

Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.ora

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Commission Vice Chair Mayor Bill Harrison.

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Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Programs and Projects Committee

Monday, March 14, 2016, 12:00 p.m. 1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

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

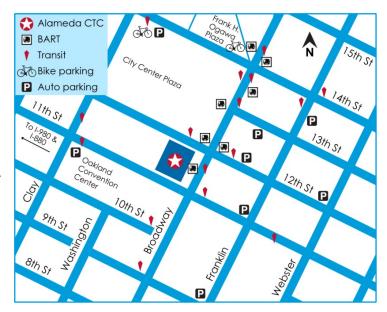
Location Map

Alameda CTC

1111 Broadway, Suite 800

Oakland, CA 94607

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



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street.

To plan your trip to Alameda CTC visit www.511.org.

Accessibility

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









Meeting Schedule

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

Paperless Policy

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

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Programs and Projects Committee Meeting Agenda Monday, March 14, 2016 12 p.m.

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1.	Pled	ge of Allegiance	Chair: Mayor Carol Dutra-Vernaci, Union City							
	Roll (Call ic Comment	Vice Chair: Mayor Pauline Cutter, City of San Leandro Commissioners: Luis Freitas, Scott Haggerty, Dan Kalb, Peter Maass, Nate Miley Ex-Officio Members: Bill Harrison, Rebecca Kaplan Staff Liasion: James O'Brien Executive Director: Arthur L. Dao Clerk: Vanessa Lee							
4.	Con		Page	A/I						
	4.1.	of the February 9, 2016 Meeting	1	Α						
5.	5. Programs and Projects									
	5.1.	5	Α							
	5.2.	23	Α							
	5.3.	33	Α							
	5.4.	vement Program Update	51	I						
6.	Staff	Reports (Verbal)								
7.	Com	nmittee Member Reports								
8.	Adjo	ournment								

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

Next Meeting: April 11, 2016





Programs and Projects Committee Meeting Minutes Monday, February 8, 2016, 12 p.m.

4.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

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1. Pledge of Allegiance

2. Roll Call

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

Subsequent to the roll call

Commissioner Halliday arrived prior to the vote on item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

- 4.1. PPC Meeting Minutes: Approval of the January 11, 2016 Meeting Minutes
- 4.2. California Transportation Commission January 2016 Meeting Summary
- 5.3. Paratransit Gap Grant Cycle 5 Fiscal Year 2016-17 Extensions: Approval of a 1 Year Extension to the Cycle 5 Gap Grant Program
- 5.4. Transportation Fund For Clean Air (TFCA) Program: Approval of Fiscal Year 2016-17 TFCA Expenditure Plan Application
- 5.5. Alameda County Three Year Project Initiation Document (PID) Work Plan: Approval of Three-Year PID Work Plan for Alameda County
- 5.6. Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Program:
 - Approval to Adopt Resolution No. 16-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance, and
 - 2. Approval to Authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2015-16 TSSSDRA funds.
- 5.7. Route 84 Expressway Widening Project (PN 1210.002, 1210.003) Right of Way Phase Budget Augmentation and Contract Amendment No. 4 to Professional Services Agreement No. A05-0004 with URS Corporation:
 - 1. Approval of Right of Way Phase Budget; and
 - 2. Approval of Amendment No. 4 to the Professional Services Agreement No. A05-0004 with URS to Provide Design Services During Construction, Engineering Support for Right of Way Acquisitions, Utility Relocation, Environmental Mitigation and Landscape Design

Commissioner Harrison stated that Item's 5.3-5.7 would be considered for approval as part of the Consent Calendar.

Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Capitelli seconded the motion. The motion passed with the following vote:

Yes: Harrison, Dutra-Vernaci, Cutter, Freitas, Miley, Capitelli

No: None Abstain: None Absent: Halliday

5. Programs and Projects

5.1. Measure B, Measure BB, and Vehicle Registration Fee Master Programs Funding Agreements and Performance Measures for Direct Local Distributions (DLD): Approval to Authorize the Executive Director to Execute Master Program Funding Agreements with DLD Fund recipients.

John Nguyen recommended that the Commission approve the Master Programs Funding Agreements (MPFA), the associated implementation guidelines and performance measures, and authorize the Executive Director or his designee to enter into the MPFA's with the twenty eligible Direct Local Distribution fund recipients. He stated that in order to receive DLD funds, all recipients are required to maintain a MPFA with the Alameda CTC. In order to provide consistent implementation across all DLD funds and to continue the uninterrupted distribution of Measure BB DLD funds to recipients, staff proposes a combined ten-year MPFA for Measure B/BB/VRF DLD funds. This MPFA identifies the Alameda CTC's and recipient's current roles and responsibilities, policies on expenditures, timely use of funds requirements, and performance measures that are necessary to evaluate the use of DLD investments throughout the county. Performance measures and reporting requirements included in the MPFA are designed to inform future investment decisions on DLD funds.

Commissioner Halliday asked for information on the timely use of funds policy that the Commission approved in December. John stated that the approved policy states that a recipient could not have more than 40% of a balance remaining for four years in row.

Commissioner Dutra-Vernaci moved to approve this item. Commissioner Cutter seconded the motion. The motion passed with the following vote:

Yes: Harrison, Dutra-Vernaci, Cutter, Freitas, Miley, Capitell, Halliday

No: None Abstain: None Absent: None

5.2. 2016 State Transportation Improvement Program Update

Vivek Bhat presented an update on the 2016 State Transportation Improvement (STP) program. He stated that at the January 2016 meeting, the CTC amended the 2016 STIP Fund Estimate with a lower Price-Based Excise Tax Rate resulting in a decreased statewide STIP capacity of approximately \$801 million over the Fund Estimate period. The Metropolitan Transportation Commission (MTC) Bay Region share of this reduction amounts to \$96 million. MTC is now requesting Bay Area Congestion Management Agencies (CMAs) to delete projects in their respective Regional Transportation Improvement Programs (RTIP) to achieve this target. Vivek stated that Alameda CTC along with other bay area CMAs have expressed concern regarding deletion of important projects within their respective counties and have requested MTC to treat this as a regional issue.

This item was for information only.

5.8. I-580 and I-680 Express Lanes (PN 1373.000/1369.000) Contract Amendment and Procurement Actions:

- 1. Approval of Amendment No. 2 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for augmenting scope of services and including additional budget of \$300,000 for a total not-to-exceed budget of \$1,733,934 for System Manager Services in current fiscal year 2015/16
- Approval to release a Request for Proposals and authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for System Manager Services in fiscal year 2016/17

Kanda Raj recommended that the Commission approve Amendment No. 2 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for augmenting scope of services and including additional budget of \$300,000 for a total not-to-exceed budget of \$1,733,934 for System Manager Services in current fiscal year 2015/16; and approve the release of a Request for Proposals and authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for System Manager Services in fiscal year 2016/17.

Commissioner Haggerty wanted a status on development of the I-680/I-580 connection to Route 84. Art stated that the project was funded heavily with Measure B and there is a small amount of Measure BB funding allocated to the project.

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

Yes: Harrison, Dutra-Vernaci, Cutter, Freitas, Miley, Capitelli, Halliday

No: None Abstain: None Absent: None

5.9. Approval of Administrative Amendments to Various Project Agreements (A07-011.BKF.Ph2, A99-0003, A12-0050, A12-0024, A08-017.TYLin, A08-017.RM(NS) and A10-0026)

Trinity Nguyen recommended that the Commission approve administrative amendments to Various Project Agreements (A07-011.BKF.Ph2, A99-0003, A12-0050, A12-0024, A08-017.TYLin, A08-017.RM (NS) and A10-0026). She stated that no firms reported a conflict in accordance with the Levine Act and there is no fiscal impact to the budget.

Commissioner Cutter moved to approve this item. Commissioner Halliday seconded the motion. The motion passed with the following vote:

Yes: Harrison, Dutra-Vernaci, Cutter, Freitas, Miley, Capitelli, Halliday

No: None Abstain: None Absent: None

6. Committee Members

There were no committee member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, March 14, 2016 @12:00 p.m.

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

Attested by:

Vanessa Lee,

Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.ora

DATE: March 7, 2016

SUBJECT: Alameda CTC Measure BB Draft Capital Project Delivery Plan

RECOMMENDATION: Approve the Alameda CTC Measure BB Draft Capital Project Delivery

Plan.

Summary

The Capital Project Delivery Plan (CPDP) that the Commission is requested to approve is a work program document that identifies a number of specific Measure BB-funded capital projects that will be implemented directly by Alameda CTC using its own forces (staff and consultants). The CPDP also recommends programming Measure BB funds for specific projects and project phases which include resources for project management, project monitoring and project controls. The CPDP only addresses programs and projects implemented directly by Alameda CTC. Funding for the Measure BB programs and projects implemented by other agencies is summarized in the Comprehensive Investment Plan (CIP) which is being brought to the Commission for consideration under a separate item this month.

Staff recommends the Commission approve the Alameda CTC Draft Measure BB CPDP as an initial work program framework to allow staff to initiate the necessary management processes to lead the delivery of specific capital projects in the Transportation Expenditure Plan (TEP). These management processes include the establishment of an augmented staffing plan in specific areas of project delivery management, procurement of engineering consultant services, and development of detailed project delivery plan (costs, scope, schedule, funding plan, and delivery methodology) for each capital project. Approval of the CPDP would allow for the Commission to initiate and accelerate the delivery of a number of capital projects to bring early benefits to Alameda County residents and to be a driving force for transportation improvements and economic development.

Alameda CTC is in a unique position to advance specific capital projects described in the 2014 TEP by utilizing the agency's robust project delivery capabilities developed while managing and delivering the capital programs associated with the previous two Alameda County sales tax measures, the 1986 Measure B and 2000 Measure B programs. The necessary capabilities and internal "infrastructure" for delivering the more complex projects include:

- 1. Managing and delivering multiple capital projects, or phases of projects, of varying size and complexity;
- 2. Procurement and contracting experience for large dollar amount contracts and agreements;
- 3. Adjustable resource levels through the use of a program management/project controls contract:
- 4. Coordination with multiple regulatory and resource agencies to obtain necessary permits and approvals to advance projects to construction; and
- 5. Participation at the regional, state and federal levels in decisions related to funding and legislation for transportation purposes.

The CPDP also proposes initial management strategies to ensure efficient, cost effective, and successful completion of these projects. It describes an initial level of effort and allocation, the associated staffing requirements and a preliminary timeline for project delivery. The CPDP also discusses the scope of selected projects and the principles underlying the selection of those projects for delivery by the Alameda CTC.

Since the passage of Measure BB, the Alameda CTC has been working with local agencies, coordinating countywide and regional planning efforts, establishing policies and procedures, and participating in activities at the regional, state and federal levels to identify potential fund sources to be leveraged by the Measure BB funding. The purpose is to develop a list of Measure BB investments for a robust countywide investment package to jump start the impact of Measure BB on the transportation system and economy of Alameda County.

Sales tax collection authorized by Measure BB began on April 1, 2015. The Direct Local Distribution (DLD) payments began when Alameda CTC received the first payment from the State Board of Equalization (BOE) in June 2015, and have continued monthly since. The Alameda CTC approved initial allocations for a small set of specific projects in the FY 2015-16 Comprehensive Investment Plan (FY 15-16 CIP) in June 2015. The FY 15-16 CIP also included allocations for scoping activities open to all sponsors to develop project implementation strategies for candidate programs and projects.

Discussion

The purpose of the CPDP is:

- 1. To act as a decision document. It presents the Commission with a list of specific capital projects for which Alameda CTC proposes to assume the lead role in project management and project delivery, and asks the Commission to approve Measure BB funding for these projects.
- 2. It is a technical report. It explains how Alameda CTC selected the projects it proposes to deliver, it provides scope and initial forecasts of cost and schedule,

- and it sets out proposed contract procurement strategies and risk management procedures that will support project delivery.
- 3. It is a tool to drive robust project management principles and practices.

The projects recommended in the CPDP are those which Alameda CTC proposes to deliver with its own resources and include:

- Three freight-related projects;
- Six major regional arterial projects;
- One bicycle and pedestrian project; and
- Ten highway and interchange modernization projects.

The CPDP includes projects in each of the four planning areas within Alameda County. Eighteen of the twenty projects are in the Scoping or Preliminary Engineering & Environmental phase; and the other two are in Final Design. Current schedule forecasts indicate the last project in the CPDP will be completed in FY 2028-29. Given that the majority of projects have not yet completed the Preliminary Engineering & Environmental Phase, the total estimated capital cost for some of the projects, and correspondingly for the overall Program, has not been determined. The recommended programming and allocation amounts for the project phases included in the CPDP are based on cost estimates for those phases.

Alameda CTC has developed the capabilities and the agency infrastructure to drive effective and expeditious program and project implementation. The CPDP represents a plan to jump start the impact of Measure BB on the transportation system and economy of Alameda County by initiating the implementation of the project phases included in the CPDP immediately upon approval. Alameda CTC's capabilities and infrastructure are based on the following aspects of program and project delivery on a large-scale:

- 1. Alameda CTC has the required depth of technical and managerial expertise.
- 2. Alameda CTC has the ability to accelerate project delivery that also enables the acquisition of additional project funding through leveraging external funding sources using Measure BB investments.
- 3. Alameda CTC's ability to provide significant local funding for project development while pursuing additional funding makes the Alameda CTC projects more competitive based on readiness for the construction phase.
- 4. Alameda CTC's ability to adjust resource levels for the management and implementation oversight through the use of the program management and project controls contract.
- 5. For complex projects, or projects with emerging technologies, the Alameda CTC can ensure the best available resources can be brought to bear in the shortest time frame.

- 6. Alameda CTC can use its standing in the region to act effectively as liaison with regulatory, permitting and other funding agencies involved in program and project delivery.
- 7. Alameda CTC has pre-existing relationships with the technical / engineering services community that can support the implementation of complex and large-scale projects.

The CPDP was developed using Guiding Principles to assist and support the selection of projects for delivery and also how these projects would be delivered. Projects included in the CPDP were selected for delivery by Alameda CTC because they:

- 1. Are regionally significant.
- 2. Offer significant benefits to the traveling public.
- 3. Have the ability to leverage Measure BB investments to attract external funding.
- 4. Require coordination with other ongoing projects.
- 5. Require extensive interagency coordination, multiple contracts/agreements, and/or interface with the community.

These projects will be delivered following these principles:

- 1. Project scope will be completely defined and understood by project stakeholders.
- 2. Cost estimates and schedules will be integrated with one another and will include the identification and analysis of project risk.
- 3. Project scope, cost, and schedule are monitored and controlled at all times with changes subject to a formalized change management process.
- 4. The Major Regional Arterial, Freight, and Bicycle / Pedestrian projects will initially be funded through completion of both the Scoping and Preliminary Engineering & Environmental phases.
- 5. Alameda CTC will leverage Measure BB investments to the maximum extent possible in acquiring external sources of funding.
- 6. The development of full funding plans will be an important pre-requisite in allowing a project to move beyond the Preliminary Engineering & Environmental phase with exceptions considered on a case-by case basis.

The CPDP will be updated periodically to reflect actual program delivery progress.

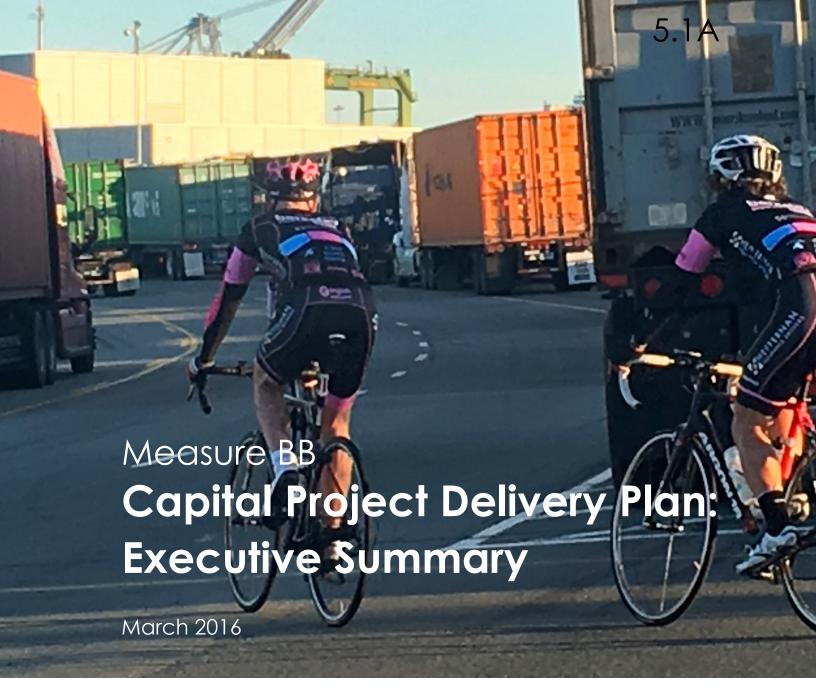
Fiscal Impact: There is no significant fiscal impact due to the recommended action. The recommended action includes recommendations for the programming and allocation of 2014 Measure BB funding to be approved in the update to the Alameda County CIP. The CIP update is scheduled for final approval in May 2016.

Attachments

- A. Alameda CTC Measure BB Draft Capital Project Delivery Plan Executive Summary
- B. Measure BB Draft Capital Project Delivery Plan (hyperlinked to web)

Staff Contact

<u>Richard Carney,</u> Capital Projects Program Manager <u>James O'Brien</u>, Programming and Allocations This page intentionally left blank





Alameda County Transportation Commission 1111 Broadway | Suite 800 Oakland CA 94607 www.alamedactc.org



Alameda County Transportation Commission MEASURE BB CAPITAL PROJECT DELIVERY PLAN



Trucks entering the existing 7th Street underpass to the Port of Oakland.

1. Executive Summary

The Alameda County Transportation Commission (Alameda CTC) is responsible for the administration and implementation of the 2014 Measure BB Capital Program. This program is funded, in part, by Measure BB, passed in November 2014. Since passage, Alameda CTC has worked with local jurisdictions, coordinated countywide and regional planning efforts, and participated in the development of potential, new funding sources at the regional, state, and federal levels. These efforts resulted in a set of proposed Measure BB-funded investments that would further the goals set forth in the 2014 Transportation Expenditure Plan, a document that also defines eligibility for Measure BB funding, and that can compete effectively for funding from other sources. The recent passage of a new federal bill, Fixing America's Surface Transportation Act (FAST Act) and discussions at the state level about new funding streams put Alameda CTC in a good position to leverage the investments of Measure BB funding.

The Capital Project Delivery Plan addresses only those projects proposed to be, or that are currently being, implemented directly by Alameda CTC. This Plan recommends programming Measure BB funds for specific project phases, including set-asides for program-wide management, oversight, and monitoring, as well as a program-wide risk contingency. Measure BB funding is also proposed for programs and projects implemented by other agencies; however, this Plan does not cover them.

The programming of Measure BB capital funds is approved and documented in the Alameda CTC's Comprehensive Investment Plan, which is separate from this Plan and describes the programming of Measure BB funds for all programs and projects funded through the 2014 Transportation Expenditure Plan, regardless of the implementing agency. This Plan's Measure BB funding recommendations will be forwarded to the Comprehensive Investment Plan for approval by the Alameda CTC, along with funding recommendations for projects implemented by other agencies.

The Commission is in a unique position to advance the program of specific capital projects described in the 2014 Transportation Expenditure Plan, by leveraging the agency's premier, professional capability:

- To successfully manage and deliver capital projects of varying size and complexity.
- To use the Agency's own resources to lead selected projects.
- To accelerate delivery of these projects during Measure BB's thirty-year funding period, thereby accelerating the positive impact on local employment and the local economy.
- To deliver the project's resulting transportation benefits more quickly to the County, its residents, and its visitors.

Alameda CTC staff identified specific projects in the 2014 Transportation Expenditure Plan that could be directly managed and delivered by the Agency's own workforce. Together, these projects constitute the Measure BB Capital Project Delivery Plan. This Plan also proposes strategies, technical approaches, and estimates for resources, costs, and schedules that ensure efficiency, cost effectiveness, and the successful completion of these projects.

Purpose of this Plan

The Alameda CTC Measure BB Capital Project Delivery Plan fulfills three important purposes.

First, it is a decision document, presenting the Commission with a list of specific capital projects, for which Alameda CTC proposes to lead project management and project delivery, using its own staffing resources (both internal and consultant teams), and asking the Commission to approve Measure BB funding for these projects, which

Alameda CTC selected after consulting the local, sponsoring agencies. For additional information about the purpose of this Plan, see 2. Purpose of the Plan.

Second, this Plan is a technical report that:

- Explains how Alameda CTC selected the projects it proposes to deliver (see 2. Guiding Principles).
- Lays out the initial schedule for these projects, by phase (see Scope of the Plan in 1. Executive Summary and 3. How Do We Deliver?).
- Includes a forecast for capital expenditures and staffing (see 4. Delivery Strategy and Appendix D: Funding).
- Proposes contract procurement strategies and management procedures that support project delivery (see 4. Delivery Strategy).

Third, this Plan is a tool to drive robust project management principles:

- Timely decision-making
- Risk management
- Change management
- Delivery of transportation improvements at the required level of quality
- Delivery of projects on time and within assigned budgets

Why Alameda CTC?

Based on its experience, Alameda CTC is ready to drive these projects to completion, creating jobs and delivering benefits to the traveling public sooner rather than later.

- The Measure BB projects are similar to those successfully delivered by Alameda CTC under the 1986 and 2000 Measure B programs.
- Alameda CTC has the required depth of technical and managerial expertise to deliver this Plan.
- Alameda CTC has experience leveraging external funding sources (regional, state, and federal) and will do so again, using Measure BB investments. With Alameda CTC-delivered projects already supported by significant local funding for project development, they are more competitive for securing additional funding, based on their readiness to enter the capital phases.
- The magnitude of funding authorized by Measure BB puts Alameda CTC in a position to act as a major economic force advancing sectors related to transportation infrastructure. Alameda CTC's advantage directly implementing

- certain programs and projects endows it with delivery horsepower that may not be available to local agencies.
- For projects involving multiple local jurisdictions, the state highway system, multiple transportation modes, or emerging technologies, Alameda CTC can ensure that the best available resources are mobilized in the shortest timeframe.
- Alameda CTC can use its standing in the region to act effectively as liaison with regulatory, permitting, and other funding agencies involved in program and project delivery.
- Alameda CTC has existing relationships with the technical and engineering services community that can support the implementation of complex and largescale projects.

This Plan was developed to ensure consistency with existing Alameda CTC planning documents, as well as those under development, such as the Comprehensive Investment Plan and the 2014 Transportation Expenditure Plan, in addition to other longrange documents, such as:

- Countywide Transportation Plan
- Countywide Bicycle Plan
- Countywide Pedestrian Plan
- Congestion Management Program (CMP)
- Countywide Goods Movement Plan
- Countywide Transit Plan
- Countywide Multimodal Arterial Plan
- Plans from various local jurisdictions

Scope of the Plan

Figure 1 and Table 1 introduce the projects Alameda CTC proposes to deliver in the following program areas. Many of these projects are multimodal, addressing concerns across multiple program areas:

- Freight
- Major Regional Arterials
- Bicycle/Pedestrian
- Highways and Interchange Modernization

The map in Figure 1 shows Alameda CTC's four planning areas and the geographical distribution of selected projects. The numbers in the red circles correspond to the numbers in Table 1. State routes (SR) are indicated by their route number, for example, SR 13; but the local street name may also accompany the state route designation, for example, "Ashby Avenue (SR 13)."

Table 1 provides a snapshot of the Plan:

- The list of projects selected for Measure BB funding and Alameda CTC delivery.
- The planning area(s) in which the project is located. Because these projects are regionally significant, their impact may extend well beyond their particular physical location.
- The current or proposed next phase of each project and its estimated cost.
- The estimated total cost of each project, which will involve the pursuit of all available, eligible funding outside Measure BB. For a more detailed funding history and projection, see Appendix D: Funding.

Capital project delivery is completed in defined phases:

- Scoping—An initial effort to understand the feasibility and scope of a project (that is, what should be physically included), which is specified in a project study report (PSR).
- Preliminary Engineering (PE) and Environmental—Further definition of the project scope, preliminary engineering analysis and design, and, finally, consideration of the project's environmental impacts.
- Final Design and Plans, Specifications, and Estimate (PS&E)—Development of final design documents on which construction activities are based. Acquiring necessary right of ways (ROW) and clearing utility conflicts typically runs concurrent with this phase.
- Construction and Construction Administration—All activities following the award of a construction contract through project close-out.

For more information about the activities constituting each phase, see 3. How Do We Deliver?

For greater detail on each of the projects covered in this Plan, see Appendix E: Projects. For a list of projects receiving Measure BB funding and being delivered by other agencies, see Appendix B: Projects Delivered by Other Agencies.

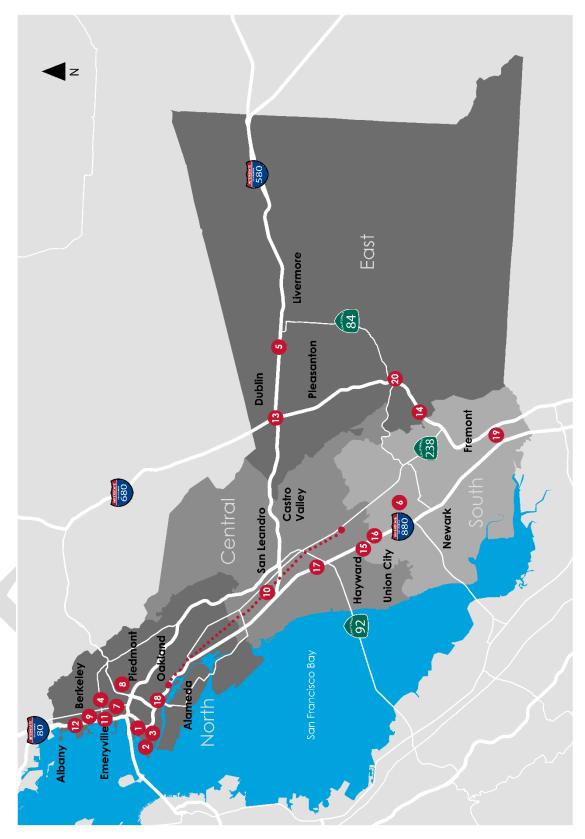


Figure 1: Locations for Alameda CTC-delivered Measure BB Capital Projects

Table 1: Summary of Alameda CTC-delivered Measure BB Capital Projects

		(Fi	(Figures shown are \$ x 1,000)					
Program/ Fig. 1 Key	Project	Planning Area	Current or Proposed Next Phase	Curr	Cost ent or Phase	Est'd Total Cost		
Freight								
1	7th Street Grade Separation, East and West	North	Scoping / PE & Environ.	\$	25,000	TB	D	
2	Intelligent Transportation System (ITS) and Technology Plan	North	Scoping / PE & Environ.	\$	3,000	ТВ	D	
3	Middle Harbor Road	North	Scoping / PE & Environ.	\$	3,000	ТВ	D	
Major Regio	onal Arterials							
4	Ashby Avenue Multimodal Corridor	North	Scoping / PE & Environ.	\$	1,000	ТВ	D	
5	I-580 Freeway Corridor Management System	East	Scoping / PE & Environ.	\$	5,000	ТВ	D	
6	I-880 to Mission Blvd. East-West Connector	South	Final Design and PS&E*	\$	16,534	\$ 230,51	4	
7	San Pablo Avenue Multimodal Corridor	North	Scoping / PE & Environ.	\$	4,000	ТВ	D	
8	Telegraph Avenue Multimodal Corridor	North	Scoping / PE & Environ.	\$	3,000	ТВ	D	
9	University Avenue Multimodal Corridor	North	Scoping / PE & Environ.	\$	2,000	TB	D	
Bicycle/Ped	destrian							
10	East Bay Greenway	North Central	PE & Environmental*	\$	6,501	ТВ	D	
Highways of I-80 Corrido	and Interchange Modernization or							
11	I-80/Ashby Avenue Interchange Improvements	North	PE & Environmental	\$	4,000	\$ 52,00	00	
12	I-80 /Gilman Street Interchange Improvements	North	PE & Environmental*	\$	3,557	\$ 33,81	0	
I-580 Corrid	or							
13	I-580/I-680 Interchange Improvements	East	Scoping	\$	1,000	\$ 1,457,65	50	
I-680 Corrid	or							
14	I-680 NB HOV/Express Lane (Auto Mall Pkwy. to SR 84)	East South	Final Design and PS&E*	\$	18,270	\$ 200,47	'4	
I-880 Corrid	lor							
15	I-880/Industrial Pkwy West Interchange	Central South	Scoping	\$	825	\$ 54,24	19	
16	I-880/Whipple Rd-Industrial Pkwy Southwest Interchange	Central South	Scoping	\$	825	\$ 76,31	6	
17	I-880/Winton Avenue Interchange	Central	Scoping	\$	1,500	\$ 43,41	0	
18	Oakland-Alameda Freeway Access (formerly I-880/Broadway-Jackson Improvements)	North	PE & Environmental*	\$	5,900	\$ 216,59	8'	
19	South County Access (SR 262 (Mission Blvd) Cross Connector)	South	Scoping	\$	1,500	\$ 131,50	00	
SR-84 Corrid	dor							
20	SR 84/I-680 Interchange and SR 84 Widening	East	PE & Environmental*	\$	5,300	\$ 200,00	00	
* Current on	going phase						_	

^{*} Current ongoing phase.

Figure 2 provides the anticipated schedules for these projects, by phase. To deliver the project scope according to these timelines, Alameda CTC is committed to exploring all eligible external sources of funding to supplement allocations from Measure BB. Durations shown in Figure 2 are estimates only and are subject to change, pending completion of the Preliminary Engineering and Environmental phase of each project. For more detailed scheduling information, see Appendix C: Master Schedule.

Figure 3 forecasts total program staffing needs. Staffing levels align with the project schedules in Figure 2. Estimates for Alameda CTC staffing requirements and all supporting technical and engineering services were calculated by phase for each project, then overlaid on the durations for each phase, as reflected in Figure 2. The result is a time-phased staffing forecast for this Plan. The number of full-time equivalents (FTE), a measure of staffing resources, increases or decreases relative to the activities shown in the program schedule. For example, when the schedule indicates that the peak of program activity has passed, the number of FTEs mobilized also declines over time. For more information about resources, see 4. Delivery Strategy. Note that Figure 3 excludes construction contractor labor.



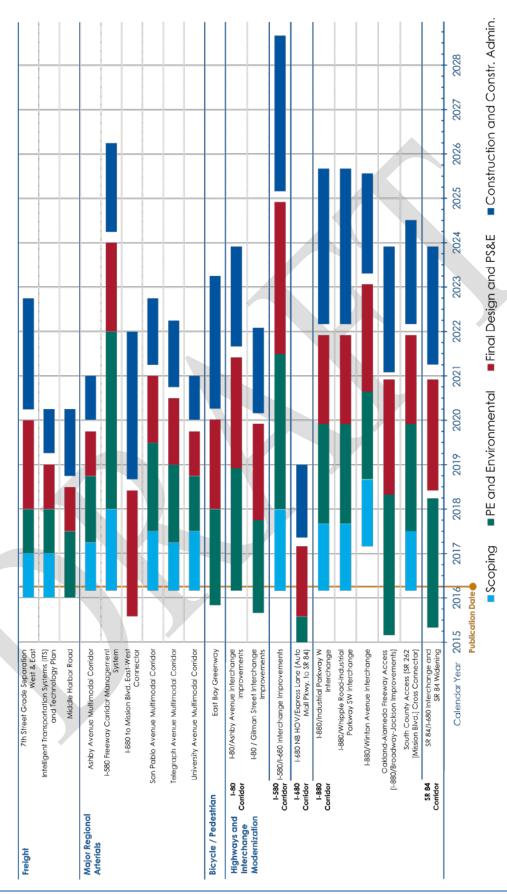


Figure 2: Schedule of Alameda CTC-delivered Measure BB Capital Projects

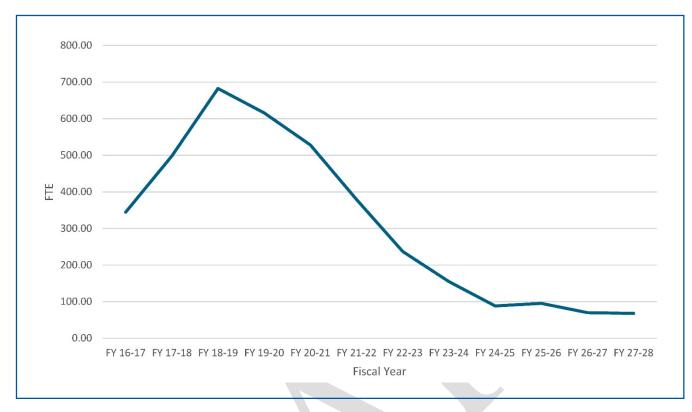


Figure 3: Total Staffing Forecast for Alameda CTC-delivered Measure BB Capital Projects

The information in this Plan was accurate at the date of publication. Many of the projects discussed are in the early stages of planning; later versions of this Plan will contain updated information that may vary from details in this edition, such as for project scope, cost estimates, staffing requirements, and forecast schedule dates.

Summary of Commission Actions

This Measure BB Capital Project Delivery Plan requests the following near-term action from the Alameda CTC Commissioners:

Approve this initial plan, which will allow Alameda CTC to:

- Develop a staffing plan for recruiting the internal resources needed to support the implementation of this Plan.
- Prepare scopes of work for the issuance of RFPs for technical and engineering service contracts to execute each project phase.
- Program the funding needed to deliver this Plan.



Memorandum

5.2

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DATE: March 7, 2016

SUBJECT: Comprehensive Investment Plan (CIP) 2016 Update: Draft

Programming and Allocation List and Principles and Assumptions

RECOMMENDATION: Approve the Draft Programming and Allocation List and Principles

and Assumptions for the CIP 2016 Update

Summary

The Alameda CTC has programming and/or allocation authority for a number of fund sources, including the voter-approved measures which provide funding for transportation improvements to benefit the users of the transportation system in Alameda County. The Alameda CTC has consolidated the programming and allocation information for all of the funds sources which are programmed and/or allocated by the Alameda CTC into a single document, the Alameda CTC Comprehensive Investment Plan (CIP). The CIP provides an overview of the various programs and projects funded by the Alameda CTC system wide for a five-year programming horizon which is updated every two years to add two new years to the five-year window. The first CIP was approved by Alameda CTC in June 2015 for the period from FY 2015-16 through FY 2019-20. The FY 2015-16 Comprehensive Investment Plan (FY 15/16 CIP) included the initial set of allocations for programs and projects included in the 2014 Transportation Expenditure Plan (2014 TEP) based on the revenue collection for the 2014 Measure BB which began on April 1, 2015.

The FY 15/16 CIP allocated \$47 million of 2014 Measure BB funds for phases of eight individual programs and projects, and scoping funds to develop implementation strategies for a number of other programs and projects included in the 2014 TEP. The allocations were approved for fiscal years 2015-16 and 2016-17, the first two years of the five-year programming window of the FY 15/16 CIP. The CIP will be updated annually to reflect current status of funding and program or project delivery for the current five-year programming window, and every two years to shift the five-year programming horizon and add two new years to the window.

The Comprehensive Investment Plan 2016 Update (CIP 2016 Update) includes adding \$217 million of 2014 Measure BB over the five-year programming window, including \$137 million recommended for allocation in fiscal years 2015-16 and 2016-17. The programming of \$217 million consists of \$29.6 million added to seven programs or projects currently in the FY 15/16

CIP, and \$187.8 million for 21 programs or projects added to the CIP through the CIP 2016 Update.

The robust set of new programming and allocations for programs and projects in the CIP 2016 Update represents making good on the promise to put the 2014 Measure BB funding to work providing transportation benefits throughout the County for a variety of modes, and to provide an economic boost to the region. The recommended programming and allocations will fund a combination of program and projects nearing the final phase of implementation and the initial phases of programs and projects to establish a pipeline of programs and projects for future implementation. The pipeline established by the CIP 2016 Update will be the means by which the Alameda CTC will identify investments of transportation funding to provide benefits to the traveling public while infusing much needed funding into the sectors of the economy related to the transportation system.

The programs and projects included in the CIP 2016 Update were selected based on their readiness for implementation and their significance as determined, in part, by various local, countywide and regional planning efforts that have taken place since the passage of Measure BB. The Alameda CTC has prepared a Capital Project Delivery Plan (CPDP) for programs and projects to be implemented directly by the Alameda CTC. The CIP 2016 Update will incorporate the recommendations included in the CPDP as approved by the Alameda CTC.

The CIP 2016 Update is intended to satisfy the annual strategic plan requirements of the various voter-approved measures administered by the Alameda CTC by confirming the commitments of funding from the measures and updating the timing and amount of the commitments to reflect the current status of the programs and projects included in each of the measures. The revenue projections are updated to determine the current estimated total commitment for commitments based on a percentage of the revenue, and for the Direct Local Distribution commitments for the 2000 MB, 2010 VRF, and 2014 MBB programs.

The programming and allocation principles and assumptions recommended for the CIP 2016 Update, including the recommended list of programs and projects, is included in Attachment A. The policies, procedures, guidelines, and other requirements set forth in the FY 15/16 CIP shall remain in effect with the principles and assumptions for the CIP 2016 Update incorporated into the current policies, procedures and guidelines as approved by the Alameda CTC.

Discussion

The passage of Measure BB in November 2014 included the 2014 Transportation Expenditure Plan (TEP) laying out a framework of eligibility for Measure BB funding for programs and projects. The Alameda County Transportation Commission (Alameda CTC) is responsible for the administration and implementation of the 2014 Measure BB Capital Program. Since the passage of Measure BB, the Alameda CTC has been working with local agencies, coordinating countywide and regional planning efforts, establishing policies and procedures, and participating in activities at the regional, state and federal levels to identify potential fund sources to be leveraged by the Measure BB funding. The purpose is to develop a list of Measure BB investments for a robust countywide investment package to jump start the impact of Measure BB on the transportation system and economy of Alameda County.

Sales tax collection authorized by Measure BB began on April 1, 2015. The Direct Local Distribution (DLD) payments began when Alameda CTC received the first payment from the State Board of Equalization (BOE) in June, and have continued monthly since then. The Alameda CTC approved initial allocations for a small set of specific projects in the FY 2015-16 Comprehensive Investment Plan (FY 15/16 CIP) in June 2015. The FY 15/16 CIP also included allocations for scoping activities open to all sponsors to develop project implementation strategies for candidate programs and projects.

The focus of the CIP 2016 Update has been to identify programs and projects ready for implementation in the near-term, including the initial phases of programs and projects that will feed into the pipeline of investments and position the Alameda CTC to leverage the Measure BB funding to the extent possible. Significant recent activity at the state and federal levels related to funding opportunities for large-scale infrastructure improvements have put a sense of urgency on positioning capital projects to compete successfully for the various funding opportunities. For example, the FHWA released a notice of funding opportunity at the end of February 2016 for an \$800 million grant program related to improving freight movement. The CIP 2016 Update includes project development funding for several freight-related projects that are expected to compete well for the state and federal opportunities, but only if they are brought to a state of readiness to secure the state and federal funding. The availability of local funding to advance project development in pursuit of significant funding from regional, state and federal sources is a benefit bestowed on Alameda County by the passage of Measure BB.

The CIP 2016 Update includes \$217.4 million of new Measure BB funding for phases of 28 programs and projects over the five-year programming window for projects in each of the four planning areas of the County, for multiple modes, and for multiple program or project delivery phases.

Attachment A shows the details of the recommended programming and allocations included in the CIP 2016 Update.

Fiscal Impact: There is no significant fiscal impact expected to result from the recommended action. If approved, the recommended action will be incorporated into the CIP 2016 Update expected to be approved in May 2016 and included new programming and allocation of funds.

Attachments

A. CIP 2016 Update: Programming and Allocation Principles and Assumptions

Staff Contact

<u>Vivek Bhat</u>, Senior Transportation Engineer <u>James O'Brien</u>, Programming and Allocations

Alameda County Transportation Commission Comprehensive Investment Plan 2016 Update Programming and Allocation Principles and Assumptions

The following principles and assumptions shall guide the update of the Alameda CTC Fiscal Year 2015-16 Comprehensive Investment Plan (FY 15/16 CIP) and be incorporated into the applicable policies, procedures and guidelines set forth in the FY 15/16 CIP. The 2016 update is scheduled for approval at the May 2016 meeting of the Alameda County Transportation Commission (Alameda CTC).

• Purpose of Comprehensive Investment Plan 2016 Update

The Comprehensive Investment Plan 2016 Update (CIP 2016 Update) has three primary purposes:

- 1. To add \$25.6 million of 2014 MBB funding for six currently programmed projects over the five-year programming window of the FY 15/16 CIP, including \$5.6 million recommended for allocation in FY 15/16 or FY 16/17;
- 2. To satisfy the annual strategic plan requirements set forth in Expenditure Plans for the 1986 Measure B (1986 MB), 2000 Measure B (2000 MB), 2010 Vehicle Registration Fee (2010 VRF), and the 2014 Measure BB (2014 MBB) programs; and
- 3. To add \$192 million of 2014 MBB funding for 22 programs and projects over the five-year programming window of the FY 15/16 CIP, including \$132 million recommended for allocation in FY 15/16 or FY 16/17.

• Relationship with Planning

The list of programs and projects recommended in the CIP 2016 Update is based on local, countywide and regional planning efforts, and with specific voter-approved measures as applicable. The outreach performed for the basis of the programming and allocation recommendations in the CIP was specifically tailored to satisfy the requirements of each of the regional, state and federal level sources available for leveraging by Measure BB. The list of candidate projects considered in the CIP 2016 Update stems from the applications received in July 2015 for the Countywide Transportation Plan with additional program and project definition coming from countywide planning efforts related to eligible programs and projects, and from coordination with local project sponsors to incorporate local priorities.

The CIP 2016 Update will incorporate the recommendations included in the Capital Project Delivery Plan as approved by the Alameda CTC.

• Fund Sources and Revenue Estimates:

The CIP 2016 Update will reflect the most recent fund estimates for the STIP, STP/CMAQ (OBAG 2) and TFCA; and the most current revenue forecast for the 2000 Measure B, 2014 Measure BB and VRF programs.

• Programming Requirements

Programs and projects must satisfy certain programming requirements to be considered for programming or allocations through the CIP 2016 Update. Programs and projects must be included in the current Countywide Transportation Plan to be considered for programming or allocation in the CIP 2016 Update, and be included in the applicable voter-approved Expenditure Plan for programming or allocation of voter-approved funding.

Programs and projects must be defined to a sufficient level of detail to support a reasonable cost and funding breakdown by phase, as well as a reliable milestone schedule by phase. If funding cannot be identified for all phases of a program or project, cost estimates for all phases are still required for projects requesting programming or allocation for phases beyond environmental approval.

The following principles shall be the basis of cost sharing considered for programming and allocations approved by the Alameda CTC for the various programs and projects funded by Measure BB:

- O 2014 Measure BB funds are intended to promote cost sharing arrangements with other fund sources and to share the financial risks associated with program or project implementation. The 2014 TEP includes requirements for cost effective and efficient implementation of the programs and projects funded by Measure BB. Request for Allocation packages shall include a summary of all program or project costs segregated by phase, including costs funded by all fund sources made available for the program or project, with a corresponding milestone schedule showing a minimum of begin and end for each phase to indicate the timing of the funding needs by phase.
- O Program or project cost sharing shall be established in the funding agreements based on the information provided with the Request for Allocation package. The cost sharing proportions documented in the funding agreement for a given phase shall be used for risk sharing associated with the implementation of the phase.
- O Program or project costs related to staff time for any local agency which receives 2014 Measure BB Direct Local Distribution (DLD) funding shall not be eligible for reimbursement from Measure BB funds allocated for phases of programs or projects. These costs can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total program or project level, but they shall not be included in the costs eligible for reimbursement by Measure BB at the reimbursement ratio stipulated in the funding agreement, unless specifically identified as eligible in the funding agreement.

• Allocations

2014 Measure BB funds are typically allocated by phase based on a Request for Allocation package submitted by the project sponsor or implementing agency. The Request for Allocation package shall include an overall program or project implementation plan which identifies anticipated costs by phase and potential (if not already secured) funding sources for each phase throughout completion of the project.

If a program or project is recommended for funding, but funding has not been identified for all phases of delivery, the funding needed to secure the required environmental approvals is a priority for 2014 Measure BB funding. Funding allocations for phases beyond the environmental phase are considered at increased risk if funding has not been identified for all phases. The possibility that funding for future phases may not be identified and the program or project not fully implemented, represents various risks related to the intended benefits of expenditures not being fully realized by the traveling public. Although there is value to achieving the next delivery milestone in every phase, investments for capital costs must be made with confidence that the subsequent phases will be delivered and the intended benefits realized to the extent possible as soon as possible.

Requests for funding allocations for the design, right of way, and construction phases, for programs or projects without funding identified for all phases will not be considered for approval without an agreement on how to share program or project costs in the event that all future phases of project delivery are not completed. The agreed upon terms of such a cost sharing agreement, including methods of repayment in arrears, shall be included with the Request for Allocation package submitted to the Alameda CTC, and will be considered for approval on a case by case basis.

An individual program or project can receive funding allocated from multiple commitments in the 2014 Measure BB Transportation Expenditure Plan (2014 TEP), or from multiple voter-approved sources, if the program or project is expected to result in benefits that support the goals and objectives of the different commitments in the 2014 TEP, the other voter-approved sources, or other fund sources programmed for the program or project. Each amount from each of the commitments, or from each of the fund sources will be treated as an individual allocation from the applicable fund source to allow for proper fiscal management of each Program.

• Retroactive Allocations:

Generally, funds are allocated for cost to be incurred after the allocation is approved. Requests for Allocation packages must identify the need for cost eligibility in advance of the requested date of allocation. Such allocations are considered retroactive. Approval of retroactive allocations shall be on a case-by-case basis, and based in large part on which fund sources were used to reimburse the costs originally, and to what purpose, if any, the freed up funding will be committed. There are also certain requirements related to the procurement process and methodology for contracts funded wholly, or in part, by 2014 Measure BB funds. Any costs intended for the retroactive allocation for contracts that do not comply with the goal setting

requirements set forth in the Alameda CTC Local Business Contract Equity Program must be identified in the Request for Allocation package and determined eligible for Measure BB funding. If a retroactive allocation of Measure BB funds is approved to cover contract costs in arrears, the reporting requirements set forth in the Local Business Contract Equity Program shall apply to the entire contract from inception to date.

• Strategic Plan Requirements:

The CIP 2016 Update will satisfy the annual strategic plan requirement for the 1986 MB, 2000 MB, 2010 VRF, and 2014 MBB programs by confirming the commitments of funding from each of the programs, including updating revenue forecasts based on year to date actuals plus a forecast for the remainder of the current fiscal year to determine commitment amounts determined as a percentage of available revenues.

The programming and allocation recommendations for the CIP 2016 Update are summarized on Exhibit 1 attached to these principles and assumptions.

Attachment A - Exhibit 1

Alameda CTC FY 2015-16 CIP - 2016 Update								Program	ming and All	ocations (\$ x	000)			
Changes to Current Programming								Alloca	tions					
									2-Year Alloc	ation Plan				
CIP ID	PA	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	Later
00058	3-South	2014 MBB	017	BART	Irvington BART Station	TR	Sco	2,660		2,660				0
00064	1-North	2014 MBB	024	Oakland	Oakland Broadway Corridor Transit	TR	Sco	500		500				0
00067	2-Central	2014 MBB	026	San Leandro	San Leandro Streets Rehabilitation	LSR	Con Cap	27,000			6,000	7,000	7,000	7,000
00073	4-East	2014 MBB	033	AlaCTC	I-580/I-680 Interchange Improvements (Study Only)	HWY	Sco	900	900					0
00077	Multiple	2014 MBB	038	AlaCTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	HWY	Sco	825	825					0
00078	Multiple	2014 MBB	039	AlaCTC	I-880 Industrial Parkway Interchange West Improvements	HWY	Sco	725	725					0
00083	1-North	STIP	RIP	BART	Downtown Berkeley BART Plaza/Transit Area Imps.	TR	Con Cap	(3,726)		(3,726)				0
00121	1-North	2014 MBB	026	Oakland	Oakland Army Base Roadway Infrastructure Improvements	FR	Con Cap	41,000			7,000	17,000	17,000	0
00122	1-North	2014 MBB	026	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	FR	Con Cap	5,000		5,000				0
00123	4-East	2014 MBB	026	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	LSR	Con Cap	11,200	11,200					0
00124	4-East	2014 MBB	026	Dublin	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	LSR	Con Cap	3,000		3,000				0
00125	1-North	2014 MBB	026	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	LSR	PSE	1,300		1,300				0
00125	1-North	2014 MBB	026	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	LSR	Con Cap	5,300			5,300			0
00126	2-Central	2014 MBB	026	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	LSR	Util Relocation	9,500		9,500				0
00126	2-Central	2014 MBB	026	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	LSR	Con Cap	12,000			12,000			0
00127	2-Central	2014 MBB	026	Ala. County	Hesperian Blvd Corridor Improvement (A St - I880)	LSR	Con Cap	7,000	7,000					0
00128	1-North	2014 MBB	041	AlaCTC	Port - Intelligent Transportation System (ITS) and Technology Plan	FR	Env	4,000	4,000					0
00129	1-North	2014 MBB	027	AlaCTC	Middle Harbor Road Improvements	FR	Env	4,000	4,000					0
00130	1-North	2014 MBB	027	AlaCTC	7th Street Grade Separation, West and East	FR	Env	5,000	5,000					0
00130	1-North	2014 MBB	027	AlaCTC	7th Street Grade Separation, West and East	FR	PSE	20,000		20,000				0
00131	4-East	2014 MBB	026	AlaCTC	I-580 Freeway Corridor Management System (FCMS)	HWY	Sco	5,000		5,000				0
00132	1-North	2014 MBB	026	AlaCTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	LSR	Sco	4,000		4,000				0
00133	1-North	2014 MBB	026	AlaCTC	Telegraph Avenue Multi-Modal Corridor Project	LSR	Sco	3,000		3,000				0

Exhibit 1 Page 1 of 2

Attachment A - Exhibit 1

Alameda CTC FY 2015-16 CIP - 2016 Update					Programming and Allocations (\$ x 000)									
Chan	Changes to Current Programming							Alloca	ntions					
CIP ID	PA	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	2-Year Alloo FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	Later
00134	1-North	2014 MBB	026	AlaCTC	University Avenue Multi-Modal Corridor Project	LSR	Sco	2,000		2,000				0
00135	1-North	2014 MBB	026	AlaCTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	LSR	Sco	1,000		1,000				0
00136	1-North	2014 MBB	040	AlaCTC	I-880/23rd-29th Operations Improvements	HWY	Con Cap	5,000	5,000					0
00137	1-North	2014 MBB	040	Oakland	I-880/42nd-High Street Access Improvements	HWY	Con Cap	10,000		10,000				0
00138	2-Central	2014 MBB	040	AlaCTC	I-880/Winton Avenue Interchange	HWY	Sco	1,500		1,500				0
00139	3-South	2014 MBB	040	AlaCTC	South County Access (SR 262/Mission Blvd Cross Connector)	HWY	Sco	1,500	1,500					0
00140	3-South	2014 MBB	045	Fremont	Warm Springs BART Station - West Side Access	TR	Con Cap	24,500		24,500				0
00141	1-North	2014 MBB	044	Emeryville	South Bayfront Bridge	ВР	Con Cap	2,000			2,000			0
00070	1-North	2014 MBB	030	AlaCTC	I-80 Ashby Interchange Improvements	HWY	Env	4,000	4,000					0
							Totals	220,684	44,150	89,234	32,300	24,000	24,000	7,000
	2-Year Allocation Plan (FY 2015-16 & FY						Y 2016-17) Total		\$133,384					
	5-Year Programming Window (Fy 20						ow (Fy 2015-16 - F	FY 2019-20) Total					\$213,684	



Memorandum

5.3

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DATE: March 7, 2016

SUBJECT: Measure BB Community Development Investments Program (MBB 045 /

PN 1460.000): Program Development Overview

RECOMMENDATION: Approve the Measure BB Community Development Investments

Program Guideline

Summary

The 2014 Transportation Expenditure Plan (TEP) identifies four percent of net sales tax revenue to fund, on a discretionary basis, the Community Development Investments Program (CDIP). These funds will be programmed as part of the development of the Alameda CTC Comprehensive Investment Plan (CIP). The CDIP will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments.

The initial Draft CDIP guidelines were presented in September 2015, and a total of 19 comments were received. The comments have been condensed and segregated into three categories: Category 1: Minor clarifications/revisions specific to the CDIP, Category 2: Fundamental changes to the CDIP, and Category 3: Clarifications/revisions on programming procedures relative to the CDIP and other Alameda CTC funded programs which will be addressed and incorporated into the CIP programming procedure. Category 1 and Category 2 comments are specific to the CDIP, and are addressed in the CDIP Program Guideline.

Background

The CDIP is a discretionary program in the 2014 TEP and has a program value of 4 percent of net MBB sales tax revenue. Funds will be programmed and allocated as part of the CIP process with programming revenues estimated over a five-year horizon and allocated in two-year cycles.

The MBB guidelines, the Commission approved CIP process, the Alameda CTC Countywide Transit Plan (CTP) and generally accepted programming methods were used in the development of the initial draft MBB CDIP guidelines which were presented to the Alameda CTC Technical Advisory Committee (ACTAC) and the Commission in September 2015. During the review period, a total of 19 comments were received. The comments

were condensed and segregated into three categories: Category 1: Minor clarifications/revisions specific to the CDIP, Category 2: Fundamental changes to the CDIP, and Category 3: Clarifications/revisions on programming procedures relative to the CDIP and other Alameda CTC funded programs. A summary of the comments and recommendations are provided in Attachment A (Summary of Comments Received on Initial Draft CDIP Guidelines).

A few comments were received suggesting alternatives to a 70 percent funding minimum for capital projects. The initial CDIP guidelines set a minimum of 70 percent of available funds to be specifically allocated to capital projects for infrastructure elements, resulting in a maximum of 30 percent available to fund shuttle programs. The current Measure BB revenue projections indicate that at the 30 percent funding level, all current shuttle applicants could be accommodated and capacity would still be available for new shuttle programs and/or expanded shuttle services. The capacity for new shuttles would dramatically increase after April 1, 2022, when the full one-cent collection under Measure BB begins. Therefore, staff recommends that a minimum of 70% of CDIP funds be made available for capital projects.

For eligible shuttle programs, staff received comments that the proposed grant award to any one shuttle program for operations in the amount of \$500,000 per year, with a five-year maximum of \$2 million is insufficient. The recommendation for the shuttle operations grant award limits considered information provided by shuttle operators collected in the Transit Plan study, shuttle applications from the CTP, and current shuttle funding from other programs. The information contained within the CTP applications were the primary driver for the establishment of the award limits. FY 16-17 needs for existing shuttles ranged from \$100,000-\$450,000.

The proposed \$2.0 M cap over a five-year period was intended to provide sufficient time to encourage and implement cost-effectiveness strategies including: negotiating longer-term lower annual cost contracts; arranging for a more permanent funding stream (such as budgeting of new Measure BB Direct Local Distribution funds); pursuing new funding opportunities. Awarding for operations over a five-year period would unnecessarily commit funding for programs that may have significant operational changes in the outer years. Awards for a two-year period would be consistent with the CIP allocation timing and allow an opportunity to use more current information to determine performance and funding needs prior to committing additional funds.

Therefore, it is recommended that CDIP Guideline includes no change to the annual limit of \$500,000; however, removal of the \$2.0 M five-year cap and establishment of a two-year award period consistent with the CIP allocation cycle.

The CDIP guidelines as proposed supports the Program's purpose and objectives. As the Program evolves and matures, the CIP annual update affords the opportunity to review the CDIP guidelines and make adjustments, as necessary, to ensure the Program's purpose and objectives remain intact.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Summary of Comments Received on Initial Draft CDIP Guidelines
- B. Revised Draft MBB CDIP Guidelines

Staff Contact

<u>Trinity Nguyen</u>, Senior Transportation Engineer <u>James O'Brien</u>, Programming and Allocations

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Comments Received on Draft Community Development Investments Program Guidelines October 22, 2015

Cat	Category 1: Minor clarifications/revisions specific to the CDIP						
#	Commenter	Section	Comment	Response/Recommendation			
1	ACTAC	Objectives	Recommend clarity that funding is for transportation projects.	Noted and incorporated.			
10	ACTAC	Appendix B: Project /Program Eligibility Elements	Table A: Various requests to include additional project/program elements.	Table A provides only examples of eligible project/program types. Please note that project types not specifically identified are not necessarily excluded. Projects will be selected based upon the results of the selection criteria.			
9	ACTAC	Appendix A: Selection Criteria (Shuttles)	Table A: Please clarify how multi- jurisdictional connectivity will be applied.	Multi-jurisdictional connectivity would include providing connections to BART or other transit points to a multi-jurisdictional route.			

#	Commenter	Section	Comment	Response/Recommendation
3	ACTAC/PPC	Programming Methodology	Award limitations for shuttle operations. Various comments including: - Shuttle maximum award of \$500,000/year is not sufficient - 5-year cap of \$2.0 million is too low	The proposed \$2.0 M cap over a five-year period was intended to provide sufficient time to encourage and implement cost-effectiveness strategies including negotiating longer-term lower annual cost contracts, arranging for a more permanent funding stream (such as budgeting of new Measure BB Direct Local Distribution funds), and pursuing new funding opportunities. The range of funding needs identified in the CTP for current shuttle programs' operating needs is \$100,000-\$450,000 annually. Over the five-year period, program needs may change. A two-year award period would provide better gauge of revenues and needs. Recommendation: Keep \$500,000 per year annual maximum, award for a two-year period, and remove \$2.0 M five-year cap.
4	ACTAC/PPC	Programming Methodology	Various comments relative to a 70%/30% split including: - Apply 60% for capital and 40% for programs - Apply 20% minimum for shuttles - 30% is not enough for shuttles	The fund estimate equivalent to 30% of the CDIP total revenue would fund all current shuttle operations within the award limits currently proposed and would have capacity to add additional shuttle programs.

Cat	Category 3: Clarifications/revisions with impacts to multiple programs					
#	Commenter	Section	Comment	Response/Recommendation		
2	ACTAC/PPC	Programming Methodology	Award limitations for capital projects. What is the maximum award or matching requirements for capital projects?	Capital projects, due to the significant variation in project costs, phases to be funded, and level of risk, awards will be assessed on a case-by-case basis. Capital project matching fund requirements and the associated scoring levels will be established when the project nomination period begins this Summer. Nominees will have an opportunity to see the scoring elements prior to submitting updated application information.		
6	ACTAC	Programming Methodology	Please clarify what would qualify as matching funds and when matching funds would be required.	Matching funds are all funds for which the applicant is committing to make available to the project for the amount of project funding requested. These may include previously awarded funds from the Alameda CTC or funds for which the applicant and/or sponsor has sole discretion to commit to the project.		
7	ACTAC	Programming Methodology	There is no reference to Geographic Distribution: The footnotes on page 6 of the TEP shows preliminary allocations of North County Funds (subject to change by Alameda CTC) equating to approximately 2/3 of the total CDIP funding capacity.	Geographic Equity Provisions are a requirement of the 2014 Transportation Expenditure Plan (TEP) and policy is being developed in the broader context of geographic equity through the Comprehensive Investment Plan (CIP).		
8	ACTAC	Appendix A: Selection Criteria (Capital Projects)	Appendix A: Selection Criteria (Capital Projects) Would like to see higher % for benefits and reduced % for match requirements.	It is intended that the Selection Criteria Categories will be the same across all programs. The project nomination period begins this Summer. Nominees will have an opportunity to see the scoring elements applicable to capital projects prior to submitting updated application information.		

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Measure BB Program Guidelines Community Development Investments Program

Improving Transit Connections to Jobs and Schools

A. PURPOSE

The 2014 Transportation Expenditure Plan (TEP) establishes a total of 4 percent of net sales tax revenue, for the development and implementation of the Community Development Investments Program (CDIP). Community developments are strengthened when enhanced by transportation choices that provide expanded access to residential developments, jobs and schools. The CDIP will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

B. PROGRAM OBJECTIVES

The program objectives are to make the existing transit system more efficient and effective and increase ridership at transit facilities by:

- Improving access to transit facilities for bicycle and pedestrian traffic by addressing connectivity, safety and/or circulation needs.
- Connecting high density residential developments, job centers or schools to transit and encourage multi-modal access.
- Providing shuttles that can more effectively meet transportation needs in areas that cannot be served efficiently or are not served by fixed route transit.
- Promoting transportation that supports land use patterns that provide a mix of uses and greater density around transit or activity hubs.

C. PROGRAMMING METHODOLOGY

The CDIP funds will be distributed to specific investments on a discretionary basis as part of the development of the Alameda CTC Comprehensive

Investment Plan (CIP). Programming revenues are estimated over a fiveyear horizon and allocated in two-year cycles. To support the Program Objectives as outlined above, the following will apply:

- 1. Minimum Program Eligibility (MPE)
 - a. Projects must be sponsored by a public agency in Alameda County (cities, county and transit agencies).
 - b. Projects must be included in the Alameda CTC's Countywide Transportation Plan.
 - c. Shuttles must be available for use by all members of the public.
- 2. A minimum of 70 percent of available program funds will be specifically allotted to capital projects for infrastructure investments. The remaining 30 percent may be used in any category.
- 3. Award limitations will apply as follows:
 - a. Capital project award amounts will be limited by the programming fund estimate determined for a given award cycle and time period. Amounts will be programmed and allocated by phase, taking into consideration factors such as the remaining project phases, delivery risks to complete a phase and maximization of leveraging funding. Funding may be programmed to the following phases:
 - 1) Planning/Scoping/Conceptual Engineering
 - 2) Preliminary Engineering/Environmental Studies
 - 3) PS&E/Final Design
 - 4) Right-of-Way Acquisition and Engineering
 - 5) Utility Relocation
 - 6) Construction Capital and Support
 - b. Shuttles operations will be limited to a maximum award of \$500,000 per year, and will require a 50% match. Awards will be for a two-year period. Awards less than \$100,000 per year will be considered on a case-by-case basis. Funding may be programmed to the following phases:
 - 1) Feasibility
 - 2) Implementation/Operations
 - 3) Evaluation
 - 4) Monitoring

- c. Plans and Studies will be limited to a maximum award of \$100,000, and will require a 50% match. Requests for plans or studies that identify and prioritize specific improvements that support the Program Objectives will be considered on a case by case basis in consideration of countywide planning and study efforts lead by Alameda CTC and the extent to which the Program Objectives are met.
- 4. Projects and Programs that meet the MPE requirements and are recommended by Alameda CTC for non-Alameda CTC administered funds, such as One Bay Area Grant (OBAG), will receive first priority to secure these external funding commitments for Alameda County. The remaining eligible candidates will be further evaluated and prioritized for funding based upon the selection criteria for each project type as provided in Appendix A (Selection Criteria).

5. Award Stipulations

- Within two months of funding approval, Project Sponsor must submit a resolution authorizing acceptance of the recommended funding award.
- Enter into a Funding Agreement with Alameda CTC as detailed in Section D (Agreement and Performance Requirements).
- c. Project Sponsor is required to provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the funding source requirements.
- d. Alameda CTC will not be responsible any cost overruns. Project Sponsor is responsible for cost increases or any additional funding needed to complete the project, including contingencies and matching funds.
- e. Project Sponsor will adhere to the applicable policies of the Alameda CTC's adopted CIP. Attention is directed to the following policy subjects:
 - Deadline for Environmental Approval
 - Timely Use of Funds
 - Eligible Costs for Reimbursement
 - Local Contracting

D. AGREEMENT AND PERFORMANCE REQUIREMENTS

For each award granted, a Funding Agreement will be executed between Alameda CTC and the Project Sponsor. Payments to Project Sponsors will be made on a reimbursement basis and may be authorized only upon the execution of the Funding Agreement. The Funding Agreement will include, among other items:

- A Project Delivery Plan that includes a detailed project description, costs and funding by phase, and an implementation schedule with associated deliverables, or a Program Implementation Plan that includes a detailed program description, costs and funding by phase, and an implementation schedule
- Monitoring, reporting and audit requirements
- Requirement to adhere to all applicable regulations, including the American Disabilities Act
- Agreement to maintain the facility
- Agreement to acknowledge Measure BB funding on project signage

Capital projects will be delivered according to the approved delivery plan and programs will be implemented according to the program implementation plan as per the Funding Agreement. Unless otherwise provided for, any modification of the approved plan will require approval by Alameda CTC and the Funding Agreement amended accordingly. Project Sponsors will mitigate direct displacement of residential developments or jobs resulting from the project.

Funds for shuttles are provided for operations activities only and may not be used for maintenance or vehicle purchases. Shuttles will be required to meet baseline thresholds in any of the following categories:

- Ridership
- Operational performance
- Operations cost

Plans and Studies will be required to complete deliverable(s) as approved and within the established schedule.

Refer to Appendix B (Project/Program Eligibility Elements) for details of eligible and ineligible project/program elements.

APPENDIX A SELECTION CRITERIA

(Category weights and criteria scoring details to be provided during Project Nomination Period)

CAPITAL PROJECTS

Category	Criteria
<u>Benefits</u>	Access Improvements
	□ Improves access to activity centers, central business districts, and
	employment centers
	□ Improves transportation routes to schools
	□ Serves a known or realistic level of demand in the community for
	transit services
	Safety & Security
	□ Identifies safety concerns
	□ Increases public safety through a reduction of risk of accidents for
	vehicles, bicycles, and/or pedestrians
	 Identifies known safety issues with a proven countermeasure to address the conflicts
	□ Corrects a deteriorating condition/aging infrastructure
	Connectivity/Gap Closures
	☐ Enhances intermodal and multi-jurisdictional connectivity
	□ Complements existing services (not duplicative)
	☐ Expands the transportation system, network, or service
	Multimodal Benefits
	□ Identifies benefits to transit, bike, pedestrian and rail
	□ Support multimodal transportation through coordination of
	improvements
	□ Supports and implements Complete Streets Policies and Practices
	Economic Growth
	□ Promotes job growth
	□ Supports residential developments and/or jobs adjacent to transit
Custoin abilib	☐ Identifies funding sources and responsible agency for maintaining the
<u>Sustainability</u>	transportation project after implementation/construction
	☐ Transportation project is identified in a long-term development plan
Matching Funds	□ Commits other identified funds as project matching to the funds
	requested
	□ External (i.e., non-Alameda CTC administered) fund type (regional,
	state, federal, local, private)
System Efficiencies	□ Synergies with other projects (complements another on-going
	project)

SHUTTLES

	Existing Shuttles Criteria	New Shuttles Criteria			
Benefits (Needs)	Connectivity/Gap Closures/Access Improvements Connects, provides or improves access to activity centers, central business districts, schools, and employment centers Serves a known level of demand in the community for transit services Enhances multi-jurisdictional connectivity such as improving access to BART or trunk lines on AC Transit Increases efficiency level of service or reduces travel time	Connectivity/Gap Closures/Access Improvements Connects or provides access to activity centers, central business districts, schools, and employment centers Serves a realistic level of demand in the community for transit services Enhances multi-jurisdictional connectivity suc as improving access to BART or trunk lines on ACTransit			
	Safety & Security Addresses an existing safety concern Multimodal/ Environmental Benefits Identifies benefits to transit, bike, pedestrian Shuttle accommodates bicycles Promotes modal shifts that reduce dependency on motorized transportation Provides congestion relief Use of clean fuel vehicle(s) for service Economic Growth Supports residential developments and/or jobs adjacent to transit Planned population densities Planned employment densities or trends	Safety & Security Addresses an existing safety concern Multimodal/ Environmental Benefits Identifies benefits to transit, bike, pedestrian Shuttle accommodates bicycles Promotes modal shifts that encourages less dependency on motorized transportation Provides congestion relief Use of clean fuel vehicle(s) for service Economic Growth Supports residential developments and/or jobs adjacent to transit Planned population densities			

<u>Readiness</u>

Service plan clearly demonstrates how the shuttle service will be delivered for the funding period including:

- a. Service area (routes/maps, destinations served)
- b. Specific rail stations, ferry or major transit centers served.
- c. Coordination with scheduled transit service
- d. Marketing plan/activities
- e. Service Provider
- f. Administration and oversight plan
- g. Monitoring/evaluation plan/activities (performance data, complaints/compliments, surveys)
- h. Co-Sponsors/stakeholders
- i. Ridership characteristics: e.g. commuter/ employees, seniors, students, etc
- j. Any significant changes to existing service

Solid funding plan with budgeted line items for:

- a. Contractor (operator/vendor) cost
- b. Fuel
- c. Insurance
- d. Administrative (Staff oversight)
- e. Other direct costs (e.g. marketing)
- f. Total operating cost
- g. Notes/exceptions (e.g. if there are projected differences between the 1st and 2nd year costs)

Service plan clearly demonstrates how the shuttle service will be delivered for the funding period including:

- a. Service area (routes/maps, destinations served)
- b. Specific rail stations, ferry or major transit centers served.
- c. Coordination with scheduled transit service
- d. Marketing plan/activities
- e. Service Provider
- f. Administration and oversight plan
- g. Monitoring/evaluation plan/activities
- h. Co-Sponsors/stakeholders
- i. Surveys/studies on ridership characteristics:
 e.g. commuter/ employees, seniors, students,
 etc

Solid funding plan with budgeted line items for:

- a. Contractor (operator/vendor) cost
- b. Fuel
- c. Insurance
- d. Administrative (Staff oversight)
- e. Other direct costs (e.g. marketing)
- f. Total operating cost.

Sustainability/ Effectiveness	□Shuttle is included in an adopted local, special area, county or regional plan □ Coordination with partners local community and governing body support (Letters of support from stakeholders) □ Cost savings demonstrated through sharing of resources (shuttle operator provides reduced rates if service used for peak and off-peak service) □ Annual average operating cost per passenger for the prior 12 months □ Annual average passengers per revenue vehicle hour of service for the prior 12 months □ Service links with other fixed route transit (more points for higher ridership routes) □ Experience of implementer □ Does not duplicate an existing service	 □ Proposed shuttle is included in an adopted local, special area, county or regional plan □ Coordination with partners Local community and governing body support (Letters of support from stakeholders) □ Proposed cost savings demonstrated through sharing of resources (shuttle operator provides reduced rates if service used for peak and offpeak service) □ Projected ridership, operating costs, and revenue vehicle hours of shuttle service to be provided in the first and second years of shuttle service. □ Service links with other fixed route transit (more points for higher ridership routes) □ Experience of Sponsor □ Identifies funding or action plan to sustain operations after implementation □ Does not duplicate an existing service
<u>Matching Funds</u>	 □ Commits other identified funds as project matching to the funds requested 50% to 75% ≥75% 	□ Commits other identified funds as project matching to the funds requested 50% to 75% ≥75%
System Efficiencies	□ Synergies with other projects/programs	□ Synergies with other projects/programs

APPENDIX B PROJECT/PROGRAM ELIGIBILITY ELEMENTS

TABLE A: Example Eligible Project/Program Types					
Category	Project/Program Types ¹				
Capital Projects					
Transit	Station improvements including plazas, station access, pocket parks, parking lots and structures				
Local Streets and Roads	Streetscape projects associated with high density developments and near transit facilities with sample elements such as pedestrian street lighting, bulb outs, cross walk enhancements, new striping for bicycle lanes and road diets, way finding signage and bus shelters				
Bicycle/Pedestrian	Bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, bicycle parking				
Programs					
Transit Operations	Shuttles				
Plans and Studies					
Plans and Studies (Transportation)	Master plans, feasibility studies				

Notes:

1. Highway, Goods Movement, Transportation Demand Management/Education Outreach, Local Streets and Roads and Highway Operations are not anticipated to be significant contributors to the CDIP.

TABLE B: Eligible Project/Program	Costs	
Project Category/Phase	Eligible	Not Eligible
CAPITAL PROJECTS	 Park-and-ride facility improvements Passenger rail station access and capacity improvements Development and implementation of transit priority treatments on local roadways 	 Non-transportation related construction such as office spaces within transit facility for specific purpose of lease or retail Site preparation work such as sewer, cable installation, etc. unless as part of a phased implementation of the project construction
Equipment/Rolling Stock Acquisition	Equipment that is attached to a facility and integral to the benefit of the facility (ie: EV charging stations)	 Rolling stock may count towards Sponsor project contributions; however, not reimbursable under this program
PROGRAMS		
Implementation/ Operations/ Maintenance	Marketing expensesEducationEnforcement	 Vehicle purchases Routine maintenance Promotion program giveaways including food, etc.
Evaluation/ Monitoring		 Purchase of general staff equipment
PLANS/STUDIES	 Coordinated efforts in conjunction with any designated public entity having jurisdiction within Alameda County. 	 Studies that extend beyond Alameda County other than to establish contributing impacts

Note: This table is to be used in conjunction with CIP policy on Eligible Costs for Reimbursement.



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: March 7, 2016

SUBJECT: 2016 State Transportation Improvement Program Update

RECOMMENDATION: Receive and update on the 2016 Regional Transportation Improvement

Program (RTIP) for Alameda County.

Summary

At the January 2016 meeting, the California Transportation Commission (CTC) amended the 2016 State Transportation Improvement Program (STIP) Fund Estimate with a lower Price-Based Excise Tax Rate, resulting in a decreased statewide STIP capacity of approximately \$754 million over the Fund Estimate period. The Metropolitan Transportation Commission (MTC) Bay Region share of this reduction amounts to \$96 million. Per CTC's direction, MTC staff has proposed to delay \$71.3 million in projects regionally, to an unfunded future year of the STIP.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to a local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects. Senate Bill 45 changed the transportation funding structure by modifying the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a program of RTIP projects to the MTC for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC is the regional agency designated by state law to submit the RTIP to the CTC for inclusion in the STIP.

In January 2016, the CTC revised the 2016 STIP Fund Estimate (FE), which calls for a \$754 million reduction in statewide programming capacity. The reduction is due to the decrease in revenues as a result of the recent action by the Board of Equalization to reduce the price-based excise tax on fuel by 2.2 cents per gallon.

Per CTC's direction, MTC staff has proposed to delay \$71.3 million in projects regionally, to an unfunded future year of the STIP. Two projects included within the 2016 Alameda RTIP are proposed to be delayed to FY 2021-22 under this proposal (Attachment A).

- 1. BART Station Modernization Program \$ 3.726 M
- 2. Improved Bike/Ped Connectivity to East Span SFOBB \$3.063 M*
 - * (Alameda County component of a regional project)

The CTC must approve a financially-constrained STIP in May 2016. Since the STIP is administered by the CTC, it is up to their discretion to either accept MTC's proposal or delay additional projects in the region. Alameda CTC staff will work with MTC and CTC staff on any new CTC-proposed delays as part of the STIP recommendation process to minimize the impact to projects within Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments:

A. Alameda County Proposed 2016 RTIP Revisions

Staff Contact:

<u>James O'Brien</u>, Programming and Allocations <u>Vivek Bhat</u>, Senior Transportation Engineer

2016 Regional Transportation Improvement Program (RTIP) as adjusted

		Alameda	Alameda (\$ x			1,000)			
Agency	PPNO	Project	Total	16-17	17-18	18-19	19-20	20-21	Outside RTIP
Alameda CTC	81J	East-West Connector in Fremont	12,000	-	-	12,000	-	-	-
BART	2103C	Daly City BART Station Intermodal Improvements	200	200	-	-	-	-	-
BART	2010C	BART Station Modernization Program (ALA) (14S-19)	-				-	-	3,726
Caltrans	New	US-101 Marin-Sonoma Narrows Seg B2 Phase 2	2,000	2,000	1	1	-	-	-
ACTC	2179	Planning, programming, and monitoring	2,201	886	750	565	-	-	-
мтс	2100	Planning, programming, and monitoring	406	131	135	140	-	-	-
BATA/Caltrans/MTC	9051A	Improved Bike/Ped Access to SFOBB East Span	-	-	-	-	-	-	3,063
		Total	16,807	3,217	885	12,705	-	-	6,789

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