/150th Ave			Proposed	12/2013			None	N	Other	None	PSR-PDS	City of San Leandro ACTC Caltrans	
11	R	QA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward			Proposed	12/2013			None	N	Other	None	PSR-PDS	Hayward	
12	R	QA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21083	Y	Proposed	12/2013			STIP	N	Other	None	PSR-PDS	Hayward Caltrans	
13	R	QA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	230053	N	Proposed	12/2013			None	N	Other	None	PSR-PDS	ACTC Caltrans	
14	R	QA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.	Between 98th Ave. and Foothill Blvd.	230094		Proposed	12/2013			None	N	Other	None	NBSSR	Oakland Caltrans	
15	R	QA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between MacArthur Blvd. and Kingsland Place in Oakland	230094		Proposed	12/2013			None	N	Other	None	NBSSR	Oakland Caltrans	
16	R	QA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	Y	Proposed	12/2013			STIP	N	Other	None	PEER/ PSR-PDS	Emeryville	

Reference No.	SHA or R (Reimbursement)	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	RTP Tier 1 (Y/N)	Original Work Program Status	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Funding (TTP/ RTP/Both/None)	Federal Funding (Y/ N)	Local Funding (Measure/Other/Both/None)	Other State Funding (Bond, CMAQ, TCRP, ARRA, Other, None)	Type of PID	Project Partners	Notes / Comments
PROPOSED FY 2013/14 WORK PLAN CONTD..																					
17	R	QA	185	1.2	3.7	Streetscape	Streetscape Improvement (Phase III)	Mission Blvd SR-238 OIC to Hayward City Limits			Proposed	12/2013			None	N	Other	None	PSR-PDS	Alameda County Public Works Agency	
18	R	QA	880 238 84 92	Var	Var	Improve traffic operations	Improve mobility	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.			Proposed	12/2013			None	N	Other	None	PSR-PDS	Caltrans/ ACTC	
19	R	QA	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238(Mission Blvd EWC Project)			Proposed	12/2013			None	N	Other	None	PSR-PDS	Caltrans/ ACTC	
20	R	QA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052	Y	Proposed	12/2013			STIP	N	Other	None	PSR-PDS	Caltrans/ ACTC	
21	R	QA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054	Y	Proposed	12/2013			STIP	N	Other	None	PSR-PDS	Caltrans/ ACTC	
PROPOSED FY 2014/15 WORK PLAN																					
22	R	QA	84	47-3	47-3	Improve traffic operations	New roundabout	Intersection Niles Canyon Rd/Paloma Way and Pleasanton-Sunol Rd			Proposed	4/2014			None	N	Other	None	PSR-PDS	Alameda County-Public Works Agency	Caltrans Project
23	R	QA	580	9.7	9.7	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	Y	Proposed	12/2014			STIP	N	Other	None	PSR-PDS	City of Livermore	
24	R	QA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave, Hayward			Proposed	12/2014			None	N	Other	None	PSR-PDS	Hayward	
25	R	QA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange	Union City			Proposed	12/2014			None	N	Other	None	PSR-PDS	Union City	
26	R	QA	880	R32.0	25.5	Improve traffic operations	Extend NB HOV lanes	From Hacienda to north of Washington to Reganberry in San Leandro & Alameda County	230088	Y	Proposed	12/2014			None	N	Other	None	PSR-PDS	Caltrans/ ACTC	
27	R	QA	238	16.3	16.7	Improve traffic operations	Widen connector to NB 880	San Leandro			Proposed	12/2014			None	N	Other	None	PSR-PDS	Caltrans/ ACTC	
28	R	QA	880	20.2	20.8	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro			Proposed	12/2014			None	N	Other	None	PSR-PDS	Caltrans/ ACTC	
29	R	QA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	Y	Proposed	12/2014			None	N	Other	None	PSR-PDS	ACTC	
30	R	QA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alameda Blvd. to SR-84	I-880 between SR-84 Contra Costa County Line	230083		Proposed	12/2014			None	N	Other	None	PSR-PDS	Caltrans/ ACTC	
31	R	QA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado Niles	Fremont, Newark, Union City			Proposed	12/2014			None	N	Other	None	PSR-PDS	Caltrans	
32	R	QA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strohbridge/Castro Valley I/C	Strohbridge/Castro Valley			Proposed	12/2014			None	N	Other	None	PSR-PDS	Alameda County Public Works Agency	
33	R	QA	580			Improve traffic operations	BART to Livermore	Livermore			Proposed	12/2014			None	N	Other	None	PSR-PDS	BART	



Memorandum

DATE: March 27, 2012

TO: Programs and Projects Committee

FROM: Naomi Armenta, Paratransit Coordinator
John Hemiup, Senior Transportation Engineer

SUBJECT: **Central County Same Day Transportation Program - Approval of the Issuance of a Request for Proposals (RFP) and Authorization to Negotiate and Execute a Contract**

Recommendation

It is recommended that the Commission:

- Authorize staff to issue an RFP and proceed with the contract procurement process to obtain a vendor to provide Same Day Transportation services for people with disabilities and seniors in the Central County area. The RFP and contract will be administered by the Alameda County Transportation Commission (Alameda CTC).
- Authorize the Executive Director to negotiate and execute all required agreements.

Background

On April 28, 2011, the Commission approved \$500,000 of Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) for Coordination and Mobility Management Planning (CMMP) Pilots.

On October 27, 2011 the Commission approved \$281,244 of the \$500,000 to fund three CMMP Pilot Projects: Establishment of Uniform Taxi Policies for North County, Expansion of South County Taxi Program (Same Day Transportation) to Central County, and Tri-City Mobility Management Project. Staff is requesting to issue an RFP to invite vendors to propose on providing subsidized same day door to door transportation service in Central County that would serve people with disabilities and seniors in the service areas currently covered by the cities of Hayward and San Leandro which would include the unincorporated areas of Castro Valley, San Lorenzo, Ashland and Cherryland. Upon selection of the most qualified vendor, via an interview process, authorization is requested for the Executive Director to enter into negotiations with the most qualified vendor and execute a contract.

This pilot project is expected to build upon the success of the existing South County Tri-City Taxi program and maximize flexibility for users, allowing trips between South and Central Counties and allowing users from South County to use same day service in Central County and vice versa.

Staff recommends that \$240,000 be allocated to fund the Central County portion of a two year pilot Program. Staff recommends apportioning the costs between Hayward and San Leandro based on the pass-through formula which incorporates population of seniors and people with disabilities. Hayward's portion of the program costs (\$173,256) would come from already allocated Measure B

pass-through funding for special transportation and San Leandro's portion (\$66,744) would be allocated from CMMP funds.

A Memorandum of Understanding (MOU) is being prepared between the city of Hayward and the Alameda CTC to allow the Alameda CTC to use \$173,256 of Measure B pass-through special transportation funds from future distributions.

Central County Same Day Transportation Program	\$240,000	
Total Funding Need – 2 years		
Hayward Portion – Existing Hayward pass-through funds	72.19%	\$173,256
San Leandro Portion – CMMP Funds	27.81%	\$66,744
Total CMMP Funding Request	\$66,744	

Both cities have agreed to provide the administrative tasks (e.g. outreach and education, distribution of vouchers, and receiving service feedback) as part of their current operations.

The Alameda CTC would administer this pilot project contract for the initial two years, and if successful, we will seek a sponsor to assume the program.

Fiscal Impacts

The Recommendation includes \$66,744 from the approved \$281,244 CMMP funds and \$173,256 of pass-through Measure B paratransit funding from the City of Hayward. The program will not exceed \$240,000, including contingencies.



Memorandum

DATE: March 27, 2012

TO: Programs and Projects Committee

FROM: Naomi Armenta, Paratransit Coordinator
John Hemiup, Senior Transportation Engineer

SUBJECT: **South County Taxi Program – Authorization for Contract Extension and Approval of Allocation of Measure B Funds**

Recommendation

It is recommended the Commission authorize a one year extension of the South County Taxi Program contract and allocate \$80,000 of Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) for the program.

Background

The Paratransit Technical Advisory Committee (TAC) and Paratransit Advisory and Planning Committee (PAPCO) have discussed and indicated concurrence for funding the extension of projects that were funded with prior year Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) through FY 2012/13. The South County Taxi Program has a total budget of \$125,000. \$45,000 will roll-over from FY 2011/12 and a additional allocation of \$80,000 is requested.

PAPCO and TAC have supported the following criteria to determine which previously funded projects should be extended and/or supplemented.

- Must be one of the 13 extended grants from FY 2011/12 and must demonstrate that the program continues to address closing gaps in services for seniors and people with disabilities
- Will be required to submit cost of operation for one year
- Programs should meet the following categories of priority:
 - Mobility management programs that directly increase consumer mobility – e.g. Travel Training
 - Trip Provision – Shuttles that are cost effective, lessen the burden on base programs, and provide a same-day option as part of a spectrum of services; Volunteer Driver Programs that do the same
 - Other programs that successfully fill an otherwise-unmet need
- Will be required to submit past performance data and targets for FY 2012/13
- Will be required to address a future sustainable funding plan with Alameda CTC

The South County Taxi Program has become a valuable part of the transportation options for seniors and people with disabilities in Fremont, Newark, and Union City. It allows seniors and people with

disabilities in Fremont, Newark, and Union City to ride to appointments or urgent errands on the same day. This provides a much-needed complement to traditional door-to-door paratransit programs provided by Cities or East Bay Paratransit. This Program provides trip provision, fills the otherwise-unmet need for same-day transportation, is more cost effective than door-to-door programs, and reduces the burden on base programs like East Bay Paratransit or Union City Paratransit.

The South County Taxi Program continues to meet all of the above criteria. The Program provides an average of 3,500 rides per year and currently operates between 8am and 8pm seven days a week. Riders pay \$3 for a voucher worth a \$12 trip. In FY 2012/13 the Program will operate 24 hours a day/seven days a week, and the Alameda CTC will continue to subsidize 75% of the cost of rides. Staff recommends the Commission allocate \$80,000 of Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) to allow the service to operate through June 30, 2013.

The Alameda CTC assisted the Planning Area 3 jurisdictions to initiate this service and has a current contract with the Saint Mini Cab Corporation to operate the South County Taxi Program. Staff also recommends the Commission extend the service contract for one year to June 30, 2013. At the end FY 2012/13, the City of Fremont may be in a position to assume administration of the South County Taxi Program.

Additional extension requests for the Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) funded projects are anticipated to be presented for consideration in May.

Fiscal Impacts

The recommended action will allocate \$80,000 of the FY 2012/13 Special Transportation for Seniors and People with Disabilities Gap Funds to fund a one-year extension of the South County Taxi Program. There is sufficient capacity in the Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds).



Memorandum

DATE: March 27, 2012

TO: Programs and Projects Committee

FROM: Naomi Armenta, Paratransit Coordinator
John Hemiup, Senior Transportation Engineer

SUBJECT: **Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Programs - Approval of Extension of Contract**

Recommendation

It is recommended the Commission approve a one year extension of the Hospital Discharge Transportation Service (HDTS) and Wheelchair Scooter Breakdown Transportation Service (WSBTS) Programs contract.

Background

The HDTS/WSBTS are two small countywide transportation programs that meet small but urgent transportation gaps. The Paratransit Technical Advisory Committee (TAC) and Paratransit Advisory and Planning Committee (PAPCO) have discussed the allocation of funding for Fiscal Year (FY) 2012/13 and both committees have indicated concurrence with designating funding for HDTS/WSBTS from the Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds). These programs were originally funded through the Mobility Coordination Gap Grants (Discretionary Measure B Funds) in FY 2006/07. A \$50,000 annual contract has been maintained to provide these two programs.

The HDTS service provides same-day, door-to-door transportation for individuals who have a disability or health issue that prevents their use of public transit, and who have no other resources for transportation following discharge from the hospital. In FY 2010/11 this program provided 364 trips to individuals.

The HDTS Program is a collaborative project between the Alameda County Transportation Commission (Alameda CTC) and area hospitals including:

- Alameda County Medical Center, Highland Hospital – Oakland
- Eden Medical Center – Castro Valley Hospital
- Eden Medical Center – San Leandro Hospital
- Kaiser Permanente – Fremont
- Kaiser Permanente – Hayward
- Kaiser Permanente – Oakland

- St. Rose Hospital – Hayward
- Valley Care Medical Center – Pleasanton

Alameda CTC staff has contacted all hospitals in Alameda County regarding participation in the program. The participating hospitals purchase \$5 trip vouchers, good for one trip, with the remainder of the trip cost subsidized by the requested Measure B funding. At this time, the Alta Bates Medical Centers have chosen not to participate in the program. The City of Emeryville City Council authorized their Mayor to send a letter to the Chief Financial Officer and Board of Directors at the Alta Bates Medical Centers to urge them to participate in the HDTS service at their March 20, 2012 meeting. Staff conducts an annual on-site training with all participating hospitals and is continuing to work to incorporate additional hospitals into the program. The proposed budget for FY 2012/13 would accommodate the participation of the Alta Bates Medical Centers.

The Alameda CTC also sponsors the WSBTS for wheelchair and scooter users in Alameda County that are stranded due to a mechanical breakdown of their mobility device or a medical emergency that has separated them from their chair. The program provides assistance for two basic situations:

- Transport of a wheelchair or scooter and its owner to a wheelchair/scooter repair shop or other location (as identified by the wheelchair/scooter users) due to mechanical breakdown of the wheelchair or scooter which occurred inside or outside the home.
- Transport of a wheelchair or scooter to a hospital where the user was transported for an emergency and taken to the hospital without their wheelchair or scooter.

This service is available 7 days a week, 24 hours a day, and is free to the wheelchair or scooter user. In FY 2010/11 this program provided 97 trips to individuals.

Staff recommends that this service contract be extended for one year to June 30, 2013.

The Alameda CTC has a current contract with MV Transportation, Inc. to provide services for the HDTS/WSBTS Programs. Staff recommends that this contract be extended for one year to June 30, 2013. A request for proposals (RFP) is proposed to be issued next year to seek new bids for providing these two services.

Fiscal Impacts

There is sufficient fund capacity in the Mobility Coordination Program Gap Fund for this \$50,000 allocation and will be included in the FY 2012/13 Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) budget.



Memorandum

DATE: March 27, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of STIP Deadline Extension for Contract Award for the Alameda CTC's I-580 San Leandro Landscaping – Estudillo to 141st Project**

Recommendations

It is recommended that the Commission approve the following action related to the I-580 San Leandro Landscaping – Estudillo to 141st:

- Approve the request for a 3-month time extension to the STIP Contract Award deadline related to \$350,000 of STIP-TE funding allocated for the construction phase of the project.

Summary

The Alameda CTC is the project sponsor and implementing agency for the I-580 San Leandro Landscaping – Estudillo to 141st Project included in the STIP under PPNo. 0139F. The Alameda CTC secured an allocation of \$350,000 of Alameda County RIP-TE funds from the California Transportation Commission (CTC) in October 2011 for the construction phase of the project. The RIP-TE funds allocated by the CTC are subject to the Timely Use of Funds Provisions included in the STIP Guidelines adopted by the CTC, as well as the federal aid requirements included in the Caltrans Local Assistance Procedures Manual (LAPM) since RIP-TE funds are a blend of state and federal funding.

The Alameda CTC is requesting an extension to the Contract Award deadline related to RIP-TE funding allocated for the construction phase. The STIP Guidelines require the award of a contract within 6-months from the date of allocation, and the LAPM requires that a sponsor secure an Authorization to Proceed with Construction (E-76) before the project can be advertised for construction. For federalized STIP funds, Caltrans Local Assistance typically requires the allocation by the CTC prior to approving the E-76 which means the time to review and approve the E-76 must take place during the 6-month period allowed for contract award following the allocation.

The landscaping project was developed in conjunction with a soundwall project along the same segment of I-580 which has been constructed. The Alameda CTC would be ready to advertise, and subsequently award, the contract except for the lack of the E-76 being approved by Caltrans and the FHWA. Since the project is on the State Highway System, a cooperative agreement is

required by Caltrans for the E-76. The cooperative agreement is in place and the E-76 is expected to be approved during April. The current Contract Award deadline, based on the allocation date, is April 27, 2012. Since the Alameda CTC cannot advertise until the E-76 is approved, the contract will not be able to be awarded by the current deadline.

The length of the time extension being requested by the Alameda CTC is the extension necessary to allow for the approval of the E-76 followed by the minimum advertisement period required by the LAPM and subsequent award of the contract. Assuming the E-76 is approved such that the contract can be advertised by the end of April and the bid opening can occur by the end of May, the award of the contract, pending verification of the bid documents, could occur at the July 26, 2012 Board meeting. This would require a 3-month extension of the Contract Award deadline from April 27, 2012 to July 27, 2012.



Memorandum

DATE: March 27, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of STIP Deadline Extension for Project Completion for the City of Alameda's Stargell Avenue Extension Project**

Recommendations

It is recommended that the Commission approve the following action related to the Stargell Avenue Extension Project.

- Approve the request for a 12-month time extension to the STIP project completion deadline related to \$4 million of STIP funding allocated for the construction phase of the project.

Summary

The City of Alameda is the project sponsor and implementing agency for the Stargell Avenue Extension Project included in the STIP under PPNo 2009N (Stargell Avenue was formerly known as Tinker Avenue). The City secured an allocation of \$4 million of Alameda County RIP funds from the California Transportation Commission (CTC) in September 2008 for the construction phase of the project. The STIP funds allocated by the CTC are subject to the Timely Use of Funds Provisions included in the STIP Guidelines adopted by the CTC.

The City is requesting an extension to the Project Completion deadline related to funding allocated for the construction phase. The STIP Guidelines allow for 36 months after contract award to accept the contract, and 180 days after acceptance to submit the final invoice to Caltrans for reimbursement. The City has awarded, and completed, two contracts for the construction phase to date, and desires to advertise, award and complete a third contract to complete the overall project. The first contract was awarded on March 17, 2009 which set the deadline for contract acceptance as March 17, 2012. The City awarded the second contract on March 2, 2010 which set the deadline for contract acceptance of the second contract as March 2, 2013. The multiple contract approach, i.e. two awarded and completed, and a third desired, complicates interpretation of the STIP Timely Use of Funds provisions which do not address multiple contract scenarios.

The City desires to advertise, award and construct a third contract during 2012 using the remaining funds from the mix of STIP and local funds allocated for the construction phase, and is requesting a time extension to the project completion deadline based on the timeline

established by the first contract award to cover the possibility that the timeline established by the first contract is the timeline monitored by the CTC and other funding agencies. If the accept contract deadline based on the award of the second contract, i.e. March 2, 2013, is the governing timeline, then the City does not need a time extension to complete the third contract.

The length of the time extension being requested by the City is the extension necessary to allow the City to advertise, award and complete the third contract. The City expects that the contract work can be complete by the end of 2012, and that the final invoice to Caltrans for reimbursement can be submitted by March 31, 2013.



Memorandum

DATE: April 2, 2012

TO: Programs and Projects Committee

FROM: James O'Brien, Project Controls Team
Stewart Ng, Deputy Director of Programming and Project Management

SUBJECT: Acceptance of Alameda CTC Semi-Annual Capital Projects Status Update
April 2012

Recommendations

It is recommended that the Commission approve the following action:

1. Acceptance of the Alameda CTC Semi-Annual Capital Projects Status Update for the 39 active capital projects summarized in Table A in Attachment A.

Summary

The Semi-Annual Capital Projects Status Update provides information related to the 39 active capital projects being implemented and/or funded by the Alameda CTC. The projects are listed in Table A in Attachment A. The list of 39 projects includes 31 Measure B capital projects, i.e. projects funded by either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. The eight (8) other projects included in the 39 are capital projects which were being implemented by the Alameda County Congestion Management Agency before the merger to the Alameda CTC using non-Measure B fund sources. An indication of the "Agency of Origin" is included in Table A in Attachment A to provide a mapping for each of the projects listed in order of the new Alameda CTC project number. The previous project numbers are also provided in the table. Table A in Attachment A includes a summary of current project status information including the current project phase, the begin and end construction dates, the amounts of 1986 and 2000 Measure B funding, and the total project funding.

The 39 active capital projects may be grouped by the following four project types as indicated in Table A in Attachment A:

1. Mass Transit (No. of projects = 9);
2. Bicycle and Pedestrian (No. of projects = 1);
3. Local Streets & Roads (No. of projects = 8); and
4. Highway (No. of projects = 21).

The 39 active capital projects can also be divided into the following four categories based on project funding and implementing agency (Six projects fall into two categories as noted):

- A. Infrastructure Bond (I-Bond) funded projects, or project phases, being implemented by the Alameda CTC (No. of projects = 6);
- B. Measure B funded projects being implemented by the Alameda CTC (No. of projects = 14, including 4 counted in A. above);
- C. Projects being implemented by the Alameda CTC without I-Bond or Measure B funding (No. of projects = 8, including 2 counted in A. above); and
- D. Measure B funded projects being implemented by other agencies (No. of projects = 17).

The Semi-Annual Capital Projects Status Update is organized by the categories shown above for the type of project funding and whether or not the Alameda CTC is the implementing agency. Some of the capital projects fall into multiple categories as indicated above. Projects are only included once in the summaries for the categories below.

A. Infrastructure Bond (I-Bond) Funded Projects Being Implemented by the Alameda CTC

The Alameda CTC is the implementing agency for the following capital projects, or phases of the following capital projects, included in the State's Proposition 1B Infrastructure Bond Programs. All of the I-Bond funded projects being implemented by the Alameda CTC are included in this Update. The project type for each project is indicated in parenthesis following the project title.

- 1. Route 84 Expressway (Highway);
- 2. I-880 North Safety and Operational Improvements at 23rd and 29th (Highway);
- 3. I-580 Eastbound Auxiliary Lane (Highway);
- 4. I-580 Westbound HOV Lane (West and East Segments) (Highway);
- 5. I-880 Southbound HOV Lane (North and South Segments) (Highway); and
- 6. I-80 Integrated Corridor Mobility (Highway).

The six I-Bond funded projects are a very high priority for the Alameda CTC given the stringent nature of the delivery deadlines associated with the I-Bond funding. Five of the six I-Bond projects (the I-880 / 23rd-29th project is the exception) must have the construction contracts awarded by December 2012, or risk losing the I-Bond funds. A construction contract has been awarded by Caltrans for the Route 84 Expressway Project, and the Alameda CTC has awarded contracts for the I-80 Integrated Corridor Mobility project. The I-80 ICM project consists of

multiple bond-funded contracts that need to be awarded by the deadline, including some that will be administered by Caltrans. Allocations for two more contracts, one to be awarded by the Alameda CTC and the other by Caltrans, are expected to be approved at the March 2012 California Transportation Commission (CTC) which will allow for award by the deadline.

The construction contract documents for the remaining three bond-funded projects with the December 2012 award deadline are in the process of being finalized through the Caltrans District and Headquarters processes. Two of the three projects will be constructed under two contracts each, so a total of five contracts need to be awarded by the December 2012 deadline for the remaining three projects.

Right of way activities are ongoing to secure the necessary certifications as prerequisites to contract award. All of the remaining contracts subject to the December 2012 award deadline are expected to be awarded by the end of October 2012.

B. Measure B Funded Projects Being Implemented by the Alameda CTC

The ten Measure B funded projects listed below are being implemented by the Alameda CTC and do not include any I-Bond funding. The project type for each project is indicated in parenthesis following the project title.

1. I-880 to Mission Blvd East-West Connector in Fremont and Union City (LSR);
2. Central Alameda County Freeway System Operational Analysis (Highway);
3. I-680 Sunol Express Lanes – Southbound (Highway);
4. I-680 Sunol Express Lanes – Northbound (Highway);
5. I-880/Broadway-Jackson Interchange Improvement (Highway);
6. I-580 Castro Valley Interchanges Improvements (Highway);
7. I-580 Westbound Auxiliary Lane – Airway to Fallon (Highway);
8. I-680 / I-880 Cross Connector Studies (Highway);
9. Dumbarton Corridor Improvements (Right of Way Study); and
10. I-580 Corridor Right of Way Preservation (Mass Transit).

The construction of the I-580 Westbound Auxiliary Lane – Airway to Fallon project will be constructed with the I-Bond funded I-580 Westbound HOV Lane project expected to begin construction in August of 2012.

Three of the projects listed above are “Study Only,” which implies that the Measure B funds can be expended on studies and project development even with no capital funding identified. The Study Only projects are the Central Alameda County Freeway System Operational Analysis; I-880/Broadway-Jackson Interchange Improvement; and I-680 / I-880 Cross Connector Studies.

The I-680 Sunol Express Lanes – Southbound project is currently in transition from capital project delivery to operations. The Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) operates the southbound express lane. The Alameda CTC is a member of the Sunol JPA along with the Santa Clara Valley Transportation Authority (VTA), and the Alameda CTC is the managing agency.

The I-680 Sunol Express Lanes – Northbound project is being implemented by the Alameda CTC. The Alameda CTC has retained a consultant team which is providing services for the preliminary engineering and environmental studies.

The I-880/Broadway-Jackson Interchange Improvement project is currently in transition between the scoping phase required by Caltrans and the Preliminary Engineering and Environmental Studies phase. The Alameda CTC is coordinating with the City of Alameda, the City of Oakland, and interested community groups to prepare the project to proceed with the PE/Env phase.

The I-580 Castro Valley Interchanges Improvements project has been constructed and is open to use by the public. The Alameda CTC is required to perform plant maintenance for the landscaping replaced with the project for a period of three years after the plants were accepted. The construction contract was accepted in June 2011.

The I-680/I-880 Cross Connector Studies project is currently in the scoping phase. The studies were focused on improvements along Mission Boulevard which is Route 262 in the State Highway System. Since the studies involved the State Highway System, the Alameda CTC will need to pay for the Caltrans oversight in accordance with a directive issued by the State that limited the Caltrans resources available for oversight. The current project funding is not adequate to cover the costs of oversight in addition to the costs of the studies, so the project is currently on hold in the scoping phase.

The Dumbarton Corridor Improvements project is being implemented, in part, by three agencies. The San Mateo County Transportation Authority is leading the efforts for the Preliminary Engineering and Environmental Studies phase of the Dumbarton Rail Corridor project. The City of Newark recently secured an allocation of 2000 Measure B capital funds for project development of a railroad overpass project in the corridor, and the Alameda CTC is using 2000 Measure B capital funds, matched with RM2 funds from MTC, for a preliminary right of way study.

The I-580 Corridor Right of Way Preservation project is being implemented by the Alameda CTC and involves coordinating with current planning efforts related to various modes and future improvements in the corridor.

C. Projects Being Implemented by the Alameda CTC Without I-Bond or Measure B Funding

The following projects being implemented by the Alameda CTC without I-Bond or Measure B funding are included in this Update. The project type is indicated in parenthesis.

1. I-580 Corridor Environmental Mitigation (Highway);
2. I-580 Eastbound Express Lanes (Highway);
3. I-580 Westbound Express Lane (Highway);
4. Webster Street Smart Corridor (LSR);
5. I-580 San Leandro Landscaping (Highway); and
6. I-80 Gilman (Highway).

Prior to the merger into the Alameda CTC, the Alameda County Congestion Management Agency (CMA) was implementing various projects using federal, state, regional and local funds. These projects include the I-580 Eastbound and Westbound Express Lane projects and other projects in the I-580 corridor related to the overall HOV/HOT improvements being implemented from west of the I-680 interchange east to Greenville Road.

The Webster Street Smart Corridor project is being implemented in partnership with the City of Alameda and is expected to go to construction during 2012.

The I-580 San Leandro Landscaping is a follow up to the construction of a soundwall along the same segment of I-580 in San Leandro. Construction of the soundwall is complete, and the landscaping contract is expected to begin during the Summer of 2012.

The I-80 Gilman project is intended as an operational improvement at the interchange. The project is currently identified as a “Study Only” project.

D. Measure B Funded Projects Being Implemented by Other Agencies

The following Measure B funded projects being implemented by other agencies are included in this Update. The project type is indicated in parenthesis.

1. I-880 / Mission Blvd (Route 262) Interchange Completion (Highway);
2. Route 238 / Mission-Foothill-Jackson Corridor Improvement (LSR);
3. Castro Valley Local Area Traffic Circulation Improvement (LSR);
4. Altamont Commuter Express Rail (Mass Transit);
5. BART Warm Springs Extension (Mass Transit);

6. BART Oakland Airport Connector (Mass Transit);
7. Downtown Oakland Streetscape Improvement (Bicycle Pedestrian);
8. Union City Intermodal Station (Mass Transit);
9. Telegraph Avenue Corridor Transit Project (Mass Transit);
10. Iron Horse Transit Route (Mass Transit);
11. Leweling / East Leweling Boulevard Widening (LSR);
12. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Highway);
13. Hesperian Blvd / Leweling Blvd Intersection Improvement (LSR);
14. Westgate Parkway Extension – Stage 2 (LSR);
15. East 14th Street / Hesperian Blvd / 150th Street Intersection Improvements (LSR);
16. I-580 / Isabel Avenue (Route 84) Interchange (Highway);
17. I-580 Corridor / BART to Livermore Studies (Mass Transit).

The Measure B funded projects being implemented by other agencies include three projects from the 1986 Measure B. The first three projects on the list above are funded by the 1986 Measure B. The other fourteen (14) projects in this category are funded by the 2000 Measure B.

The 2000 Measure B Expenditure Plan included commitments of Measure B funding for 27 capital projects and studies. Some of the 27 projects have been split into smaller projects or combined with other projects to accelerate delivery of useable segments and facilitate project monitoring and controls. The original 27 Measure B projects have currently been split into 38 projects and sub-projects. Twenty-six (26) of the 2000 Measure B capital projects are included in the list of 39 Alameda CTC active capital projects shown in Table A in Attachment A.

The projects listed above are stand-alone projects being implemented by other agencies that are expected to result in some level of capital construction activity with the exception of the Study Only project. The I-580 Corridor / BART to Livermore Studies is the “Study Only” project being implemented in part by BART, and also in part by the Alameda CTC.

The construction of two of the Measure B funded projects listed above is being integrated with the construction of a larger project with limits that envelop the Measure B funded project limits. The I-880 / Mission Boulevard (Route 262) Interchange Completion project is being integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA. The Westgate Parkway Extension – Stage 2 project listed above is the second phase of the Westgate Parkway Extension project included in the 2000 Measure B Capital Program. The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment expected to go to construction during summer of 2012.

Discussion or Background

1986 Measure B (ACTA) Capital Projects

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

- Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
 - I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
 - Central Alameda County Freeway System Operational Analysis (MB240); and
 - Castro Valley Local Area Traffic Circulation Improvement Project (MB241).
- Amendment No. 2 to the 1986 Expenditure Plan, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - I-880 to Mission Boulevard East-West Connector Project in (MB226).

The following five projects are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B:

1. I-880/Mission Boulevard (Route 262) Phase 1B/2 Project (MB196);
2. East-West Connector in Fremont and Union City Project (MB226);
3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
4. Central Alameda County Freeway System Operational Analysis (MB240); and
5. Castro Valley Local Area Traffic Circulation Improvement Project (MB241).

In addition to the five individual capital projects listed above, there is a sixth commitment of 1986 Measure B capital funds:

6. Program-Wide and Project Closeout Costs (MB Var)

The Program-Wide and Project Closeout Costs commitment is a lump sum commitment to miscellaneous costs for multiple projects being closed out. Project closeout costs are typically incurred after the project is perceived as complete by most users of the facility for capital projects, or by users of the information for Study Only projects. The approach of rolling the closeout costs into a single, program-wide commitment simplifies the project controls and budgeting processes. The closeout costs are tracked by project as they are incurred. The authority to incur the closeout costs for individual projects is limited by the lump sum commitment of 1986 Measure B capital funding to the Program-Wide and Project Closeout

Costs in the annual Strategic Plan Update. The 1986 Measure B commitment to the Program-Wide and Project Closeout Costs line item is reviewed and adopted each year during the Strategic Plan Update process, and is coordinated with the Alameda CTC annual budget process.

2000 Measure B (ACTIA) Capital Projects

The 2000 Measure B (ACTIA) program of capital projects was developed by a countywide committee that represented a diverse set of modal and geographic interests of the electorate. The resulting Expenditure Plan includes 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. Some of the projects have been segmented into multiple stages or distinct projects, for ease of implementation, creating a total of 38 projects or project segments.

Since 2002, when the 2000 Measure B began collecting taxes, staff has worked closely with each of the Project Sponsors to deliver Measure B-funded projects. This has included securing full funding by leveraging Measure B funds with federal and state funds, and actively working to advance the projects through each project development phase, not only to meet the Measure B requirement for full funding and environmental clearance, but also to meet the needs of the travelling public as quickly as possible. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it brought one of the most favorable public works bidding environments in decades. The timing of this favorable bidding market has proven to be an asset in the success of the current overall capital program delivery. The remaining projects to be delivered face a continuing uncertainty related to outside funding that the previously delivered projects did not experience.

Alameda CTC Active Measure B (1986 and 2000) Capital Project Schedules

The current project schedules and total project funding amounts for the 39 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the “pipeline to construction” and the estimated value of the projects.

- Thirteen (13) projects with total project costs of more than \$2.39 billion are in the Construction phase;
- Sixteen (16) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$966 million;
- Five (5) are in the Preliminary Engineering/Environmental Studies phase estimated at more than \$518 million; and
- Five (5) in the Scoping or “Various” phases with total costs of \$23 million (Note: The Study Only projects are listed in the Scoping phase and only include the funding identified for the studies and project development).

Projects in the Pipeline to Construction

The current phase and scheduled construction dates for each of the 39 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the pipeline to construction and where they are in the pipeline.

- Nine (8) projects are expected to go to construction during 2012 after the production of this update, including the I-Bond funded projects with the award deadline of December 2012.
- Seven (7) projects have construction scheduled to begin in 2013 or later;
- Four (4) have construction starts date to be determined; and
- Seven (7) projects will not have construction schedules determined because they are Study Only projects (5 projects); they don't have a construction phase such as the I-580 Right of Way Preservation project (1 project); or they are comprised of smaller, individual sub-projects with multiple construction dates such as the I-580 Corridor Environmental Mitigation project (1 project).

Projects Scheduled to Begin Construction during 2012

1. I-880 / Mission Boulevard (Route 262) Interchange Completion (Project No. 501.0) – The project is being implemented by the VTA in conjunction with the Warren Avenue Grade Separation and Truck Rail Transfer Facility Relocation projects. The overall project funding plan includes I-Bond funding secured for the Grade Separation by the City of Fremont and the project is scheduled to begin construction during the Summer of 2012 to satisfy requirements related to the I-Bond funding. The project is also included in the approved Local Alternative Transportation Improvement Program (LATIP) related to the Historic Parkway alignment right of way.

The project is funded by a variety of sources including local funds from the VTA and the City of Fremont, state bond funds from the Highway-Railroad Crossing Safety Account (HRCSA), 1986 Measure B funds remaining from Phase 1A, and STIP funds remaining from Phase 1A. The VTA is in the process of securing the funding for the combined project. Construction is scheduled to begin during Summer 2012.
2. I-580 Westbound Auxiliary Lane – Airway to Fallon (Project No. 614.2) – The westbound auxiliary lane between Airway and Fallon is being incorporated into the I-Bond funded I-580 Westbound HOV Lane West Segment scheduled to begin construction in September of 2012.
3. Westgate Parkway Extension – Stage 2 (Project No. 618.1) – The remaining, i.e. the second, phase of the 2000 Measure B funded Westgate Parkway Extension project is being coordinated with the I-Bond funded I-880 Southbound HOV Lane South Segment scheduled to begin construction in August of 2012.

4. Route 84 Expressway in Livermore (Project No. 624.0) – The north segment of the Route 84 Expressway project is partially funded by I-Bond funding. Caltrans has awarded the contract for the north segment. The south segment of the project is expected to go to construction in early 2014.
5. I-580 Eastbound Auxiliary Lane (Project No. 720.5) – The I-580 Eastbound Auxiliary Lane project is currently in the design phase (with environmental clearance being updated). The auxiliary lane project is I-Bond funded and is subject to the strict delivery deadlines associated with the funding. The project is scheduled for the required allocations in time for construction to begin in September of 2012.
6. I-580 Westbound HOV Lane (Project No. 724.0) – The westbound HOV lane project is I-Bond funded and currently in the design phase. The project is divided into two segments, west and east. Both segments are scheduled to begin construction by September 2012.
7. I-880 Southbound HOV Lane (Project No. 730.0) – The southbound HOV lane project is being delivered in two segments: north and south. Both segments are I-Bond funded and subject to strict delivery deadlines. Both segments are expected to be in construction by September 2012.
8. Webster Street Smart Corridor (Project No. 740.0) – The Webster Street Smart Corridor is being delivered in partnership with the City of Alameda. The project consists of operational improvements along Webster Street including the Webster Tube that traverses the Estuary between Alameda and Oakland. The project is scheduled to begin construction during the Summer of 2012.
9. I-580 San Leandro Landscaping (Project No. 764.0) – The landscape project is a follow up to the construction of a soundwall within similar limits along I-580 in San Leandro. The project is scheduled to begin construction during Summer of 2012.

Projects Scheduled to Begin Construction during 2013 or Later

1. I-580 Eastbound Express Lane (Project No. 720.4) – The I-580 Eastbound Express Lane project is dependent on the I-580 Eastbound Auxiliary Lane project being constructed in advance to provide the required footprint for the express lane. Combining the two projects prior to, or during, construction may provide overall benefit, however the auxiliary lane project is I-Bond funded and is subject to strict delivery deadlines. Any delivery approach for the express lane that presents a risk to the schedule of the auxiliary lane project would have to be considered carefully. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work can be incorporated into the auxiliary lane contract.
2. I-580 Westbound Express Lane (Project No. 724.1) – The westbound express lane project is dependent on the I-580 Westbound HOV Lane project being constructed in advance to provide the required footprint for the express lane. Combining the two projects prior to, or during, construction may provide overall benefit, however the HOV lane project is I-Bond funded and is subject to strict delivery deadlines. Any delivery approach for

the express lane that presents a risk to the schedule of the HOV lane project would have to be considered carefully. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work can be incorporated into the HOV lane contract.

3. East-West Connector in Fremont and Union City (Project No. 505.0) - The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is proceeding and construction is anticipated to begin by the end of 2014.

The project cost estimate is \$190 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 Measure B funds. Additional funding is anticipated from various sources, including the dedication of required publicly owned right-of-way, possible future STIP programming and city contributions, Measure B capital reserve surplus, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP.

4. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0) – AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the environmental phase with federal approval expected by summer 2012. The project is scheduled to begin construction during 2014. The Commission recently approved an extension to the Environmental Clearance deadline for this project. The deadline was extended to March 31, 2013.
5. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0) – The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during summer 2013.
6. I-880 North Safety and Operational Improvements at 23rd/29th Avenues in Oakland (Project No. 717.0) – The I-880/ 23rd-29th project is the one I-Bond funded project not subject to the December 2012 contract award deadline since the I-Bond funding was approved in the Trade Corridor Improvement Fund (TCIF) which has a later deadline. The legislative deadline for beginning construction on TCIF projects is December 2013. The project is currently scheduled to begin construction in spring 2013.
7. I-680 Sunol Express Lanes Northbound (Project No. 710.4) – The Commission recently allocated 2000 Measure B funding for project development work related to the northbound express lane project. The project is being forwarded into the preliminary engineering and environmental studies phase. A timeframe for construction has not been determined at this point.

Projects with Construction Schedules To Be Determined

1. Castro Valley Local Area Traffic Circulation Improvement (Project No. 512.0) – The local area circulation project consists of multiple project phases and potentially, multiple projects. The \$5 million total 1986 Measure B funding was put in place by Amendment No. 1 to the 1986 Expenditure Plan. The schedule for construction will be determined as

the individual improvements to be funded are identified during the project development phases.

2. I-680 Sunol Express Lanes Northbound (Project No. 710.4) – The Commission has allocated 2000 Measure B funding for project development work related to the northbound express lane project. The project is being forwarded into the preliminary engineering and environmental studies phase. A timeframe for construction has not been determined at this point.
3. Iron Horse Transit Route (Project No. 609.0) – The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. The project is currently in the design and right of way phases. The schedule for construction will be determined as the project scope to be funded is identified during project development.
4. Dumbarton Corridor Improvements (Project No. 625.0) - The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. The project funding plan includes a significant shortfall and the project is currently included in countywide and regional discussions about future funding sources. A phased project approach has been recommended to deliver elements of the project with available funding while the overall shortfall is addressed. The Commission has approved extensions to the Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. The Draft EIS/EIR is being updated to reflect current funding and delivery conditions. Near term activities include the potential of funding interim bus operations, and corresponding capital improvements, to enhance ridership on the Dumbarton Bridge and looking at opportunities for early right-of-way acquisition of the Oakland Subdivision (this segment has already received CEQA environmental clearance by Union City). A timeframe for construction of the rail project has not been determined at this point.

The Commission allocated funds for a preliminary right of way study related to the acquisition of the right of way required for the rail project. The Alameda CTC is implementing the study which is funded by 2000 Measure B and RM2 funding.

The Commission recently allocated 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor.

Role of the Transportation Sales Tax

Measure B has proven to be a steady and reliable funding source, even in uncertain economic times. The Measure B Capital Projects are well underway to being delivered substantially before the end of the sales tax collection period, and the Alameda County residents will have the benefit of the full complement of the capital projects to improve mobility throughout the county. The next challenge will be to meet the needs of a changing environment, including greenhouse gases, the aging population and gaps in connections, as well as funding the projects.

Local contributions to transportation improvements have been playing an increasingly important role as regional, state and federal funding becomes less reliable. Alameda County voters have

authorized two transportation ½¢ sales taxes over the last three decades. The first 15-year transportation sales tax was approved by voters in 1986 and collection of the sales tax for the first Measure B concluded in 2002. The second ½¢ sales tax was a 20-year program approved by voters in November 2000 with sales tax collection starting in April 2002 when the first tax measure concluded. Combined, these two programs will contribute approximately \$1.8 billion in Measure B funds to transportation improvements in Alameda County. These funds will be used to leverage other federal, state, regional, and local funding sources, thereby accomplishing a total investment package of over \$5.2 billion.

The Alameda CTC has had success in delivering the 2000 Measure B Capital Program, but there remain projects, such as the Dumbarton Corridor Improvements , that have not been fully delivered due to cost increases, funding shortfalls, and the lack of funding sources. Transit investments continue to be identified within the County, such as the BART to Livermore Extension, but funding sources for these investments has not been identified or secured. In addition to the traditional cost-funding imbalances, the changing legislative landscape presents new challenges related to the connection between transportation planning and infrastructure investment. The ongoing update of the Alameda Countywide Transportation Plan (CWTP) and the development of a Transportation Expenditure Plan for placement on the November 2012 ballot have provided an opportunity to coordinate the planning activities required for the update of the CWTP with new legislative requirements to develop a new vision for transportation investment in Alameda County which includes the potential for the next sales tax initiative. By moving forward with these two activities simultaneously, it will be possible to focus the limited resources available to the County in the best way to achieve a shared vision of transportation for the future.

Fiscal Impact

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

Attachments

- Attachment A: Table A: Summary of Active Capital Projects Current Status and Funding
- Attachment B: Table B: Project Funding Summary for all 2000 Measure B Capital Projects and the Remaining 1986 Measure B Capital Projects

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Table A: Summary of Active Capital Projects Current Status and Funding

Index	Project Title	Project Type (Note 1)	PCT Number	Agency of Origin	Agency of Origin Project Number	Current Phase	Construction Schedule (Note 2)		Funding (\$ x million)		
							Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Total Funding (All Sources)
1	I-880/ Mission Blvd (Route 262) Interchange - Phase 1B/2	Hwy	5010	ACTA	MB 196	Design	Sep 2012	Dec 2014	3.5	0.0	152.2
2	I-880 to Mission Blvd East-West Connector	LSR	5050	ACTA	MB 226	Design	Nov 2014	May 2017	88.8	0.0	190.0
3	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	5060	ACTA	MB238	Construction	Apr 2010	Jul 2013	80.0	0.0	98.0
4	Central Alameda County Freeway System Operational Analysis	Hwy	5070	ACTA	MB 240	Scoping	N/A	N/A	5.0	0.0	5.7
5	Castro Valley Local Area Traffic Circulation Improvement	LSR	5090	ACTA	MB 241	Environmental	TBD	TBD	5.0	0.0	5.0
6	Altamont Commuter Express Rail	MT	6010	ACTIA	ACTIA 01	Construction	Various	Various	0.0	13.2	405.7
7	BART Warm Springs Extension	MT	6020	ACTIA	ACTIA 02	Construction	Sep 2009	Dec 2015	0.0	224.4	890.0
8	BART Oakland Airport Connector	MT	6030	ACTIA	ACTIA 03	Construction	Sep 2010	Dec 2013	0.0	89.1	484.1
9	Downtown Oakland Streetscape Improvement	BP	6040	ACTIA	ACTIA 04	Construction	Sep 2007	Jun 2015	0.0	6.4	14.8
10	Union City Intermodal Station	MT	6060	ACTIA	ACTIA 06	Construction	Jun 2007	Mar 2012	0.0	12.6	47.0
11	Telegraph Avenue Corridor Transit Project	MT	6070	ACTIA	ACTIA 07A	Environmental	Oct 2014	Apr 2016	0.0	10.4	218.8
12	I-680 Sunol Express Lanes - Southbound	Hwy	6081 (7104)	ACTIA	ACTIA 08A	Construction	Oct 2008	Jun 2012	0.0	15.2	36.6
13	I-680 Sunol Express Lanes - Northbound	Hwy	6082 (7104)	ACTIA	ACTIA 08B	Environmental	TBD	TBD	0.0	20.0	20.0
14	Iron Horse Transit Route	MT	6090	ACTIA	ACTIA 09	Design	TBD	TBD	0.0	6.3	11.1
15	I-880/Broadway-Jackson Interchange Improvement	Hwy	6100	ACTIA	ACTIA 10	Scoping	N/A	N/A	0.0	8.1	11.1
16	I-580 Castro Valley Interchanges Improvements	Hwy	6120	ACTIA	ACTIA 12	Plant Establishment	Jun 2008	Jun 2011	15.0	11.5	33.2
17	Lewelling/East Lewelling Blvd Widening	LSR	6130	ACTIA	ACTIA 13	Construction	Jul 2009	Aug 2012	0.0	13.1	31.8
18	I-580 WB Auxiliary Lane (Airway Blvd to Fallon Road)	Hwy	6142	ACTIA	ACTIA 14B	Design	Jul 2012	Nov 2014	0.0	2.7	5.0
19	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	6150	ACTIA	ACTIA 15	Design	Jul 2013	Jul 2015	0.0	27.0	27.0
20	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	LSR	6171	ACTIA	ACTIA 17B	Construction	Jan 2010	Aug 2012	0.0	0.7	0.7
21	Westgate Parkway Extension - Stage 2	LSR	6181	ACTIA	ACTIA 18B	Design	Jul 2012	May 2015	0.0	2.8	2.8
22	East 14th St / Hesperian Blvd / 150th St Intersection Improvements	LSR	6190	ACTIA	ACTIA 19	Design	Sep 2013	May 2015	0.0	1.0	3.1
23	I-680/I-880 Cross Connector Studies (Study Only)	Hwy	6220	ACTIA	ACTIA 22	Scoping	N/A	N/A	0.0	1.2	2.5
24	Isabel Avenue - Route 84/I-580 Interchange	Hwy	6230	ACTIA	ACTIA 23	Construction	Jan 2009	Apr 2012	0.0	26.5	120.9

Table A: Summary of Active Capital Projects Current Status and Funding

Index	Project Title	Project Type (Note 1)	PCT Number	Agency of Origin	Agency of Origin Project Number	Current Phase	Construction Schedule (Note 2)		Funding (\$ x million)		
							Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Total Funding (All Sources)
25	Route 84 Expressway	Hwy	6240	ACTIA	ACTIA 24	Construction	Mar 2012	Feb 2016	0.0	96.5	127.1
26	Dumbarton Corridor Improvements	MT	6250	ACTIA	ACTIA 25	Environmental	TBD	TBD	0.0	19.4	258.9
27	I-580 Corridor/BART to Livermore Studies & ROW Preservation	MT	6260	ACTIA	ACTIA 26	Environmental	N/A	N/A	0.0	6.8	15.1
28	I-80 Integrated Corridor Mobility	Hwy	6272 (7910)	ACTIA	ACTIA 27B	Construction	Jun 2011	Apr 2015	0.0	2.8	95.1
29	I-880 North Safety and Operational Improvements at 23rd and 29th	Hwy	6273 (7170)	ACTIA	ACTIA 27C	Design	Apr 2013	Apr 2016	0.0	0.8	99.8
30	I-880 Southbound HOV Lane	Hwy	6273 (7300)	ACTIA	ACTIA 27C	Design	Aug 2012	Jan 2016	0.0	1.5	111.7
31	I-580 Corridor Environmental Mitigation	Hwy	7203	CMA	CMA 420.3	Various	Various	Various	0.0	0.0	2.3
32	I-580 Eastbound Express (HOT) Lanes	Hwy	7204	CMA	CMA 420.4	Design	Oct 2014	Nov 2015	0.0	0.0	19.1
33	I-580 Eastbound Auxiliary (AUX) Lane	Hwy	7205	CMA	CMA 420.5	Design	Sep 2012	Nov 2014	0.0	0.0	40.0
34	I-580 Corridor Right of Way Preservation	Hwy	7230	CMA	CMA 423.0	Right of Way	N/A	N/A	0.0	5.0	120.7
35	I-580 Westbound HOV Lane	Hwy	7240	CMA	CMA 424.0	Design	Aug 2012	Nov 2014	0.0	0.0	165.7
36	I-580 Westbound Express (HOT) Lane	Hwy	7241	CMA	CMA 424.1	Design	Nov 2014	Nov 2015	0.0	0.0	16.5
37	Webster Street SMART Corridor	LSR	7400	CMA	CMA 440.0	Design	Jun 2012	Jan 2013	0.0	0.0	1.6
38	I-580 San Leandro Landscaping	Hwy	7640	CMA	CMA 464.0	Design	Jul 2012	Nov 2012	0.0	0.0	0.4
39	I-80 Gilman (Study Only)	Hwy	7650	CMA	CMA 465.0	Scoping	N/A	N/A	0.0	0.0	1.4
TOTALS									197.3	625.0	3,892.5

Notes:

- Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
- Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.

Table B: Project Funding Summary for all 2000 Measure B Capital Projects and Remaining 1986 Measure B Capital Projects

Index	Project Name	PCT Project No.	Agency of Origin Project No.	Project Funding Sources (\$ x million) ⁽¹⁾						Total Funding (All Sources)		
				1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other		
1	I-880/ Mission Blvd (Route 262) Interchange - Phase 1B/2	5010	MB196	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2	
2	I-880 to Mission Blvd East-West Connector	5050	MB226	88.8	0.0	0.0	9.3	0.0	8.6	83.3	190.0	
3	Route 238/Mission-Foothill-Jackson Corridor Improvement	5060	MB238	80.0	0.0	0.0	0.0	0.0	11.5	6.5	98.0	
4	Central Alameda County Freeway System Operational Analysis	5080	MB240	5.0	0.0	0.0	0.0	0.0	0.7	0.0	5.7	
5	Castro Valley Local Area Traffic Circulation Improvement	5090	MB241	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	
6	Altamont Commuter Express Rail	6010	ACTIA 01	0.0	13.2	5.5	84.1	0.0	59.0	243.9	405.7	
7	BART Warm Springs Extension	6020	ACTIA 02	0.0	224.4	0.0	295.4	321.0	49.2	0.0	890.0	
8	BART Oakland Airport Connector	6030	ACTIA 03	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.1	
9	Downtown Oakland Streetscape Improvement	6040	ACTIA 04	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.8	
10	Union City Intermodal Station	6060	ACTIA 06	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0	
11	Telegraph Avenue Corridor Transit Project	6071	ACTIA 07A	0.0	10.4	82.0	42.7	44.8	1.0	37.9	218.8	
12	I-680 Sunol Express Lanes - Southbound	6081 (7104)	ACTIA 08A	0.0	15.2	5.4	8.0	0.0	8.0	0.0	36.6	
13	I-680 Sunol Express Lanes - Northbound	6082 (7104)	ACTIA 08B	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	
14	Iron Horse Transit Route	6090	ACTIA 09	0.0	6.3	0.0	0.0	0.0	4.9	0.0	11.1	
15	I-880/Broadway-Jackson Interchange Improvements	6100	ACTIA 10	0.0	8.1	0.0	3.0	0.0	0.0	0.0	11.1	
16	I-580 /Castro Valley Interchanges Improvements	6120	ACTIA 12 ⁽²⁾	15.0	11.5	1.9	4.8	0.0	0.0	0.0	33.2	
17	Lewelling/East Lewelling Blvd Widening	6130	ACTIA 13 ⁽³⁾	0.0	13.1	0.0	4.3	0.0	13.8	0.1	31.3	
18	Route 92/Clawitter - Whitesell Interchange and Reliever Route	6150	ACTIA 15	0.0	27.0	0.0	0.0	0.0	0.0	0.0	27.0	
19	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	6171	ACTIA 17B ⁽³⁾	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7	
20	Westgate Parkway Extension - Stage 2	6181	ACTIA 18B	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.8	
21	East 14th St/Hesperian Blvd/150th St Intersection Improvement	6190	ACTIA 19	0.0	1.0	0.0	0.0	0.0	2.1	0.0	3.1	
22	I-680/I-880 Cross Connector Studies (Study Only)	6220	ACTIA 22	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5	
23	Isabel Avenue - Route 84/I-580 Interchange	6230	ACTIA 23	0.0	26.5	9.8	42.3	0.0	42.3	0.0	120.9	
24	Route 84 Expressway	6240	ACTIA 24	0.0	96.5	0.0	20.0	0.0	10.0	0.7	127.1	
25	Dumbarton Corridor Improvements	6250	ACTIA 25	0.0	19.4	0.0	51.5	91.0	97.0	0.0	258.9	
26	I-580 Corridor/BART to Livermore Studies & ROW Preservation	6260	ACTIA 26	0.0	6.8	0.0	7.0	1.3	0.0	0.0	15.1	

Table B: Project Funding Summary for all 2000 Measure B Capital Projects and Remaining 1986 Measure B Capital Projects												
Index	Project Name	PCT Project No.	Agency of Origin Project No.	Project Funding Sources (\$ x million) ⁽¹⁾						Total Funding (All Sources)		
				1986 MB (ACTIA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other		
27	I-80 Integrated Corridor Mobility Project	6272 (7910)	ACTIA 27B	0.0	2.8	3.2	77.9	1.2	10.0	0.0	95.1	
28	I-880 North Safety and Operational Improvements at 23rd and 29th	6273 (7170)	ACTIA 27C	0.0	0.8	1.8	85.0	10.0	1.3	1.0	99.9	
29	I-880 Southbound HOV Lane	6273 (7300)	ACTIA 27C	0.0	1.5	7.8	94.6	0.0	7.8	0.0	111.7	
30	CWTP/TEP Development	6274	ACTIA 27D	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	
31	Studies for Congested Segments/Locations on the CMP Network	6275	ACTIA 27E	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.7	
32	I-580 Corridor Environmental Mitigation	7203	CMA420.3	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	
33	I-580 Eastbound Express (HOT) Lanes	7204	CMA420.4	0.0	0.0	7.5	0.0	5.0	5.0	1.5	19.1	
34	I-580 Eastbound Auxiliary (AUX) Lane	7205	CMA420.5	0.0	0.0	0.2	21.6	4.4	1.8	12.1	40.0	
35	I-580 Corridor Right of Way Preservation	7230	CMA423.0	0.0	5.0	0.0	4.7	111.0	0.0	0.0	120.7	
36	I-580 Westbound HOV Lane	7240	CMA424.0	0.0	2.7	8.9	141.1	14.3	1.4	0.0	168.4	
37	I-580 Westbound Express (HOT) Lanes	7241	CMA424.1	0.0	0.0	1.0	0.0	0.0	3.4	12.1	16.5	
38	Webster Street SMART Corridor	7402	CMA440.2	0.0	0.0	0.3	0.0	1.2	0.1	0.0	1.6	
39	I-580 San Leandro Landscaping	7640	CMA364.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	
40	I-80 Gilman (Study Only)	7650	CMA465.0	0.0	0.0	1.1	0.0	0.0	0.3	0.0	1.4	
41	SMART Corridors Operations and Management	9450	CMA345.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	
42	Fruitvale Transit Village	Complete	ACTIA 05	0.0	4.4	0.0	7.7	0.0	1.4	0.0	13.5	
43	San Pablo Avenue Corridor Transit Improvement Project	Complete	ACTIA 07B	0.0	2.8	95.1	52.7	50.2	0.0	24.2	225.0	
44	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	Complete	ACTIA 07C	0.0	11.2	0.0	0.0	0.0	0.0	0.0	11.2	
45	I-880/Washington Avenue Interchange Improvement	Complete	ACTIA 11	0.0	1.3	0.5	0.0	0.0	1.4	0.0	3.2	
46	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Complete	ACTIA 14A	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5	
47	I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd)	Complete	ACTIA 14C ⁽⁴⁾	0.0	7.8	0.0	0.0	0.0	0.0	0.0	7.8	
48	Oakland Local Streets Rehabilitation	Complete	ACTIA 16	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3	
49	Hesperian/Lewelling Blvd Intersection Improvement - Stage 1	Complete	ACTIA 17A	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.7	
50	Westgate Parkway Extension - Stage 1	Complete	ACTIA 18A	0.0	7.9	0.0	0.0	0.0	0.0	0.0	7.9	
51	Newark Local Streets Rehabilitation	Complete	ACTIA 20	0.0	1.4	0.0	0.0	0.0	4.1	0.0	5.5	
52	I-238 Widening	Complete	ACTIA 21 ⁽⁴⁾	0.0	81.0	18.3	29.2	0.0	3.3	0.0	131.8	

Attachment B

Table B: Project Funding Summary for all 2000 Measure B Capital Projects and Remaining 1986 Measure B Capital Projects											
Index	Project Name	PCT Project No.	Agency of Origin Project No.	Project Funding Sources (\$ x million) ⁽¹⁾						Total Funding (All Sources)	
				1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local		
53	Vasco Road Safety Improvements	Complete	ACTIA 27A	0.0	1.5	4.7	12.2	0.0	4.0	0.0	22.4
PROJECT TOTALS				\$ 197.3	\$ 756.4	\$ 410.4	\$ 1,250.8	\$ 803.8	\$ 432.0	\$ 480.6	\$ 4,331.3
Notes: <ol style="list-style-type: none"> The funding amounts shown are subject to change based on programming and allocation activities by the applicable governing agency. The 1986 Measure B funding for MB239 is a contribution to ACTIA 12 included in the 2000 Measure B. The scope of work and 2000 Measure B funding for ACTIA 17B is combined with ACTIA 13. The 2000 Measure B funding for ACTIA 14C was exchanged for State funds and the 2000 Measure B funding for ACTIA 14C was made available for ACTIA 21. 											

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Memorandum

DATE: April 9, 2012

TO: Programs and Projects Committee

FROM: Stewart D. Ng, Deputy Director of Programming and Projects
Connie Fremier, Project Controls Team

SUBJECT: **I-580 Eastbound Express (HOT) Lane Project (APN 720.4) –
Approval of Amendment No. 2 to the Professional Services Agreements
with URS Corporation (Agreement No. CMA A08-018)**

Recommendation

It is recommended that the Commission approve the following action related to the I-580 Eastbound Express (HOT) Lanes Project (APN: 720.4):

- Authorize the execution of Amendment No. 2 to the professional services agreement with the URS Corporation (Agreement No. CMA A08-018) to provide additional preliminary engineering, environmental, final design, and bidding support services for an additional contract amount to be determined as a result of ongoing negotiations which are expected to be complete before the Board meeting later this month; and to extend the termination date of the professional services agreement to December 31, 2015 to allow for the additional services.

Summary

The Alameda CTC is the implementing agency for the project development phase of the I-580 Eastbound Express (HOT) Lanes Project. The Alameda CTC retained a consultant team led by the URS Corporation to provide the necessary project development services to secure environmental approval and prepare the project for construction. Agreement No. CMA A08-018 was entered into with the URS Corporation for an amount not to exceed \$916,601. The project implementation strategy at the time was to prepare a combined Project Study Report, Project Report (PSR/PR), including Fact Sheets for nonstandard design features, and to secure environmental approval with a Categorical Exclusion (CE). The design documents for the I-580 Eastbound Express (HOT) Lanes Project were expected to be the documents necessary to incorporate the express lane improvements via contract change order into another construction contract planned for the same segment of the I-580 eastbound freeway.

Table 1 below summarizes the contract actions related to Agreement No. CMA A08-018.

Table 1: Summary of Agreement No. CMA A08-0018 with URS Corporation		
Description	Amendment Amount	Total Contract Not to Exceed Amount
Professional Services Agreement (PSA) with URS Corporation (CMA A08-018) for Preliminary/Engineering, Environmental and Design Services for a single express lane dated August 22, 2008.	NA	\$ 916,601
Amendment No. 1 to CMA A08-018 for additional services, including analysis related to a second express lane, dated August 17, 2009.	\$ 750,000	\$ 1,666,601
Recommended Amendment No. 2 to CMA A08-018 (This Agenda Item)	\$ TBD ⁽¹⁾	\$ TBD ⁽¹⁾
Total Amended Contract Not to Exceed Amount		\$ TBD ⁽¹⁾
Notes: 1. The amount of Amendment No. 2 is currently under negotiation and is expected to be determined by the time of the Board meeting later in the month (April 2012). The amount requested by the consultant is 1,051,000.		

Amendment No. 1 to Agreement No. CMA A08-018 increased the contract amount \$750,000, provided for the preparation of the traffic and revenue model for dual HOT lanes and the additional technical studies required by the environmental document process to clear a dual lane HOT project.

Amendment No. 2 is needed to change the project delivery approach from incorporating the I-580 Eastbound Express (HOT) Lanes Project into the I-580 Auxiliary Lane Project via contract change order to developing a stand-alone project. This approach requires the development of stand-alone Plans, Specifications and Estimate (PS&E) and bid documents, which requires a greater level of effort than preparing contract change order documents for an existing contract.

URS Corporation has submitted a cost estimate in the amount of \$1,051,000 for the additional work needed to complete the environmental document, prepare the PS&E, and provide design support services during construction. Negotiations are underway based on the request for additional contract budget and are expected to be complete by the Alameda CTC Board meeting later in the month (April 2012). A not to exceed amount for Amendment No. 2 will be included in the recommended action at the April 2012 Board meeting.

Funding for this amendment will be provided from the I-580 Corridor Improvements funds approved for the project.

Discussion/Background

The I-580 Eastbound Express Lanes Project includes improvements to the I-580 Eastbound High Occupancy Vehicle (HOV) Lane to upgrade the facility to an express lane.

The project extends from west of the Hopyard Road/Dougherty Road overcrossing to west of the Greenville Road undercrossing in the cities of Dublin, Pleasanton, and Livermore in eastern Alameda County.

The proposed project is one of several transportation improvements being implemented along eastbound I-580 in the Tri-Valley area of eastern Alameda County. The eastbound improvements are being constructed in phases as follows:

- Phase I (EA 04-290841) was opened to traffic on October 2, 2009. The improvements included mainline widening and ramp modifications to allow the addition of an eastbound HOV lane between Portola Avenue and Greenville Road. The roadway widening included an additional 8 feet to accommodate the planned conversion of the HOV lane to an express lane.
- Phase II (EA 04-290831) was opened to traffic on November 10, 2010. The improvements included mainline widening and ramp modifications to allow the addition of an eastbound HOV lane between Hacienda Drive and Portola Avenue. As with Phase I, the roadway widening included an additional 8 feet to accommodate the planned conversion of the HOV lane to an express lane.
- Phase III (EA 04-2908U1) will construct auxiliary lanes (lanes that extend from on-ramps to off-ramps) on eastbound I-580 between the Isabel Avenue interchange (now under construction) and the North Livermore Avenue interchange, and between the North Livermore Avenue interchange and the First Street interchange. Phase III will also widen the freeway segments within the auxiliary lane limits, at the Hacienda Drive on-ramp to eastbound I-580, and between the Santa Rita Road and Fallon Avenue interchanges, and make other improvements to accommodate the proposed express lane facility.

Fiscal Impact

The recommended action will authorize the encumbrance of additional project funding for subsequent expenditure. The required additional project funding is included in the current project funding plan.

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Memorandum

DATE: March 27, 2012

TO: Programs and Projects Committee

FROM: John Hemiup, Senior Transportation Engineer

SUBJECT: Tri-Valley Center to Center (C2C) Program Project– Approval to Extend the Expiration Date of the Contract with DKS Associates

Recommendation

It is recommended the Commission approve an extension of the expiration date for the Center to Center (C2C) Program contract with DKS Associates (Contract No. A08-009) to February 29, 2012. The contract time extension was requested by DKS Associates to account for additional time to finalize the C2C System connection between the Tri-Valley Cities, Metropolitan Transportation Commission (MTC), and Caltrans.

Summary

The C2C Program provides communication connectivity between the Tri-Valley cities and the rest of the Bay Area cities. The traffic data exchange and information between the cities and the major Traffic Management Centers (TMC) in the Bay Area will provide commuters and TMC Operators with enhanced traveler information. MTC initiated the C2C system and provided the ACCMA the necessary funding to implement the interface between the cities. Testing of the C2C system was delayed due to disruptions in the regional communication lines (fiber optic cable) that are placed along BART corridors, which connects the Caltrans TMC to regional TMC's in the Bay Area. Caltrans, BART and MTC located the disruption in the communication line, but this effort extended beyond the contract expiration date with DKS Associates. DKS Associates completed their portion of the project and staff is working with MTC to close out of the project.

Discussion/Background

On June 25, 2009 the ACCMA Board authorized the execution of a funding agreement with MTC to receive a total of \$800,000 in funds to design and implement the C2C Program Communications Hub for the Tri-Valley Smart Corridor. The MTC agreement is milestone driven with an expiration date of June 30, 2011, and allows the ACCMA to be reimbursed based on completion of certain tasks that are agreed upon by both parties.

ACCMA executed contracts with the qualified consultant to design and implement this project. While the implementation phase of the project was completed in March 2011, the testing and system performance were delayed due to the unavailability of the TMC traffic data and communication lines to Caltrans. The delays pushed the testing and the completion of the Program until February 2012. As

a result of the delay, the MTC agreement expiration date was extended to June 30, 2013, with the approval of the Alameda CTC Commission at its September 2011 meeting, and will allow staff to request reimbursement for the completed tasks and close out the project.

Staff recommends that the Commission authorize the Executive Director to extend the expiration date of DKS Associates contract to February 29, 2012, in order to process all invoices and seek reimbursement from MTC by June 30, 2013.

Fiscal Impact

Approval of the requested action will have no impact on the approved Alameda CTC budget. This action will extend the contract expiration date only.



Memorandum

DATE: March 29 2012

TO: Programs and Project Committee

FROM: Raj Murthy, Projects Control Team
Stewart Ng, Deputy Director of Programming and Project Management

SUBJECT: I-580 San Leandro Sound Wall Landscape Project – Authorization to Advertise Construction Contract

Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to advertise and request bids for the construction of I-580 San Leandro Soundwall Landscape Project. The Engineers Estimate for this contract is \$275,000.

Summary

The Alameda CTC is the sponsor of the I-580 San Leandro Sound Wall Landscape Project. This Project is a follow on contract to the recently completed I-580 San Leandro Sound Wall Project in the City of San Leandro. The Alameda CTC is also responsible for advertise, award and administration (AAA) of the construction contract for the project. The detailed design plans, specifications, and estimates (PS&E) documents for the project have been completed. The Alameda CTC is in the process of obtaining the obligation authority for the federal funds, which are required to be received prior to advertising projects for construction, and encumbers the federal funds. The Alameda CTC has programmed \$350,000 in State Transportation Improvement Program - Transportation Enhancement (STIP-TE) Funds to repair the existing irrigation system, plant new plants and add additional irrigation system.

Background

The Alameda CTC is the sponsor of the I-580 San Leandro Landscape Project. This project is a follow on contract to the recently completed I-580 San Leandro Sound Wall Project in the City of San Leandro and will repair the existing irrigation system, plant new plants and add an additional irrigation system around the sound walls.

At the December 2009 meeting, the ACCMA Board approved programming \$350,000 of STIP TE funds to the I-580 San Leandro Landscape Project.

The cooperative agreement with Caltrans has been executed. An encroachment permit application will be filed with the department to allow access to the freeway right of way.

The Alameda CTC is also responsible for the Advertise, Award and Administration (AAA) component of the project. The Alameda CTC will contract with a qualified consultant to provide the necessary support for the construction administration, management and inspection of this project. The consultant contract will be initiated prior to the start of construction, which is anticipated to begin in summer 2012, to assist with bid packaging, quality assurance and constructability reviews. The estimated cost for these services is \$75,000 and is included in the \$350,000 programmed STIP-TE funds.

Fiscal Impact

Approval of the recommended actions will encumber \$350,000 for the project which will be reimbursed by Federal and State funding sources. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.



Memorandum

DATE: March 28, 2012

TO: Programs and Projects Committee

FROM: John Hemiup, Senior Transportation Engineer

SUBJECT: Webster Street SMART Corridor Project – Authorization to Advertise the Construction Contract and Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services

Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to take the following actions in support of delivering the Webster Street SMART Corridor Construction Contract:

- Advertise the construction contract.
- Approve Amendment No. 2 to extend the expiration date of the contract with Harris & Associates to provide construction management services from June 30, 2012 to June 30, 2013.

Summary

The Alameda CTC, in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans, and AC Transit have designed and are proposing to construct the Webster Street SMART Corridor Project improvements. This project would be an expansion of the existing East Bay SMART Corridors System. The project construction is being funded with \$637,960 of federal funds. Due to additional time required to obtain the obligation authority for the project funding, extension of the expiration date for the construction management services contract with Harris & Associates (Contract No. A10-010) is also requested. A construction management services agreement with Harris & Associates was executed in August 2010. Amendment No. 2 to the Harris & Associates Contract would revise the expiration date to June 30, 2013.

Discussion/Background

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans, and AC Transit have designed and are proposing to construct the Webster Street SMART Corridor Project improvements. 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, and installation of Microwave Vehicle Detection

System (MVDS) devices along various city streets that lead 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) at the Public Works Department and the Alameda Police Department. The project is also being coordinated with the City of Oakland.

The project is being funded with a combination of federal funds. MTC has provided \$278,000 of Congestion Mitigation and Air Quality (CMAQ) funds and the California Department of Transportation (Caltrans) has provided \$359,960 of federal earmark. The total funding for the construction phase is \$637,960.

Due to additional time required to obtain the obligation authority for the project funding, extension of the expiration date for the construction management services contract with Harris & Associates (Contract No. A10-010) is also requested. The project was initially scheduled to begin construction in summer of 2010. With the addition of federal funds to the project funding package, additional requirements such as a NEPA Environmental clearance were required to be completed. With additional project review, revisions to the design package were also facilitated. The approval of the final piece of the funding package for the project was secured in March 2012. A construction management services agreement with Harris & Associates was executed in August 2010 with an expiration date of June 30, 2011. Amendment No. 1 to the Harris & Associates contract revised the expiration date to June 30, 2012. Amendment No. 2 to the Harris & Associates Contract would revise the expiration date to June 30, 2013. The work associated with the construction management phase is funded by a TFCA grant.

Fiscal Impact

The revenues and costs associated with this project will be funded through federal and TFCA grants and are included in the approved Alameda CTC budget.



Memorandum

DATE: March 26, 2012

TO: Programs and Projects Committee

FROM: John Hemiup, Senior Transportation Engineer
Connie Fremier, Project Controls Team

SUBJECT: **Dumbarton Rail Corridor Project (ACTIA 25) - Update on the Procurement of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way Contract and Related Activities**

Summary

The Commission at its December 1, 2011 meeting approved the issuance of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way RFP for the Dumbarton Rail Corridor Project, and staff to negotiate and award a contract to the top ranked firm. The Alameda CTC issued an RFP for these services on February 1, 2012, and a pre-proposal meeting was held at the Alameda CTC offices on February 24, 2012, to which nine (9) firms were in attendance. Proposals were submitted in response to the RFP from the following three (3) firms by the February 24, 2012 due date:

1. Associated Right of Way Services, Inc.
2. Paragon Partners, Ltd.
3. R.L. Banks & Associates, Inc.

In the technical proposal review phase, the Consultant Selection Panel, consisting of staff and representatives from the Metropolitan Transportation Commission and Caltrans, evaluated each of the proposals using the criteria identified in the RFP. All three firms were invited to advance to the interview phase, but one firm voluntarily elected to withdraw its proposal from the RFP. Interviews were held for the two remaining firms on March 13, 2012:

1. Paragon Partners, Ltd.
2. R.L. Banks & Associates, Inc.

The interview process allowed the panelists to ask a comprehensive set of questions in a face-to-face setting and independently evaluate the responses. Though both the shortlisted firms were experienced in the required field, the top ranked firm exhibited a higher level of knowledge and understanding of the required services and project scope and presented a comprehensive management and project approach. The panelists used the criteria spelled out in the RFP to score the interviewing firms and determine the final ranking. The criteria were:

1. Knowledge and understanding of the required services and scope of work;
2. Management approach and staffing plan to perform the scope of the work;
3. Qualifications of the proposed financial audit team; and
4. Effectiveness of interview discussions and presentation.

After careful review of each proposal and consideration of the interview process, the Consultant Selection Panel came to a unanimous decision in their selection of the top-ranked firm, R.L. Banks & Associates, Inc. Staff completed negotiations of the terms of the contract with the R.L. Banks & Associates, Inc. on March 26, 2012, and awarded a contract to perform the desired services beginning April 1, 2012.

Background

In June 2011, the Commission allocated \$150,000 of Measure B Capital Program funding for preliminary right of way activities related to the Dumbarton Rail Corridor Project to be matched with \$150,000 of RM2 funding. The Commission also authorized the execution of the necessary agreement(s) to secure the matching funds. In September 2011, the Commission approved a resolution of support for the allocation of the matching RM2 funds by the Metropolitan Transportation Commission (MTC). MTC allocated \$150,000 of matching funds in October 2011.

While the San Mateo County Transportation Authority has taken the lead on the implementation of the Preliminary Engineering/Environmental Studies (PE/Env) phase, the Alameda CTC has agreed to take the lead on developing a right of way acquisition and implementation plan. Staff issued an RFP to initiate the procurement process to bring a consultant team on board to identify the requirements and risks associated with the purchase of the Union Pacific Railroad (UPRR) right of way required for the project, known as “Segment G” of the Oakland Subdivision. The study is intended to conclude with a report that outlines an acquisition strategy or strategies including identifying potential risks and risk mitigation (such as technical, financial and policy) and opportunities (such as funding and integration with other rail projects in the area) to secure the right of way

The Dumbarton Rail Corridor Project is currently in the PE/Env phase. The current project funding plan shows a significant shortfall and the project is correspondingly playing a significant role in the ongoing discussions related to long range planning such as the Countywide Transportation Plan update and the development of a Transportation Expenditure Plan for a future sales tax measure. A project phasing plan has been identified which involves establishing interim bus service to build ridership in the corridor, and developing a right of way acquisition plan for the corridor.

The Dumbarton Rail Corridor Project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay stations. Current cost updates for the project put the estimated cost in the \$700-\$820 million range with approximately \$350 million of funding identified but not secured.

The Commission recently approved extensions to the Measure B Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. Work on the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has resumed and a draft EIS/EIR is expected spring 2012.

Fiscal Impact

The cost of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way for the Dumbarton Rail Corridor Project contract is for a total not-to-exceed amount of \$288,576, including contingencies, with fifty percent (50%) of the eligible project expenditures to be reimbursed by Measure B Capital Project funds and the other 50% from Regional Measure 2.

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