



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

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**City of Union City**  
Mayor Carol Dutra-Vernaci

**Executive Director**  
Arthur L. Dao

## Programs and Projects Committee

**Monday, May 12, 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

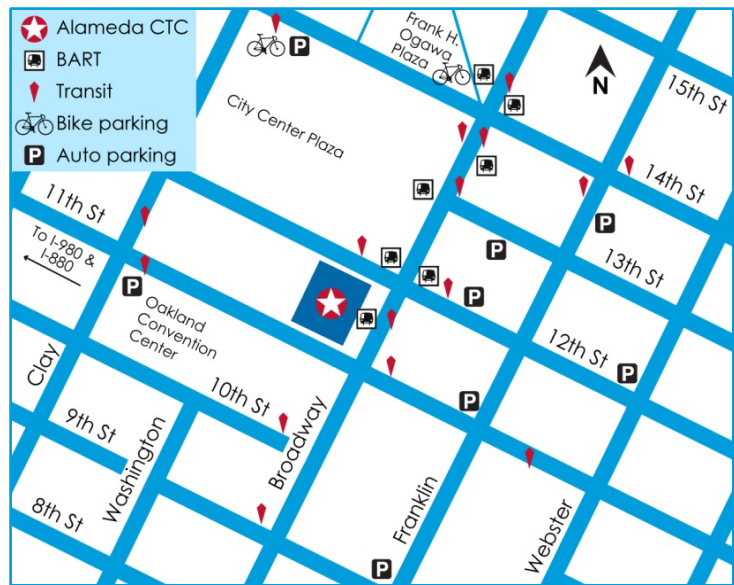
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## 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](http://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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# Programs and Projects Committee Meeting Agenda Monday, May 12, 2014, 12 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

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

## 1. Pledge of Allegiance

**Chair:** Vice Mayor Larry Reid, City of Oakland

**Vice Chair:** Mayor Bill Harrison, City of Fremont

## 2. Roll Call

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

## 3. Public Comment

**Ex-Officio Members:** Scott Haggerty, Rebecca Kaplan

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

## 4. Consent Calendar

Page A/I

### 4.1. [April 14, 2014 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the April 14, 2014 meeting minutes.

## 5. Programs

### 5.1. [AC Transit Bus Rapid Transit Funding](#)

7 A

Recommendation: Approve the Resolution 14-007 regarding a revised funding plan for the project.

## 6. Projects

### 6.1. [FY2014-15 Measure B Capital Program Strategic Plan Update](#)

21 A

Recommendation: (1) Confirm the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs, (2) Confirm previously approved advances, exchanges and loans as presented herein, (3) Approve the Allocation Plans for the 1986 and 2000 Measure B Capital Programs as presented herein and (4) Confirm the debt service obligation from the 2000 Measure B Capital Fund related to the recent issuance of bonds.

### 6.2. [I-580 Eastbound and Westbound Express Lane Projects \(PN:720.4/724.1\): Amendment No. 3 to the Professional Services Agreements with URS Corporation \(Agreement No A08-0018 and A11-0024\)](#)

49 A

Recommendation: Approve and authorize Executive Director to execute amendments for the Professional Services Agreements (A08-0018 and A11-0024) with URS Corporation in the amount of \$40,000 and \$900,000, respectively, for the I-580 Eastbound and Westbound Express Lane Projects.

- |      |  |    |   |
|------|--|----|---|
| 6.3. | <a href="#"><u>East Bay SMART Corridors Project (PN 945.0) – Amendment No. 2 to the contract with Aegis ITS, Inc. (Agreement No. A12-0028)</u></a>   | 53 | A |
|      | <p>Recommendation: Approve and authorize the Executive Director to execute an amendment to the Agreement with Aegis ITS Inc. for 1) an additional not-to-exceed budget of \$350,000, 2) extend the contract term to September 30, 2015 and 3) include in the agreement an option to extend the contract term for one additional year with an agreement value not to exceed \$350,000 for the additional year.</p>                  |    |   |
| 6.4. | <a href="#"><u>Webster Street SMART Corridor Project (PN 740.0): Amendment No. 4 to the Professional Services Agreement with TJKM Transportation Consultants, Inc. (Agreement No. A09-006)</u></a>   | 57 | A |
|      | <p>Recommendation: Approve and authorize the Executive Director to execute an amendment to the existing Professional Services Agreement A09-006 with TJKM Transportation Consultants, Inc. for an additional not-to-exceed budget of \$15,000 for design support and system integration services during construction and for a six month time extension.</p>   |    |   |
| 6.5. | <a href="#"><u>East Bay Greenway Project (PN 635.1): Agreements for Additional Project Funding and Increases to Contract Budgets as Required to Complete Construction of the Project.</u></a>  | 59 | A |
|      | <p>Recommendation: Approve and authorize the Executive Director to (1) execute the necessary amendments and/or agreements with East Bay Regional Park District to provide additional funding in the amount of \$300,000 and (2) execute amendments to the construction, construction management, and design support contracts up to the additional funding amount and for additional time as required by the project schedule.</p> |    |   |
| 6.6. | Transportation Expenditure Plan (TEP) Update (Verbal)  |    | I |

**7. Committee Member Reports (Verbal)**

I

**8. Staff Reports (Verbal)**

**9. Adjournment**

**Next Meeting:** June 9, 2014

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



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

4.1

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

## 1. Pledge of Allegiance

## 2. Roll Call

The Clerk conducted a roll call. All members were present, except the following: Commissioner Dutra-Vernanci, Commissioner Harrison, and Commissioner Ried.

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. April 14, 2014 PPC Meeting Minutes

### 4.2. California Transportation Commission Meeting Summary

*Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Freitas seconded the motion. The motion passed unanimously (Dutra-Vernanci, Harrison and Reid absent).*

## 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

Vivek Bhat recommended that the Commission 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; approve Resolution 14-006. Vivek stated that the approval satisfied a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$2.3 million in RM2 funds.

*Commissioner Kaplan moved to approve the item. Commissioner Capitelli seconded the motion. The motion passed unanimously (Dutra-Vernanci, Harrison and Reid absent).*

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

Jackie Taylor recommended that the Commission authorize an amendment to agreement A12-0001 with St. Mini Cab Corporation for an additional \$107,126 to the current not-to-exceed budget. She stated that the amendment will allow St. Mini Cab Corporation to continue to provide the contracted services for the full two-year pilot period which ends July 31, 2014.

*Commissioner Kaplan moved to approve the item. Commissioner Atkin seconded the motion. The motion passed unanimously (Dutra-Vernaci, Harrison and Reid absent).*

### **5.3. Altamont Commuter Express Baseline Service Plan for FY 2014-15**

Matt Todd recommended that the Commission approve the Altamont Corridor Express (ACE) Baseline Service Plan for FY 2014-15 and approve a 4.75 percent ACE fare increase as proposed by the San Joaquin Regional Rail Commission (SJRRRC). George Fink from ACE provided information on funding needs as well as a proposed fare increase.

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

### **5.4. Alameda County Three Year Project Initiation Document Work Plan**

Vivek Bhat recommended that the Commission approve the Three-Year Project Initiation Document (PID) Work Plan for Alameda County. He stated the 3 year period included fiscal years 2014-15, 15-16 and 16-17. He also stated that Alameda CTC staff was coordinating with MTC to ensure that the Express Lanes projects within Alameda County were included on either Alameda CTC's or MTC's PID list.

Commissioner Atkin wanted to know where the Ashby interchange was on the list. Matt stated that the information came from the sponsor so if isn't included in the list it wasn't identified by city staff. Staff indicated they would follow up with Emeryville staff on this project.

*Commissioner Atkin moved to approve the item. Commissioner Capitelli seconded the motion. The motion passed unanimously (Dutra-Vernaci, Harrison and Reid absent).*

### **5.5. Alameda CTC Semi-Annual Programs Update**

Matt Todd presented the semi-annual programs update. Matt provided a summary of Direct Local Program Distributions. He provided an update on programs funded by Measure B as well as VRF funded programs. Matt also provided information on compliance reporting and fund balances. He provided information on the specific grant programs and concluded by reviewing future tasks.

Commissioner Haggerty wanted to know fund balances broken down by jurisdictions. Art stated that the compliance reports that contain that information will be brought to the committee in June.

Commissioner Capitelli questioned if it was possible to advance funding to start

projects earlier. Staff indicated that is allowed. Art also stated staff is reviewing other options to fund projects.

*This item was for information only.*

## **6. Projects**

### **6.1. Alameda CTC Semi-Annual Capital Projects Update**

Raj Murthy presented the Alameda CTC Semi-Annual Capital Projects Update. He updated the committee on the status of Measure B and Prop 1B projects. Raj stated that there are 45 active capital projects that total approximately \$3.5 billion, of a \$4 billion Overall Capital Program (active and completed projects). He provided an overview of major projects based on funding source and covered recently achieved and expected milestones.

*This item was for information only.*

### **6.2. Draft FY 2014-15 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan**

Raj Murthy recommended that the Commission approve the assumptions described herein as the basis for the preparation of the FY 2014-15 Measure B Capital Program Strategic Plan Update; approve the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs (as shown in Attachment C1), and confirm previously approved advances, exchanges and loans as presented herein; approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs and; confirm the debt service obligation from the 2000 Measure B Capital Fund related to the recent bond issuance.

Raj stated that approval of the 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 and will act as the road map for proceeding with delivery of the remainder of both Measure B-funded capital programs. Raj reviewed highlights of the plan, annual Measure B sales tax revenue, sections of the plan that will cover debt financing and projected cash flow.

*Commissioner Capitelli motioned to approve the item. Commissioner Kaplan seconded the motion. The motion passed unanimously (Commissioner Atkin, Dutra-Vernanci, and Ried absent).*

### **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**

Raj Murthy recommended that the Commission approve modifications to the

composition of the Ad-Hoc Project Advisory Committee (PAC) and appoint an Alameda CTC Commissioner for the vacant committee position. He stated that one elected official representing Alameda CTC has termed out of office, creating a vacancy. Raj stated that staff is recommending that the composition include the following: 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.

*Commissioner Kaplan moved to approve the recommended approval with the addition of coming back to the commission to report on additional representation needs for the committee, if any. Commissioner Capitelli seconded the motion as amended. The motion passed unanimously (Dutra-Vernaci, Harrison and Reid absent).*

#### **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**

Gary Sidhu recommended that the Commission amend the existing Construction Cooperative Agreements for the 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 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). He stated that amending the existing agreements with Caltrans will allow for 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.

Commissioner Kaplan wanted to know if the agreement with Caltrans covered trash and blight abatement. Gary stated that the operation-maintenance agreement states that maintenance of the express lanes elements are the operator's responsibility. Caltrans is still responsible for trash pick up.

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

#### **6.5. Time Extension Only Amendments**

Trinity Nguyen recommended that the Commission 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. She stated that there were two agreements that have been identified for a time extension.

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

#### **6.6. Transportation Expenditure Plan (TEP) Update**

Tess Lengyel provided an update on the Transportation Expenditure Plan (TEP). She stated there were ten city council approvals on the TEP. Tess also stated that polling information will be brought to the full Commission at the April meeting. Tess concluded by stating that staff will also present the Commission with a list of outreach events as well as information pieces for each jurisdiction.

#### **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, May 12, 2014 @12:00 p.m.

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

Attested by:



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Vanessa Lee,  
Clerk of the Commission

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 5, 2014

**SUBJECT:** AC Transit East Bay Bus Rapid Transit (EBBRT) Project Funding

**RECOMMENDATION:** Approve the Resolution 14-007 regarding a revised funding plan for the project

## Summary

AC Transit is the sponsor of the East Bay Bus Rapid Transit (EBBRT) Project, which will construct and provide an enhanced bus transit service between Oakland and San Leandro. The EBBRT project has long been included in the MTC Regional Transit Expansion Program approved in Resolution 3434. The current estimated project cost of the EBBRT Project is \$178 million. There is currently \$151 million in secured funding from various sources to complete the project.

The Alameda CTC, and its predecessor agencies, has committed over \$48 million of Measure B, federal and state funds for improvements associated with the EBBRT projects. In 2008, the Alameda County Congestion Management Agency (ACCMA) approved Resolution 08-018, which addressed programming and funding requirements for multiple projects included in the MTC Resolution 3434, including a programming commitment of up to \$40 million of future STIP funds for the EBBRT Project. Even though the ACCMA made commitment of future STIP funds to the project, it does not control the timing nor the amount of STIP funds to be made available to the ACCMA in any given STIP cycle. In fact, the determination of when and how much STIP funds are made to the ACCMA is the sole responsibility of the California Transportation Commission, subject to the annual State budget process. In addition, to date, the Alameda CTC has allocated over \$25 million of Measure B funding to the various components of the EBBRT project.

Over the last four STIP cycles, due to various state budget constraints, only \$12.7 million of the \$40 million in STIP funds have been programmed to the EBBRT Project. The recommended action in this memorandum will provide full funding and allow AC Transit to maintain the delivery schedule of the BRT project, scheduled to be advertised for construction in mid-2015.

## Background

AC Transit is the sponsor of the East Bay Bus Rapid Transit (EBBRT) Project, which will construct and provide an enhanced bus transit service between Oakland and San Leandro. The EBBRT project has long been included in the MTC Regional Transit Expansion Program approved in Resolution 3434. The EBBRT Project cost estimate of \$178 million (including contingencies) has secured the programming of over \$151 million of funding from multiple sources including Measure B, Federal Transit Administration (FTA), Regional Measure 2 (RM2), State Transportation Improvement Program (STIP), Proposition 1B, Federal Surface Transportation Program (STP), and AC Transit local funds.

The Alameda CTC, and its predecessor agencies, have committed over \$48 million of Measure B, federal and state funds for improvements associated with the EBBRT projects. In 2008, the Alameda County Congestion Management Agency (ACCMA) approved Resolution 08-018, which addressed programming and funding requirements for multiple projects included in the MTC Resolution 3434, including a programming commitment of up to \$40 million of future STIP funds for the EBBRT Project. Even though the ACCMA made commitment of future STIP funds to the project, it does not control the timing nor the amount of STIP funds to be made available to the ACCMA in any given STIP cycle. In fact, the determination of when and how much STIP funds are made to the ACCMA is the sole responsibility of the California Transportation Commission, subject to the annual State budget process. In addition, to date, the Alameda CTC has allocated over \$26 million of Measure B funding to the various components of the EBBRT project.

. Due to the state of the economy and transportation funding, the available STIP funding has been limited and the programming to the EBBRT project to complete the funding plan has not yet been approved. The 2012 STIP included \$3.5 million and the 2014 STIP an additional \$8 million for the EBBRT project commitment detailed in ACCMA Resolution 08-018. Overall, \$12.7 million of the \$40 million of funds identified in Resolution 08-018 have been programmed. The programming commitment of \$40 million was intended for the construction phase of the EBBRT project. The EBBRT Project construction phase budget (including contingency) is \$98 million. The Alameda CTC has also committed \$11.5 million of Measure B to support the EBBRT project, providing over \$26 million total to date.

AC Transit has identified the need for an additional \$26.65 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to complete the EBBRT project funding plan so the project can be advertised for the construction phase contract. The next STIP Program will not be finalized until 2016, therefore, working with AC Transit and MTC, the attached Resolution 14-007 details additional fund sources being advanced to complete and fully fund the EBBRT Project and the future programming commitments of the Alameda CTC to account for the projects the new sources would have funded.

Funding proposed to advance the EBBRT Project includes:

	<u>Source</u>
\$12.15 million	RM2 funds (from Line72R/Richmond Parkway Project)
\$ 0.6 million	RM2 funds (from Express Bus South Project)
\$ 6.0 million	Transit Performance Initiative (TPI) funds
<u>\$ 7.9 million</u>	AB664 Net Bridge Toll Revenue (AB664) funds
\$26.65 million	

The RM2 funding is anticipated to be approved by MTC in May. The TPI and AB664 funds are approved by MTC on an annual basis. This funding plan will allow AC Transit to maintain the delivery schedule of the EBBRT project, scheduled to be advertised for construction in mid-2015. Based on the sources used to advance the funding for the EBBRT Project, Resolution 14-007 details the programming required by the Alameda CTC to account for the projects the new sources would have funded. No additional programming commitments are proposed from the Alameda CTC for the EBBRT Project and no repayment is required for the \$0.6 million of RM2 funds that were previously identified for the Express Bus South Project and the \$6.0 million of TPI funds. This resolution will replace the ACCMA Resolution 08-018.

Alameda County has received about \$30-\$35 million per cycle of the STIP program over the last two cycles. Resolution 14-007 specifies that the Alameda CTC will commit to program 33% of future RTIP funding cycles, up to \$13 million, to fully repay the projects, that provided the additional fund sources to fully fund and advance the EBBRT Project, by the 2018 STIP. In the event an augmentation of the Measure B sales tax is approved in 2014, additional local sales tax funds are identified in the 2014 TEP that would provide funding for the EBBRT project that would offset the need for a portion of the additional STIP funds. In this scenario, the programming of STIP funds could be completed in a shorter time frame. The attached resolution also allows for exchange proposals to deliver the identified projects that require funding. The resolution specifies that the Alameda CTC receive reports on the project and specifically for an evaluation of the funding package at the time of the construction contract award.

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

**Attachments:**

- A. Draft Alameda CTC Resolution 14-007
- B. ACCMA Resolution 08-0018

**Staff Contact**

[Matt Todd](#), Principal Transportation Engineer

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## ALAMEDA COUNTY TRANSPORTATION COMMISSION

### RESOLUTION 14-007

#### AC Transit Sponsored East Bay Bus Rapid Transit (EBBRT) Project Funding Plan

##### 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

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##### City of Alameda

Mayor Marie Gilmore

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##### City of Dublin

Mayor Tim Sbranti

##### City of Emeryville

Vice Mayor Ruth Atkin

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Councilmember Marvin Peixoto

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##### 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

WHEREAS, the Alameda CTC agreed to prioritize programming for the AC Transit sponsored East Bay Bus Rapid Transit (EBBRT) Project in Oakland and San Leandro, previously identified through the MTC adopted Resolution 3434 on September 23, 2008, and through the Alameda County Congestion Management Agency (ACCMA) Resolution 08-018; and

WHEREAS, the Alameda CTC has been a project sponsor, partner and funding agency for over \$48 million of Measure B, federal and state funds for transit corridor improvements and has provided \$11.5 million of Measure B and over \$26 million of overall funding to EBBRT project; and

WHEREAS, AC Transit has identified an overall EBBRT project cost of \$178 million (including contingencies) and funding from \$75 million of FTA Small Starts, \$3.1 million of FTA 5309, \$44.9 of RM2, \$9.4 of Measure B, \$14.595 million of STIP, \$3.9 million of PTMISEA, \$0.2 million of federal OBAG funds, and \$.3 million of AC Transit District funds; and

WHEREAS, AC Transit has identified an overall EBBRT project construction cost of \$97.9 million (within the overall EBBRT project cost); and

WHEREAS, AC Transit identified a need of up to \$40 million of funds for the construction phase of the EBBRT project from the Alameda CTC and requested Regional Transportation Improvement Program (RTIP) funds, as well as other fund sources, to be considered to support the EBBRT project; and

WHEREAS, the Alameda CTC has approved programming of \$12.695 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to support the EBBRT project; and

WHEREAS, AC Transit has identified the need for an additional \$26.65 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to complete the EBBRT project funding plan so the project can be advertised for the construction phase contract; and

WHEREAS, MTC has agreed to program \$12.15 million of Regional Measure 2 (RM2) funds to the EBBRT project, that were previously

identified for the Line 72R Improvements/Richmond Parkway Project, and

WHEREAS, MTC has agreed to program \$0.6 million of RM2 funds to the EBBRT project, that were previously identified for the Express Bus South Project, and

WHEREAS, MTC has agreed to program \$6.0 million of Transit Performance Initiative (TPI) funds; and

WHEREAS, MTC has agreed to program \$7.9 million of AB664 Net Bridge Toll Revenue (AB664) funds, that were previously identified for state of good repair programs; and

WHEREAS, AC Transit and the funding partners have agreed to proceed with the EBBRT project using the funding plan detailed above; and

WHEREAS, the Line 72R Improvements/Richmond Parkway Project and state of good repair program funds are collectively referred to as SUBSTITUTE projects.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will prioritize programming RTIP funds, to the Line 72R Improvements project, up to \$12.15 million, to account for RM2 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting state of good repair programs, up to \$7.9 million, to account for AB664 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will commit to program 33% of future RTIP funding cycles, up to \$13 million, to the SUBSTITUTE projects in order to fully repay the SUBSTITUTE projects by the 2018 STIP; and

BE IT FURTHER RESOLVED, that in the event the local transportation sales tax administered by the Alameda CTC is augmented, additional funds identified for the EBBRT will offset payments required for the SUBSTITUTE projects, and the funding partners (Alameda CTC, AC Transit and MTC) may reconsider the funding plan detailed in this resolution; and

BE IT FURTHER RESOLVED, the Alameda CTC and/or AC Transit may propose exchanges or substitute projects or fund sources that will advance funding to support the EBBRT project and/or the SUBSTITUTE projects; and

BE IT FURTHER RESOLVED, no repayment is required for the \$0.6 million of RM2 funds previously identified for the Express Bus South Project or \$6.0 million of TPI funds identified for the EBBRT project, and

BE IT FURTHER RESOLVED, that if the construction contract is awarded below the current project cost estimate, the funding required for the SUBSTITUTE projects will be reduced by a like amount; and

BE IT FURTHER RESOLVED, that AC Transit will provide regular reporting, in an approved Alameda CTC format, on the status of the project, including, schedule, cost



estimate (including all contingency) and funding plan, and will provide updates at the 65%, 95% and Ready to List (RTL) milestones of the design; and

BE IT FURTHER RESOLVED, that AC Transit will include a reasonable level of contingency in the funding plan that is consistent with construction contract industry standards; and

BE IT FURTHER RESOLVED, any project that is proposed to receive programming from the Alameda CTC will be required to submit information required to establish project eligibility and that the project is able to use the funds as required by the funding agency; and

BE IT FURTHER RESOLVED, that this resolution will replace the programming commitment for the EBBRT project detailed in ACCMA Resolution 08-018 ; and

BE IT FURTHER RESOLVED, that no additional programming commitments are required from the Alameda CTC for the EBBRT project or any other activity related to the project.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, May 22, 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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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

5.1B

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

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

**AC Transit**  
Director  
Greg Harper

**Alameda County**  
Supervisors  
Nate Miley  
Scott Haggerty

**City of Alameda**  
Mayor  
Beverly Johnson  
Vice Chair

**City of Albany**  
Councilmember  
Farid Javandel

**BART**  
Director  
Thomas Blalock

**City of Berkeley**  
Councilmember  
Kris Worthington

**City of Dublin**  
Mayor  
Janet Lockhart

**City of Emeryville**  
Vice-Mayor  
Ruth Atkin

**City of Fremont**  
Councilmember  
Robert Wiekowski

**City of Hayward**  
Councilmember  
Olden Henson

**City of Livermore**  
Mayor  
Marshall Kamena

**City of Newark**  
Councilmember  
Luis Freitas

**City of Oakland**  
Councilmember  
Larry Reid

**City of Piedmont**  
Councilmember  
John Chiang

**City of Pleasanton**  
Mayor  
Jennifer Hosterman

**City of San Leandro**  
Councilmember  
Joyce R. Starosciak

**City of Union City**  
Mayor  
Mark Green  
Chair

**Executive Director**  
Dennis R. Fay

**State Transportation Improvement Program (STIP) Commitments**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**AYES:**

33

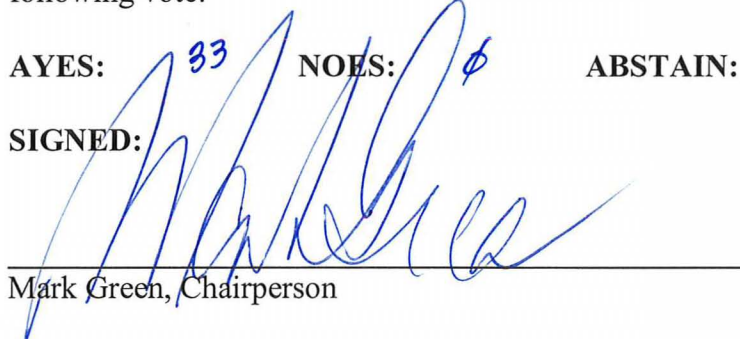
**NOES:**

0


**ABSTAIN:** /

**ABSENT:** /

**SIGNED:**

  
\_\_\_\_\_  
Mark Green, Chairperson

**ATTEST:**

  
\_\_\_\_\_  
Gladys V. Parmelee, Board Secretary

## **ATTACHMENT A**

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

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

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

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

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

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

## ATTACHMENT B

### Programming Requirements

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

All projects will be required to:

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

RESOLUTION 3434 Projects will also be required to:

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

PREVIOUS STIP COMMITMENT Projects will also be required to:

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

INFRASTRUCTURE BOND Projects will also be required to:

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

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# Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 5, 2014

**SUBJECT:** FY 2014-15 Measure B Capital Program Strategic Plan Update

**RECOMMENDATION:**

- (1) Confirm the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs;
- (2) Confirm previously approved advances, exchanges and loans as presented herein;
- (3) Approve the Allocation Plans for the 1986 and 2000 Measure B Capital Programs as presented herein; and
- (4) Confirm the debt service obligation from the 2000 Measure B Capital Fund related to the recent issuance of bonds.

## Summary

The FY 2014-15 Measure B Strategic Plan Update (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 and Measure B funding commitments related to the FY14-15 SPU were approved by the Commission at its regular meeting on April 25, 2014. 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; allocation plans showing the anticipated timing of future allocations; and the various advances, exchanges and loans currently approved by the Alameda CTC. The 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 preparation of the FY14-15 SPU. The FY14-15 SPU will provide a 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 FY14-15 SPU, approved at the April 2014 Commission meeting, are divided into three categories. These approved assumptions along with the current recommended actions, are the basis for the preparation of the FY14-15 SPU:

- 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 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 to be 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 is 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 includes 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 FY14-15 SPU. The funding for the Route 84 Expressway Widening Project includes \$37.03 million of STIP funding programmed to the Project during the 2012 STIP cycle. An equivalent amount from the 2000 Measure B Commitment for ACTIA No. 24 will be paid to the Local Fund Exchange Program (CMA TIP) 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 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 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 commitment and 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 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 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 Update 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.

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 March 31, 2014 (i.e. Q3 FY 2013-14) 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 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 \$754 million of 2000 Measure B funding has been allocated to date and made available for encumbrance in agreements and reimbursement of eligible costs related to 2000 Measure B capital projects (i.e. 96% allocated from 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 the end of the Measure B sales tax collection period in March 2022.

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 included 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

#### **Staff Contact**

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## Attachment A

Summary of Measure B Capital Projects Funding					
May 2014					
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

May 2014

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
				<b>199.6</b>	<b>786.6</b>

### 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**  
**1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures**

May 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	\$ 15,992	\$ 5,000	\$ 22,500	\$ 15,000	\$ 25,000	\$ 5,379	\$ -	\$	\$	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	\$ 250	\$ 1,150	\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$	\$	5,000
MB Var	Program-wide and Project Closeout Costs (Note 2)	\$ 161	\$ 1,050	\$ 2,500	\$ 1,700	\$ 339	\$ -	\$ -	\$	\$	5,750
<b>Totals</b>		<b>\$ 108,429</b>	<b>\$ 9,950</b>	<b>\$ 30,453</b>	<b>\$ 17,700</b>	<b>\$ 26,339</b>	<b>\$ 6,750</b>	<b>\$ -</b>	<b>\$</b>	<b>\$</b>	<b>199,621</b>

**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**  
**2000 Measure B Capital Project Commitment and Allocation Summary**

May 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	\$ -
<b>Totals</b>	<b>\$ 786,469</b>	<b>\$ 45,932</b>	<b>\$ 754,913</b>	<b>\$ 31,556</b>

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## Attachment C2

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

Attachment C2 Page 1 of 2

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

May 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
<b>Totals</b>	<b>\$ 786,469</b>	<b>\$ 754,913</b>	<b>\$ 483,692</b>	<b>\$ 271,221</b>

Attachment C3

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Schedule May 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	Totals (Future Allocations)	
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000				2,000		\$ 2,000	
08A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500			1,000	3,500		\$ 4,500	
08B 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	
<b>Totals (Projects This Sheet)</b>	<b>\$ 74,015</b>	<b>\$ 42,459</b>	<b>\$ 31,556</b>	<b>\$ 8,767</b>	<b>\$ 6,500</b>	<b>\$ 1,000</b>	<b>\$ 13,289</b>	<b>\$ 2,000</b>	<b>\$ 31,556</b>	

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## Attachment C4

FY 2014/15 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Notes May 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.
<b>Totals (Projects This Sheet)</b>	<b>\$ 74,015</b>	<b>\$ 42,459</b>	<b>\$ 31,556</b>	

Attachment C4 Page 1 of 1

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

May 2014

\$ x 1,000 in the FY Shown											
No.	Project Title	Prior to FY 14/15 <sup>(1)</sup>	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 <sup>(2)</sup>	\$ 11,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,525 <sup>(2)</sup>
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 2000 Measure B Capital Project Line Item Expenditures

May 2014

\$ x 1,000 in the FY Shown											
	Prior to FY 14/15 <sup>(1)</sup>	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 <sup>(3)</sup>	\$ 30,138	\$ 10,000	\$ 11,500	\$ 6,791	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$	59,429 <sup>(3)</sup>
25 Dumbarton Corridor	\$ 2,894	\$ 1,850	\$ 1,350	\$ 6,500	\$ 6,500	\$ 273	\$ -	\$ -	\$ -	\$	19,367
26 I-580 Corridor/BART to Livermore <sup>(4)</sup>	\$ 8,569	\$ 28,262	\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$	41,831 <sup>(4)</sup>
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		\$ 515,954	\$ 115,224	\$ 83,539	\$ 20,720	\$ 8,979	\$ 1,773	\$ 2,250	\$ 1,000	\$ -	\$ 749,439

**Notes:**

- Amounts shown as "Prior to FY 14/15" are approximations including forecast for the remainder of FY 13/14.
- 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.
- 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.
- 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 2000 Measure B Capital Project Advance/Exchange Summary												
May 2014												
		\$ 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 & After	Totals	
Sources of Funds (Revenues from Advances)												
1	I-580 EB Aux/HOT Advance Payback from Toll Revenues			\$ 250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 250		\$	6,500
2	I-580 Corridor Advance Payback from Toll Revenues								\$ 1,250	\$ 28,750	\$	30,000
3	Total Sources of Funds (Repayments)	\$ -	\$ -	\$ 250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 28,750	\$	36,500

FY 2014/15 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Advance/Exchange Summary												
May 2014												
		\$ 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 & After	Totals	
Uses of Funds (Expenditures for Advances/Exchanges)												
4	I-580 EB Aux/HOT Advance Expenditures	\$ 2,000	\$ 4,500								\$	6,500
5	2012 STIP Exchange Expenditures (See Detail Sheet)	\$ 4,500	\$ 10,000	\$ 2,000	\$ 20,530						\$	37,030
6	Total Uses of Funds (Expenditures)	\$ 6,500	\$ 14,500	\$ 2,000	\$ 20,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$	43,530

## Attachment D2 Page 1 of 1

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

May 2014

\$ 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
STIP Exchange Projects (2012 & 2014 STIP Exchanges)											
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			\$ 1,000	\$ 1,000							\$ 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	\$ 10,000	\$ 2,000	\$ 20,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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 CMAATIP.

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# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 5, 2014

**SUBJECT:** I-580 Eastbound and Westbound Express Lane Projects (PN: 720.4/724.1): Amendment No. 3 to the Professional Services Agreements with URS Corporation (Agreement No. A08-0018 and A11-0024)

**RECOMMENDATION:** Approve and authorize Executive Director to execute amendments for the Professional Services Agreements (A08-0018 and A11-0024) with URS Corporation in the amount of \$40,000 and \$900,000, respectively, for the I-580 Eastbound and Westbound Express Lane Projects.

## Summary

The Alameda CTC is the implementing agency for the project development phase of the I-580 Eastbound and Westbound Express Lane Projects. The Alameda CTC retained URS Corporation to provide the necessary project development services to secure environmental approval and complete civil design for the projects.

Amendment No. 3 to Agreement No. A0800018 will be for an additional amount of \$40,000 and for a total amount not to exceed \$2,606,286 to provide for the additional environmental work for a change from the "limited access" to the "near continuous access" configuration. Amendment No. 3 to Agreement No. A11-0024 will be for an additional amount of \$900,000 and for a total amount not to exceed \$3,086,502 for the additional design required for safety lighting, design changes to the median barrier, to complete contract change order design and for design services during construction. The amendments will also extend the contract time to June 30, 2016 for both of these agreements.

## Background

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

The Project Report & Environmental Document Approval (PA&ED) and civil design work for both the eastbound and westbound components is complete. The civil construction of the express lane projects is being implemented through the Contract Change Order

(CCO) process under the on-going construction contracts in the I-580 corridor, the I-580 Westbound HOV East & West Segments and I-580 Eastbound Auxiliary Lane Projects.

URS Corporation has contracts with Alameda CTC to perform environmental services and design work for the I-580 Eastbound and Westbound Express (HOT) Lane Projects. The following work was performed by URS Corporation which was not included in the original contract scope or anticipated at the time the existing contracts were processed.

During the environmental phase of the I-580 Eastbound Express Lane Project, a supplemental Air Quality Conformity Analysis had to be conducted due to a change from the "limited access" to the "near continuous access" configuration. As part of the Safety Analysis Recommendations, Caltrans required significant additional safety lighting which required design modifications to the median concrete barrier, changes to bridge mounted structural sign details and modifications to drainage report and drainage design.

URS Corporation performed a preliminary field verification of Caltrans owned existing empty fiber optics conduits along I-580, assisted in the development of a Memorandum of Understanding with Caltrans for a shared use of these conduits and incorporated design details in the project plans. Additionally, use of these existing conduits for the express lanes will provide a significant financial benefit to the project.

The original contract with URS Corporation covered the development of Plans, Specifications and Estimates (PS&E) for the express lane projects to be advertised as stand-alone construction contracts. When the PS&E was nearly 95% complete, a decision was made to explore implementation of the express lane civil construction through the Contract Change Order (CCO) process under the on-going I-580 Westbound HOV (East & West Segments) and I-580 Eastbound Auxiliary Lane construction contracts to expedite project delivery. This decision required extra effort to convert the PS&E package into three CCO packages.

URS Corporation will be providing design support during construction of the civil work as well as coordinating with Electronic Transaction Consultants Corporation, the System Integrator, during the installation of the electronic tolling equipment.

Table 1 and Table 2 summarize the existing and proposed contract actions to Agreements No. A08-0018 and A11-0024 respectively.

**Table 1: Summary of Agreement No. A08-0018**

<b>Description</b>	<b>Amendment Amount</b>	<b>Total Contract Not to Exceed Amount</b>
Professional Services Agreement with URS Corporation to complete the Project Approval and Environmental Clearance (PA&ED) and Plans, Specifications & Estimates (PS&E) design for one express lane in the eastbound direction, dated August 22, 2008	N/A	\$916,601
Amendment No. 1 to provide PA&ED and PS&E for double lane in the eastbound direction with a limited access configuration, dated December 31, 2011	\$750,000	\$1,666,601
Amendment No. 2 to provide PA&ED and PS&E for a double lane in the eastbound direction with a near continuous access configuration, dated December 31, 2011	\$899,685	\$2,566,286
Proposed Amendment No. 3 to provide for additional environmental work for the change to access configuration	\$40,000	\$2,606,286
<b>Total Amended Contract Not to Exceed Amount</b>		<b>\$2,606,286</b>

**Table 2: Summary of Agreement No. A11-0024**

<b>Description</b>	<b>Amendment Amount</b>	<b>Total Contract Not to Exceed Amount</b>
Professional Services Agreement with URS Corporation to complete PA&ED, dated July 1, 2011	N/A	\$686,502
Amendment No. 1 to extend contract time 3 months (Until March 31, 2012), dated November 8, 2012	N/A	\$686,502
Amendment No. 2 to provide PS&E	\$1,500,000	\$2,186,502
Proposed Amendment No. 3 to provide the additional design required for safety lighting, design changes to the median barrier, to complete contract change order design and design services during construction	\$900,000	\$3,086,502
<b>Total Amended Contract Not to Exceed Amount</b>		<b>\$3,086,502</b>

### **Fiscal Impact**

The fiscal impact for approving this item is \$940,000; the action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

### **Staff Contact**

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

[Gary Sidhu](#), Project Controls Team





# Memorandum

6.3

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• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 5, 2014

**SUBJECT:** East Bay SMART Corridors Project (PN 945.0) – Amendment No. 2 to the contract with Aegis ITS, Inc. (Agreement No. A12-0028)

**RECOMMENDATION:** Approve and authorize the Executive Director to execute an amendment to the Agreement with Aegis ITS Inc. for 1) an additional not-to-exceed budget of \$350,000, 2) extend the contract term to September 30, 2015 and 3) include in the agreement an option to extend the contract term for one additional year with an agreement value not to exceed \$350,000 for the additional year.

## Summary

The East Bay SMART Corridors Program consists of purchase, installation and operations and maintenance of equipment used to improve the performance of the transportation systems, by promoting efficient use of the existing roadway, highway, and transit systems. The goal of the SMART Corridors Program is to better manage congestion and incidents, improve transportation safety, mobility and efficiency along various corridors, and efficiently operate and manage express lanes, emergency services, and transit resources. The SMART Corridors Program is funded by the Local Transportation Technology funds available through Vehicle Registration Fee (VRF) Funds.

In June 2012, the Commission approved an agreement with Aegis ITS for maintenance services for Advanced Transportation Management System (ATMS) field elements installed on roadway corridors. In 2013, the agreement was amended to extend the term for one additional year to September 2014. This amendment will extend the contract term to September 30, 2015 and provide additional funding for the balance of the term extension, and would provide the option to extend the contract term for one additional year to continue to maintain the ATMS field elements and to provide the Alameda CTC Express Lane Program with emergency on-call repair service for its electronic and electrical equipment, including conduits, due to either incident or vandalism.

## Background

The SMART Corridors Program consists of purchase, installation and operations and maintenance of equipment used to improve the performance of the transportation systems, by promoting efficient use of the existing roadway, highway, and transit systems. The goal of the SMART Corridors Program is to better manage congestion and incidents, improve transportation safety, mobility and efficiency along various corridors, and efficiently operate and manage express lanes, emergency services, and transit resources. In 2011, the Commission established the policy that the Vehicle Registration Fee (VRF) Local Transportation Technology funding would fund the SMART Corridors Program

The SMART Corridors Program field elements support the following corridors:

- East Bay SMART Corridors
  - Interstate 80 (I-80)/San Pablo Avenue (SPA) Corridor
  - Interstate 880 (I-880) Corridor
  - International Boulevard/Telegraph Avenue/East 14th Street (INTEL) Corridor
- Interstate 680 Corridor - Express Lane Support
- Interstate 580 Corridors - Express Lane Support (future)

The East Bay SMART Corridors (EBSC) Program operates and manages a multi-modal Advanced Transportation Management System (ATMS) to support three field elements along the SPA, I-880, & INTEL corridors. The field elements include:

- Closed Circuit Television (CCTV) – Fixed cameras mounted on poles to monitor local street traffic flow conditions providing confirmation of actual traffic conditions and to implementation of appropriate traffic management strategies during an incident.
- Non-Intrusive Vehicle Detection System (VDS) – a microwave motion sensor to detect moving vehicles and provide traffic count data.
- Transit System Priority (TSP) equipment – Equipment that communicates to traffic signals to provide a green extension for Rapid Bus transit vehicles.

The agreement with Aegis ITS (A12-0028), shown in Table A, provides for maintenance services for ATMS field elements. The required maintenance services include annual cleaning, calibration, semi-annual inspection and troubleshooting and performing emergency repair. Emergency repair and maintenance services include responding to knock-downs, thefts, collisions, reported failures and malfunction or other abnormal conditions.

In addition, the agreement provides I-680 Sunol Express Lane program emergency on-call repair service to repair damages to its electronic and electrical equipment, including conduits, due to either incident or vandalism. The future I-580 Express Lanes are also

anticipated to use VRF Local Transportation Technology funding for scope similar to the I-680 Express Lanes.

This ongoing maintenance of equipment will ultimately reduce the operations costs for the system, by providing reliable and updated equipment. This amendment would extend the contract term to September 30, 2015 and provide additional agreement funding. The amendment would also provide an option to extend the contract term for one additional year with an agreement value not to exceed \$350,000 for the additional year.

<b>Table A: Summary of Agreement No. A12-0028</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Amendment Amount</b>	<b>Total Contract Not to Exceed Amount</b>
Original Contract (October 1, 2012-September 30, 2013)	Support of ATMS field elements along 80/SPA, I-880, & INTEL corridors and I-680 Sunol Express Lane program emergency on-call repair service	N/A	\$350,000.00
Amendment No. 1 (October 1, 2013-September 30, 2014)	One year time extension	\$0	\$0
Proposed Amendment No. 2 (October 1, 2014-September 30, 2015)	One year time extension and additional budget for continued operations and maintenance <i>(*with an option to extend by one year to September 30, 2016)</i>	\$350,000.00*	\$700,000.00*
<b>Total Amended Contract Not to Exceed Amount</b>			<b>\$700,000.00*</b>

*\* The option to provide additional one year extension will further encumber \$350,000 in VRF funding for a total not-to-exceed contract amount of \$1,050,000.*

**Fiscal Impact:** Approval of the recommended actions will encumber \$350,000 in VRF Local Transportation Technology funding for the amendment. This encumbrance amount has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget. The option to provide additional one year extension will further encumber \$350,000 in VRF funding.

#### **Staff Contact**

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

[Raj Murthy](#), Project Controls Team

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# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 5, 2014

**SUBJECT:** Webster Street SMART Corridor Project (PN 740.0): Amendment No. 4 to the Professional Services Agreement with TJKM Transportation Consultants, Inc. (Agreement No. A09-006)

**RECOMMENDATION:** Approve and authorize the Executive Director to execute an amendment to the existing Professional Services Agreement A09-006 with TJKM Transportation Consultants, Inc. for an additional not-to-exceed budget of \$15,000 for design support and system integration services during construction and for a six month time extension.

## Summary

Alameda CTC is the sponsor of the Webster Street SMART Corridor Project in Alameda which expands the existing East Bay SMART Corridor System along Webster Street in the city of Alameda. This amendment request is for an additional not-to-exceed budget of \$15,000 and six month time extension which will allow TJKM Transportation Consultants, Inc. to provide continued design support and system integration services as required during construction.

## Background

The Alameda CTC in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans and AC Transit are implementing the Webster Street SMART Corridor Project. This project will be an expansion of the existing East Bay SMART Corridors System. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System (MVDS) devices along Webster Street in the city of Alameda. The field elements will connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC). The City of Alameda will be responsible for the Operations and Maintenance of this corridor.

An estimated budget of \$42,488 was initially established for design support and system integration services during construction. In order to complete the project, additional design support and system integration services during construction are needed to address unanticipated field conditions beyond the initial estimate. A summary of previous and proposed amendments for A09-006 is shown in Table A.

<b>Table A: Summary of Agreement No. A09-006</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Value</b>
Original Contract	Traffic modeling, prepare design report, prepare PS&E, design support during construction and system integration	\$265,207.00	\$265,207.00
Amendment No. 1	Prepare environmental revisions and additional design scope	\$96,989.50	\$362,196.50
Amendment No. 2	Additional scope for design revisions	\$35,000.00	\$397,196.50
Amendment No. 3	Time Extension	\$0	\$397,196.50
Proposed Amendment No. 4	Additional budget for design and system integration services during construction and time extension	\$15,000.00	\$412,196.50
<b>Total Amended Contract Not to Exceed Amount</b>			<b>\$412,196.50</b>

**Fiscal Impact:** The recommended action will authorize the encumbrance of \$15,000 of funds from the project budget. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

#### **Staff Contact**

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

[Connie Fremier](#), Project Controls Team



# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 5, 2014

**SUBJECT:** East Bay Greenway Project – Segment 7A (PN 635.1): Agreements for Additional Project Funding and Increases to Contract Budgets as Required to Complete Construction of the Project.

**RECOMMENDATION:** Approve and authorize the Executive Director to (1) execute the necessary amendments and/or agreements with East Bay Regional Park District to provide additional funding in the amount of \$300,000 and (2) execute amendments to the construction, construction management, and design support contracts up to the additional funding amount and for additional time as required by the project schedule.

## Summary

The Alameda CTC is the sponsor of the East Bay Greenway Project – Segment 7A. The project is a half-mile segment of the East Bay Greenway Trail located between 75<sup>th</sup> and 85<sup>th</sup> Avenues, adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland.

During the course of construction, tests revealed that disturbed soils had a higher level of contamination than was initially believed to be present. As such, the soils could not be left on site and require removal and disposal at a Class I facility. The costs associated with the removal and disposal of the contaminated material exceeds the current construction capital budget.

In order to complete the project, it is estimated that an additional \$300,000 will be required to fund the construction capital and support costs. East Bay Regional Park District (EBRPD) has committed to fund the shortfall and is pursuing a concurrent action to allocate an additional \$300,000 to the project, which will be presented to the EBRPD Board on May 20, 2014.

## Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75<sup>th</sup> and 85<sup>th</sup> Avenues, adjacent to San Leandro Street and beneath the aerial BART tracks in the City of Oakland. The project started

construction in October 2013 and is anticipated to be completed by summer 2014, with project closeout to be completed late 2014.

The project is currently under construction and is approximately 30% complete. During the course of construction, soils tests revealed that the project site had a higher level of contamination than was previously identified during the design phase. With the current level of contamination, the disturbed soil cannot be left in place and must be removed and disposed of at a Class I facility.

In order to complete the project, it is estimated that an additional \$300,000 is needed to address the mitigation of the contaminated soils and the resulting project delay costs. EBRPD, our project partner, has committed to fund the short fall and is pursuing a concurrent action to allocate an additional \$300,000 to the project which will be presented to the EBRPD Board on May 20, 2014. The Alameda CTC is scheduled to meet on May 22, 2014.

Approval of this request will result in the following agreement modifications:

<b>Table A: East Bay Greenway Project – Segment 7A Agreements Proposed Modifications</b>				
<b>Agreement No.</b>	<b>Firm (Services)</b>	<b>Time Request</b>	<b>Current Approved Not-to-exceed Budget</b>	<b>Proposed Additional Budget</b>
A10-0026	HQE, Inc. (Design)	1 year	\$1,022,659	\$10,000
A13-0020	Ghirardelli Associates, Inc. (Construction Management)	9 months	\$275,800	\$135,000
A12-0023	GradeTech, Inc. (Construction)	N/A	\$1,717,489	\$155,000
<b>Total:</b>				<b>\$300,000</b>

This recommendation is subject to the EBRPD Board's authorization to provide an additional \$300,000 for this project.

**Fiscal Impact:** The recommended action will authorize the encumbrance of project funds transferred from the East Bay Regional Park District. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

#### **Staff Contact**

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