



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Thomas Blalock

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City of Livermore
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City of Newark
Councilmember Luis Freitas

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Vice Mayor Larry Reid

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, April 14, 2014, 12:00 p.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

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

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

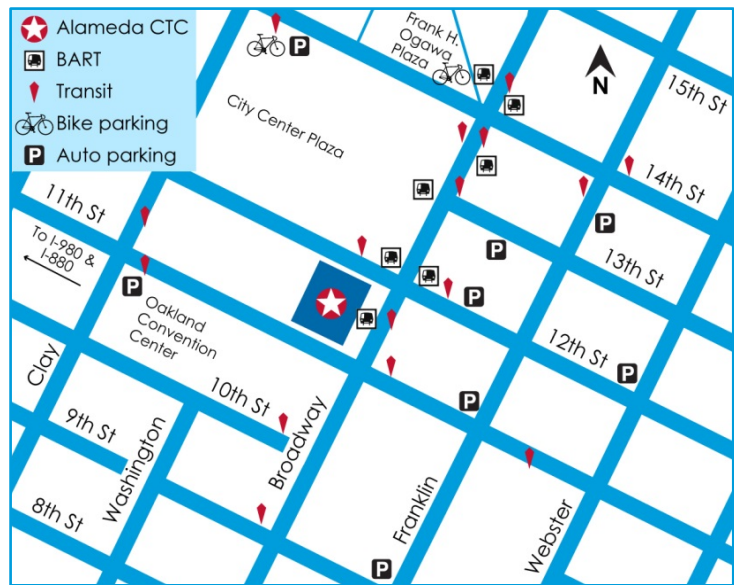
Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Programs and Projects Committee Meeting Agenda Monday, April 14, 2014, 12 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Vice Mayor Larry Reid, City of Oakland

Vice Chair: Mayor Bill Harrison, City of Fremont

Commissioners: Ruth Atkin, Laurie Capitelli, Carol Dutra-Vernaci, Luis Freitas, Nate Miley

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [March 10, 2014 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the March 10, 2014 meeting minutes.

4.2. [California Transportation Commission Meeting Summary](#)

5 I

5. Programs

5.1. [I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project \(PN 717.0\) Allocation of Regional Measure 2 \(RM2\) Funds for Right of Way / Utility Relocation](#)

9 A

Recommendation: (1) Approve the Initial Project Report (IPR) Update and RM2 Allocation Request for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 717.0 and RM2 Project 30) and (2) Approve Resolution 14-006.

5.2. [Central Alameda County Same Day Taxi Services for Seniors and People with Disabilities](#)

31 A

Recommendation: Authorize an amendment to agreement A12-0001 with St. Mini Cab Corporation for an additional \$107,126 to the current not-to-exceed budget.

5.3. [Altamont Commuter Express Baseline Service Plan for FY 2014-15](#)

33 A

Recommendation: (1) Approve the Altamont Commuter Express (ACE) Baseline Service Plan for FY 2014-15 and (2) Approve a 4.75 percent ACE fare increase as proposed by the San Joaquin Regional Rail Commission (SJRRRC).

5.4. [Alameda County Three Year Project Initiation Document Work Plan](#)

61 A

Recommendation: Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.

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

67 I

6. Projects

- | | | | |
|------|--|-----|---|
| 6.1. | Alameda CTC Semi-Annual Capital Projects Update | 77 | I |
| 6.2. | Draft FY 2014-15 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan | 87 | A |
| | <p>Recommendation: Approve the following actions related to Draft FY 2014-15 Measure B Capital Program Strategic Plan Update:
(1) Approve the assumptions described herein as the basis for the preparation of the FY 2014-15 Measure B Capital Program Strategic Plan Update. (2) Approve the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs, and confirm previously approved advances, exchanges and loans as presented herein. (3) Approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs. (4) Confirm debt service obligation from the 2000 Measure B Capital Fund related to the recent issuance of bond issuance.</p> | | |
| 6.3. | I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0): Modifications to the Ad-Hoc Project Advisory Committee (PAC) and Appointment to the vacant position | 113 | A |
| | <p>Recommendation: (1) Approve the modifications to the composition of the Ad-Hoc Project Advisory Committee (PAC) and (2) Appoint an Alameda CTC Commissioner for the vacant committee position.</p> | | |
| 6.4. | I-580 Corridor Improvement Projects (Various): Amendments to Existing Cooperative Agreements with Caltrans to Implement Contract Change Order Work and New Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project | 115 | A |
| | <p>Recommendation: (1) Amend the Existing Construction Cooperative Agreements for I-580 High Occupancy Vehicle (HOV) projects with Caltrans to implement High Occupancy Toll (HOT) elements by Contract Change Order (CCO) for a combined total not-to-exceed amount of \$23 million and (2) Authorize the Executive Director to enter into new Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project (PN 720.4/724.1).</p> | | |
| 6.5. | Time Extension Only Amendments | 119 | A |
| | <p>Recommendation: Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and</p> | | |

Program delivery commitments.

6.6. Transportation Expenditure Plan (TEP) Update (Verbal)

I

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: May 12, 2014

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

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Programs and Projects Committee
Meeting Minutes
Monday, March 10, 2014, 12 p.m.

4.1

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1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present, except the following: Commissioner Harrison and Commissioner Kaplan.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. February 3, 2014 PPC Meeting Minutes

Commissioner Atkin moved to approve the Consent Calendar. Commissioner Freitas seconded the motion. The motion passed unanimously (Harrison and Kaplan absent).

5. Programs

5.1. Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Guidelines

Jacki Taylor recommended that the Commission approve the annual update to the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines to conform to the Air District's Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies. She reviewed minor edits to the guidelines and stated that the guidelines conform to the Air District's TFCA County Program Manager Fund Policies.

Commissioner Capitelli wanted to know if the Air District's changes to shuttle operation projects will affect the Broadway shuttle. Jacki stated that the change affects the cost effectiveness threshold.

Commissioner Capitelli moved to approve the item. Commissioner Atkin seconded the motion. The motion passed unanimously (Harrison and Kaplan absent).

5.2. One Bay Area Grant (OBAG) Program - Local Streets and Roads (LSR) Funding

Matt Todd recommended that the Commission approve a revision to the One Bay Area Grant (OBAG) Program to defer Albany's OBAG Local Streets and Roads project funding. He stated that the overall program was approved in 2013 however Albany was unable to meet the OBAG requirements for programming. Staff is proposing to move the funds to another eligible project which is the Lake Merritt rehab and bike lane project.

Supervisor Haggerty wanted to know if MTC was approached and asked to give additional time for funding allocations. Matt stated that MTC was approached and did not express support in allowing additional time.

Commissioner Capitelli moved to approve this item. Commissioner Freitas seconded the motion. The motion passed unanimously (Harrison and Kaplan absent)

5.3. Third Cycle Lifeline Program Backfill for Lapsed Job Access and Reverse Commute (JARC) Funding

Matt Todd recommended that the Commission approve an Exchange of Measure B Funding to Backfill Lapsed Job Access and Reverse Commute (JARC) funding from the Third Cycle Lifeline Program. Matt stated that there was a lapse in JARC funding based on potential litigation. Subsequently, MTC developed a plan to replace all lapsed JARC funds by redistributing them to various projects.

Commissioner Capitelli moved to approve this item. Commissioner Atkin seconded the motion. The motion passed unanimously (Harrison and Kaplan absent).

5.4. Wheelchair and Scooter Breakdown Transportation Service (WSBTS) and Hospital Discharge Transportation Service (HDTS) Contract Amendment

Trinity Nguyen recommended that the Commission authorize an amendment to the existing agreement A12-0010 with MV Transportation, Inc. for an additional not-to-exceed budget of \$20,000 and a maximum six (6) months time extension to provide uninterrupted program services until a replacement contract is finalized.

Commissioner Capitelli moved to approve this item. Commissioner Dutra-Vernaci seconded the item. The motion passed unanimously (Harrison and Kaplan absent).

6. Projects

6.1. East Bay Greenway Project – Segment 7A (APN 635.1): Contract Amendment to Existing Design Services Agreement

Connie Fremier recommended that the Commission authorize the Executive Director to execute an amendment to the existing agreement A10-0026 with HQE, Inc. for an additional not-to-exceed budget of \$10,000 for design support services during construction for the East Bay Greenway Project – Segment 7A (APN 635.1). Connie stated that the contract amendment is needed to address unforeseen construction conditions in the field that are beyond the initial estimate.

Commissioner Dutra-Vernaci moved to approve this item. Commissioner Freitas seconded the motion. The motion passed unanimously (Harrison and Kaplan absent).

6.2. Time Extension Only Amendments

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute amendments for requested time extensions in support of the Alameda CTC's Capital Projects and Program delivery commitments. This item is for the CHP contract. She stated that one agreement was identified for a time extension as was attached to the staff report.

Commissioner Capitelli moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously (Harrison absent).

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

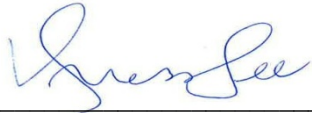
9. Adjournment/ Next Meeting

The meeting adjourned at 1:30 p.m. The next meeting is:

Date/Time: Monday, April 14, 2014 @12:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: California Transportation Commission March 2014 Meeting Summary

RECOMMENDATION: Receive an update on the March 2014 CTC Meeting.

Summary

The March 2014 California Transportation Commission (CTC) meeting was held in Santa Ana, CA. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the March 2014 CTC meeting.

Background

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti and Carl Guardino.

Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the March 20, 2014 CTC meeting.

1. 2014 State Transportation Improvement Program (STIP)

The CTC approved the 2014 STIP which includes all Alameda County Projects approved by the Alameda CTC in October 2013. The 2014 STIP will cover the five-year period from 2014-15 through 2018-19.

2. 2014 Active Transportation Program

The CTC approved the 2014 Active Transportation Program Guidelines. On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation required the CTC, in consultation with an Active Transportation Program Workgroup, to develop program guidelines by March 26, 2014.

Outcome: CTC released a call for projects on March 21, 2014. Approximately \$180 Million will be available on a statewide competitive basis.

3. STIP / State Route 24 Caldecott Tunnel 4th Bore Project

CTC allocated \$1.6 Million STIP funds for the follow-up Landscaping & Environmental Enhancements contract of the State Route 24 Caldecott Tunnel 4th Bore project.

Outcome: Allocation will allow project to proceed to construction phase.

Fiscal Impact: There is no fiscal impact.

Attachments

A. March 2014 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

March 2014 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	Approval of 2014 STIP.	Approved
Caltrans	2014 Active Transportation Program (ATP)	Approval of 2014 ATP Guidelines	Approved
Caltrans	STIP / State Route 24 Caldecott Tunnel 4th Bore Project	Allocation of \$1.6 Million STIP funds for the follow-up Landscaping & Environmental Enhancements contract of the State Route 24 Caldecott Tunnel 4th Bore project	Approved

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_03/000_ETAs.pdf

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 717.0) Allocation of Regional Measure 2 (RM2) Funds for Right of Way / Utility Relocation

RECOMMENDATION: (1) Approve the Initial Project Report (IPR) Update and RM2 Allocation Request for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 717.0 and RM2 Project 30) and (2) Approve Resolution 14-006.

Summary

The I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (Project) will construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. The majority of the Project is funded with \$73.4 million from the Trade Corridor Improvements Fund (TCIF) and also includes a mix of Federal, State, Local and Regional Measure 2 (RM2) funds.

The Initial Project Report (IPR) update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$2.3 million in RM2 funds for Right of Way / Utility Relocation activities for the Project.

Background

The Alameda CTC is the implementing agency for Final Design and Right of Way Phases of the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project. California Department of Transportation (Caltrans) will be administering the construction contract and Alameda CTC will be performing Design Services During Construction, i.e., construction support. The Project was advertised by Caltrans in September 2013. Bids were opened on March 18, 2014. The current lowest bid is marginally under the Engineer's Estimate. Staff will provide a status update regarding the bid summary at the Committee meeting.

Right of Way acquisition activities for the Project are underway and are expected to be completed by December 2018. The requested allocation of \$2.3 million in RM2 funds will provide funding for the Alameda CTC to perform the Right of Way / Utility relocation activities. The following actions are required to support the RM2 allocation request.

Action 1:

An IPR update is required for the allocation of RM2 funds. It is recommended that the Commission approve the IPR update requesting an allocation of \$2.3 million to fund Right of Way / Utilities relocation activities for Project (see Attachment A).

Action 2:

In order to comply with MTC's RM2 policies, a Commission Resolution is required to adopt the revised IPR and current allocation request. It is recommended that the Commission approve Alameda CTC's Resolution 14-006 (see Attachment B).

Fiscal Impact: The budget for these services is included in the Alameda CTC's consolidated FY 2013-14 Budget.

Attachments:

- A. Initial Project Report
- B. Alameda County Transportation Commission Resolution 14-006
- C. I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project Fact Sheet

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

Regional Measure 2

Initial Project Report (IPR)

**I-880 – North Safety Improvement Project
Operational and Safety Improvements at 29th Avenue
and 23rd Avenue**

#30

**Submitted by
Alameda County Transportation Commission**

April 24, 2014

Regional Measure 2 Initial Project Report (IPR)

Project Title:

I-880 North Safety Improvements Project

RM2 Project No.

30

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	10/04	\$ 1.1 M	Scoping
#2	09/07	\$.7 M	PA/ED & PE
#3	04/08	\$ 2.3 M	PA/ED & PE
#4	05/10	\$ 4.56M	Right of Way (.75M) and Final PS&E (3.81M)
#5	01/13	\$ 1.34 M	Construction

Total: \$

Current Allocation Request:

IPR Date	Amount Being Requested	Phase Requested
04/24/14	\$2.3 M	Right of Way

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans are the lead sponsors responsible for the delivery of this project.

The ACTC, with support from the City of Oakland and Caltrans, will be responsible for delivering the environmental, PSE, ROW phases of this project, as well as Design Services During Construction, i.e., construction support. Caltrans will be responsible for constructing the project.

The ACTC will be the responsible agency for delivering the RM-2 funded segments and seeking RM-2 allocations.

B. Project Purpose

The purpose of the proposed project is to improve the mobility of mainline vehicles and improve traffic safety through the I-880 corridor, in the vicinity of 29th Avenue and 23rd Avenue.

The purpose of the Project includes:

- To correct existing geometric deficiencies of the overcrossings at 29th Avenue and 23rd Avenue along I-880;
 - To improve the safety and operations of I-880 from PM 28.4 to PM 29.2;
 - To improve operational deficiencies of the northbound ramps at 29th Avenue and 23rd Avenue for I-880; and,
- To provide I-880 noise protection to the Jingletown residential community.

C. Project Description (please provide details)

☒ **Project Graphics to be sent electronically with This Application**

The proposed specific improvements include:

- Relocating the northbound Lisbon Avenue on ramp to begin at 29th Avenue and constructing a sound wall along the northbound auxiliary lane between 29th and 23rd Avenue;
- Lengthening the northbound auxiliary lane between 29th Avenue and 23rd Avenue;
- Removing and reconstructing the 29th Avenue overcrossing;
- Removing and reconstructing both the eastbound and westbound 23rd Avenue overcrossings;
- Reconstructing the 23rd Avenue / I-880 Northbound ramps / 11th Street intersection into a roundabout;
- Lengthening and improving the northbound off ramp at 29th Avenue to terminate directly onto the 29th Avenue overcrossing.

D. Impediments to Project Completion

Critical items remaining to be completed at this time are R/W acquisition, utility relocations, freeway and maintenance agreements between Caltrans and Oakland.

Regional Measure 2 – INITIAL PROJECT REPORT

E. Operability

When the project is completed, the ramp elements will be maintained by Caltrans and local streets will be maintained by the City of Oakland. An area underneath the 29th Avenue Overcrossing will require a Caltrans/City of Oakland Maintenance Agreement to define the responsibilities of each agency.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: ☒ Yes ☐ No

An Initial Study with Mitigated Negative Declaration / Environmental Assessment with Finding of No Significant Impact was approved in April 2010.

G. Design –

The Design Package (PS&E) activities for the project have been completed and approved by Caltrans .

H. Right-of-Way Activities / Acquisition –

Right of Way acquisition activities for the project are underway. Right of Way acquisition is expected to be completed by December 2018.

I. Construction / Vehicle Acquisition -

Construction award is expected in May 2014 and construction is expected to be completed by July 2018.

Regional Measure 2 – INITIAL PROJECT REPORT

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,838
Design - Plans, Specifications and Estimates (PS&E)	\$9,878
Right-of-Way Activities /Acquisition (R/W)	\$9,279
Construction / Rolling Stock Acquisition (CON)	\$74,786
Total Project Budget (in thousands)	\$99,781

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,838
Design - Plans, Specifications and Estimates (PS&E)	\$9,878
Right-of-Way Activities /Acquisition (R/W)	\$9,279
Construction / Rolling Stock Acquisition (CON)	\$74,786
Total Project Budget (in thousands)	\$99,781

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

M. Project Budget – Deliverable Segment(De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	5/08	4/10
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	5/08	4/10
Final Design - Plans, Specs. & Estimates (PS&E)	4/10	09/12
Right-of-Way Activities /Acquisition (R/W)	4/10	12/18
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	5/14	7/18

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

This request will fund Right of Way and Utility Relocation activities for the project

Amount being requested (in escalated dollars)	\$2,300,000
Project Phase being requested	R/W
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	04/24/14
Month/year being requested for MTC Commission approval of allocation	05/14

Regional Measure 2 – INITIAL PROJECT REPORT

O. Status of Previous Allocations (if any)

A Caltrans Project Study Report (PSR) was approved in September 2007. The PAED Phase (Environmental Document and Project Report) was approved in April 2010. The Design Package (PS&E) activities for the project have been completed and approved by Caltrans District 4. The Final PS&E was completed on 1/31/13. RTL except for Buy-America compliance achieved on 4/30/2013. Freeway & Maintenance Agreement between Caltrans and Oakland executed. Construction contract was advertised 9/30/13 by Caltrans.

P. Workplan

Workplan in Alternate Format Enclosed ☐

TASK NO	Description	Deliverables	Completion Date
1	Draft PA/ED	Draft ED	4/09
2	Final PA/ED	Final ED	4/10
3	Final PS&E	Final PS&E to Caltrans HQ	9/12
4	Final ROW	ROW Certification No. 2	12/12

Q. Impediments to Allocation Implementation

None identified at this time

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

☒ The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated RM2 Allocation Request.

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ Governing Board Resolution attached

☒ Governing Board Resolution to be provided on or before: 04/25/14

Regional Measure 2 – INITIAL PROJECT REPORT

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart Ng

Phone: 510-208-7437

Title: Deputy Director, Programming and Projects

E-mail: stewartng@alamedactc.org

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

Information on Person Preparing IPR

Name: Vivek Bhat

Phone: 510-208-7430

Title: Senior Transportation Engineer

E-mail: vbhat@alamedactc.org

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

Applicant Agency's Accounting Contact

Name: Lily Balinton

Phone: 510-208-7416

Title: Accounting Manager

E-mail: lbalinton@alamedactc.org

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

Revised IPR 120905.doc

TOTAL PROJECT FUNDING PLAN

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV/ (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

DEFINED SEGMENT FUNDING PLAN

(Amounts Escalated in Thousands)

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter only funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Segment must be Fully Funded and result in a operable or useable segment. Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, R/W, or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT/RW SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	RM2		4,357	12
	Local		1,469	-
PS&E	RM2		3,553	142
	STIP		2,112	-
	Federal		1,566	-
	Local		1,710	795
R/W	RM2		700	50
	State-SHOPP		2,378	2,022
	Local		1,300	2,608
	Federal		221	-
CON / Operating	RM2		35	1,305
	TCIF		-	73,433
	State-SHOPP		-	-
	Local		-	13
Total to date (in thousands)			19,401	80,380

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 30
Date: 3/27/2014

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: I-880 North Safety Improvements (Phase1)														Project ID: 30	
Agency: Alameda CTC														Plan Date: 03/27/14	
RM-2 CASH FLOW PLAN															
RM-2 Expenditures		2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
ENV/PA&ED		1,100			3,000			3,810							4,100
PS&E								750			2,300				3,810
R/W															3,050
CON										1,340					1,340

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT I-880 North Safety Improvements (Phase1)	RM2 Legislation ID (and project subelements if any) 30
NAME AND ADDRESS OF IMPLEMENTING AGENCY Alameda County Transportation Commission 1111 Broadway, Suite 800 Oakland CA 94607	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by name & job function)			
			0
			0
			0
			0
			0
TOTAL DIRECT LABOR			0
2. OVERHEAD & DIRECT BENEFITS (Specify)			
	RATE	X BASE	
Overhead		0	
Direct Benefit		0	
TOTAL OVERHEAD & DIRECT BENEFIT			0
3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
Utility Relocations			2300000
TOTAL DIRECT CAPITAL COSTS			2,300,000
4. CONSULTANTS (Identify purpose and or consultant)			
Utility Relocation Design Support			
Utility Relocation Construction Management			
TOTAL CONSULTANTS			0
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			
6. TOTAL ESTIMATED COST			2,300,000

Comments:

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Date: 3/27/2014

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**

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Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
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Executive Director
Arthur L. Dao

RESOLUTION 14-006**RM2 Project 30: I-880 – North Safety Improvement Project Operational and Safety Improvements at 29th Avenue and 23rd Avenue**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, the Alameda County Transportation Commission (ACTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, Project 30: I-880 – North Safety Improvement Project, Operational and Safety Improvements at 29th Avenue and 23rd Avenue is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which ACTC is requesting that MTC allocate Regional Measure 2 funds; and therefore be it

RESOLVED, that the ACTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that the ACTC certifies that the project is consistent with the Regional Transportation Plan (“RTP”); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that the ACTC approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that the ACTC approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that the ACTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that the ACTC is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that the ACTC is authorized to submit an application for Regional Measure 2 funds for the RM2 Project 30: I-880 – North Safety Improvement Project, Operational and Safety Improvements at 29th Avenue and 23rd Avenue, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that the ACTC certifies that the project and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations there under; and be it further

RESOLVED, that there is no legal impediment to the ACTC making allocation requests for Regional Measure 2 funds; and be it further

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

RESOLVED, that ACTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the ACTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services

under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that the ACTC shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that the ACTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that the ACTC authorizes its Executive Director, or his designee, to execute and submit an allocation request of \$2,300,000 for the Right of Way Phase of the subject project with MTC for Regional Measure 2 funds, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the ACTC application referenced herein.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, April 24, 2014 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

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PROJECT SPONSOR

Alameda CTC

PROJECT DESCRIPTION

This project proposes to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, safety improvements to the northbound on and off ramps as well as the freeway mainline. A soundwall will be constructed in the northbound direction between 29th and 26th Avenues. The total project cost is currently estimated at \$101 million; the majority of which is funded by the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B in November 2006.

PROJECT STATUS

The project was advertised by Caltrans in September 2013. Construction activities are anticipated to begin in summer 2014 and continue through summer 2018.

I-880 North Safety and Operational Improvements at 23rd and 29th Avenues

Project Number: 717.0 | March 2014

**Project Highlights**

- The project was advertised by Caltrans in September 2013
- Utility relocations necessary for the project are ongoing
- Construction activities are anticipated to begin in summer 2014
- Stage 1 work will focus on construction of a soundwall on I-880 between 29th and 23rd Avenues in the northbound direction
- **Future Transportation Funding Opportunity:** The [2014 Transportation Expenditure Plan](#) and measure will be on the ballot in November 2014 to fund essential transportation improvements in every city and throughout Alameda County; Visit http://www.alamedactc.org/app_pages/view/13235 to learn more

Project Fact Sheet

I-880 North Safety and Operational Improvements at 23rd/29th Ave. | Project Number: 717.0 | March 2014

PROJECT COST ESTIMATE	
Cost Estimate by Phase (\$ X 1,000)	
PE/Environmental	\$ 5,838
Final Design (PS&E)	\$ 9,878
Right-Of-Way / Utility Relocation	\$ 9,279
Construction	\$ 74,786
TOTAL Expenditures:	\$ 99,781

PROJECT FUNDING	
Funding by Fund Source (\$ X 1,000)	
Measure B	\$ 4,720
Federal	\$ 1,787
State	\$ 79,945
Regional	\$ 10,000
Local	\$ 3,329
TOTAL Revenues:	\$ 99,781

PROJECT SCHEDULE

Project Phase	Begin - End MM/YY	2012	2013	2014	2015	2016	2017	2018
PE/Environmental	11/07 - 04/10							
Final Design (PS&E)	04/10 - 05/13							
Right-of-Way	05/10 - 12/18							
Vote / Adv. / Award	08/13 - 04/14							
Construction	05/14 - 06/18							
Plant Establishment	07/18 - 06/19							



Top Left: Current I-880 northbound on-ramp near 23rd Avenue in Oakland, CA. Top Right: Aerial of approximate project location.

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



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Central Alameda County Same Day Taxi Services for Seniors and People with Disabilities

RECOMMENDATION: Authorize an amendment to agreement A12-0001 with St. Mini Cab Corporation for an additional \$107,126 to the current not-to-exceed budget.

Summary

The Central County Same Day Transportation Service Program (Program) was initiated by the Alameda CTC in 2012 as a two-year pilot in central Alameda County to provide same day transportation services for seniors and people with disabilities. This amendment request is for an additional \$107,126 to allow St. Mini Cab Corporation, the current contractor, to continue to provide the contracted services for the full two-year pilot period which ends July 31, 2014. The current not-to-exceed budget of \$209,400 is insufficient due to the Program's significant growth in the City of Hayward. The additional \$107,126 will be funded through the City of Hayward's Measure B Paratransit direct local program distribution (pass-through) funds.

Background

The services for the Alameda CTC administered pilot Program are currently provided by St. Mini Cab Corporation under Agreement No. A12-0001, for a total not-to-exceed amount of \$209,400. The Program which initially proposed to serve approximately 2,000 senior and disabled residents in Central Alameda County over a two-year period has experienced significant growth, particularly in the City of Hayward, resulting in a current budget insufficient to fund the contract through the established pilot period. In response, Hayward has agreed to increase its funding contribution to the Program to ensure the continuation of the Program through July 31, 2014.

To fund the increased budget, the Commission previously approved amending the existing memorandum of understanding (MOU) with the City to provide funding through its Measure B Paratransit direct local program distribution funds. The revised MOU has been executed and subsequently, staff recommends the Commission authorize the Executive Director, or his designee, to amend Agreement No. A12-0001 with St. Mini Cab Corporation for an additional \$107,126 (for a revised total not-to-exceed contract amount of

\$316,526). Alameda CTC and Hayward staff are currently coordinating on transitioning the administration of the Program to the City of Hayward starting August 1, 2014.

Fiscal Impact: The fiscal impact for approving this item is \$107,126 which is to be funded by the City of Hayward's Measure B Paratransit direct local program distribution (pass-through) funding, which has been included in the current budget.

Staff Contact

[Trinity Nguyen](#), Sr. Transportation Engineer

[Jacki Taylor](#), Program Analyst



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Altamont Commuter Express Baseline Service Plan for FY 2014-15

RECOMMENDATION: (1) Approve the Altamont Commuter Express (ACE) Baseline Service Plan for FY 2014-15 and (2) Approve a 4.75 percent ACE fare increase as proposed by the San Joaquin Regional Rail Commission (SJRRC).

Summary

The Cooperative Service Agreement (CSA) for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRC) calls for SJRRC staff to prepare an annual report on the operation of the ACE service. The attached ACE Baseline Service Plan details the ACE proposed service and budget, including funding requested from the Alameda CTC, for the upcoming 2014-15 fiscal year. Measure B direct local distribution funding is proposed to fund operating and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds and Proposition 1B Transit Security funds are proposed for the capital projects.

The CSA also states that the SJRRC is to seek and receive approval from the Alameda CTC before modifying the Baseline ACE Service Plan, including changes to the ACE fare structure. SJRRC is proposing a 4.75 percent fare increase. The proposed new fares will take effect on October 1, 2014.

Background

ACE staff provided the Draft FY 2014-15 Baseline Service Plan (Attachment A) to the Alameda CTC for review and comment. Listed below are Alameda CTC staff's comments on specific issues.

Operations and Maintenance:

Based on the terms of the CSA, Alameda CTC funds about a third of the operating cost subsidy provided by the three partner agencies (Alameda CTC/VTA/SJRRC). The Alameda County contribution towards ACE Operations and Maintenance for FY 2013-14 was \$2,145,893. Based on the terms of the CSA, the Alameda County contribution towards

ACE Operations and Maintenance for FY 2014-15 should be approximately \$2,199,653. The increase over last year's amount is based on an adjusted Consumer Price Index (CPI) increase from 2.31 percent to 3.65 percent for FY 2013-14 and 1.18 percent estimated CPI increase for FY 2014-15.

On October 1, 2012, the ACE introduced a fourth train service. Through the FY 2014-15 BSP, ACE is requesting \$2,855,650 as Alameda County's Operation and Maintenance contribution. This increase in \$655,997 represents about one-third of the operating subsidy of the fourth train.

Funding for Alameda's share of the three train service has been provided with Measure B direct local distribution funds over the last 10 years. Based on the annual contribution being slightly less than annual revenues over the last ten (10) years, there is currently a Measure B Operation fund reserve of approximately \$2,480,000 (June 30, 2013). Funding the Alameda share of a fourth train service requires the use of a portion of the reserve. Assuming the four train funding level continues in the future, the reserve is projected to be in compliance with accepted reserve fund levels in FY 2015-16.

Under this scenario, from FY 2017-18 onwards, Measure B funds generated on an annual basis will not meet the operations needs of the full funding request for four trains. ACE staff acknowledges this issue and has confirmed that any remaining operations funds needs would be met with alternate fund sources through SJRRC, consistent with the terms of the current CSA.

Through the FY 2014-15 BSP, SJRRC is also claiming \$186,290 in Alameda CTC State Transit Assistance (STA) funds corresponding to the ACE service operations.

Capital Projects:

The total new Alameda County funds requested in FY 2014-15 is \$416,620 for the ACE Electronic Fare Collection project. This includes \$377,794 of Proposition 1B PTMISEA funds and \$38,826 Proposition 1B Transit Security funds.

FY 2013-14 Proposition 1B PTMISEA funds are proposed in the governor's Draft FY2014-15 State Budget. These funds are anticipated to be available in the next fiscal year.

Fare Increase:

In 2012, the SJRRC approved a fare increase of 10 percent for the ACE service effective January 1, 2013. As part of the public comments, passengers expressed a desire to have annual fare increases in small increments rather than larger increases every few years. This was consistent with SJRRC's adopted Fare Program which allows for annual increases.

The adopted ACE Fare Program utilizes the annual CPI for Urban Wage Earner and Clerical Workers, San Francisco-Oakland-San Jose Area as a basis for fare increases,

adjusted by any significant regional or industry factors. The CPIs for December 2011-December 2013 is shown below:

Year	CPI
December 2011-2012	3.65%
December 2012-2013	1.18%
Total CPI Increase Since Last Fare Increase	4.83%

Based upon the CPI data, SJRRC staff is proposing a 4.75 percent increase (actual CPI down to the nearest .25 percent) to all fares, with all increases rounded up to the nearest \$0.25 increment. The proposed new fares would take effect on October 1, 2014.

The SJRRC Board is scheduled to consider the fare increase at its May 2014 meeting. Attached is the letter from SJRRC requesting Alameda CTC approval for the fare increase along with additional background information (Attachment C). Also attached are tables showing the current and proposed ACE fares (Attachments D and E).

Fiscal Impact: There is no fiscal impact at this time.

Attachments:

- A. ACE FY 2014-15 Draft Baseline Service Plan
- B. Alameda County Passenger Summary
- C. SJRRC letter requesting Alameda CTC approval for the proposed fare increase
- D. Current ACE Regular Train Fares
- E. Proposed ACE Regular Fares (Effective October 1, 2014)

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

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Altamont Corridor Express

2014 - 2015

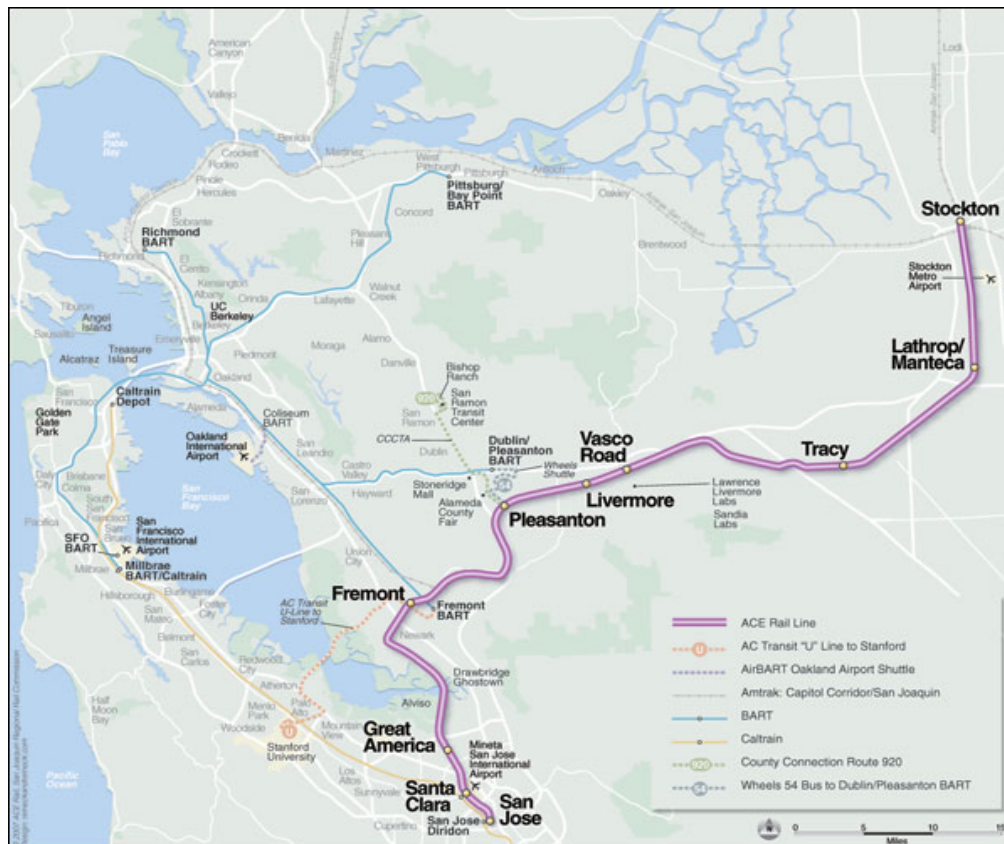
DRAFT BASELINE SERVICE PLAN

Train Service

The Altamont Corridor Express (ACE) Baseline Service Plan provides 4 weekday roundtrips between Stockton, CA and San Jose, CA. The four trains consist of one three car set, two 6 car sets, and one 7 car set providing seating for between approximately 500 and 900 seats depending on the number of passenger cars.

Service Corridor

ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains service 10 stations in San Joaquin, Alameda, and Santa Clara Counties.



COUNTY STATIONS SERVED		
SAN JOAQUIN	ALAMEDA	SANTA CLARA
Stockton	Vasco Road	Great America
Lathrop/Manteca	Livermore	Santa Clara - Caltrain
Tracy	Pleasanton	San Jose - Caltrain
	Fremont	

Train Schedule

AM – WESTBOUND

Stockton To San Jose	#01	#03	#05	#07
Stockton	4:20 AM	5:35 AM	6:40 AM	7:05 AM
Lathrop/Manteca	4:39 AM	5:54 AM	6:59 AM	7:24 AM
Tracy	4:51 AM	6:06 AM	7:11 AM	7:36 AM
Vasco	5:20 AM	6:35 AM	7:40 AM	8:05 AM
Livermore	5:25 AM	6:40 AM	7:45 AM	8:10 AM
Pleasanton	5:33 AM	6:48 AM	7:53 AM	8:18 AM
Fremont	5:55 AM	7:10 AM	8:15 AM	8:40 AM
Great America	L6:13 AM	L7:28 AM	L8:33 AM	L8:58 AM
Santa Clara	L6:20 AM	L7:35 AM	L8:40 AM	L9:05 AM
San Jose	6:32 AM	7:47 AM	8:52 AM	9:17 AM

PM – EASTBOUND

San Jose To Stockton	#04	#06	#08	#10
San Jose	3:35 PM	4:35 PM	5:35 PM	6:38 PM
Santa Clara	3:40 PM	4:40 PM	5:40 PM	6:43 PM
Great America	3:49 PM	4:49 PM	5:49 PM	6:52 PM
Fremont	4:05 PM	5:05 PM	6:05 PM	7:08 PM
Pleasanton	4:28 PM	5:28 PM	6:28 PM	7:31 PM
Livermore	4:37 PM	5:37 PM	6:37 PM	7:40 PM
Vasco	4:42 PM	5:42 PM	6:42 PM	7:45 PM
Tracy	5:11 PM	L6:11 PM	L7:11 PM	L8:14 PM
Lathrop / Manteca	5:23 PM	L6:23 PM	L7:23 PM	L8:26 PM
Stockton	5:47 PM	6:47 PM	7:47 PM	8:50 PM

L = Trains may leave early after all riders have de-boarded.

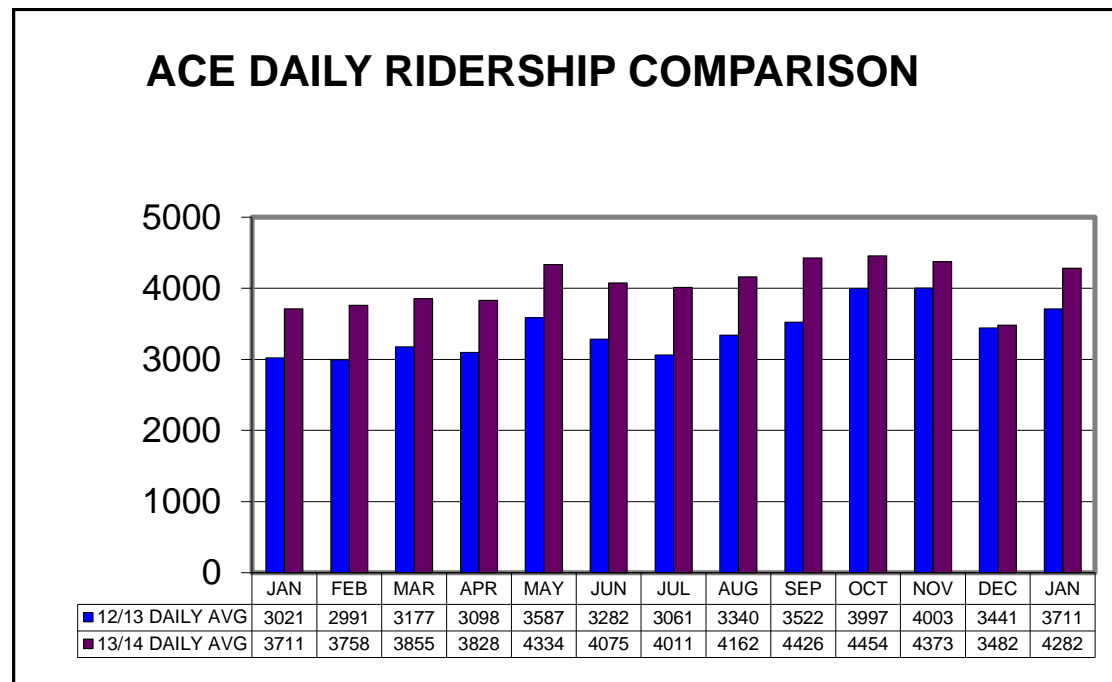
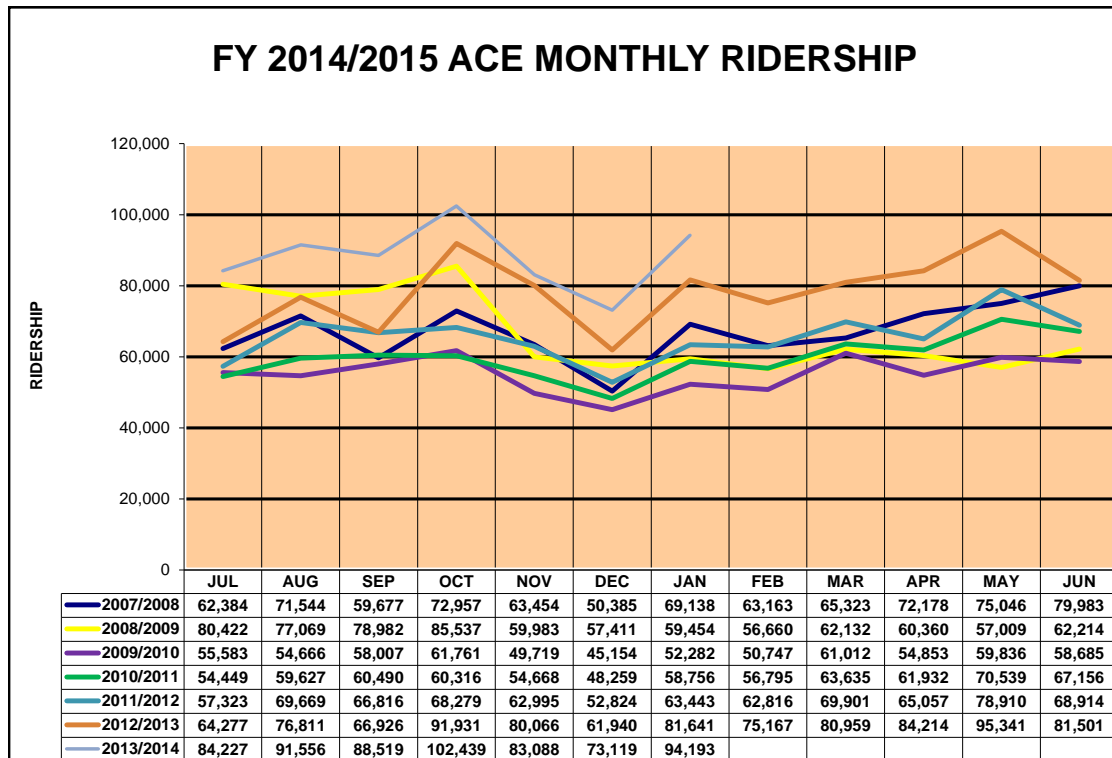
Fare Structure

The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares (below) have been in effect since January 1, 2013. A proposal to increase fares was presented to the SJRRC Board in February 2014 with new fares proposed to take effect on October 1, 2014.

ORIGIN STATION	DESTINATION STATION	LATHROP	TRACY	VASCO	LIVERMORE	PLEASANTON	FREMONT	G. A. MERCER	SANTA CLARA	SAN JOSE
SKT	ONE WAY	4.25	5.25	9.00	9.00	9.00	10.25	13.00	13.00	13.00
	ROUND TRIP	5.25	10.25	14.00	14.00	14.00	18.50	23.00	23.00	23.00
	20 RIDE	44.50	79.25	112.25	112.25	112.25	145.50	179.50	179.50	179.50
	MONTHLY	83.00	144.00	206.50	206.50	206.50	267.50	330.00	330.00	330.00
LAT	ONE WAY		5.00	8.50	8.50	8.50	9.75	12.00	12.00	12.00
	ROUND TRIP		9.75	13.50	13.50	13.50	17.00	22.00	22.00	22.00
	20 RIDE		75.25	107.25	107.25	107.25	139.25	171.75	171.75	171.75
	MONTHLY		137.50	197.50	197.50	197.50	256.25	316.25	316.25	316.25
TRC	ONE WAY			5.00	5.00	5.00	8.50	9.75	9.75	9.75
	ROUND TRIP			9.75	9.75	9.75	13.50	17.00	17.00	17.00
	20 RIDE			75.25	75.25	75.25	107.25	139.25	139.25	139.25
	MONTHLY			137.50	137.50	137.50	197.50	256.25	256.25	256.25
VAR	ONE WAY				3.75	3.75	5.00	8.50	8.50	8.50
	ROUND TRIP				5.00	5.00	9.75	13.50	13.50	13.50
	20 RIDE				42.75	42.75	75.25	107.25	107.25	107.25
	MONTHLY				79.50	79.50	137.50	197.50	197.50	197.50
LVA	ONE WAY					3.75	5.00	8.50	8.50	8.50
	ROUND TRIP					5.00	9.75	13.50	13.50	13.50
	20 RIDE					42.75	75.25	107.25	107.25	107.25
	MONTHLY					79.50	137.50	197.50	197.50	197.50
PLD	ONE WAY						5.00	8.50	8.50	8.50
	ROUND TRIP						9.75	13.50	13.50	13.50
	20 RIDE						75.25	107.25	107.25	107.25
	MONTHLY						137.50	197.50	197.50	197.50
FMT	ONE WAY							5.00	5.00	5.00
	ROUND TRIP							9.75	9.75	9.75
	20 RIDE							75.25	75.25	75.25
	MONTHLY							137.50	137.50	137.50
GAC	ONE WAY									
	ROUND TRIP									
	20 RIDE									
	MONTHLY									
SCC	ONE WAY									
	ROUND TRIP									
	20 RIDE									
	MONTHLY									

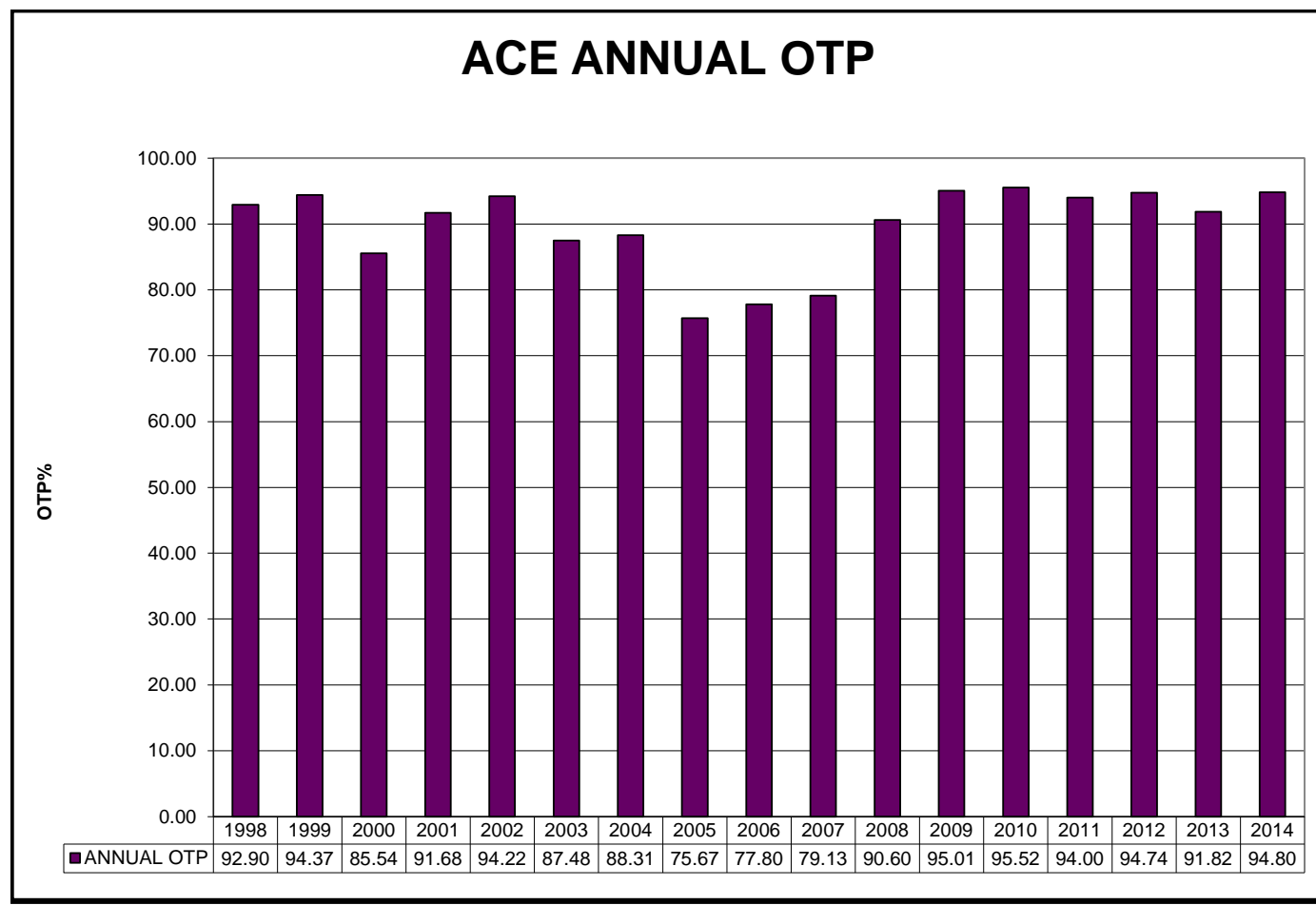
Ridership

FY 2013/2014 continues to outperform last fiscal year's month over month with October 2013 the highest ridership month in ACE's history. Current fiscal year-to-date trends indicate ridership to grow to over one million riders – ACE's best year ever! While fuel is certainly a factor in riders considering the ACE service, continuing economic recovery in the East Bay & San Jose continues to attract passengers.



On-Time Performance

ACE on-time performance for FY 13/14 year to date is 94.8%. Prior FY, on-time performance was 94.75%. It is anticipated that FY 13/14 will maintain last FY's on-time performance as the spring and summer months often yield better times. ACE's on-time performance is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. Since 2007, on-time performance has grown almost 17% - a significant dividend representing SJRRC's commitment to track maintenance and improvement in the ACE corridor.



Shuttles

A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at five of the current stations. There are also connecting services that are funded by other Agencies or private businesses.

(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)

San Joaquin County

- Lathrop Manteca Station - Modesto Max bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)

Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)
- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton BART, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra Costa County Transit servicing Bishop Ranch Business Park.
- Fremont Station – Connecting service to AC Transit.(Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes provided by El Paseo Limousine, managed by the VTA, cover 728 miles per day to various businesses in the Silicon Valley. In addition Light Rail Service from the Lick Mill Station also provides connection alternatives to the passengers. Approximately 12 private company shuttles service the station. A shuttle from the Great America Station is also provided by El Paseo Limousine to accommodate employees in Santa Clara and Cupertino working at Agilent, Hitachi, Hewlett Packard and Kaiser.
- Santa Clara Station – Connecting service to VTA. (Not part of ACE operating budget.)
- San Jose Diridon Station - ACE riders have access to the free DASH shuttles, VTA light rail, six bus routes and four regional express routes to and from the San Jose Diridon Station providing connection alternatives for passengers. DASH shuttles provide an important link for ACE passengers traveling to downtown San Jose. DASH shuttles are operated by VTA with funds from the Bay Area Air Quality Management District (BAAQMD), the San Jose State University, and the VTA.

ACE Service Contributions

The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI, unless unusual industry factors affect the service. The following chart shows the contributions by Fiscal Year:

Fiscal Year	Dec-Dec CPI	Revised Dec-Dec CPI	Alameda CTC	Santa Clara VTA
FY 2008 - 2009	3.60%		\$1,931,187	\$2,689,659
FY 2009 - 2010	0.30%		\$1,936,981	\$2,689,659
FY 2010 - 2011*	2.39%		\$1,983,274	\$2,689,659
FY 2011 - 2012*	3.48%		\$2,052,292	\$2,689,659
FY 2012 - 2013**	2.20%		\$2,097,443	\$2,097,443
FY 2013 - 2014	2.31%		\$2,145,893	\$2,988,692
FY 2013 - 2014		3.65%	\$2,174,000	\$3,027,836
<i>Adjustment</i>			\$28,107	\$39,144
FY 2014 - 2015***	1.18%		\$2,199,653	\$3,063,565

* Due to economic constraints, SCVTA held the FY 2011 & FY 2012 contribution at the FY 2009 level.

** SCVTA number based off full rate contributions under CPI inflators for FY 2010 forward.

*** FY 14/15 Levels are based off the revised FY13/14 levels.

ACE Operations and Maintenance Contributions:

The published FY 2012/2013 December-December CPI is 1.18 percent. Local contributions are projected to increase 1.18 percent over FY 2012/2013. The table below notes the projected commitment for three trains. The table continues by adding the fractional cost of the fourth train as a supplemental cost to arrive at the total request from Alameda CTC. *SCVTA is not participating in funding the 4th train.*

	FY 2013 - 2014 (revised)	FY 2014 - 2015	Adjustment (FY13/14)	Fourth Train Costs	FY 2014 - 2015 Request with 4 th Train
ALAMEDA CTC	\$2,829,997	\$2,199,653	\$28,107	\$655,997	\$2,883,757
SCVTA	\$3,027,836	\$3,063,564	\$39,144	\$0	\$3,102,708

Fourth Train Cost	\$2,133,284	100%
ACTC Contribution	\$655,977	31%
ACE Contribution	\$1,477,307	69%

** Alameda CTC's figure includes \$20,000 for maintenance of the Vasco Road and Pleasanton Stations, but does not include \$20,000 for the Administrative Management of Alameda CTC's contribution.

ACE is also claiming \$186,290 in Alameda CTC State Transit Assistance (STA) funds corresponding to the ACE service.

ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, and CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

The overall shuttle budget for FY 2013/2014 was \$1.26 million. Estimated shuttle budget for FY 2014/2015 is \$1.6 million.

The increase in the Shuttle Budget from 2013/2014 from \$1.26 million to \$1.6 million reflects a full year of fourth train shuttle operations, increases in CPI, and adjustments to the cost of service provision following fresh procurements.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRC staff. VTA manages this service and contracts with El Paseo, who utilizes propane clean-air vehicles. Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2013/2014 is covered under the current grant.

ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues. The FY 2014/2015 Capital Project budget is listed below. A more detailed level of funding is included as Appendix A.

1. ACE Electronic Fare Collection Project
\$ 377,794 (Proposed Prop 1B PTMISEA FY 2013-2014)
\$ 38,826 (Prop 1B CTSGP FY 2013-2014)

Total Capital Project Expenses for FY 2014/15	\$26,000,000
Total SJRRC Capital Funds Committed for FY 2014/15	\$24,583,380
Total ALAMEDA County Capital Funds Requested for FY 2014/15	\$416,620
Total SCVTA Capital Funds Requested for FY 2014/15	\$0

Annually as part of the Baseline Service Plan SJRRC, ALAMEDA CTC, and SCVTA discuss the programming and funding of future capital projects. These meetings will take place prior to the completion of the Final Budget. Any projects agreed to will be incorporated into this document by amendment.

ACE Service Improvements Beyond the Baseline Service

SJRRC is completing work on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phase I of the project is completed and Phase II & III anticipated to be completed in FY 14/15.

As ridership from Alameda County continues to grow, passengers have contacted ACE to report insufficient parking at the Pleasanton ACE Station. SJRRC will begin discussing parking solutions with our partners in Alameda and identify options for accommodating the increased demand.

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PROJECT		Total Budget	Prior Year Requests	Budgeted for FY 14/15	
ACE Electronic Fare Collection		\$57,289			
Funding Type				Other Funding	Alameda CTC FY 14/15 Request
Alameda Co. Prop 1B CTSGP (FY 12/13)			\$ 38,826		
Alameda Co. Prop 1B CTSGP (FY 13/14)				\$ 18,463	\$ 38,826
SJCOG Prop 1B CTSGP (FY 12/13)					
Alameda Co. Prop 1B PTMISEA (FY 13/14)*				\$ 246,281	\$ 377,794
SJRRRC Prop 1B PTMISEA (FY 13/14)				\$ 821,495	
Section 5307					
Totals			\$ 38,826	\$ 1,086,239	\$ 416,620

Total Other Funds/Prior Requests committed in FY 14/15 (includes VTA)

Total new VTA Funds in requested FY 14/15

Total Alameda Co. Funds in requested FY 14/15

\$ 1,125,065
\$ -
\$ 416,620

* FY13/14 Prop1B PTMISEA funds proposed in Governors Draft 14/15 State Budget

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Alameda County Passenger Summary

ACE A.M. RIDERSHIP DETAILS

	FY12/13 473,819		FY13/14* 403,656	
	Boarding	Alighting	Boarding	Alighting
Total ACE Ridership	61247	0	48567	0
Stockton	116110	39	93931	20
Lathrop/Manteca	119490	741	98019	663
Tracy	296847	780	240517	683
Total San Joaquin County Passengers				
Vasco Road	30810	15699	28911	12181
Livermore	36806	15100	32836	12592
Pleasanton	81427	60374	78172	52412
Fremont	27926	49582	23219	41640
Total Alameda County Passengers	176969	140755	163138	118825
Great America	1	249931	1	211917
Santa Clara	2	14356	0	14992
San Jose	0	67997	0	57204
Total Santa Clara County	3	332284	1	284113

* FY 13/14 through February 2014

ACE OPERATIONS AND PERFORMANCE DETAILS

	FY12/13**	FY13/14*
ACE Service Cost	\$ 15,191,630	\$9,578,295
Fare Revenue	\$ 5,718,654	\$4,484,657
Farebox Recovery Ratio	38%	47%
Net Cost of Service	\$ 9,472,976	\$5,093,638
Subsidy Per Passenger	\$ 10.08	\$7.22

ACE Average Trip Length	Miles
FY12/13	45
FY13/14	46

* FY 13/14 through February 2014

** Data Source: ACE Expense Report

Measure	ACE***
Operating Expense	\$12,206,566
Fare Revenue	\$4,196,216
Farebox Recovery	34%
Cost per Vehicle Revenue Mile	\$15.16
Cost per Vehicle Revenue Hour	\$604.46
Operating Expense per Passenger Mile	\$0.34
Operating Expense per Passenger Trip	\$15.51
Passenger Trips per Revenue Mile	0.98
Passenger Trips per Revenue Hour	38.97

***Data Source: 2012 National Transit Database



February 10, 2014

*Dedicated to
passengers*

*Responsive
to change*

*Committed
to growth*

Commissioners

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City of Lodi

John W. Harris
City of Manteca

Steve Bestolarides
San Joaquin County

Brent H. Ives
City of Tracy

Kathy Miller
City of Stockton

Omar Ornelas
City of Lathrop

**Executive Director
Stacey Mortensen**

Mr. Jim Unites
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Mr. Matt Todd
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

**SUBJECT: REQUEST APPROVAL FOR A PROPOSED FARE INCREASE OF 4.75% ON
THE ACE SERVICE EFFECTIVE OCTOBER 1, 2014**

Mr. Unites/Mr. Todd:

Pursuant to the Section 6.2.3. Responsibilities of the Cooperative Services Agreement for the Altamont Commuter Express (ACE), the San Joaquin Regional Rail Commission (SJRRRC) requests approval from VTA and Alameda CTC to implement a 4.75% fare increase effective October 1, 2014 subject to Board review and approval.

At the February 7, 2014 Rail Commission Board meeting, staff presented a report (attached) outlining the CPI increases and other cost drivers effecting service delivery since the last fare increase in 2013. The Board of Commissioners took action on the item and directed staff to begin the process for increasing fares on the ACE service, opened the public comment period, and set a Public Hearing for the April 4, 2014 Rail Commission meeting.

The Staff Report as presented to the SJRRRC Board is attached along with the proposed fare sheet for your review.

If you have any questions or comments, please do not hesitate to contact me at 209-944-6235 or email george@acerail.com

Sincerely,

George K. Fink
Manager of Planning & Programming



SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 7, 2014

STAFF REPORT

Item 7 Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Opening of the Public Comment Period Until April 4, 2014, for a Proposed 4.75% Fare Increase for All ACE Service Fare Media, Effective October 1, 2014, and Setting a Public Hearing for Adoption of the ACE Fare Increase at the May 2, 2014 Rail Commission Meeting

Background:

In 2012, the San Joaquin Regional Rail Commission (SJRRRC) approved a fare increase of 10% for the Altamont Corridor Express (ACE) service effective January 1, 2013. As part of the public comments, passengers expressed a desire to have annual fare increases in small increments rather than larger increases every few years. This was consistent with the adopted Fare Program which allows for annual increases. However, further evaluation of cost and required staff time involved deemed a biennial increase more acceptable.

On September 6, 2013, staff presented the Board with an information item detailing the benefits of biennial fare increases. Discussion from the Board indicated there was a consensus on the approach and staff noted a biennial increase would be prepared for formal action at a later date.

Proposed Fare Increase:

The adopted ACE Fare Program utilizes the annual Consumer Price Index (CPI) for Urban Wage Earner and Clerical Workers, San Francisco-Oakland-San Jose Area as a basis for fare increases, adjusted by any significant regional or industry factors. The CPIs for December 2011-December 2013 is shown below:

Year	CPI
<i>December 2011-2012</i>	3.65%
<i>December 2012-2013</i>	1.18%
Total CPI Increase Since Last Fare Increase	4.83%

Based upon the CPI data, staff is proposing a 4.75% increase (actual CPI down to the nearest .25%) to all fares, with all increases rounded up to the nearest \$0.25 increment.

Fare Increase Adoption Schedule:

As part of the Rail Commission's fare increase policy a public comment period is required. A proposed schedule is included below:

February 7, 2014 : Open Public Comment Period until April 4, 2014

April 4, 2014 : Public Comment Period Closes

April 4, 2014 : Open Public Hearing
: Receive Comments
: Close Public Hearing

May 2, 2014 : Adopt resolution implementing fare increase

Staff will assemble the comments received prior to mailout for the April 4, 2014 Board meeting and provide all comments received after the mailout date to the Board during the staff presentation. Additionally, the Cooperative Services Agreement dated June 30, 2003 states the Commission must seek and receive approval from the Alameda County Transportation Commission (ACTC) and the Santa Clara Valley Transportation Authority (VTA) prior to approving the increase.

The approval process for ACTC and VTA will be completed prior to the May 2, 2014 Board meeting.

If approved, staff will redesign the fare media to create a distinctly new identity allowing the Passenger Service Agents (PSAs) to quickly determine valid fares. Older ticket stock will be honored for no more than 90 days (October 1, 2014 – December 31, 2014) for travel or exchange at face value.

During the last fare increase, the adopted policy allowed for refunds and exchanges 90 days prior to the implementation of the increase. Passengers did not act in a timely manner and staff extended the time period for refunds and exchanges 90 days past the implementation of the fare increase. During this 90 day period, there were significant complications in the processing of refunds due to passengers that attempted to purchase cheaper tickets at the old price only to learn those would not be honored after the fare increase and a deluge of unanticipated work for both SJRRC staff as well as the County. The result was overwhelmed staff at SJRRC and the County as well as passengers upset at the time necessary to process a refund (typically 6 weeks). Additionally, staff was also refunding partially used 20 trip tickets that resulted in checks being processed for mere dollars and cents.

To avoid confusion and delay, staff is proposing that refunds are prohibited due to the high cost, passenger inconvenience, and disruptive process of returning partially used and/or previous fare media.

Attached is a copy of the Proposed Fare Increase for review.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Opening of the Public Comment Period Until April 4, 2014, for a Proposed 4.75% Fare Increase for All ACE Service Fare Media, Effective October 1, 2014, and Setting a Public Hearing for Adoption of the ACE Fare Increase at the May 2, 2014 Rail Commission Meeting.

RESOLUTION RRC-R-13/14-__

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN
REGIONAL RAIL COMMISSION AUTHORIZING THE OPENING OF THE PUBLIC
COMMENT PERIOD UNTIL APRIL 4, 2014, FOR A PROPOSED 4.75% FARE
INCREASE FOR ALL ACE SERVICE FARE MEDIA, EFFECTIVE OCTOBER 1, 2014,
AND SETTING A PUBLIC HEARING FOR ADOPTION OF THE ACE FARE INCREASE
AT THE MAY 2, 2014 RAIL COMMISSION MEETING**

WHEREAS, the Adopted ACE Fare Program allows for fare increases to be implemented each year based upon the Consumer Price Index (CPI) for Urban Wage Earner and Clerical Workers, San Francisco-Oakland-San Jose Area; and

WHEREAS, the ACE fares were last increased in January 2013 by 10%; and

WHEREAS, the Board was briefed on the efficiencies of a biennial increase on September 6, 2013; and

WHEREAS, the CPI increases over the last two years have totaled approximately 4.75%; and

WHEREAS, the Board desires for passengers to use or exchange their previous fare media at face value for no more than 90 days following adoption; and

WHEREAS, refunds are prohibited due to the high cost, passenger inconvenience, and disruptive process of returning partially used and/or previous fare media.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby authorizes the opening of the Public Comment for a proposed 4.75% fare increase for all ACE service fare media, effective October 1, 2014, until April 4, 2014, and setting a Public Hearing for adoption of the ACE fare increase at the May 2, 2014 Rail Commission meeting.

PASSED AND ADOPTED, by the Board of Commissioners this 7th day of February, 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

BOB JOHNSON, Chair

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ALTAMONT COMMUTER EXPRESS REGULAR TRAIN FARES

EFFECTIVE January 2, 2013

ORIGIN STATION		DESTINATION STATION	LATHROP	TRACY	VASCO	LIVERMORE	PLEASANTON	FREMONT	G. AMERICA	SANTA CLARA	SAN JOSE
SKT	ONE WAY		4.25	5.25	9.00	9.00	9.00	10.25	13.00	13.00	13.00
	ROUND TRIP		5.25	10.25	14.00	14.00	14.00	18.50	23.00	23.00	23.00
	20 RIDE		44.50	79.25	112.25	112.25	112.25	145.50	179.50	179.50	179.50
	MONTHLY		83.00	144.00	206.50	206.50	206.50	267.50	330.00	330.00	330.00
LAT	ONE WAY			5.00	8.50	8.50	8.50	9.75	12.00	12.00	12.00
	ROUND TRIP			9.75	13.50	13.50	13.50	17.00	22.00	22.00	22.00
	20 RIDE			75.25	107.25	107.25	107.25	139.25	171.75	171.75	171.75
	MONTHLY			137.50	197.50	197.50	197.50	256.25	316.25	316.25	316.25
TRC	ONE WAY				5.00	5.00	5.00	8.50	9.75	9.75	9.75
	ROUND TRIP				9.75	9.75	9.75	13.50	17.00	17.00	17.00
	20 RIDE				75.25	75.25	75.25	107.25	139.25	139.25	139.25
	MONTHLY				137.50	137.50	137.50	197.50	256.25	256.25	256.25
TRI-VALLEY	ONE WAY					3.75	3.75	5.00	8.50	8.50	8.50
	ROUND TRIP					5.00	5.00	9.75	13.50	13.50	13.50
	20 RIDE					42.75	42.75	75.25	107.25	107.25	107.25
	MONTHLY					79.50	79.50	137.50	197.50	197.50	197.50
TRI-VALLEY	ONE WAY						3.75	5.00	8.50	8.50	8.50
	ROUND TRIP						5.00	9.75	13.50	13.50	13.50
	20 RIDE						42.75	75.25	107.25	107.25	107.25
	MONTHLY						79.50	137.50	197.50	197.50	197.50
TRI-VALLEY	ONE WAY							5.00	8.50	8.50	8.50
	ROUND TRIP							9.75	13.50	13.50	13.50
	20 RIDE							75.25	107.25	107.25	107.25
	MONTHLY							137.50	197.50	197.50	197.50
FMT	ONE WAY								5.00	5.00	5.00
	ROUND TRIP								9.75	9.75	9.75
	20 RIDE								75.25	75.25	75.25
	MONTHLY								137.50	137.50	137.50

DISCOUNT TRAIN FARES ARE 50% OF THESE REGULAR FARES

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Proposed ACE Regular Fares

		Lathrop	Tracy	Vasco	Livermore	Pleasanton	Fremont	G. America	Santa Clara	San Jose
SKT	One Way	4.50	5.50	9.50	9.50	9.50	10.75	13.75	13.75	13.75
	R/T	5.50	10.75	14.75	14.75	14.75	19.50	24.25	24.25	24.25
	20 Ride	46.75	83.25	117.75	117.75	117.75	152.50	188.25	188.25	188.25
	Monthly	87.00	151.00	216.50	216.50	216.50	280.25	345.75	345.75	345.75
LAT	One Way		5.25	9.00	9.00	9.00	10.25	12.75	12.75	12.75
	R/T		10.25	14.25	14.25	14.25	18.00	23.25	23.25	23.25
	20 Ride		79.00	112.50	112.50	112.50	146.00	180.00	180.00	180.00
	Monthly		144.25	207.00	207.00	207.00	268.50	331.50	331.50	331.50
TRC	One Way			5.25	5.25	5.25	9.00	10.25	10.25	10.25
	R/T			10.25	10.25	10.25	14.25	18.00	18.00	18.00
	20 Ride			79.00	79.00	79.00	112.50	146.00	146.00	146.00
	Monthly			144.25	144.25	144.25	207.00	268.50	268.50	268.50
TRI-VALLEY	One Way				4.00	4.00	5.25	9.00	9.00	9.00
	R/T				5.25	5.25	10.25	14.25	14.25	14.25
	20 Ride				45.00	45.00	79.00	112.50	112.50	112.50
	Monthly				83.50	83.50	144.25	207.00	207.00	207.00
TRI-VALLEY	One Way					4.00	5.25	9.00	9.00	9.00
	R/T					5.25	10.25	14.25	14.25	14.25
	20 Ride					45.00	79.00	112.50	112.50	112.50
	Monthly					83.50	144.25	207.00	207.00	207.00
TRI-VALLEY	One Way						5.25	9.00	9.00	9.00
	R/T						10.25	14.25	14.25	14.25
	20 Ride						79.00	112.50	112.50	112.50
	Monthly						144.25	207.00	207.00	207.00
FMT	One Way							5.25	5.25	5.25
	R/T							10.25	10.25	10.25
	20 Ride							79.00	79.00	79.00
	Monthly							144.25	144.25	144.25

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Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Alameda County Three Year Project Initiation Document Work Plan

RECOMMENDATION: Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.

Summary

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2014-15, 2015-16 and 2016-17).

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 has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2014-15, 2015-16 and 2016-17) (Attachment A). Per Caltrans' Non-SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three year Work Plan.

Similar to prior years, local agencies that wish to complete a PSR/PID document would need to execute a cooperative agreement and reimburse Caltrans for their oversight services. The only exception is if the proposed project is entirely funded using state resources.

The FY 2014-15 list includes projects carried over from FY 2013-14. Projects with an identified fund source i.e. SR-238 LATIP funds, are proposed to be considered in FY 2015-16. Projects with less secured fund sources are proposed in FY 2016-17. Project sponsors would be provided an opportunity to re-prioritize projects when this list will be revisited in the upcoming fiscal years.

The PSR/PID work plan process in the future will be coordinated within the Alameda CTC's Strategic Planning and Investment Policy framework that establishes a comprehensive approach for allocating federal, state, regional and local funds. A final list will be transmitted to Caltrans upon approval by the Commission.

Fiscal Impact: There is no fiscal impact at this time.

Attachments:

- A. Draft Alameda County Three-Year PID Work Plan

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan(FY2014/15, 15/16, 16/17)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2014/15 WORK PLAN (includes Prior Years)																		
1	SHA	Y	04-2368	IQA	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Glisan St I/C in Berkeley	21144	3/4/2004	06/2014	7.0	2.0	PSR-PDS	City of Berkeley ACTC	City of Berkeley ACTC
2	Reim	N	04-2516	IQA	880	30.9	31.5	Bike Ped	Lake Merritt Channel Bicycle Pedestrian Bridge	In Oakland, below 1880 between the San Francisco Bay Trail and Laney College	240227	TBD	06/2014	10.5	2.0	PSR-PDS	City of Oakland	City of Oakland
3	Reim	N	04-2465	IQA	580	13.5	19.9	Improve traffic operations	BART to Livermore	From Dublin BART Station to Isabel I/C in Livermore		TBD	06/2016	1200	360.0	PSR-PDS	BART	BART
PROPOSED FY 2015/16 WORK PLAN																		
4	Reim	N	TBD	IQA	84 680	18.0	19.0	Improve traffic operations	Improve Interchange for better operations	In Sunol SR-84 at I-680	240062	TBD	06/2016	80.0	10.0	PSR-PDS	ACTC	ACTC
5	Reim	N	TBD	IQA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C		TBD	06/2016	7.5	1.5	PSR-PDS	Ala County redevelopment Agency Caltrans	Ala County redevelopment Agency Caltrans
6	Reim	N	TBD	IQA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits		TBD	06/2016	6.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
7	Reim	N	TBD	IQA	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		TBD	06/2016	2.4	0.7	PSR-PDS	City of San Leandro ACTC	City of San Leandro ACTC
8	Reim	N	TBD	IQA	262	0.0	1.1	Improve traffic operations	I-680 I/C Improvement: Rt. 262 roadway improvement, and Rt. 262/Warm Springs Blvd Intersection Improvement	Rte 262 (Mission Blvd)	230110	TBD	06/2016	10.0	2.0	PSR-PDS	ACTC	ACTC
9	Reim	N	TBD	IQA	580	Var	Var	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley		TBD	06/2016	3.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
10	Reim	N	TBD	IQA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier	Along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	230094	TBD	06/2016	10.0	2.0	NBSSR	City of Oakland	City of Oakland
11	Reim	N	TBD	IQA	238 580 880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	230091	TBD	06/2016	12.0	3.0	PSR-PDS	ACTC	ACTC
12	Reim	N	TBD	IQA	SR-61 SR-77 238	Var	Var	Improve bicycle and pedestrian safety and mobility	12-mile Class I bicycle/pedestrian facility generally in BART alignment that crosses various state route facilities	BART alignment from Fruitvale BART to Hayward BART	240347	TBD	06/2016	30.0	6.0	PSR-PDS	ACTC	ACTC

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan(FY2014/15, 15/16, 16/17)

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PROPOSED FY 2016/17 WORK PLAN																		
13	Reim	N	TBD	QA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	TBD	06/2017	3.0	1.0	PSR-PDS	City of Emeryville	City of Emeryville
14	Reim	N	TBD	QA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward		TBD	06/2017	4.5	1.5	PSR-PDS	City of Hayward	City of Hayward
15	Reim	N	TBD	QA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093	TBD	06/2017	45.0	7.0	PSR-PDS	City of Hayward	City of Hayward
16	Reim	N	TBD	QA	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the East West Connector Project)	94506	TBD	06/2017	12.0	3.0	PSR-PDS	ACTC	ACTC
17	Reim	N	TBD	QA	238	16.3	16.7	Improve traffic operations	Widen connector to NB 880	San Leandro		TBD	06/2017	100.0	22.0	PSR-PDS	ACTC	ACTC
18	Reim	N	TBD	QA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier	Along I-580 Between 106th Ave. and Peralta Oaks Ct. - Westbound traffic side	230094	TBD	06/2017	10.0	2.0	NBSSR	City of Oakland	City of Oakland
19	Reim	N	TBD	QA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	TBD	06/2017	27.5	5.0	PSR-PDS	City of Livermore	City of Livermore
20	Reim	N	TBD	QA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strobbridge/Castro Valley I/C	Strobbridge/Castro Valley		TBD	06/2017	7.0	2.0	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
21	Reim	N	TBD	QA	580	20.0	21.0	Improve traffic operations	I580 /680 Interchange Improvements	Tri Valley		TBD	06/2017	150.0	20.0	PSR-PDS	ACTC	ACTC

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan(FY2014/15, 15/16, 16/17)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2016/17 WORK PLAN (continued)																		
22	Reim	N	TBD	IQA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683	TBD	06/2017	310.0	50.0	PSR-PDS	ACTC	ACTC
23	Reim	N	TBD	IQA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	230053	TBD	06/2017	36.0	5.0	PSR-PDS	City of Hayward ACTC	City of Hayward ACTC
24	Reim	N	TBD	IQA	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	TBD	06/2017	27.5	5.0	PSR-PDS	ACTC	ACTC
25	Reim	N	TBD	IQA	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	TBD	06/2017	15.0	4.5	PSR-PDS	ACTC	ACTC
26	Reim	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	230052	TBD	06/2017	34.0	5.0	PSR-PDS	City of Hayward	City of Hayward
27	Reim	N	TBD	IQA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange	Union City		TBD	06/2017	34.0	5.0	PSR-PDS	Union City/ Hayward	Union City/ Hayward
28	Reim	N	TBD	IQA	880	R32.0	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Ala County	230088	TBD	06/2017	170.0	45.0	PSR-PDS	ACTC	ACTC
29	Reim	N	TBD	IQA	880	20.2	20.8	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro		TBD	06/2017	34.0	5.0	PSR-PDS	ACTC	ACTC
30	Reim	N	TBD	IQA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	TBD	06/2017	22.0	5.0	PSR-PDS	ACTC	ACTC
31	Reim	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City		TBD	06/2017	20.0	5.0	PSR-PDS	ACTC Caltrans	ACTC Caltrans

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Alameda CTC Semi-Annual Programs Status Update

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

Summary

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

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

The Alameda CTC is responsible for administering the Measure B and the VRF Programs. A defined portion of Measure B/VRF funds are distributed directly to 20 eligible jurisdictions as Direct Local Program Distributions or through discretionary grant allocations. Measure B/VRF revenues finance local transportation needs, bicycle/pedestrian, mass transit, and paratransit improvements to maintain and enhance Alameda County's transportation system. At the end of each calendar year, Alameda CTC requires recipients to submit Audited Financial Statements and compliance reports to monitor Measure B/VRF expenditures and planned uses.

Alameda CTC distributes Measure B/VRF Direct Local Program Distribution funds by formula allocations to eligible local jurisdictions and transit agencies. During the first half of fiscal year 2013-2014 (FY 13-14), the Direct Local Program Distribution fund recipients received approximately \$33.3 million in Measure B and \$3.5 million in VRF distributions, as summarized by program in Table 1 on the following page.

Table 1: Measure B/VRF Direct Local Program Distributions
(First Half of FY 13/14)

Measure B Programs	Measure B Funds (in millions)	Vehicle Registration Fee Program	VRF Funds (in millions)	Total Funds (in millions)
Local Transportation Needs (includes Local Streets and Roads)	\$13.2	Local Road Improvement and Repair Program	\$3.5	\$16.7
Mass Transit	\$12.6			\$12.6
Special Transportation for Senior and People with Disabilities (Paratransit)	\$5.3			\$5.3
Bicycle and Pedestrian Safety	\$2.2			\$2.2
TOTAL	\$33.3		\$3.5	\$36.8

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

Background

Summary of Measure B Direct Local Program Distributions

Since the start of 2000 Measure B sales tax collections on April 1, 2002 through December 31, 2013, Alameda CTC has distributed approximately \$672.9 million in Measure B Direct Local Program Distribution funds to twenty local jurisdictions and transit agencies for transportation purposes.

For FY 13-14, Alameda CTC estimates Measure B sales tax revenues will generate approximately \$111.7 million in total collections. Of this amount, approximately \$62.9 million will be distributed as Direct Local Program Distributions. The actual sales tax revenues during the first half of FY 13-14 indicate distributions to recipients will be higher than initially projected. Table 2 shows the actual Measure B Direct Local Program Distributions through the first half of FY 13-14.

Table 2: Measure B Direct Local Program Distributions
(First Half of FY 13/14)

Measure B Programs	Measure B Funds (in millions)	Percentage of Total
Local Transportation Needs (includes Local Streets and Roads)	\$13.2	39.7%
Mass Transit	\$12.6	37.8%
Special Transportation for Senior and People with Disabilities (Paratransit)	\$5.3	15.9%
Bicycle and Pedestrian Safety	\$2.2	6.6%
TOTAL	\$33.3	100%

As agencies address their local transportation funding needs, it is important to note the Master Program Funding Agreement (MPFA) states that Local Streets and Roads funds are eligible for uses on an array of local transportation improvements. In addition to traditional roadway improvements such as local road maintenance and rehabilitation, geometric improvements, and transportation mitigation, this program is also a funding option for applicable Local Transportation Improvements including bicycle/pedestrian, paratransit and transit improvements. There are also examples of the Alameda CTC assisting in project delivery using the Direct Local Program Distribution Measure B funds or grant funds. These include implementing programs such as the countywide Safe Routes to School Program or the Same Day Transportation program in Hayward. There may be additional projects or programs with regional benefits that are prioritized in the future that the Alameda CTC may want to implement through Measure B programs. Overall, the flexibility of this funding source allows the Alameda CTC and local jurisdictions to address Alameda County transportation priorities.

Local agencies have also been better utilizing the Direct Local Program Distribution funds. New timely use of funds and reserve policies were approved by the Alameda CTC and incorporated into new MPFA contracts in 2012, which limits reserves and establishes time frames to expend funds. The result is the level of unexpended reserves has decreased by over 25% over the last years. Based on the reserve policies and projected expenditure plans now required to be reported annually, further reductions of the unexpended balance of Measure B Direct Local Program Distribution funds are expected and we will continue to monitor and report on this issue. Additional information on the Annual Compliance Report process will be available in the summer.

Summary of Vehicle Registration Fee Direct Local Program Distributions

Since the start of Vehicle Registration Fee (VRF) on May 1, 2011 through December 31, 2013, Alameda CTC has directly distributed approximately \$17.9 million in VRF Direct Local Program Distribution funds to fifteen local jurisdictions for local road improvements. These funds are eligible exclusively for local street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY 13-14, Alameda CTC estimates VRF revenues will generate approximately \$10.9 million in total collections. Of this amount, approximately \$6.6 million will be distributed as Direct Local Program Distributions. The actual VRF revenues receipts during the first half of FY 13-14 indicate distributions to recipients will be higher than initially projected. Table 3 shows the actual VRF Direct Local Program Distributions through the first half of FY 13-14.

Table 3: VRF Direct Local Program Distributions (First Half of FY 13/14)

VRF Program	VRF Funds (in millions)	Percentage of Total
Local Road Improvement and Repair Program	\$3.5	100%
TOTAL	\$3.5	100%

Starting fiscal year 13/14, Alameda CTC will administer the Local Transportation Technology Program, a component of the VRF Program, as a Direct Local Program Distribution. These funds represent 10 percent of VRF revenues (approximately \$1 million annually) and are directed to Alameda CTC transportation management technology projects such as the "Smart Corridors Program" operated by the Alameda CTC.

Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four grant programs:

- 1) Bicycle and Pedestrian Countywide Discretionary Fund Grant Program
- 2) Express Bus Grant Program
- 3) Paratransit Gap Grant Program
- 4) Transit Center Development Program

These grant funds are available through a competitive process to local agencies, transit agencies, and nonprofit organizations for transportation improvements. Alameda CTC goes through an extensive evaluation process to award discretionary funding. Community advisory committees are also included in the funding process for the Bicycle/Pedestrian and Paratransit grant funds.

To date, for FY 13-14, Alameda CTC reimbursed project sponsors approximately \$1.5 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

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

Since the start of the program, Alameda CTC has allocated approximately \$12.2 million to 51 bicycle and pedestrian projects.

Currently, there are eight active bicycle/pedestrian projects funded through this grant program. These projects include funds programmed through the FY 12-13 Coordinated Program, which considered discretionary Measure B programs with other funding sources including the VRF and \$63.0 million of federal funding sources. By consolidating the multiple funding sources, Alameda CTC created a more effective programming process that facilitated the implementation of projects that had greater beneficial impact. The funding approved through the FY 12-13 Coordinated Program included \$2.18 million in Measure B funds to seven Bicycle/Pedestrian CDF Grant Program projects.

To date, for FY 13-14, Alameda CTC reimbursed over \$129,000 to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus services throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion. Since the start of the program, Alameda CTC has allocated approximately \$9.6 million to 10 express bus service projects.

Currently, there are four active express bus service projects. These projects include funds programmed through the FY 12-13 Coordinated Program, which considered discretionary Measure B programs with other funding sources including the VRF program and \$63.0 million of federal funding sources. The funding approved through the FY 12-13 Coordinated Program included \$2.2 million to three Express Bus Service Program projects.

To date, for FY 13-14, Alameda CTC reimbursed over \$532,000 to project sponsors.

Paratransit Gap Grant Program

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

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

Currently, there are thirteen active Paratransit Gap projects.

To date, for FY 13-14, Alameda CTC reimbursed approximately \$774,000 to project sponsors.

Transit Center Development Grant Program

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

Since the start of the program, Alameda CTC allocated over \$1.6 million to TCD projects throughout Alameda County.

To date, for FY 13-14, Alameda CTC has reimbursed approximately \$19,800 to project sponsors.

VRF Grant Programs

Alameda CTC distributes VRF funds through two grant programs:

- 1) Transit for Congestion Relief Program
- 2) Pedestrian and Bicyclist Access and Safety Program

These grant funds are available through a competitive process to local jurisdictions and transit agencies for transportation improvements. Alameda CTC goes through an extensive evaluation process to award discretionary funding.

In May 2013, the first cycle of grant funding for these programs were allocated as part of the Coordinated Funding Program. The VRF funding allocation included \$1.5 million to two Bicycle/Pedestrian Program projects and \$10.0 million to four Transit Program projects.

To date, for FY 13-14, Alameda CTC has reimbursed approximately \$41,800 to project sponsors.

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

Alameda County Transportation Commission

Measure B Grants Program

Active Project Sponsor Agreements

Project		Project Name		Measure B	
Index	Agreement Number	Project Number (APN)	Sponsor	Funds Awarded	Status
BICYCLE AND PEDESTRIAN PROGRAM					
1	A09-0022	634.5	City of Newark	\$ 119,000	In Progress
2	A13-0059	636.2	City of Emeryville	\$ 50,000	In Progress
3	A13-0062	636.5	City of Alameda	\$ 793,000	In Progress
4	A13-0063	636.6	City of Albany	\$ 536,000	In Progress
5	A13-0064	636.7	City of San Leandro	\$ 346,000	In Progress
6	A13-0065	636.8	City of Oakland	\$ 113,000	In Progress
7	A13-0066	636.9	City of Piedmont	\$ 102,000	In Progress
8	A13-0067	637.0	Cycles of Change	\$ 240,000	In Progress
8 Active Bike/Pedestrian Projects				\$ 2,299,000	
EXPRESS BUS PROGRAM					
1	-	651.3	AC Transit	\$ 321,000	In Progress
2	A13-0060	636.3	AC TRANSIT	\$ 200,000	In Progress
3	A13-0070	637.3	LAVTA	\$ 1,000,000	In Progress
4	A13-0071	637.4	LAVTA	\$ 1,000,000	In Progress
4 Active Express Bus Projects				\$ 2,521,000	
PARATRANSIT PROGRAM					
1	A06-0044	662.2	City of Fremont	\$ 230,000	In Progress
2	A13-0041	668.1	Alzheimer's Services of the East Bay	\$ 200,000	In Progress
3	A13-0043	668.2	Center for Independent Living, Inc.	\$ 350,000	In Progress
4	A13-0042	668.3	Bay Area Outreach & Recreation Program	\$ 272,000	In Progress
5	A13-0045	668.4	City of Fremont	\$ 200,000	In Progress
6	A13-0052	668.5	Senior Support Program of The Tri Valley	\$ 150,000	In Progress
7	A13-0050	668.6	City of Pleasanton	\$ 85,544	In Progress
8	A13-0046	668.7	City of Fremont	\$ 250,000	In Progress
9	A13-0047	668.8	City of Fremont	\$ 150,000	In Progress
10	A13-0044	668.9	City of Emeryville	\$ 106,000	In Progress
11	A13-0051	669.0	Senior Helpline Services	\$ 150,000	In Progress
12	A13-0048	669.1	City of Hayward	\$ 52,100	In Progress
13	A13-0049	669.2	City of Oakland	\$ 185,000	In Progress
13 Active Paratransit Projects				\$ 2,380,644	
ALL ACTIVE PROJECTS SUMMATION					
25 Active Measure B Grant Projects				\$ 7,200,644	

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Alameda County Transportation Commission

Vehicle Registration Fee Grants Program

Active Programs/Projects

Agreement		Project	Sponsor		Project Name	VRF		Status
Index	Number	Number (APN)				Funds Awarded		
BICYCLE AND PEDESTRIAN PROGRAM								
1	A13-0059	636.2	City of Emeryville		Christie Ave Bay Trail Gap Closure	\$	500,000	In Progress
2	A13-0061	636.4	East Bay Regional Parks District		Bay Trail - Gillman to Buchanan	\$	1,000,000	In Progress
2 Active Bike/Pedestrian Projects						\$	1,500,000	
TRANSIT PROGRAM								
1	A13-0057	636.0	City of Berkeley		Berkeley BART Plaza & Transit Area Improvements	\$	3,718,000	In Progress
2	A13-0058	636.1	City of Union City		UC BART Station Improvements & RR Ped Xing Component	\$	5,730,000	In Progress
3	A13-0068	637.1	City of Alameda		Estuary Crossing Shuttle	\$	200,000	In Progress
4	A13-0069	637.2	City of Oakland		Broadway Shuttle	\$	352,000	In Progress
4 Active Transit Projects						\$	10,000,000	
ALL ACTIVE PROJECTS SUMMATION								
6 Active VRF Grant Projects						\$	11,500,000	

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Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Semi-Annual Capital Projects Update

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

Summary

The Semi-Annual Capital Projects Status Update provides information on the status of capital projects programs implemented by Alameda CTC and/or being funded wholly, or in part, with Measure B Capital funds. These programs include the 1986 Measure B Program, 2000 Measure B Program, and the Proposition 1B (Prop 1B) "I-Bond" Program. The update discusses the overall status of each program and major milestones achieved since the previous semi-annual update.

The Alameda CTC's \$4 billion capital projects program is listed in Table A in Attachment A. The list of projects includes 45 active capital projects totaling approximately \$3.5 billion and completed projects totaling \$440 million; funded by federal, state, regional and local fund sources. The following report provides Alameda CTC Capital Program highlights, accordingly the active capital projects are summarized into three groups:

1. 1986 Measure B Projects
2. 2000 Measure B Projects
3. Proposition 1B "I-Bond" and Other Projects

Background

The Alameda CTC's \$4 billion capital projects program is listed in Table A in Attachment A. The list of projects includes 45 active capital projects totaling approximately \$3.5 billion and completed projects totaling \$440 million; funded by federal, state, regional and local fund sources. Of the active capital projects, 31 are funded in whole or in part with funding from either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. Nine projects are categorized in the I-Bond program and have received Prop 1 B funding, and another five projects are capital projects being implemented by the Alameda CTC using non-Measure B funding sources. Table A in Attachment A includes a summary of current project status information including the current project phase, schedule, Measure B funding, and other funding. In Summary:

- All capital projects in the 1986 Measure B program have been delivered except for four projects which are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B
- Of the committed \$756.4 million for 2000 Measure B capital projects, \$723.4 million has been allocated, essentially delivering 95.6% of the program in just twelve (12) years.
- Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million I-Bond highway program, all but 1 of the projects are in construction or complete, award of the final construction contract is expected by the end of the month.

The following is the funding breakdown by phase for the list of 45 active projects in the Alameda CTC Capital Project Program which total approximately \$3.5 billion:

- Fifteen (15) projects with total project costs of more than \$2.53 billion are in the Construction phase
- Ten (10) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$572 million
- Four (4) are in the Preliminary Engineering/Environmental Studies phase with more than \$54 million of funding
- Four (4) are in the Scoping phase with close to \$20 million in funding; and
- Eight (8) other projects are listed in the Project Closeout phase with total costs of more than \$370 million.

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

I. 1986 Measure B (ACTA) Capital Projects Program

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

- Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238, Project No. 506);

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

Current Status:

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

1. I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 501.0): The remaining scope from the project has been integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA, which is currently under construction with estimated completion spring 2015
2. I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0): The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is on hold, pending identification of additional funding. The project cost estimate is currently \$225 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 Measure B funds, resulting in a shortfall of \$115 million. Additional funding is anticipated from proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP. However, it is not anticipated to make up the current funding shortfall.
3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (Project No. 506.0): The project is currently in the close out phase.
4. Castro Valley Local Area Traffic Circulation Improvement Project (Project No. 509.0): This project is in the scoping phase. The local area circulation project consists of multiple project phases and potentially, multiple projects. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.

II. 2000 Measure B (ACTIA) Capital Projects Program

The 2000 Measure B (ACTIA) program of capital projects includes 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements.

Current Status:

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

Projects in the Project Development Phase

1. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0): AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the design phase with construction scheduled to begin fall 2014.
2. I-880/Broadway-Jackson Interchange Improvements Project (Project No. 610.0): This project is in the project development phase and is sponsored by the Alameda CTC. The I-880/Broadway-Jackson Area Improvements Project Advisory Committee (PAC) was formed by the Alameda CTC to facilitate community input to the project development process. The project team is currently developing a scope of work for a comprehensive traffic study for the project area in cooperation with the City of Oakland's study; with input from the PAC and project stakeholders. It is planned that a request for proposals (RFP) for consultant support for the comprehensive traffic study will be released in late spring 2014. The study will provide input to the project approval and environmental document (PA/ED) process.
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. Construction is scheduled to begin spring 2015.
4. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0): The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during 2014.
5. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements (Project No. 619.0): The City of San Leandro is the project sponsor. The project is currently in the design/right of way phase. Construction is scheduled to begin in summer 2016.

6. Dumbarton Corridor Improvements (Project No. 625.0): The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station. The project is significantly under-funded. The project sponsor, SamTrans, and the Project Development Team has decided not to circulate the Draft Environmental Document at this time and has decided to place the project on hold until funding shortfall has been addressed. In the meantime, interim bus operations are in place to enhance ridership on the Dumbarton Bridge. MTC plans to reallocate the remaining RM2 funds programmed to the project. The Alameda CTC Commission also reallocated the remaining 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor known as the Central Avenue Overpass Project (625.1).
7. Dumbarton Corridor Improvements - Central Avenue Overpass (Project No. 625.1): The project will construct a four-lane grade separation structure at the rail-road crossing on Central Ave. between Sycamore St. and Morton Ave. and will provide traffic relief and improve safety in the Dumbarton Corridor. Preliminary engineering and environmental studies are underway for the project.
8. I-680 Sunol Express Lane - Northbound (Project No. 721.0): While the southbound project is in the closeout phase, the northbound project is currently in preliminary engineering and environmental studies phase expected to gain approval by March 2015.
9. I-680 Cross Connector Studies (Study Only) (Project No. 770): This project is currently on hold; the project team is working to identify an approach to move this study forward.

Projects in the Construction Phase

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

5. Downtown Oakland Streetscape Improvement (Project No. 604): The City of Oakland has reported that progress has been made in working with individual property owners such that improvements at Latham square will proceed. Expected completion scheduled for December 2015
6. Altamont Commuter Express Rail (Project No. 725.1): Locomotive overhaul and maintenance facility improvements are currently underway.

III. Proposition 1B "I-Bond" and Other Projects

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from the Proposition 1B (Prop 1B) Programs for vital highway projects throughout Alameda County. Seven Alameda County candidate projects were selected by the CTC for funding under the Prop 1B program. Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million highway program and achieved a major milestone in our continuing mission to plan, fund and deliver projects to improve mobility and to foster a vibrant and livable Alameda County.

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

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

Projects in the Project Development Phase

1. I-580 Express Lanes Project (Project Nos. 720.4 & 724.1): The I-580 Express Lanes Project is a regionally significant project in this category. The I-580 Eastbound direction of the Express Lanes project will follow the I-580 Eastbound Auxiliary Lanes project currently under construction to provide the required footprint for the express lanes. The westbound express lanes project will follow the I-580 Westbound HOV Lane project currently under construction. Both segments have received

environmental clearance. The express lane project construction is scheduled for fall 2014.

2. I-580 Westbound HOV Lane – Landscaping (Project No. 724.6): This landscape project will be completed after construction of the primary facility is completed.
3. I-80 Gilman (Study Only) - (Project No. 765.0): The consultant is analyzing traffic data and preparing conceptual designs for roundabouts and signalized intersection alternatives, completion of the study is scheduled for summer 2014.

Projects in the Construction Phase

1. I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 720.5): Construction began fall 2012 and is 49 percent complete, the project is scheduled to finish fall 2014.
2. I-580 Westbound HOV Lane – East Segment (Project No. 724.4): Construction began fall 2012 and is 42 percent complete, the project is scheduled to finish fall 2014.
3. I-580 Westbound HOV Lane – West Segment (Project No. 724.5): Construction began fall 2012 and is 41 percent complete, the project is scheduled to finish fall 2014.
4. I-880 Southbound HOV Lane – South Segment (Project No. 730.1): Construction began fall 2012 is 45 percent complete, the project is scheduled to finish summer 2015.
5. I-880 Southbound HOV Lane – North Segment (Project No. 730.2): Construction began fall 2012 and is 57 percent complete, the project is scheduled to finish fall 2014.
6. I-880 North Safety and Operational Improvements at 23rd - 29th (Project No. 717): Bids were opened in March 2014; Caltrans is preparing the contract for award which is expected spring 2014.
7. I-80 Integrated Corridor Mobility (ICM) (Project No. 791): The project will enable operational improvements and implement intelligent transportation (ITS) strategies, such as adaptive ramp metering and incident management on I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda and Contra Costa Counties. The project includes improvements to San Pablo Avenue and the arterials connecting with mainline I-80. Alameda CTC was responsible for advertisement, award and is currently administering the project; which is currently under construction and being built by Caltrans. Due to the complexity of the project, it is being implemented under separate construction / ITS contracts:
 - a. Sub-project #1 (EA 3A7741): Software & Systems Integration (SI); Software implementation and system integration activities will continue through spring 2015

- b. Sub-project #2 (EA 3A7751): Specialty Materials Procurement; the contract was awarded June 2012; sign manufacturing, contract management and administration activities underway.
 - c. Sub-project #3 (EA 3A7711): Traffic Operations Systems (TOS); Work on this contract was completed summer 2012.
 - d. Sub-project #4 (EA 3A7764): Adaptive Ramp Metering (ARM); contract awarded fall 2012 with expected completion in summer 2014, this contract is being administered by Caltrans.
 - e. Sub-project #5 (EA 3A7774): Active Traffic Management (ATM); contract awarded fall 2012 with expected completion in winter 2014-15.
 - f. Sub-project #6 (EA 3A7734): San Pablo Corridor and Arterial Improvements; construction is complete; however certain change order work is expected to continue through fall 2014 to facilitate system integration.
8. Webster Street SMART Corridor - (Project No. 740.0): The project is substantially complete and final testing of system components was completed in early 2014. Contract closeout is underway.
9. East Bay Greenway (Coliseum BART to 85th Avenue) - (Project No. 635.2) - The East Bay Greenway project from the Coliseum BART station to 85th Avenue is a Measure B Bicycle and Pedestrian Grant funded project being implemented by the Alameda CTC. Construction started in October 2013 and is expected to complete spring 2014. Following completion of the project the Alameda CTC is responsible for maintaining this half-mile segment of the path. The project team is preparing to procure a contractor to perform the path maintenance and subsequently will be responsible for managing the ongoing maintenance contract.

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

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

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

Alameda CTC Capital Projects Summary												
Active Projects Index	AlaCTC Project No.	Project Name	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)						Total Funding (All Sources)
				Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other
		1986 Measure B										
	508.0	Central Alameda County Freeway System Operational Analysis	Complete	N/A	N/A	5.0	0.0	0.0	0.0	0.0	0.7	0.0
1	501.0	I-880/Mission Blvd (Route 262) Interchange Completion	Construction	Jul 2012	Mar 2015	3.5	0.0	3.8	64.3	0.0	23.3	57.3
2	505.0	I-880 to Mission Blvd East-West Connector	Design	Nov 2015	May 2018	88.8	0.0	0.0	0.0	0.0	21.0	0.0
3	506.0	Route 238/Mission-Foothill-Jackson Corridor Improvement	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	14.0	6.5
4	509.0	Castro Valley Local Area Traffic Circulation Improvement	Scoping	TBD	TBD	5.0	0.0	0.0	0.0	0.0	0.0	0.0
		2000 Measure B										
	Various	Completed 2000 Measure B Projects (12 Projects)	Complete	Various	Various	0.0	126.0	118.6	101.8	50.2	14.3	24.2
5	602.0	BART Warm Springs Extension	Construction	Sep 2009	Dec 2015 ⁽⁴⁾	0.0	224.4	0.0	295.4	321.0	49.2	0.0
6	603.0	BART Oakland Airport Connector	Construction	Sep 2010	Nov 2014 ⁽⁴⁾	0.0	89.1	130.7	78.9	146.2	39.3	0.0
7	604.0	Downtown Oakland Streetscape Improvement	Construction	Sep 2007	Dec 2015	0.0	6.4	0.0	0.0	0.0	8.5	0.0
8	606.0	Union City Intermodal Station	Project Closeout	Jun 2007	Mar 2012	0.0	12.6	20.4	7.7	0.0	6.3	0.0
9	607.1	Telegraph Avenue Corridor Transit Project	Design	Sep 2014	Mar 2017	0.0	11.5	78.3	10.6	44.9	0.3	0.0
10	609.0	Iron Horse Transit Route	Design	Apr 2015	Oct 2016	0.0	6.3	0.0	0.0	0.0	2.1	0.0
11	610.0	I-880/Broadway-Jackson Interchange Improvements (Study Only)	Scoping	N/A	N/A	0.0	8.1	0.0	0.0	0.0	2.5	0.0
12	612.0	I-580/Castro Valley Interchange Improvements (Note 5)	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	1.9	4.8	0.0	0.0	0.0
13	613.0	Lewelling/East Lewelling Blvd Widening	Project Closeout	Jul 2009	Oct 2012	0.0	13.6	0.0	4.3	0.0	13.8	0.1
14	615.0	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Design / Right of Way	Jul 2014	Feb 2016	0.0	27.0	0.0	0.0	0.0	0.7	0.0
15	617.1	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	Project Closeout	Jul 2009	Oct 2012	0.0	0.1	0.0	0.0	0.0	0.0	0.0
16	619.0	East 14th St/Hesperian Blvd/150th St Intersection Improvement	Design / Right of Way	Jun 2016	Sep 2017	0.0	3.2	0.0	0.0	0.0	2.8	0.0
17	623.0	Isabel Avenue - Route 84/I-580 Interchange	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	11.3	44.4	0.0	32.4	0.0
18	624.1	Route 84 Expressway - North Segment	Construction	Mar 2012	May 2014	0.0	20.5	0.0	16.1	0.0	0.0	0.0
19	624.2	Route 84 Expressway - South Segment ⁶	Design	Jul 2015	Dec 2016	0.0	71.9	0.0	10.0	0.0	10.0	3.5
20	624.3	Route 84 Expressway - Landscaping	Design	Mar 2016	Sep 2019	0.0	4.0	0.0	0.0	0.0	0.0	0.0
21	625.0	Dumbarton Corridor Improvements (Study Only)	Environmental	TBD	TBD	0.0	3.6	0.0	0.0	0.0	0.0	0.0
22	625.1	Dumbarton Corridor Improvements (Central Ave Overpass)	Environmental	Sep 2015	Jun 2016	0.0	15.8	0.0	0.0	0.0	0.6	3.6
23	626.0	I-580 Corridor/BART to Livermore Studies (Study Only)	Environmental	N/A	N/A	0.0	6.7	0.0	0.0	8.6	0.0	0.0
24	627.4	CWTP/TEP Development (Study Only)	Planning	N/A	N/A	0.0	0.1	0.0	0.0	0.0	0.0	0.1
25	627.5	Studies for Congested Segments/Locations on the CMP Network	Planning	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0
26	635.1	East Bay Greenway (Coliseum BART to 85th Avenue)	Construction	Jul 2013	Jun 2014	0.0	0.0	1.1	0.0	0.1	2.3	0.0
27	710.4	I-680 Sunol Express Lanes - Southbound	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	5.4	8.0	0.0	8.0	0.0
28	721.0	I-680 Sunol Express Lanes - Northbound (Study Only)	Environmental	TBD	TBD	0.0	15.5	0.0	0.0	0.0	0.0	0.0

Alameda CTC Capital Projects Summary													
Active Projects Index	AlaCTC Project No.	Project Name	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)							Total Funding (All Sources)
				Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other	
29	723.0	I-580 Corridor Right of Way Preservation	Right of Way	N/A	N/A	0.0	3.0	0.0	4.7	111.0	0.0	0.0	118.7
30	725.1	Altamont Commuter Express Rail	Construction	Various	Various	0.0	13.2	123.1	155.3	0.0	182.6	0.0	474.2
31	770.0	I-680/I-880 Cross Connector Studies (Study Only)	Scoping	N/A	N/A	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5
		Proposition 1B Transportation Bond / Other											
32	717.0	I-880 North Safety and Operational Improvements at 23rd and 29th	Construction	May 2014	Jun 2018	0.0	4.7	1.8	79.9	10.0	3.3	0.0	99.8
33	720.5	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Construction	Nov 2012	Nov 2014	0.0	0.7	0.2	25.1	5.9	1.6	6.9	40.4
34	724.4	I-580 Westbound HOV Lane - East Segment	Construction	Nov 2012	May 2015	0.0	4.4	6.3	63.1	8.7	0.4	0.0	82.9
35	724.5	I-580 Westbound HOV Lane - West Segment	Construction	Oct 2012	Nov 2014	0.0	1.8	0.1	52.7	5.8	0.6	0.0	61.0
36	724.6	I-580 Westbound HOV Lane - Landscaping	Design	TBD	TBD	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4
37	730.1	I-880 Southbound HOV Lane - South Segment	Construction	Sep 2012	Jun 2015	0.0	0.9	5.1	52.8	0.0	11.0	0.0	69.8
38	730.2	I-880 Southbound HOV Lane - North Segment	Construction	Nov 2012	Oct 2014	0.0	0.3	2.7	29.8	0.0	3.9	0.0	36.7
39	730.3	I-880 Southbound HOV Lane Landscaping/Hardscaping	Design	TBD	TBD	0.0	0.1	0.5	0.4	0.0	0.4	0.0	1.4
40	791.0	I-80 Integrated Corridor Mobility Project	Construction	Jun 2011	May 2015	0.0	2.8	3.2	67.6	1.2	5.2	0.0	80.0
		Other											
41	720.4/ 724.1	I-580 Express (HOT) Lanes	Design	Oct 2014	Nov 2015	0.0	0.0	8.5	0.0	4.1	40.8	1.7	55.0
42	720.3	I-580 Corridor Environmental Mitigation	Project Closeout / Various	TBD	TBD	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
43	740.0	Webster Street SMART Corridor	Construction	Sep 2012	Feb 2014	0.0	0.0	0.6	0.0	1.0	0.1	0.0	1.7
44	765.0	I-80 Gilman (Study Only)	Scoping	N/A	N/A	0.0	0.0	1.1	0.0	0.0	0.3	0.0	1.4
45	774.1	I-580 San Leandro Landscaping	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
PROJECT TOTALS						\$ 197.3	\$ 756.3	\$ 525.1	\$ 1,178.6	\$ 721.3	\$ 502.7	\$ 103.7	\$ 3,985.0
Notes: <ol style="list-style-type: none"> The current phase shown is based on available information as of March 2014. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC. End Construction dates for BART capital projects reflect the point at which revenue service is estimated to begin. Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans. The total Measure B commitment for this project includes obligation of \$37.03M to Exchange Program (STIP) in addition to Measure B amount of \$34.87M 													
<div>Updated March 25, 2014</div>													



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	April 7, 2014
SUBJECT:	Draft FY 2014-15 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan
RECOMMENDATION:	<p>Approve the following actions related to Draft FY 2014-15 Measure B Capital Program Strategic Plan Update:</p> <ol style="list-style-type: none">(1) Approve the assumptions described herein as the basis for the preparation of the FY 2014-15 Measure B Capital Program Strategic Plan Update.(2) Approve the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs, and confirm previously approved advances, exchanges and loans as presented herein.(3) Approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs.(4) Confirm debt service obligation from the 2000 Measure B Capital Fund related to the recent issuance of bond issuance.

Summary

The Draft FY 2014-15 Measure B Strategic Plan Update (Draft FY14-15 SPU) addresses both the 1986 Measure B Capital Program and the 2000 Measure B Capital Program. While the governing boards for each measure have merged, the separate requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available through each of the capital programs. The assumptions related to the Draft FY14-15 SPU are described herein. The attachments to this memorandum consist of financial information necessary for the fiscal management of the capital program. The attachments include information pertaining to Measure B commitments to each individual capital project; the anticipated timing of future allocations and expenditures; and the various advances, exchanges and loans currently approved by the Alameda CTC. The Draft FY14-15 SPU reflects the recent issuance of Series 2014 Bonds issued to advance the delivery of Measure B capital projects earlier than would be possible in a pay-as-you-go scenario and the obligation of debt service associated with the financing.

Approval of the recommended actions will provide the basis for the Final FY 2014-15 Measure B Capital Program Strategic Plan Update (FY14-15 SPU) expected to be

approved in June 2014. The Final FY14-15 SPU will provide the road map for proceeding with delivery of the remainder of both Measure B-funded capital programs with a focus on providing committed funding to the capital projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies.

The remaining projects from the 1986 Measure B Capital Program along with all of the capital projects from the 2000 Measure B Capital Program, including completed projects, are summarized in Attachment A.

Background

The Alameda CTC updates the Measure B Capital Program Strategic Plan annually to confirm the commitments of Measure B capital projects funding to individual capital projects included in the 1986 Measure B (1986 MB) Transportation Expenditure Plan or in the 2000 Measure B (2000 MB) Transportation Expenditure Plan. The 1986 MB and 2000 MB capital programs must continue to adhere to the requirements and policies of their respective Measures. The assumptions to be incorporated into the development of the Draft and Final versions of the FY14-15 SPU are divided into three categories:

- Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs;
- Assumptions pertaining only to the 1986 MB Capital Program; and
- Assumptions pertaining only to the 2000 MB Capital Program.

Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs

The following assumptions are related to both the 1986 MB and 2000 MB Capital Programs and will be incorporated into the FY14-15 SPU:

1. The financial accounts and Measure B commitments for both the 1986 MB and 2000 MB Capital Programs will be kept independent for the purposes of the FY14-15 SPU;
2. The timing of the need for Measure B funds for each capital project will be based on existing and anticipated encumbrances of Measure B funds, including advances/exchanges confirmed in the FY14-15 SPU, and the most current information available from the project sponsors related to the project status and schedule;
3. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;
4. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October, 2009 which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project;
5. The financial assumptions in the FY14-15 SPU includes the expenditure of the proceeds from the recent bond issuance as approved by the Commission; and

6. Any future advances or exchanges not included in the FY14-15 SPU, which involve Measure B Capital funds, will be considered on a case-by-case basis and the subject of separate action by the Commission.

Assumptions pertaining only to the 1986 MB Capital Program

The following assumptions are related to the 1986 MB Capital Program and will be incorporated into the FY14-15 SPU:

1. The commitment of 1986 Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2013-14 Strategic Plan Update. The timing of the anticipated expenditures of the remaining commitments of 1986 Measure B funding have been adjusted to reflect the current status of all projects. The remaining commitments are considered fully allocated for the purpose of the funding procedures for 1986 Measure B capital projects.
2. The \$12 million exchange related to the 2014 State Transportation Improvement Program (STIP) and the I-880 to Mission Boulevard East-West Connector Project (ACTA Project No. MB226) is reflected in the Draft FY14-15 SPU. The funding for the I-880 to Mission Boulevard East-West Connector Project (ACTA MB226) included \$14.3 million of CMATIP from an exchange approved during the 2012 STIP programming cycle. The approved 2014 STIP programming includes \$12 million of STIP funds programmed to ACTA MB226 exchanged for an equivalent amount of the CMATIP funds. The freed up CMATIP funds, i.e. \$12 million, will be made available to three projects as approved by the Commission and reflected in Attachment D.
3. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan. Any surplus Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
4. The 1986 Measure B commitment to any capital project for which the final project phase (typically construction except for "Study Only" projects) has been closed out with an unexpended balance of 1986 Measure B funds will be adjusted to reflect the costs savings. Any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve;
5. The 1986 Measure B Capital Projects Reserve will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified;
6. The Local Match requirements prescribed by 1986 MB for individual capital projects will remain in effect;
7. The rate of return on the investment funds in the current portfolio is approximated at 0.40% per annum;

8. The Alameda CTC currently owns property that was acquired for a 1986 MB capital project which is now considered surplus. The FY14-15 SPU assumes that sales of the surplus property will yield at least \$4.0 million of proceeds by the end of FY 2015-16.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions are related to the 2000 MB Capital Program and will be incorporated into the FY14-15 SPU:

1. The FY 2013-14 Ending 2000 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2013/14, from the FY 2013-14 Beginning 2000 Measure B Programmed Balance approved in the FY13/14 SPU, and by accounting for any adjustments to the 2000 Measure B funding commitments approved by the Commission;
2. The Program Escalation Factor (PEF) used to convert the FY 2013-14 Ending 2000 Measure B Programmed Balance to the FY 2014-15 Beginning 2000 Measure B Programmed Balance will be 1.0;
3. The total of the 2000 Measure B funding commitments to all capital projects is \$786.5 million;
4. Isabel Avenue - Route 84/I-580 Interchange (ACTIA No. 23) – Projects adjacent to ACTIA No. 23 are under construction and include elements related to the interchange and the approaches to the interchange. The interchange construction is complete and project close-out is underway. The remaining \$1.5 million of previously unallocated 2000 Measure B commitment is allocated for project closeout costs and will address unanticipated increases in the right-of-way and utility relocation phases.
5. The FY14-15 SPU will include an Allocation Plan which lays out future allocations expected from the FY 2014-15 Beginning 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;
6. The estimated portion of 2000 Measure B revenues in FY 2014-15 for the Capital Projects Fund is \$48.8 million. The projected growth rate for sales tax revenue in future fiscal years is 2% per annum;
7. The rate of return on the investment funds in the current portfolio is approximated at 0.25% per annum;
8. The \$37.03 million exchange approved during the 2012 State Transportation Improvement Program (STIP) programming cycle for the Route 84 Expressway Widening Project (Project No. ACTIA 24) is reflected in the Draft FY14-15 SPU. The funding for the Route 84 Expressway Widening Project includes \$37.03 million of STIP funding programmed to the Project. An equivalent amount from the 2000 Measure B Commitment for ACTIA No. 24 will be paid to the Local Fund Exchange Program (CMATIP) administered by the Alameda CTC and made available to the 13 projects included in the 2012 STIP exchange as approved by the Alameda CTC. One of the 13 projects adopted into the CMATIP to receive the exchanged funds, the I-880 to Mission Boulevard East-West Connector Project (MB Project No. MB226) has been split into four projects as part of an exchange related to the 2014 STIP programming cycle. The

exchanged funds will be distributed to the 16 projects (13 plus three from 2014 STIP cycle) through the CMATIP Program administered by the Alameda CTC as reflected in Attachment D;

9. The advance of \$8.5 million of 2000 Measure B Capital funding for the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project, as approved by the Alameda CTC in September 2011, is reflected in the Draft FY14-15 SPU. The Measure B advance expenditures are expected to be offset by future toll revenues from the express lanes. The timing of the advances and the offsetting future toll revenues are based on the current project delivery status and schedules of the individual projects involved. The need to delay the availability of the Measure B Capital funding for three other Measure B Capital Projects, as was approved originally with the advance in September 2011, is not reflected in the Draft FY14-15 SPU. The recent issuance of debt financing has alleviated the restrictions on the availability of Measure B Capital funding on a pay-as-you-go basis;
10. The allocation of \$30.0 million of 2000 Measure B Capital funding for the I-580 Corridor Improvements which includes Eastbound and Westbound Express Lanes Project is reflected in the Draft FY14-15 SPU. The Measure B allocation expenditures are expected to be reimbursed from future toll revenues of the express lanes. The timing of the allocation and the reimbursement of future toll revenues is based on the current project delivery status and schedules of the individual projects involved; and
11. Debt service obligations related to the recent bond issuance will have priority over other obligations from the 2000 Measure B Capital Account.

Measure B Capital Programs

The summary of Measure B Capital Projects included in Attachment A, shows the total Measure B commitment for the remaining capital projects from the 1986 MB (ACTA) capital program, and all of the capital projects included in the 2000 MB (ACTIA) capital program. The remaining commitments from the 1986 Measure B Capital Account were established primarily through two amendments to the 1986 Expenditure Plan approved in FY 2005/06. The amendments deleted projects that could not be delivered and redirected the 1986 Measure B commitments for the projects that were deleted to replacement projects.

The total 1986 Measure B commitment for the five individual replacement projects and a program-wide closeout "project" equals \$199.6 million as shown in Attachment A.

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$786.5 million as shown in Attachment A. One capital project, the I-580 Castro Valley Interchanges Improvements project, has both 1986 MB and 2000 MB funding as shown in Attachment A (ACTA MB 239 and ACTIA No. 12).

1986 Measure B Capital Program

The total commitment of 1986 Measure B funds to the remaining projects included in Attachment A, are shown in more detail in Attachment B. Attachment B shows the timing of the anticipated expenditure of the remaining 1986 Measure B commitments. The remaining 1986 Measure B commitments shown in Attachment B are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining 1986 Measure B commitment is for completing the on-going design, right-of-way, and utility relocation phases, and for the subsequent construction phase which is currently underfunded.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The 1986 Measure B commitment has been fulfilled with no remaining expenditures beyond FY 2013-14.
3. I-580/Redwood Road Interchange (MB239) – The 1986 Measure B commitment for this project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA No. 12) included in the 2000 MB Capital Program. The remaining 1986 Measure B commitment is for completing the construction phase, including the three-year landscape maintenance obligation, and closing out prior phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining 1986 Measure B commitment is for completing the on-going scoping/planning phase being implemented by the Alameda CTC. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining 1986 Measure B commitment is for the project development, right-of-way and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, required landscape maintenance, right-of-way settlements, right-of-way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining 1986 Measure B commitment for the projects is moved to this line item for budgeting and cashflow purposes until the project is completely closed out financially.
7. The 1986 Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the 2000 Measure B commitment under project ACTIA No. 02.

The 1986 Measure B Capital Fund includes more funding than the total of the remaining unexpended 1986 Measure B commitments to capital projects. The uncommitted funding is held in a Capital Projects Reserve. The Draft FY14-15 SPU includes the following assumptions related to the 1986 Measure B Capital Projects Reserve:

1. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan and

any surplus 1986 Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;

2. The 1986 Measure B commitments to capital projects that have closed out the final project phase, (typically construction except for "Study Only" projects) with 1986 Measure B funds remaining will be adjusted to reflect the costs savings and any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve; and
3. The 1986 Measure B Capital Projects Reserve funding will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are centered around allocations from the Measure B "Programmed Balance" for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the "Initial Programmed Balance" at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital project has been adjusted each fiscal year using a "Program Escalation Factor (PEF)" typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the 2000 Measure B Capital Program, which effectively holds the total 2000 Measure B commitment to the projects in the 2000 MB Capital Program at \$786.5 million.

The total of the commitments of 2000 Measure B funds to the individual projects included in Attachment A are shown in more detail in Attachment C1 and reflect a PEF equal to 1.0 for the FY14-15 SPU. The FY 2014-15 Beginning Programmed Balance for each project is equal to the Remaining Programmed (Un-Allocated) Balance shown in Attachment C1 and represents the amount available for future allocation. Attachment C2 shows the amount expended through December 31, 2013 compared to the total amount allocated for each of the 2000 MB capital projects. The FY 2014-15 2000 Measure B Allocation Plan Schedule shown in Attachment C3 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2014-15 2000 Measure B Allocation Plan Notes in Attachment C4:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission (SJRRRC) which operates the ACE service. The eligible project list is updated regularly by the SJRRRC and incorporated into the Measure B Capital funding approach approved by the Alameda CTC.

2. I-680 Sunol Express Lane – Southbound (ACTIA 08A) - The future 2000 Measure B allocations are anticipated supplement future operating costs of the lane above the toll revenues available for operations as approved by the Alameda CTC in December 2012.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 08B) - The future 2000 Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases.
4. Iron Horse Transit Route (ACTIA 09) -- The future 2000 Measure B allocations are anticipated for project development, right of way and construction phases.
5. Dumbarton Corridor Improvements – (ACTIA 25) - The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified.

Project expenditures for projects included in the 2000 Measure B Capital Program include expenditures incurred directly by the Alameda CTC. The ACTIA Board adopted a Cost Allocation Policy in October 2009 to address the allocation of ACTIA-incurred expenses against project funding. The Draft FY14-15 SPU includes the assumption that the Cost Allocation Policy applies to Alameda CTC-incurred expenses in the same fashion as it applied to ACTIA-incurred expenses.

Capital Program Financial Plans for the 1986 and 2000 Measure B Capital Programs

Without an ongoing revenue stream, the commitments of the 1986 MB capital funds are constrained by the current balances of the 1986 MB Capital Account plus interest earned until the accounts are drawn down (currently anticipated to occur in the FY 2018-19 timeframe). Debt financing will not be needed to provide the remaining 1986 Measure B commitments for the 1986 MB Capital Program at the time they are needed to reimburse eligible project expenditures since the funds are currently “in the bank.” Attachment B shows the 1986 Measure B commitments to the remaining 1986 MB capital projects and the anticipated timing of the drawdowns based on current project schedules.

More than \$723 million of 2000 Measure B funding has been allocated to date and made available for encumbrance in agreements related to capital project expenditures (i.e. 92% of the total 2000 Measure B commitment to all capital projects of \$786.5 million). The allocated funds to date represent more 2000 Measure B Capital funds than can be provided to the projects on a “pay-as-you-go” basis. The alternative to pay-as-you-go is debt financing or borrowing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The Alameda CTC recently issued Sales Tax Revenue Bonds (Limited Tax Bonds) to alleviate the cashflow constraint related to the pay-as-you-go approach and to ensure 2000 Measure B Capital commitments are available when needed to reimburse eligible project costs as they are incurred by the implementing agencies on the most aggressive schedules attainable. Attachment D shows the 2000 Measure B capital project commitments including the

anticipated timing of the project line item expenditures based on current project schedules.

Debt Financing for the 2000 Measure B Capital Program

The Alameda CTC Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 were issued, and as of March 4, 2014, the proceeds are available to fund expenditures related to the commitments of 2000 MB Capital Projects. Approximately \$136.6 million of bond proceeds are available for capital project expenditures. The 6-year repayment of the principal begins in 2017 and continues until March 2022, or the end of the Measure B sales tax collection period.

The process for issuing bonds secured by the sales tax, referred to as "limited tax bonds," is prescribed by the California Public Utilities Code (PUC) and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission (CDIAC). The required process includes the Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds addresses a number of PUC requirements. The Alameda CTC also adopted Post-Issuance Tax Compliance Procedures for Tax-Exempt Bonds in January 2014.

The capital projects for which expenditures are eligible for the bond proceeds are described in the financing documents as follows:

"The Series 2014 Project consists of the BART Warm Springs Extension, the BART Oakland Airport Connector, the Route 84 Expressway, the I-580 Corridor Improvements, the Downtown Oakland Streetscape Improvement, the Iron Horse Bicycle, Pedestrian, and Transit Route, the I-880/State Route 92 Reliever-Clawiter/Whitesell Interchange, the I-880 Corridor Improvement and the I-680 Express Lane or such other transportation improvements as permitted by the Act, the Ordinance, the Expenditure Plan and the Tax Certificate executed and delivered in connection with the Series 2014 Bonds."

The specific 2000 MB capital projects listed in the Series 2014 Project description account for the majority of the need for financing.

Fiscal Impact: There is no significant fiscal impact expected to result from the recommended action.

Attachments:

- A. Summary of Measure B Capital Projects Current Phase and Measure B Funding
- B. 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures
- C1. 2000 Measure B Capital Project Commitment Summary
- C2. 2000 Measure B Capital Project Allocations and Expended to Date

- C3. 2000 Measure B Capital Project Allocation Plan Schedule
- C4. 2000 Measure B Capital Project Allocation Plan Notes
- D1. 2000 Measure B Capital Project Line Item Expenditures
- D2. 2000 Measure B Capital Program Advances and Repayments
- D3. 2000 Measure B Capital Program Advances STIP Exchange Project Detail Sheet

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Attachment A

Summary of Measure B Capital Projects Funding					
April 2014 - Draft					
Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
1	I-880 to Mission Blvd East-West Connector	LSR	MB 226	88.8	0.0
2	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	MB 238	80.0	0.0
3	Central Alameda County Freeway System Operational Analysis	Hwy	MB 240	5.0	0.0
4	Castro Valley Local Area Traffic Circulation Improvement	LSR	MB 241	5.0	0.0
5	Program-Wide and Project Closeout Costs	Var	MB Var	5.8	0.0
6	Altamont Commuter Express Rail	MT	ACTIA 01	0.0	13.2
7	BART Warm Springs Extension	MT	ACTIA 02	0.0	224.4
8	BART Oakland Airport Connector	MT	ACTIA 03	0.0	89.1
9	Downtown Oakland Streetscape Improvement	BP	ACTIA 04	0.0	6.4
10	Fruitvale Transit Village	MT	ACTIA 05	0.0	4.4
11	Union City Intermodal Station	MT	ACTIA 06	0.0	12.6
12	Telegraph Avenue Bus Rapid Transit	MT	ACTIA 07A	0.0	11.5
13	San Pablo Avenue Corridor Transit	MT	ACTIA 07B	0.0	2.3
14	Telegraph Avenue Rapid Bus Service	MT	ACTIA 07C	0.0	10.7
15	I-680 Sunol Express Lanes - Southbound	Hwy	ACTIA 08A	0.0	15.2
16	I-680 Sunol Express Lanes - Northbound	Hwy	ACTIA 08B	0.0	20.0
17	Iron Horse Transit Route	MT	ACTIA 09	0.0	6.3
18	I-880/Broadway-Jackson Interchange Improvement (Study Only)	Hwy	ACTIA 10	0.0	8.1
19	I-880/Washington Ave I/C	Hwy	ACTIA 11	0.0	1.3
20	I-580 Castro Valley Interchanges Improvements (Note 2)	Hwy	ACTIA 12	15.0	11.5
21	Lewelling/East Lewelling Blvd Widening	LSR	ACTIA 13	0.0	13.1
22	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	Hwy	ACTIA 14A	0.0	2.5
23	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	Hwy	ACTIA 14B	0.0	2.7
24	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 3)	Hwy	ACTIA 14C	0.0	7.8
25	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA 15	0.0	27.0
26	Oakland Local Streets and Roads	LSR	ACTIA 16	0.0	5.3
27	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	LSR	ACTIA 17A	0.0	0.6
28	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 4)	LSR	ACTIA 17B	0.0	0.7
29	Westgate Parkway Extension (Wal-Mart to Williams Street)	LSR	ACTIA 18A	0.0	7.9
30	Westgate Parkway Extension (Davis Street) (Note 5)	LSR	ACTIA 18B	0.0	0.6

Summary of Measure B Capital Projects Funding

April 2014 - Draft

Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
31	East 14th St/Hesperian Blvd/150th St Improvements	LSR	ACTIA 19	0.0	3.2
32	Newark Local Streets	LSR	ACTIA 20	0.0	1.4
33	I-238 Widening (Note 3)	Hwy	ACTIA 21	0.0	81.0
34	I-680/I-880 Cross Connector Studies	Hwy	ACTIA 22	0.0	1.2
35	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA 23	0.0	26.5
36	Route 84 Expressway Widening	Hwy	ACTIA 24	0.0	96.5
37	Dumbarton Corridor Improvements (Newark and Union City) (Study Only)	MT	ACTIA 25	0.0	19.4
38	I-580 Corridor/BART to Livermore Studies (Note 6)	MT	ACTIA 26	0.0	41.8
39	Vasco Road Safety Improvements	LSR	ACTIA 27A	0.0	1.5
40	I-80 Integrated Corridor Mobility Project	Hwy	ACTIA 27B	0.0	2.8
41	I-880 Corridor Improvements in Oakland and San Leandro (Note 7)	Hwy	ACTIA 27C	0.0	5.4
42	CWTP/TEP Development (Study Only)	Hwy	ACTIA 27D	0.0	0.1
43	Studies for Congested Segments/Locations on the CMP Network	Hwy	ACTIA 27E	0.0	0.6
				199.6	786.6

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
3. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA No. 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program, ACTIA No. 21.
4. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening Project (ACTIA No. 17B) was constructed with the Lewelling/East Lewelling Boulevard Widening Project (ACTIA No. 13) implemented by Alameda County.
5. Improvements for the Westgate Parkway Extension (Davis Street) Project (ACTIA No. 18B) have been incorporated into the I-880 Southbound HOV Lane Project being implemented by the Alameda CTC. The ACTIA 18B commitment is treated as a contribution to the I-880 Southbound HOV Lane Project.
6. The 2000 MB commitment for ACTIA No. 26 includes \$30 million for I-580 Corridor costs related to the implementation of the eastbound and westbound express lane projects.
7. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project and the North and South Segments of the I-880 Southbound HOV Lane Project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA No. 27C).

Attachment B

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures

April 2014

		\$ x 1,000 in the FY Shown (Note 1)									
No.	Project Title	Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	Totals		
MB226	I-880 to Mission Boulevard East-West Connector	\$ 15,334	\$ 5,000	\$ 22,500	\$ 15,000	\$ 25,000	\$ 6,037	\$ -	\$	\$	88,871
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	80,000
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	\$ 10,179	\$ 1,350	\$ 100	\$ 1,000	\$ 1,000	\$ 1,371	\$ -	\$	\$	15,000
MB240	Central Alameda County Freeway System Operational Analysis	\$ 1,847	\$ 1,400	\$ 1,753	\$ -	\$ -	\$ -	\$ -	\$	\$	5,000
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 537	\$ 1,150	\$ 3,313	\$ -	\$ -	\$ -	\$ -	\$	\$	5,000
MB Var	Program-wide and Project Closeout Costs (Note 2)	\$ 161	\$ 1,050	\$ 2,500	\$ 1,700	\$ 339	\$ -	\$ -	\$	\$	5,750
Totals		\$ 108,058	\$ 9,950	\$ 30,166	\$ 17,700	\$ 26,339	\$ 7,408	\$ -	\$	\$	199,621

Notes:

- The amounts shown per FY represent the maximum amount of 1986 Measure B assumed to be expended by the Alameda CTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall 1986 MB Capital Program from a financial perspective. The difference between the actual amount expended by the Alameda CTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalibrate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.
- The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. for 1986 MB capital projects not listed separately. Once project construction is closed out, any remaining amount of 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for 1986 Measure B commitments will continue to be brought before the Alameda CTC for approval before expenditures are approved.

Attachment B Page 1 of 1

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Attachment C1

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT 2000 Measure B Capital Project Commitment and Allocation Summary

April 2014

	Total Measure B Commitment (\$ x 1,000)		FY 13/14 Allocations (\$ x 1,000)	Total Allocated Through 13/14 (\$ x 1,000)	FY 14/15 Beginning Programmed Balance (\$ x 1,000)
01	ACE Capital Improvements	\$ 13,184		\$ 11,184	\$ 2,000
02	BART Warm Springs Extension	\$ 224,448		\$ 224,448	\$ -
03	BART Oakland Airport Connector	\$ 89,052		\$ 89,052	\$ -
04	Oakland Downtown Streetscape Project	\$ 6,358		\$ 6,358	\$ -
05	Fruitvale Transit Village - 5A/5B	\$ 4,435		\$ 4,435	\$ -
06	Union City Intermodal Station	\$ 12,561		\$ 12,561	\$ -
07A	Telegraph Avenue Corridor Transit Project	\$ 11,510		\$ 11,510	\$ -
07B	San Pablo Avenue Corridor Transit Improvement Project	\$ 2,262		\$ 2,262	\$ -
07C	Telegraph Avenue Corridor Transit Project - Stage 2	\$ 10,672		\$ 10,672	\$ -
08A	I-680 Express Lane - Southbound	\$ 19,697		\$ 15,197	\$ 4,500
08B	I-680 Express Lane - Northbound	\$ 15,500		\$ 10,000	\$ 5,500
09	Iron Horse Transit Route	\$ 6,267		\$ -	\$ 6,267
10	I-880/Broadway-Jackson Interchange	\$ 8,101		\$ 8,101	\$ -
11	I-880/Washington Avenue Interchange	\$ 1,335		\$ 1,335	\$ -
12	I-580 Interchange Improvements in Castro Valley	\$ 11,525		\$ 11,525	\$ -
13	Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104		\$ 13,104	\$ -
14A	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500		\$ 2,500	\$ -
14B	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686		\$ 2,686	\$ -
14C	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd)	\$ 7,843		\$ 7,843	\$ -
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 14,432	\$ 27,037	\$ -
16	Oakland Local Streets and Roads	\$ 5,278		\$ 5,278	\$ -
17A	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578		\$ 578	\$ -
17B	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2)	\$ 686		\$ 686	\$ -
18A	Westgate Parkway Extension - Stage 1	\$ 7,918		\$ 7,918	\$ -
18B	Westgate Parkway Extension - Stage 2	\$ 600		\$ 600	\$ -
19	East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218		\$ 3,218	\$ -
20	Newark Local Streets	\$ 1,422		\$ 1,422	\$ -
21	I-238 Widening	\$ 81,022		\$ 81,022	\$ -
22	I-680/I-880 Cross Connector Studies	\$ 1,233		\$ 1,233	\$ -
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 1,500	\$ 26,529	\$ -
24	Route 84 Expressway Widening	\$ 96,459		\$ 96,459	\$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367		\$ 6,078	\$ 13,289
26	I-580 Corridor/BART to Livermore Studies	\$ 41,831	\$ 30,000	\$ 41,831	\$ -
27	Emerging Projects	\$ -		\$ -	\$ -
27A	Vasco Road Safety Improvements	\$ 1,500		\$ 1,500	\$ -
27B	I-80 Integrated Corridor Mobility Project	\$ 2,800		\$ 2,800	\$ -
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350		\$ 5,350	\$ -
27D	CWTP/TEP Development	\$ 50		\$ 50	\$ -
27E	Studies for Congested Segments/Locations on the CMP Network	\$ 551		\$ 551	\$ -
Totals		\$ 786,469	\$ 45,932	\$ 754,913	\$ 31,556

Attachment C1 Page 1 of 1

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Attachment C2

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT 2000 Measure B Capital Project Allocations and Expended to Date

April 2014

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q3 FY 13/14 (03/31/14) (\$ x 1,000)	Allocated Un-Expended Q4 FY 13/14 (\$ x 1,000)
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 8,440	\$ 2,744
02 BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ 120,707	\$ 103,741
03 BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ 85,752	\$ 3,300
04 Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ 762	\$ 5,596
05 Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ 4,435	\$ -
06 Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ 12,561	\$ -
07A Telegraph Avenue Corridor Transit Project (Note 1)	\$ 11,510	\$ 11,510	\$ 8,956	\$ 2,554
07B San Pablo Avenue Corridor Transit Improvement Project (Note 1)	\$ 2,262	\$ 2,262	\$ 2,262	\$ -
07C Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1)	\$ 10,672	\$ 10,672	\$ 10,672	\$ -
08A I-680 Express Lane - Southbound (Note 2)	\$ 19,697	\$ 15,197	\$ 13,364	\$ 1,833
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,596	\$ 4,404
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ -	\$ -
10 I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ 2,172	\$ 5,929
11 I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ 1,335	\$ -
12 I-580 Interchange Improvements in Castro Valley (Note 3)	\$ 11,525	\$ 11,525	\$ 11,931	\$ (406)
13 Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ 13,378	\$ (274)
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ 2,493	\$ 7
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ 587	\$ 2,099
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	\$ 7,843	\$ 7,843	\$ 7,843	\$ -
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 27,037	\$ 6,923	\$ 20,114

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT **2000 Measure B Capital Project Allocations and Expended to Date**

April 2014

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q3 FY 13/14 (03/31/14) (\$ x 1,000)	Allocated Un-Expended Q4 FY 13/14 (\$ x 1,000)
16 Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ 5,278	\$ -
17A Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ 578	\$ -
17B Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	\$ 686	\$ 686	\$ 86	\$ 600
18A Westgate Parkway Extension (Wal-Mart to Williams Street)	\$ 7,918	\$ 7,918	\$ 7,918	\$ -
18B Westgate Parkway Extension (Davis Street) (Note 6)	\$ 600	\$ 600	\$ 130	\$ 470
19 East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	\$ 3,218	\$ 3,218	\$ 339	\$ 2,879
20 Newark Local Streets	\$ 1,422	\$ 1,422	\$ 1,422	\$ -
21 I-238 Widening (Note 4)	\$ 81,022	\$ 81,022	\$ 81,022	\$ -
22 I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ 862	\$ 371
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 26,529	\$ 21,923	\$ 4,606
24 Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ 27,158	\$ 69,301
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 2,387	\$ 3,691
26 I-580 Corridor/BART to Livermore Studies	\$ 41,831	\$ 41,831	\$ 8,235	\$ 33,596
27 Emerging Projects	\$ -	\$ -	\$ -	\$ -
27A Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ 1,500	\$ -
27B I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ 2,406	\$ 394
27C I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350	\$ 5,350	\$ 2,279	\$ 3,071
27D CWTP/TEP Development	\$ 50	\$ 50	\$ -	\$ 50
27E Studies for Congested Segments/Locations on the CMP Network	\$ 551	\$ 551	\$ -	\$ 551
Totals	\$ 786,469	\$ 754,913	\$ 483,692	\$ 271,221

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Schedule April 2014													
\$ x 1,000													
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals (Future Allocations)
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000					2,000					\$ 2,000
06A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500			1,000	3,500						\$ 4,500
06B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500	1,000	4,500								\$ 5,500
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	6,267									\$ 6,267
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	1,500	2,000		9,789						\$ 13,289
Totals (Projects This Sheet)	\$ 74,015	\$ 42,459	\$ 31,556	\$ 8,767	\$ 6,500	\$ 1,000	\$ 13,289	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 31,556

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FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT 2000 Measure B Allocation Plan Notes April 2014				
	\$ x 1,000			
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000	Remaining 2000 Measure B allocations are anticipated for the Alameda County share of ACE capital costs for various projects approved annually in a list recommended by the SJRRC.
08A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500	The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Alameda CTC in December, 2012.
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500	Remaining 2000 Measure B allocations are anticipated for future project development, system management and integration, right of way and construction phases costs incurred directly by the Alameda CTC.
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	The future 2000 Measure B allocations are anticipated for project development, right of way and construction phase costs incurred by the implementing agency(ies).
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including funding for costs incurred directly by the Alameda CTC.
Totals (Projects This Sheet)	\$ 74,015	\$ 42,459	\$ 31,556	

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FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT													
2000 Measure B Capital Project Line Item Expenditures													
April 2014		\$ x 1,000 in the FY Shown											
No.	Project Title	Prior to FY 14/15 ⁽¹⁾	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals		
1	ACE Capital Improvements	\$ 8,497	\$ 2,687	\$ -	\$ -	\$ -	\$ 500	\$ 1,500	\$ -	\$ -	\$	\$	13,184
2	BART Warm Springs Extension	\$ 131,389	\$ 50,000	\$ 43,059	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	224,448
3	BART Oakland Airport Connector	\$ 89,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	89,052
4	Downtown Oakland Streetscape	\$ 762	\$ 900	\$ 4,000	\$ 696	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	6,358
5	Fruitvale Transit Village	\$ 4,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	4,435
6	Union City Intermodal Station	\$ 12,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	12,561
7A	Telegraph Avenue Bus Rapid Transit	\$ 10,142	\$ 1,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	11,510
7B	San Pablo Avenue Corridor Transit	\$ 2,262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	2,262
7C	Telegraph Avenue Rapid Bus Service	\$ 10,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	10,672
8	I-680 Express Lane	\$ 20,479	\$ 5,000	\$ 4,000	\$ 1,718	\$ 1,250	\$ 1,000	\$ 750	\$ 1,000	\$ -	\$	\$	35,197
9	Ironhorse Trail	\$ -	\$ 400	\$ 4,000	\$ 1,867	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	6,267
10	I-880/Broadway-Jackson I/C	\$ 2,421	\$ 3,250	\$ 2,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	8,101
11	I-880/Washington Ave I/C	\$ 1,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	1,335
12	I-580 Castro Valley I/C ⁽²⁾	\$ 11,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	11,525 ⁽²⁾
13	Lewelling/East Lewelling	\$ 13,104	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	13,104
14A	I-580 Auxiliary Lanes - W/B Fallon to Tassajara	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	2,500
14B	I-580 Auxiliary Lanes - W/B Airway to Fallon	\$ 2,599	\$ 87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	2,686
14C	I-580 Auxiliary Lanes - E/B El Charro to Airway	\$ 7,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	7,843
15	Rte 92/Clawiter-Whitesell I/C	\$ 8,639	\$ 9,500	\$ 8,500	\$ 398	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	27,037
16	Oakland Local Streets	\$ 5,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	5,278
17	Hesperian/Lewelling Widening	\$ 1,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	1,264

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT **2000 Measure B Capital Project Line Item Expenditures**

April 2014

\$ x 1,000 in the FY Shown											
No.	Project Title	Prior to FY 14/15 ⁽¹⁾	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals
18	Westgate Extension	\$ 8,518	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,518
19	E. 14th/Hesperian/150th Improvements	\$ 389	\$ 150	\$ 700	\$ 1,750	\$ 229	\$ -	\$ -	\$ -	\$ -	\$ 3,218
20	Newark Local Streets	\$ 1,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422
21	I-238 Widening	\$ 81,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,022
22	I-680/I-880 Cross Connector Study	\$ 1,233	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,233
23	Isabel - Route 84/I-580 I/C	\$ 26,529	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,529
24	Route 84 Expressway ⁽³⁾	\$ 30,138	\$ 8,000	\$ 11,500	\$ 6,791	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 59,429 ⁽³⁾
25	Dumbarton Corridor	\$ 2,894	\$ 1,850	\$ 1,350	\$ 6,500	\$ 6,500	\$ 273	\$ -	\$ -	\$ -	\$ 19,367
26	I-580 Corridor/BART to Livermore ⁽⁴⁾	\$ 8,069	\$ 7,762	\$ 21,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,831 ⁽⁴⁾
27	Congestion Relief Emergency Fund - Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27A	Vasco Road	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
27B	I-80 ICM	\$ 2,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 3,956	\$ 1,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,350
27D	CWTP/TEP Development	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50
27E	Studies for Congested Segments/Locations on the CMP	\$ 175	\$ 376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 551
Totals		\$ 515,454	\$ 92,724	\$ 100,539	\$ 24,720	\$ 10,979	\$ 1,773	\$ 2,250	\$ 1,000	\$ -	\$ 749,439

1 Amounts shown as "Prior to FY 14/15" are approximations including forecast for the remainder of FY 13/14.

2 The remaining expenditures for the I-580 Castro Valley Interchange Project (ACTIA12) are funded by the 1986 MB commitment under Project No. MB239, i.e. net zero future expenditures for ACTIA12.

3 A portion of the 2000 MB commitment for the Route 84 Expressway (ACTIA24) South Segment Project has been exchanged for \$37.03 million of STIP funding programmed to the project in the 2012 STIP. The total 2000 MB commitment of \$96.459 million includes the exchange for \$37.03 million (to be paid to the CMA Exchange Fund) and \$59.429 million directly to project costs.

4 Amount of 2000 MB Capital funding shown for ACTIA No. 26 includes \$30 million for I-580 Corridor costs related to the implementation of the eastbound and westbound express lane projects.

Attachment D2

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT													
2000 Measure B Capital Project Advance/Exchange Summary													
April 2014													
\$ x 1,000 in FY Shown													
Sources of Funds (Revenues from Advances)													
	Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22 & After	Totals			
1			\$ 250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 250				\$ 6,500	
2								\$ 1,250	\$ 28,750			\$ 30,000	
3	\$ -	\$ -	\$ 250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 28,750			\$ 36,500	
Total Sources of Funds (Repayments)													
\$ x 1,000 in FY Shown													
Uses of Funds (Expenditures for Advances/Exchanges)													
	Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22 & After	Totals			
4	\$ 2,000	\$ 4,500										\$ 6,500	
5	\$ 4,500	\$ 12,000	\$ 1,000	\$ 19,530								\$ 37,030	
6	\$ 6,500	\$ 16,500	\$ 1,000	\$ 19,530	\$ -	\$ -	\$ -	\$ -	\$ -			\$ 43,530	
Total Uses of Funds (Expenditures)													
Notes:													

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
2000 Measure B Capital - STIP Exchanges

April 2014

STIP Exchange Projects (2012 & 2014 STIP Exchanges)													
\$ x 1,000 in FY Shown													
	Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals			
1				\$ 5,000								\$ 5,000	
2				\$ 2,500								\$ 2,500	
3				\$ 1,000								\$ 1,000	
4				\$ 1,500								\$ 1,500	
5				\$ 2,300								\$ 2,300	
6	\$ 8,000											\$ 8,000	
7		\$ 1,000	\$ 1,000									\$ 2,000	
8		\$ 2,000										\$ 2,000	
9	\$ 1,000											\$ 1,000	
10	\$ 3,500											\$ 3,500	
11				\$ 3,500								\$ 3,500	
12				\$ 2,000								\$ 2,000	
13		\$ 1,000										\$ 1,000	
14				\$ 200								\$ 200	
15				\$ 530								\$ 530	
16		\$ 1,000										\$ 1,000	
17	\$ 4,500	\$ 12,000	\$ 1,000	\$ 19,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,030	

Notes:

- 2000 Measure B capital funding from ACTIA No. 24 commitment will be transferred to the Local Exchange Fund to fund the projects listed through the CMATIP.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: I-880/Broadway-Jackson Interchange Area Improvement Project (PN 610.0): Ad-Hoc Project Advisory Committee (PAC) Composition

RECOMMENDATION: (1) Approve the modifications to the composition of the Ad-Hoc Project Advisory Committee (PAC); and,
(2) Appoint an Alameda CTC Commissioner for the vacant committee position.

Summary

At its meeting on September 26, 2013, the Alameda County Transportation Commission approved the formation of an ad-hoc Project Advisory Committee (PAC) for the I-880/Broadway-Jackson Interchange Area Improvements Project. The Commission further approved the ad-hoc Committee membership to be comprised of five elected officials and two community members. Recently, one elected official representing Alameda CTC has termed out of office, creating a vacancy on the PAC.

Background

The I-880/Broadway-Jackson Interchange Area Improvements Project (PN 610.0 / ACTIA 10) is one of 27 voters-mandated capital projects in the 2000 Alameda County Transportation Expenditure Plan. The project goal is to improve local traffic circulation and freeway access in the vicinity of the I-880/Broadway-Jackson Interchange area. In 2011, following the approval of the Project Study Report (PSR), project development was suspended due to concerns from members of the Oakland Chinatown community.

At the September 26, 2013 meeting, Alameda CTC approved formation of the ad-hoc I-880/Broadway-Jackson Area Improvements PAC to guide the project development process and to provide a forum to address community concerns. The composition of the ad-hoc committee was modified by the Commission from the original staff recommendation of five elected members to seven members: two elected officials from the City of Alameda, two elected officials from the City of Oakland, one elected official from the City of Piedmont representing Alameda CTC, and two community members (one each from the cities of Alameda and Oakland). Since then, Commissioner John Chiang from the City of Piedmont has termed out of office.

Staff is recommending that the composition of the seven member ad-hoc PAC for the I-880/ Broadway-Jackson Area Improvements Project be modified to include: two elected

officials and a community member representing the City of Alameda; two elected officials and a community member representing the City of Oakland; and an Alameda CTC Commissioner who will serve as the chair of this ad-hoc committee. The elected officials representing the cities need not be Alameda CTC Commissioners. The Chair of the Commission will make the appointments to this ad-hoc committee, per the agency administrative code.

Staff also recommends that the Commission appoint an Alameda CTC Commissioner to chair and serve in the vacant position of this ad-hoc committee.

In addition, at the March 19, 2014 PAC meeting, a key member of the Chinatown Chamber of Commerce expressed the desire to have an additional community member representing Chinatown businesses on the PAC. Staff defers this request to the Commission.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Raj Murthy](#), Project Controls Team



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	April 7, 2014
SUBJECT:	I-580 Corridor Improvement Projects (Various): Amendments to Existing Cooperative Agreements with Caltrans to Implement Contract Change Order Work and New Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project
RECOMMENDATION:	<p>(1) Authorize the Executive Director to amend the Existing Construction Cooperative Agreements for I-580 High Occupancy Vehicle (HOV) projects with Caltrans to implement High Occupancy Toll (HOT) elements by Contract Change Order (CCO) for a combined total not-to-exceed amount of \$23 million and</p> <p>(2) Authorize the Executive Director to negotiate and enter into new Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project (PN 720.4/724.1).</p>

Summary

The I-580 Express (HOT) Lanes Project proposes to convert the newly constructed eastbound High Occupancy Vehicle (HOV) Lane from Hacienda Drive to Greenville Road to a double express lane facility and the westbound HOV lane, currently under construction, from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

Amending the existing cooperative agreements with Caltrans will allow for the construction of the remaining express lanes civil work through the Contract Change Order (CCO) process under the on-going construction contracts for the I-580 Corridor HOV projects. Implementation of these change orders will complete the implementation of civil components of the express lanes facility. Additionally, a new Operations and Maintenance agreement(s) between Alameda CTC and Caltrans is required to delineate the shared roles and responsibilities for operations and maintenance of the highway facilities within the limits of the I-580 Express Lanes.

Background

The I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound HOV Lane from Hacienda Drive to Greenville Road to a double express lane facility and the westbound HOV lane, currently under construction, from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

The environmental documents for both the eastbound and westbound components have already been approved. Alameda CTC is the sponsoring agency for I-580 Westbound HOV East and West Segments and I-580 Eastbound Auxiliary Lane projects and Caltrans is administering these construction projects.

In September 2013, the Commission approved the first portion of the civil components of the express lanes to be constructed through the CCO (Tier I CCOs) process under the on-going construction contracts along the I-580 corridor, the I-580 Westbound HOV (East and West Segments) and the I-580 Eastbound Auxiliary Lane Projects. The remaining civil components will be implemented by CCO (referred as Tier 2 & 3 CCOs) as well. The CCOs (Tier 2 & 3) have been submitted to Caltrans for their review and approval. Implementing Tier 2 & 3 CCOs will complete the construction of all civil components of the I-580 Express Lanes Project. The cost negotiations with the contractors to construct the remaining express lanes civil components through the CCOs (Tier 2 & 3) process under the above mentioned on-going construction contracts are underway and expected to be complete by mid-April 2014. Performing this work by CCOs is critical in order to avoid disturbing recently constructed pavement and other elements built by the on-going construction contracts and to keep the construction of the express lane projects on schedule.

Staff proposes to amend the cooperative agreements for the three above mentioned projects for a combined total not-to-exceed amount of \$23 million in local funds. The funding for the CCO work is included in the funding plans for the I-580 Westbound HOV East and West Segments (PN: 724.4 & 724.5) and I-580 Eastbound Auxiliary Lane (PN: 720.5) Projects.

The table below summarizes the construction contracts under which the CCO work is proposed, the cooperative agreements requiring amendments, and the estimated cost of each CCO. The estimated cost distribution among the three cooperative agreements shown below is subject to change pending the final CCO cost agreement; however, the total cost will not exceed \$23 million.

Construction Contract	Cooperative Agreement No.	Estimated Cost
I-580 Westbound HOV- East Segment	04-2397	\$11,500,000
I-580 Westbound HOV- West Segment	04-2396	\$7,500,000
I-580 Eastbound Aux Lane	04-2440	\$4,000,000
Total Cost		\$23,000,000

Alameda CTC and Caltrans will share roles and responsibilities for operations and maintenance of the express lane facilities within the project limits. Caltrans requested that these roles and responsibilities are memorialized in an Operations and Maintenance (O&M) Agreement, including in its attachment, Highway Maintenance Management Plan (HMMP) prior to implementation of the CCOs for the I-580 Express Lanes Project. The O&M and HMMP will address coordination and responsibilities between Alameda CTC and Caltrans for the operations and maintenance of the highway facilities located within the limits of the I-580 Express Lanes and provide a framework for approval of future expenditures and reimbursements. Caltrans will submit to Alameda CTC the budget and level of effort for the HMMP on an annual basis beginning with the FY2015-16 Fiscal Year.

Fiscal Impact: The fiscal impact for approving the cooperative agreement amendments is \$23 million and the action will authorize the encumbrance of project funding, subject to the approval of Measure B Capital Program Allocation Plan presented under Item 6.1. This budget is included in the corresponding project funding plans.

The fiscal impact related to the HMMP will begin in FY 2015-16. Funding will be identified based upon negotiated amounts and will be approved as part of the Fiscal Year Operating and Capital Program Budget process.

Staff Contact

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

[Gary Sidhu](#), Project Controls Team

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Time Extension Only Amendments

RECOMMENDATION: Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into professional services agreements with firms and project funding and grant agreements with project sponsors to provide the services necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

Two agreements have been identified with justifiable needs for a time extension and are recommended for approval.

Background

Through the life of an agreement, situations may arise that warrant the need for a time extension.

The most common and justifiable reasons include:

- (1) Delays in the procurement of new replacement contract.
- (2) Project delays.
- (3) Extended project closeout activities.
- (4) Continuation of sole source services not available through any other source (eg: Engineer of Record and Proprietary software).

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the listed agreements as shown in Table A (Attachment A).

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

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

[Trinity Nguyen](#), Sr. Transportation Engineer

A. Table A: Contract Time Extension Summary

Index No.	Contract No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code	Fiscal Impact
1	A10-010	Harris and Associates	Webster Street SMART Corridor	A1: Additional time A2: Additional time A3: Additional time A4: Additional budget	1 year	2	None
2	A09-006	TJKM	Webster Street SMART Corridor	A1: Additional budget A2: Additional budget A3: Additional time	1 year	2	None

- (1) Delays in the procurement of new replacement contract.
- (2) Project delays.
- (3) Extended project closeout activities.
- (4) Continuation of sole source services not available through any other source.

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