



Programs and Projects Committee Meeting Minutes

Monday, September 12, 2016, 12:15 p.m.

4.1

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. PPC Meeting Minutes: Approval of the July 11, 2016 Meeting Minutes

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

Yes: Dutra-Vernaci, Cutter, Freitas, Haggerty, Kalb, Maass, Miley, Harrison, Kaplan

No: None

Abstain: None

Absent: None

5. Programs and Projects

5.1. Approval of FY 2016-17 Consultant Resources for Project Management, Project Controls, and Programming Support Services

Trinity Nguyen recommended that the Commission approve and authorize a not-to-exceed multi-year budget of \$19.5 million for consultant support contracts to provide project management, project controls, and programming support services for the delivery of Alameda CTC's capital projects and programs; and; authorize the Executive Director to enter into negotiations and execute professional services contracts with eligible prime consultant proposers, as shown in Attachment B, for the required services commencing October 1, 2016, for an initial period of up to 21 months ending in June 30, 2018, with an option to extend in one-year increments for up to a total of three additional years in the event of project schedule delays or subsequent phase continuity is necessary. Trinity reviewed the consultant resource plan, the capital projects delivery plan, and the current programs and projects workload. She stated that Alameda CTC released a Request for Qualifications for "Project Management, Project Management Oversight/Project Controls & Programming Support Services on August 5, 2016 and she provided information on the list of qualified firms.

Commissioner Cutter asked if a list of change orders made to the consultant teams by outside entities is maintained. Art Dao stated that change orders are typically made by construction firms. Art further noted that the list of approved firms

associated with approval of the item are professional services (engineering) firms and the strict procurement process uses reference checks as part of the evaluation process.

Commissioner Cutter wanted more information on the selection process once the list of qualified firms was approved. Trinity reviewed the procurement process for selecting firms based on the scope of work, the timing, and the specific qualifications required.

Commissioner Dutra-Vernaci asked if it is more cost effective to contract the work out as opposed to hiring a full time staff person. Trinity stated project needs determine the resource that is required. For example, specialized services may be needed on a project. Once the project is completed, there would no longer be a need. Art added that the use of consultants for workload balancing is widely used and is a cost effective model.

Commissioner Maass asked if there are more firms that can provide this service. Trinity stated that there are many firms that can provide project management services; however, many want to stay with providing project design or other project delivery services. The 14 proposals received from this solicitation is a vast improvement compared to the two proposals received in 2012 during the prior solicitation for the same services.

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

Yes: Dutra-Vernaci, Cutter, Freitas, Haggerty, Kalb, Maass, Miley, Harrison, Kaplan

No: None

Abstain: None

Absent: None

5.2. Approval of Administrative Amendment to Project Agreement (A12-0028)

Angelina Leong recommended that the Commission approve and authorize the Executive Director to execute the administrative amendment to the project agreement in support of Alameda CTC's Capital Projects and Program delivery commitments. She stated that the contract amendment is a time extension request for Aegis ITS, Inc. for the East Bay SMART Corridors Program and the I-680 Sunol Express Lane – ATMS Maintenance. There was no reported conflict in accordance with the Levine Act and there is no fiscal impact associated with approval of this item.

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

Yes: Dutra-Vernaci, Cutter, Freitas, Haggerty, Kalb, Maass, Miley, Harrison, Kaplan

No: None

Abstain: None

Absent: None

6. Committee Reports

There were no committee member reports.

7. Staff Reports

Art Dao stated that the ribbon cutting ceremony for the I-80 SMART corridor is scheduled for September 19, 2016 in Emeryville. He also stated that the Commission Retreat had been scheduled for November 18, 2016.

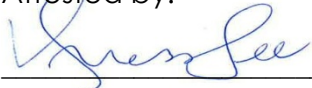
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, October 10, 2016 @12:15 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

5.1

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DATE: October 3, 2016

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2016-17 Program

RECOMMENDATION: Approve the TFCA FY 2016-17 Program

Summary

Transportation Fund for Clean Air (TFCA) County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund eligible projects that result in the reduction of motor vehicle emissions. For fiscal year (FY) 2016-17, a total of \$2.097 million is available to the Alameda CTC to program to eligible projects. Staff recommends the Commission approve the recommended FY 2016-17 TFCA Program, as detailed in Attachment A.

Background

TFCA funding is generated by a regional four dollar vehicle registration fee collected by the Air District. Through the TFCA County Program Manager (CPM) fund, forty percent of this revenue is redirected back to the counties from which it was collected. The remaining sixty percent is administered directly by the Air District through the Regional TFCA program. As the TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for annually programming the revenue generated in Alameda County for this program. The program is subject to the requirements of the Air District-approved CPM Policies, through which five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program.

TFCA projects are to result in the reduction of motor vehicle emissions. Eligible projects are to achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A city's projected future share may be borrowed against in order to program more funds in the current year, which can help facilitate the required annual programming of all available funds.

FY 2016-17 Program

For the FY 2016-17 program, a total of \$2.097million is available. The recommended projects, detailed in Attachment A, were evaluated on an individual basis for program eligibility and cost-effectiveness, in conformance with current Air District Policies and guidance. Some highlights of the FY 2016-17 TFCA program include: (1) The \$88,000 of TFCA funds programmed to Hearst Avenue reflects the project's current funding strategy, as approved by the Commission in July 2016, and (2) For several shuttle projects, a higher cost-effectiveness maximum has been applied to shuttles that operate in either Priority Development Areas (PDAs) or Community Air Risk Evaluation (CARE) areas, as is allowed per the current Air District TFCA Policies. Moving forward, the Alameda CTC intends to program future TFCA revenue through the biennial Comprehensive Investment Plan (CIP) process.

Next Steps

The Alameda CTC is required to provide a Commission approved program of projects to the Air District by November 18, 2016. Subsequently, the Alameda CTC will enter into project specific funding agreements with project sponsors. Once a funding agreement is executed, eligible project costs as of July 1, 2016 will be eligible for reimbursement. If the sponsor of a project that has been approved for FY 2016-17 TFCA funding applies for additional Alameda CTC discretionary funding for the project through the 2018 CIP process, the TFCA funding agreement will be delayed until after the approval of the 2018 CIP so that any additional funds awarded may be reflected in the same agreement.

Fiscal Impact: TFCA funding is made available to the Alameda CTC by the Air District. Costs associated with TFCA projects and the Alameda CTC's administration of the TFCA program are included in the Alameda CTC's FY 2016-17 budget.

Attachments

- A. TFCA County Program Manager Fund Draft FY 2016-17 Program

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Associate Program Analyst

TFCA County Program Manager Fund, Draft FY 2016-17 Program

70% Cities/County Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY 16/17 fund estimate)	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended ¹	Notes
Berkeley	Hearst Ave Complete Streets	In Berkeley on Hearst Ave bordering the northwest corner of UC Berkeley campus. this project is a component of the overall Hearst Ave Complete streets project and will extend the existing Class 2 facility on Hearst from Shattuck to Euclid. The new segment will close a gap and connect the Hearst Class 2 facilities to the existing Class 2 facility on Oxford St.	\$ 3,411,000	\$ 100,000	\$ 96,600	\$ 247,728	\$ 88,000	See Note 2 Maximum Cost-effectiveness (CE) for bike facilities is \$250K TFCA/ton
Oakland	Broadway Shuttle Operations	The free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Avenue at 11-16 minute frequencies. Funding for operations of weekday 7am - 7pm service for FYs 16/17 and 17/18, with the following limitations: For the first half of FY 16/17, the County TFCA is limited to funding off-peak daytime service, 10am-3pm, due to an existing regional TFCA grant for weekday peak-hour service. Starting January 2017, the regional grant expires removing this restriction for the remainder of the grant period.	\$ 1,284,440	\$ 1,084,848	\$ 23,233	\$ 248,317	\$ 541,000	Maximum CE for shuttles in PDA/CARE area is \$250K TFCA/ton
Alameda CTC	Countywide SR2S Program	The Countywide SR2S Program promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. During the 2015-2016 school year, Alameda County's SR2S team organized and delivered over 600 individual events at 170 schools. Currently in its 11th year, the program continues to evolve and expand with an emphasis on improving safety around schools, increasing safety training for students and families, and involving more schools. Funding for FYs 2016-17 and 2017-18 program operations.	\$ 3,850,000	\$ 100,000	NA	\$ 147,893	\$ 100,000	See Note 3 Maximum CE for TDM/ridesharing projects is \$150K TFCA/ton.
Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Countywide TDM program, FY 2017-18 operations funding for: (1) \$30,000 for FY 2017-18 for Alameda CTC's existing bicycling promotion program to promote bicycling around Bike to Work Day and the "I Bike" campaign. (2) \$75,000 for continuation of the current pilot countywide carpool promotion program focused towards commuters traveling in and through Alameda County. Includes corridor-specific education and outreach efforts to promote the benefits of transit, carpooling and the use of carpooling matching programs.	\$ 105,000	\$ 105,000	NA	\$ 51,169	\$ 105,000	See Note 3 Maximum CE for TDM/ridesharing projects is \$150K TFCA/ton.
Albany	San Pablo Ave Cycle Track Gap Closure	This project will extend the San Pablo Avenue cycle track closing the gap in the facility from University of California Village Mixed Use project northbound to the recently implemented east-west Marin-Buchanan Bikeway. Currently, cyclists traveling northbound on San Pablo Ave have to use the sidewalk to continue to the intersection to be able to cross San Pablo Ave.	\$ 290,000	\$ 272,000	\$ (64,650)	\$ 248,846	\$ 123,000	Maximum CE for bike facilities is \$250K TFCA/ton
San Leandro	LINKS	LINKS Shuttle operates between San Leandro BART and West San Leandro every 20 minutes, Monday through Friday, during peak commute hours from 5:45am to 9:45am and 3:00pm to 7:00pm with separate North and South loops. Funding for FYs 2017-18 and 2018-19 operations.	\$ 1,334,000	\$ 90,000	\$ 282,357	\$ 133,497	\$ 79,905	Maximum CE for shuttles in PDA/CARE area is \$250K TFCA/ton
Fremont	South Fremont Arterial Management	Project includes signal timing on Grimmer Blvd, Bay St to Yellowstone Park Dr; Blacow Road, Hilo St. to Fremont Blvd; Fremont Blvd-Washington Blvd, Eugene St to Osgood Rd; and Warm Springs Blvd, Scott Creek-Kato Rd to South Grimmer Blvd.	\$ 425,000	\$ 425,000	\$ 539,107	\$172,291- \$174,802	\$ 425,000	Project is cost-effective for \$425K with a 4-year TFCA grant period. Maximum CE for arterial mgmt projects is \$175K TFCA/ton
Pleasanton	Bernal Ave Park and Ride Lot	Construction of 100 space park and ride lot on Bernal Avenue at West Lagoon Road, adjacent to I-680. The Park and Ride facility will include a bus loop for both local and regional buses and parking space monitoring with freeway sign providing information on lot capacity.	\$ 1,100,000	\$ 1,100,000	\$ 44,212	\$ 149,548	\$ 189,000	Maximum CE for Ridesharing projects is \$150K TFCA/ton.
Subtotal Cities/County (70%) Requested				\$ 3,276,848	Amount Recommended		\$ 1,650,905	
					TFCA 70% Fund Estimate ¹		\$ 2,411,842	
					Loan to FY 15/16 program's 30% Transit Share		\$ (314,937)	
					Adjusted TFCA 70% available to program		\$ 2,096,905	
					Difference (remaining balance)		\$ 446,000	

30% Transit Discretionary Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness	TFCA Recommended ¹	Notes
LAVTA	LAVTA Rte 30R Operations	LAVTA Rte 30R/ Rapid provides feeder service for key commute areas in Livermore, Dublin and Pleasanton. Service area includes: Livermore ACE rail station, Dublin/Pleasanton BART Station, Las Positas College, Lawrence Livermore and Sandia National Labs, and other employment centers. Funding for FYs 2017-18 and 2018-19 operations.	\$ 6,520,000	\$ 400,000	NA	\$ 249,950	\$ 318,000	Maximum CE for shuttles in PDA/CARE area is \$250K TFCA/ton
CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	Service provides a second free shuttle between California State University East Bay campus and the Hayward BART Station, 7am-7pm, M-F. Funding for FYs 2017-18 and 2018-19 operations.	\$ 258,286	\$ 258,286	NA	\$ 199,236	\$ 128,000	Maximum CE for shuttles is \$200K TFCA/ton
Subtotal Transit Discretionary (30%) Requested				\$ 658,286		Amount Recommended	\$ 446,000	
						TFCA 30% Fund Estimate	\$ -	
						Difference	\$ (446,000)	

TFCA Category	Amount Available ⁴ (Fund Estimate)	Amount Requested	TFCA Recommended ¹	Difference (Fund Estimate vs. Recommended)
Subtotal 70% Cities/County	\$ 2,411,842	\$ 3,276,848	\$ 1,650,905	\$ 760,937
Subtotal 30% Transit	\$ (314,937)	\$ 658,286	\$ 446,000	\$ (760,937)
FY 2016-17 Program Total	\$ 2,096,905	\$ 3,935,134	\$ 2,096,905	\$ -

Notes:

1. If sponsor applies for additional project funding through the 2018 CIP a funding agreement for the approved TFCA funding will be delayed until after the 2018 CIP is approved.
2. Funding programmed as part of Hearst Avenue funding strategy approved by the Alameda CTC Commission, July 2016.
3. Project is proposed to be funded proportionally from the 70% cities/county shares.
4. Fund Estimate reflects an increase in the amount allowed for TFCA administration from 5% to 6.25% per the applicable CA Health and Safety Code. The Air District is scheduled to revise the FYE 17 TFCA Policies to reflect this change in November 2016.



Memorandum

5.2

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DATE: October 3, 2016

SUBJECT: Measure B, Measure BB, and Vehicle Registration Fee Programs Update

RECOMMENDATION: Receive an update on the Alameda CTC's Measure B, Measure BB and Vehicle Registration Fee Programs

Summary

This is an informational item on the status of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 VRF program. Collectively, the programs generate over \$270 million annually to support capital transportation improvements, roadway maintenance, and transit and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

Alameda CTC returns over half of all revenues collected through Measure B/BB/VRF back to the twenty local jurisdictions and transit agencies as DLD funds. In fiscal year 2015-2016 (FY2015-16), of the approximately \$270.7 million in net Measure B/BB/VRF funds collected, DLD recipients received approximately \$149.3 million in distributions - \$72.0 million in Measure B, \$69.9 million in Measure BB, and \$7.4 million in VRF distributions.

DLD recipients use their allocations to implement locally prioritized transportation improvements that improve local access, safety, transit connectivity, infrastructure preservation and long-term system reliability. Recipient's DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. DLD recipients are required to submit an end-of-year report to describe the specific expenditures and program achievements as part of the Annual Program Compliance Report. The FY2015-16 DLD Program Compliance Reports will be brought to the Commission in late-Spring 2017.

Background

Since the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs to the end of FY2015-16, Alameda CTC has distributed over \$967.3 million in total DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The Measure B/BB transportation sales tax programs provide the largest source of DLD funds that are distributed by formula from Alameda CTC to the fourteen cities, the County, and five transit agencies serving Alameda County. Measure B/BB DLDs are flexible funding sources that allows Alameda CTC and local jurisdictions to address a variety of Alameda County's transportation needs. Recipients may use their DLD local street and road (local transportation) funds to implement traditional roadway improvements such as pavement maintenance and rehabilitation, and also towards bicycle/pedestrian enhancements, and transit operations.

VRF program funds are distributed to the fourteen cities and the County, and used exclusively for locally prioritized street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY2015-16, Alameda CTC's DLD funding distribution by program category is depicted in Table 1 below.

DLD Programs	MB	MBB	VRF	Total
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$28.6	\$26.1	\$7.4	\$62.1
Mass Transit	\$27.1	\$28.1		\$55.2
Special Transportation for Senior and People with Disabilities (<i>Paratransit</i>)	\$11.5	11.8		\$23.3
Bicycle and Pedestrian Safety	\$4.8	\$3.9		\$8.7
TOTAL	\$72.0	\$69.9	\$7.4	\$149.3

In terms of DLD expenditures, DLD recipients on average have expended annually below the amount of DLD funds received for the year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds for future and larger capital improvements. Per the most recent recipients' financial statements for FY2014-15, there is a collective fund balance of \$54.5 million in DLD funds: \$42.1 million in Measure B, \$12.4 million in Measure BB, and \$9.3 million in VRF funds (Attachment B).

In December 2015, Alameda CTC updated the DLD Timely Use of Funds Policies to encourage the expeditious expenditure of DLD funds. This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. Through the Annual Program Compliance Reporting process, Alameda CTC will monitor the fund balances for adherence to the policies. On September 15, 2016 Alameda CTC held an Annual

Program Compliance Workshop and reminded all recipients of their fund balances and timely expenditure requirements. Alameda CTC anticipates the fund balances to significantly decrease over the next few years as a result of this policy. Alameda CTC will provide a status update on the DLD fund balances, recipients' program compliance, and DLD performance accomplishments in late-spring 2017 as part of the Annual Program Compliance Report to the Commission.

Other Programs – Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds through several grant programs for bicycle/pedestrian, transit, paratransit, freight, technology, and community developments related projects. Currently, the programming of all local discretionary funding is being coordinated as part of Alameda CTC's Comprehensive Investment Plan (CIP). The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview and targets available funds towards transportation priorities in Alameda County.

On September 1, 2016 Alameda CTC initiated a call for project nominations with a request for eligible recipients to submit projects and programs ready for implementation between FY2017-18 through FY2021-22. Approximately \$100M in local Measure B/BB/VRF funds are being coordinated and programmed in conjunction with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs. The project nomination process will close on October 31, 2016. Alameda CTC will examine the project nominations and recommend a draft program of these discretionary funds to the Commission in late-Spring 2017. Projects selected are expected to support countywide transportation goals and will include a range of capital projects, planning studies, transit operations, and outreach activities.

Fiscal Impact: There is no significant fiscal impact due to this item.

Attachments

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB/VRF Direct Local Distribution Fund Balances

Staff Contact

[Vivek Bhat](#), Director of Programming and Project Controls

[John Nguyen](#), Senior Transportation Planner

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**Measure B/Measure BB/Vehicle Registration Fee
Historical Direct Local Distributions**

Fiscal Year	Measure B	Measure BB	Vehicle Registration Fee	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
Total	\$847,588,499	\$83,304,798	\$36,396,232	\$967,289,529

Notes:

Distributions are from the fiscal year start of each respective funding program.

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**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances**

(As of the start of Fiscal Year 2015-16)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$6,573,949	\$5,843,198		\$12,417,146
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$2,298,655	\$125,391		\$2,424,046
ACE	\$2,176,303	\$34,890		\$2,211,193
Alameda County	\$2,339,106	\$506,146	\$314,761	\$3,160,013
City of Alameda	\$3,069,434	\$389,207	\$710,844	\$4,169,484
City of Albany	\$378,642	\$88,307	\$83,453	\$550,403
City of Berkeley	\$1,946,435	\$634,434	\$1,059,908	\$3,640,777
City of Dublin	\$668,205	\$95,140	\$174,188	\$937,533
City of Emeryville	\$672,281	\$61,006	\$87,399	\$820,686
City of Fremont	\$2,200,657	\$599,542	\$534,585	\$3,334,784
City of Hayward	\$1,607,990	\$610,287	\$458,779	\$2,677,055
City of Livermore	\$1,226,372	\$209,473	\$774,914	\$2,210,759
City of Newark	\$606,561	\$123,198	\$479,695	\$1,209,454
City of Oakland	\$11,072,392	\$2,343,116	\$3,022,593	\$16,438,101
City of Piedmont	\$115,585	\$79,133	\$30,453	\$225,171
City of Pleasanton	\$1,530,777	\$208,325	\$158,329	\$1,897,431
City of San Leandro	\$3,346,899	\$327,542	\$619,752	\$4,294,193
City of Union City	\$302,117	\$159,884	\$804,932	\$1,266,933
Total	\$42,132,358	\$12,438,217	\$9,314,585	\$63,885,160

Notes:

The table above reflects total fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2014-15 Audited Financial Statements. Thus, the FY 2014-15 Ending Fund Balance contained in these reports is the starting fund balance for FY 2015-16.

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Memorandum

5.3

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DATE: October 3, 2016

SUBJECT: Alameda CTC Capital Program Update

RECOMMENDATION: Receive an update on the Alameda CTC's Capital Program.

Summary

This is an informational item on the status of Alameda CTC's Capital Program. Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission funds and oversees numerous capital transportation improvement projects throughout Alameda County, with many originating from the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. The Program, as summarized in Appendix A, currently contains 66 active projects directly implemented by Alameda CTC and projects implemented by other jurisdictions within Alameda County across the full spectrum of delivery from scoping through construction. The estimated capital value for projects in the construction phase is \$1.4 billion. The total estimated value of funding for active projects in Alameda CTC's Capital Program is \$3.0 billion.

Background

Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission authorizes, funds, and oversees projects eligible for funding for which the Commission has authority to administer and/or program, including the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. The Alameda CTC is currently managing the 64 active capital projects, spanning various stages of delivery including, Scoping, Preliminary Engineering/Environmental, Design, and Construction, as summarized in Appendix A. In

addition to performing project management oversight (PMO) for the twenty-six projects implemented by jurisdictions within Alameda County, Alameda CTC provides Project Management (PM) and delivery of projects and programs which require multi-jurisdictional coordination and/or have significant regional impact.

Through both strategic implementation and effective management, Alameda CTC has leveraged available local funds to bring other local, regional, state, and federal funds for projects and programs in Alameda County. The most significant leveraging has been from the State Proposition 1B (Prop 1B) "I-Bond" Programs. To date over \$853 million of Prop 1B funding have gone to Alameda County projects and over 50 percent of these funds went to projects directly implemented by Alameda CTC (refer to Attachment B, Prop 1B Bond Summary).

The Commission's actions since the passage of Measure BB have created a pipeline of projects that will not only achieve the benefits identified in the 2014 TEP but also create a steady stream of projects at various stages of project readiness to compete for future funding opportunities as they are made available. Specifically, in June 2015, the Commission approved funds for scoping to jumpstart the project evaluation and selection process. In March 2016, the Commission approved 20 multi-jurisdictional and regionally significant projects to begin the project delivery process and to be implemented by Alameda CTC. Most recently, contained within the FY2016 CIP update which the Commission approved in July 2016, over \$140 million of allocations were specifically for capital projects ready for the construction phase. As funding from grants such as The Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant, established by the Fixing America's Surface Transportation Act (FAST Act) and the Transportation Investment Generating Economic Recovery (TIGER) become available, Alameda CTC's Capital Program will be poised to compete aggressively for these funds.

In Summary

Alameda CTC's Capital Program contains sixteen projects in the Construction Phase with a total construction funding value of \$1.4 billion; eleven projects in the Design phase with total funding estimated at \$400 million; seven projects are in the Preliminary Engineering/Environmental Studies phase with approximately \$342 million in identified funding; and twenty-one projects are in the Scoping phase with approximately \$35.2 million in identified funding. Additional project details are available on the Alameda CTC website (http://www.alamedactc.org/app_pages/view/4681).

Projects within Alameda CTC's Capital Program are primarily sourced from the 1986 Measure B, 2000 Measure B, 2014 Measure B, and the State Prop 1B. The following provides a brief summary of the achievements and status of each funding program relative to Alameda CTC's Capital Program.

1986 Measure B: Most capital projects in the 1986 Measure B program have been completed and benefits have been realized by the public. The remaining unexpended

commitments of 1986 Measure B funding are for fully funded project phases with clear well-defined project deliverables.

Significant 1986 Measure B achievements include:

- Widened the Nimitz Freeway to eight and ten lanes, added auxiliary lanes and upgraded interchanges;
- Built Airport Roadway from Harbor Bay/Maitland to Airport Drive adding alternative access to Oakland International Airport;
- Constructed local road improvements in San Leandro and Hayward;
- Added freeway to freeway connections at the Route 13/24 Interchange;
- Modified and upgraded the I-580/680 Interchange;
- Realigned Route 84 and diverted cut through traffic out of downtown Livermore to the current Route 84 corridor; and
- Extended BART from Bay Fair to Dublin/Pleasanton

2000 Measure B: Of the committed \$786.5 million for 2000 Measure B capital projects, 98 percent of the funds have been allocated.

Significant 2000 Measure B achievements include:

- Implemented the first Rapid Bus Service and Bus Rapid Transit in the East Bay;
- Widened I-238 to six lanes;
- Widened southbound I-680 and implemented the first Bay Area Express Lane;
- Built the new Isabel Ave Interchange and added carpool lanes along I-580;
- Widened Route 84 to expressway standards;
- Provided for local street and road improvements in Oakland, Newark, San Leandro and Hayward;
- Extending BART to Warm Springs to connect to San Jose;
- Constructed the Oakland Airport Connector between BART and Oakland International Airport;
- Converted carpool lanes to express lanes along I-580; and
- Implemented major innovative traffic relief technology on 22 miles of I-80.

Prop 1B Bond: Measure B funding programmed for emerging projects was successfully utilized to secure \$447 million in Prop 1B Bond funds towards the delivery of \$1.14 billion in highway projects collectively termed as the I-Bond Highway Program. Seven projects have been opened to the public. The two remaining are currently in construction and anticipated to be completed by 2018.

Significant Prop 1B achievements include:

- 100 percent of Prop 1B bond funding committed to Alameda CTC projects has been allocated;
- Constructed the new Isabel Ave – Route 84/I-580 Interchange;
- Added carpool lanes along I-580 in both the eastbound and westbound directions and currently converting to a new express lane facility;
- Widened Route 84 to four and six lanes between Jack London and Concannon Boulevards;
- Constructed carpool lanes in the southbound direction along I-880 from Hegenberger Road to Marina Boulevard and reconstructed the Davis St. and Marina Blvd. interchange/overcrossings; and
- Implemented improvements at Marina Blvd. to facilitate increased demand generated by the new Kaiser Hospital development which opened in spring 2014.

2014 Measure BB: On November 6, 2014 Alameda County voters approved the reauthorization and augmentation of the local funding stream ensuring continued vital investments in transportation programs and capital improvements. The sales tax authorized by Measure BB is guided by the 2014 TEP and will remain in effect for a total of 30 years. It will generate an estimated \$8 billion to fund essential transportation investments throughout Alameda County. Approximately 35 percent (\$2.8 billion) is identified for capital projects.

Significant 2014 Measure BB achievements include:

- In June 2015, the Commission approved the first allocations of Measure BB which included scoping phase allocations for various 2014 TEP categories for a total of \$6.55 million. These funds allowed jurisdictions to refine project scope, cost and schedule for future applications and further project development.
- In March 2016, the Commission approved the Capital Projects Delivery Plan (CPDP), a portfolio of regionally significant, multi-jurisdictional projects to be implemented by Alameda CTC.
- In July 2016, the Commission approved a \$755 million two-year allocation plan, with \$173 million allocated specifically for 21 named capital projects and 5 discretionary capital programs.
- Measure BB funding has been critical in advancing capital projects in the 2014 TEP beyond the scoping phase. \$54 million has been allocated to eight capital projects in the environmental and design phases and \$116 million allocated to 12 projects ready for construction.

Significant project milestones achieved since January 2016:

1. **I-580 Express Lanes Project (Project Nos. 1373.003 and 1373.001):** Lanes were opened for operations in February 2016.
2. **East Bay Greenway (Coliseum BART to 85th Avenue – Segment 7A) (Project No. 1379.001):** Alameda CTC accepted the project in April 2016. Alameda CTC is in the process to procure a contractor to perform the path maintenance and will subsequently be responsible for managing the ongoing maintenance contract.
3. **I-580 Soundwall Landscape Project (Project No. 1384.001):** The construction contract was accepted by the Alameda CTC Commission in April 2016.
4. **Iron Horse Transit Route (Project No. 1195.000):** Construction began July 2016.
5. **Downtown Oakland Streetscape Improvement (Project No. 1190.000):** Latham square was completed in July 2016. The final phase, Old Oakland Streetscape (vicinity of Washington Street and 8th Street) will be advertised late 2016 with construction anticipated to begin Spring 2017.
6. **Telegraph Avenue Corridor Bus Rapid Transit (Project No. 1193.001):** AC Transit held a ground breaking ceremony on August 26 2016 for the third and final bid package. Revenue collection is targeted for November 2017.
7. **I-80 Integrated Corridor Mobility (ICM) Project – (Project No. 1387.000-.006):** Due to the complexity of the project, implementation was phased under seven separate contracts. Project elements were initially activated in July 2016 with full activation completed on September 19, 2016.

Significant project milestones anticipated by December 31, 2016:

1. **BART Warm Springs Extension (Project No. 1188.000):** Revenue operations anticipated to begin.
2. **Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 1201.000):** Construction activities for the first phase began in spring 2015 and is anticipated to be completed by the end of October 2016.

Program Delivery Focus: Innovation and Technology

Alameda CTC's Capital Program has delivered many firsts and will continue to be innovative in bringing forward effective transportation solutions.

Roundabouts: Have the potential to address traffic safety, operational performance, traffic calming, pedestrian safety, access management, and aesthetics. Roundabouts have been proposed as part of the following projects:

I-880 North Safety and Operational Improvements at 23rd - 29th Project: (Project No. 1367.000): This project will provide operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, safety improvements at the northbound on and off ramps and the freeway mainline. Alameda CTC as project sponsor, is providing construction management oversight in coordination with Caltrans. This project is expected to complete construction in fall 2018.

I-80 Gilman Street Interchange Improvements (TEP No. 029/PN 1444.000): Alameda CTC is the project sponsor and completed the scoping document which was approved by Caltrans on October 2014. Measure BB will fund the environmental phase which has been initiated.

I-80 Ashby Avenue Interchange Improvements (TEP No. 030/PN 1445.000): Alameda CTC is the project sponsor and intends to begin the environmental phase winter 2017. This project reconstructs the Ashby Avenue interchange, including replacing existing bridges with a new bridge, adding a roundabout interchange, and creating bicycle/pedestrian access over the I-80 freeway.

Integrated Technology to Enhance Communications:

I-80 Integrated Corridor Mobility (ICM) Project – (Project No. 1387.000-.006): As many as 270,000 vehicles per day use the I-80 corridor, one of the busiest in the Bay Area. The I-80 SMART Corridor Project (I-80 Integrated Corridor Mobility), represents the most comprehensive Intelligent Transportation Systems in the state. The project implemented a network of integrated electronic signs, ramp meters and other state-of-the-art elements along the 20-mile corridor between the Carquinez Bridge and the Bay Bridge to enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion. Project elements were initially activated in July 2016 with full activation completed September 19, 2016.

I-680 Sunol Express Lane – Northbound (Project No. 1369.000): Alameda CTC is the sponsor for this project which will construct a HOV/Express Lane on northbound I-680 from the SR 237 interchange in Santa Clara County to north of the SR 84 interchange in Alameda County. Environmental approval for the full length of the 15 mile corridor was obtained in July 2015. Alameda CTC has approved a funding strategy to deliver an initial construction phase (Phase 1), inside the available parameters, to provide operational benefits and expedite congestion relief in the corridor. Phase 1 of the project will add a new HOV/Express Lane between Auto Mall Parkway and SR 84. Final Design of the Phase 1 modified civil design package is currently underway.

7th Street Grade Separation and Port Arterial Improvements – (Project No. 1442.000): Alameda CTC, in partnership with the Port of Oakland, is implementing the Project to address the growing freight infrastructure mobility needs for the Port. The Project includes three distinct components which work in concert to improve operational conditions as follows:

1. **7th Street Grade Separation Project:** Reconstruct the existing railroad underpass and replace the three-legged junction of 7th Street, Maritime Street, and Navy Road with an elevated, signalized T-intersection and provide a grade separation for a realigned railroad spur;
2. **Middle Harbor Road Improvements Project:** Identify and implement solutions to the traffic operational problems at Middle Harbor Road including signalization improvements, reconfiguration of terminal gates, dedicated queue/turn lanes; and
3. **Intelligent Transportation Systems (ITS) and Technology Master Plan:** Applying ITS, Freight Advanced Traveler Information System (FRATIS) and other technologies in a port environment to create a safer, stronger, and more efficient system for moving people and goods in, out, and around the Port and the region.

Program Management Focus: Risk Management

The Commission's authorization in July to proceed with the FY 2016-17 Consultant Resources for Project Management, Project Controls, and Programming Support Services provides the specialized and expert resources necessary to provide sound Project Management of Alameda CTC's Capital Program. An essential focus for the Project Delivery Team is the early identification of risks and their impacts to scope, cost, or schedule is necessary. Early identification can provide more options and opportunities to strategically address the risk including:

- Avoidance—Creating conditions where a given risk event should not occur at all.
- Transfer—Placing the risk and risk management onto another external party. This kind of transfer should be documented in contracts and agreements with the other party.
- Mitigation—Reducing the impact of a risk event.
- Acceptance—Acknowledging that a risk event is likely and making provisions to have adequate budget or schedule allowance to absorb the impact.

The most challenging risk categories are those that are externally controlled and/or difficult to determine. Examples of risks that can significantly impact construction delivery costs are as follows:

1. Utility relocation costs
2. Railroad right-of-way
3. Right-of-way acquisition in urban settings
4. Environmental regulatory requirements
5. Change in site conditions (e.g. buried man-made objects and contaminated soils)

The true magnitude of these types of risks are best captured during the environmental phase. For large capital projects, given the length of time from approval of an environmental document to the beginning of construction, significant changes can occur

to the assumed cost basis. Before construction is recommended, these risks are reevaluated to ensure sufficient budget and contingency is available.

The continued application of sound project management principles centered on risk management will ensure the continued successful delivery of Alameda CTC's Capital Program.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. Alameda CTC Capital Program Summary
- B. Prop 1B Bond Summary

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

Alameda CTC Capital Program Summary																		
Index	AlaCTC Project No.	Project Name	Project Sponsor	Implementation Method (Note 1)	Program	Current Phase (Note 2)	Construction Schedule (Note 3)		Project Funding Sources (\$ x million) (Note 4)								Total Funding (All Sources)	
							Begin	End	Alameda CTC Administered Funds			Leveraged Funds						
									1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB ⁽⁶⁾	Federal	State	Regional	Other Local	Other		
1	1429.000	Alameda to Fruitvale BART Rapid Bus	AC Transit	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
2	1430.000	Grand/MacArthur BRT	AC Transit	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3	1431.000	College/Broadway Corridor Transit Priority	AC Transit	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
4	1432.000	Irvington BART Station	Fremont	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.7
5	1433.000	Bay Fair Connector/BART METRO	BART	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
6	1437.000	Union City Intermodal Station	Union City	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
7	1439.000	Oakland Broadway Corridor Transit	Oakland	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0	0.9
8	1213.005	Studies for Congested Segments/Locations on the CMP Network	Alameda CTC	PM	2000 MB	Scoping	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
9	1180.000	Central Alameda County Freeway System Operational Analysis	Alameda CTC	PM	1986 MB	Scoping	N/A	N/A	5.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	5.7
10	1450.000	I-680 Sunol Express Lanes - Northbound & Southbound (SR84 to Alcosta)	Alameda CTC	PM	2014 MBB	Scoping	N/A	N/A	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
11	1382.000	I-680/I-880 Cross Connector Studies (Study Only)	Alameda CTC	PM	2000 MB	Scoping	N/A	N/A	0.0	1.2	0.0	0.0	1.0	0.0	0.3	0.0	0.0	2.5
12	1448.000	I-580/I-680 Interchange Improvements (Study)	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.9
13	1451.000	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
14	1453.000	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.8
15	1454.000	I-880 Industrial Parkway Interchange Improvements	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.8
16	TBD	SR262 (Mission Blvd) Cross Connector	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
17	TBD	E 14th/Mission Multimodal Corridor Project	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
18	TBD	San Pablo (SR 123) Multimodal Corridor Project	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
19	TBD	Telegraph Multimodal Corridor	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3
20	TBD	I-580 Freeway Corridor Management System	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
21	TBD	I-880 Winton Ave Interchange	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
22	1212.000	I-580 Corridor/BART to Livermore Studies (Study Only)	BART	PMO	2000 MB	PE/Environmental	TBD	TBD	0.0	6.7	0.0	0.0	1.1	8.6	0.2	0.0	0.0	16.6
23	1445.000	I-80 Ashby Interchange Improvements	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	52.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0
24	1442.000	7th Street Grade Separation and Port Arterial Improvements	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0
25	1444.000	I-80 Gilman Interchange Improvements	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	24.0	1.1	0.0	0.0	0.3	0.0	0.0	25.4
26	1457.001	East Bay Greenway - Lake Merritt to South Hayward	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	3.5
27	1196.000	Oakland/Alameda Freeway Access Project (Formerly I-880/Broadway-Jackson)	Alameda CTC	PM	2000 MB	PE/Environmental	TBD	TBD	0.0	8.1	75.0	0.0	0.0	0.0	2.5	0.0	0.0	85.6
28	1386.000	Route 84 - Pigeon Pass to I-680 & SR84/I-680 Interchange ⁸	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	1.0	122.0	0.0	0.0	0.0	2.9	0.0	0.0	125.9
29	1211.001	Dumbarton Corridor Improvements (Central Ave Overpass)	Newark	PMO	2000 MB	PS&E (Design)	Jul 2017	Sep 2018	0.0	15.8	0.0	0.0	0.0	0.0	0.6	3.6	0.0	20.0
30	1205.000	East 14th St/Hesperian Blvd/150th St Intersection Improvement	San Leandro	PMO	2000 MB	PS&E (Design)	Aug 2020	Feb 2021	0.0	3.2	0.0	0.0	0.0	0.0	1.3	0.0	0.0	4.5
31	1181.000	Castro Valley Local Area Traffic Circulation Improvement (Strobridge Extension)	Alameda County	PMO	1986 MB	PS&E (Design)	Jan 2019	Jan 2021	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
32	1177.000	I-880 to Mission Blvd East-West Connector	Alameda CTC	PM	1986 MB	PS&E (Design)	Jul 2017	Nov 2019	88.8	0.0	0.0	0.0	12.0	0.0	11.5	0.0	0.0	112.3
33	1210.003	Route 84 Expressway - Landscaping	Alameda CTC	PM	2000 MB	PS&E (Design)	Dec 2017	Dec 2019	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1
34	1369.000	I-680 Sunol Express Lanes - Northbound (Auto Mall Parkway to SR84) ⁸	Alameda CTC	PM	2000 MB	PS&E (Design)	Sept 2017	Jul 2019	0.0	14.5	35.0	32.6	20.9	0.0	0.0	105.0	0.0	208.0
35	1364.005	I-680 Sunol Express Lanes - Southbound (Conversion to continuous access) ⁹	Alameda CTC	PM	2000 MB	PS&E (Design)	Sept 2017	Jul 2019	0.0	0.0	5.0	0.0	0.0	0.0	0.0	15.0	0.0	20.0
36	1372.006	I-580 Westbound HOV Lane - Landscaping	Alameda CTC	PM	Other	PS&E (Design)	Dec 2017	Dec 2019	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4
37	1376.003	I-880 Southbound HOV Lane Landscaping/Hardscaping	Alameda CTC	PM	Prop 1B	PS&E (Design)	Nov 2017	Nov 2018	0.0	0.1	0.0	0.5	0.4	0.0	0.4	0.0	0.0	1.4
38	TBD	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	Oakland	PMO	2014 MBB	PS&E (Design)	Jul 2017	Jul 2019	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	6.8
39	TBD	I-880/42nd-High Street Access Improvements	Oakland	PMO	2014 MBB	PS&E (Design)	June 2018	June 2021	0.0	0.0	10.6	0.0	7.7	0.0	0.1	0.0	0.0	18.4
40	1195.000	Iron Horse Transit Route (Dougherty Road Widening)	Dublin	PMO	2000 MB	Construction	Jul 2016	Jun 2018	0.0	6.3	0.0	0.0	0.0	0.0	6.0	0.0	0.0	12.3
41	1193.001	Telegraph Avenue Corridor Transit Project**	AC Transit	PMO	2000 MB	Construction	Nov 2014	Nov 2017 ⁽⁵⁾	0.0	11.5	10.0	81.4	13.6	60.6	0.3	5.2	0.0	182.5
42	1441.001	San Leandro Local Streets Rehabilitation	San Leandro	PMO	2014 MBB	Construction	Various	Various	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
43	1187.000	Altamont Commuter Express Rail	SJRRRC	PMO	2000 MB	Construction	Various	Various	0.0	13.2	0.0	123.1	155.3	0.0	182.6	0.0	0.0	474.2
44	1190.000	Downtown Oakland Streetscape Improvement	Oakland	PMO	2000 MB	Construction	Sep 2007	Mar 2018	0.0	6.4	0.0	0.0	0.4	0.0	2.4	0.3	0.0	9.5
45	1201.000	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hayward	PMO	2000 MB	Construction	Mar 2015	Oct 2016	0.0	27.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	30.4
46	TBD	Hesperian Blvd Corridor Improvement (A St - I-880)	Alameda County	PMO	2014 MBB	Construction	Sept 2016	Mar 2018	0.0	0.0	7.0	0.0	0.0	0.0	17.6	0.0	0.0	24.6
47	TBD	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	Dublin	PMO	2014 MBB	Construction	Dec 2016	Oct 2018	0.0	0.0	3.0	0.0	0.0	0.0	4.1	0.0	0.0	7.1
48	TBD	Mission Blvd. Phases 2 & 3 (Complete Streets)	Hayward	PMO	2014 MBB	Construction	Apr 2017	Jan 2019	0.0	0.0	21.5	0.0	0.0	0.0	21.9	0.0	0.0	43.4
49	TBD	Oakland Army Base Infrastructure Improvements - Truck Parking	Oakland	PMO	2014 MBB	Construction	Jul 2017	Jun 2019	0.0	0.0	5.0	0.0	0.0	0.0	28.0	0.0	0.0	33.0
50	TBD	Oakland Army Base Roadway Infrastructure	Oakland	PMO	2014 MBB	Construction	Oct 2013	Jun 2018	0.0	0.0	41.0	1.6	174.8	0.0	43.4	0.0	0.0	260.8
51	1188.000	BART Warm Springs Extension	BART	PMO	2000 MB	Construction (SI)	Sep 2009	Jun 2016 ⁽⁵⁾	0.0	214.5	0.0	0.0	236.4	297.0	19.1	0.0	0.0	767.0
52	1210.002	Route 84 Expressway - South Segment	Alameda CTC	PM	2000 MB	Construction	Oct 2015	Nov 2017	0.0	71.9	10.0	0.0	10.0	0.0	10.0	3.5	0.0	105.4
53	1367.000	I-880 North Safety and Operational Improvements at 23rd and 29th	Alameda CTC	PM	Prop 1B	Construction	Jul 2014	Sept 2018	0.0	4.9	0.0	1.8	79.9	12.3	6.6	0.0	0.0	105.7

Alameda CTC Capital Program Summary																	
Index	AlaCTC Project No.	Project Name	Project Sponsor	Implementation Method (Note 1)	Program	Current Phase (Note 2)	Construction Schedule (Note 3)		Project Funding Sources (\$ x million) (Note 4)								Total Funding (All Sources)
							Begin	End	Alameda CTC Administered Funds			Leveraged Funds					
									1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB ⁽⁶⁾	Federal	State	Regional	Other Local	Other	
54	1387.000	I-80 Integrated Corridor Mobility Project	Alameda CTC	PM	Prop 1B	Construction (SI)	Jun 2011	May 2016	0.0	2.6	0.0	3.2	65.7	1.2	6.0	0.0	78.7
55	1373.003	I-580 Express (HOT) Lanes	Alameda CTC	PM	2000 MB	Construction (SI)	Jun 2014	Jan 2016	0.0	30.0	0.0	8.5	0.0	4.1	10.8	1.7	55.0
56	1441.000	Congestion Relief, Local Bridge Seismic Safety	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.3
57	1449.000	I-580 Local Interchange Improvement Program	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
58	1457.000	Gap Closure on Three Major Trails	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
59	1438.000	Railroad Corridor Right of Way Preservation and Track Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
60	1434.000	BART Station Modernization and Capacity Program	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
61	1436.000	Dumbarton Corridor Area Transportation Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
62	1440.000	Capitol Corridor Service Expansion	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
63	1442.000	Countywide Freight Corridors	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
64	1455.000	I-880 Local Access and Safety Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
65	1368.004	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Dec 2015	0.0	0.7	0.0	0.2	25.1	5.9	1.6	6.9	40.4
66	1372.004	I-580 Westbound HOV Lane - East Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Mar 2016	0.0	4.4	0.0	6.3	63.1	8.7	0.4	0.0	82.9
67	1372.005	I-580 Westbound HOV Lane - West Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Oct 2012	Dec 2015	0.0	1.8	0.0	0.1	52.7	5.8	0.6	0.0	61.0
68	1255.000	East Bay Greenway (Coliseum BART to 85th Avenue)	Alameda CTC	PM	Other	Project Closeout	Jul 2013	Jan 2015	0.0	0.0	0.0	1.4	0.0	0.0	3.0	0.0	4.4
69	1378.000	Webster Street Smart Corridor	Alameda CTC	PM	Other	Project Closeout	Sep 2012	Jan 2016	0.0	0.0	0.0	0.6	0.0	0.0	1.2	0.0	1.8
70	1376.001	I-880 Southbound HOV Lane - South Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Sep 2012	Dec 2015	0.0	0.9	0.0	5.1	52.8	0.0	11.0	0.0	69.8
71	1376.002	I-880 Southbound HOV Lane - North Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Mar 2015	0.0	0.3	0.0	2.7	29.8	0.0	3.9	0.0	36.7
72	1174.000	I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B)	Alameda CTC	PM	1986 MB	Project Closeout	Jul 2012	Mar 2015	3.5	0.0	0.0	3.8	64.3	0.0	23.3	57.3	152.2
73	1210.000	Route 84 Expressway - North Segment	Alameda CTC	PM	2000 MB	Project Closeout	Mar 2012	Jun 2014	0.0	20.5	0.0	0.0	16.1	0.0	0.0	0.0	36.6
74	1178.000	Route 238/Mission-Foothill-Jackson Corridor Improvement	Alameda CTC	PM	1986 MB	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	0.0	14.0	6.5	100.5
75	1384.001	I-580 San Leandro Landscaping	Alameda CTC	PM	Other	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
76	1364.004	I-680 Sunol Express Lanes - Southbound	Alameda CTC	PM	2000 MB	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	0.0	5.4	8.0	0.0	8.0	0.0	41.1
77	1209.000	Isabel Avenue - Route 84/I-580 Interchange	Alameda CTC	PM	Prop 1B	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	0.0	11.3	44.4	0.0	32.4	0.0	113.2
78	1198.000	I-580/Castro Valley Interchange Improvements (Note 6)	Alameda CTC	PM	2000 MB	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	0.0	1.9	4.8	0.0	0.0	0.0	33.2
79	1371.000	I-580 Corridor Right of Way Preservation	Alameda CTC	PM	2000 MB	Project Closeout	N/A	N/A	0.0	3.0	0.0	0.0	4.7	111.0	0.0	0.0	118.7
80	1368.003	I-580 Corridor Environmental Mitigation	Alameda CTC	PM	Other	Project Closeout	N/A	N/A	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
81	1211.000	Dumbarton Corridor Improvements (Study Only)	San Mateo	PMO	2000 MB	Project Closeout	N/A	N/A	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.6
PROJECTS IN CLOSE OUT TOTAL									98.5	91.5	0.0	39.2	365.7	133.6	99.4	70.7	898.7
ACTIVE PROJECTS TOTAL									98.8	443.5	493.8	253.7	779.3	384.2	383.1	134.3	2,970.6
PROGRAM TOTAL									\$ 197.3	\$ 534.4	\$ 493.8	\$ 293.0	\$ 1,145.0	\$ 517.8	\$ 482.5	\$ 204.9	\$ 3,869.3

Notes:

1. Project Management (PM), Project Management Oversight (PMO), Program Management (PRGM)
2. The current phase shown is based on available information as of the date of this update. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.
3. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
4. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
5. End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.
6. Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.
7. Measure BB projects included in the capital project update have had a portion of the Measure BB commitment to the project allocated by the Commission prior to the date of this report. Named Capital Projects in the 2014 TEP, with funding allocations, show the full Measure BB commitment amount.
8. Projects include Measure B and Measure BB funding and are included in both programs. Under "Other" funding source \$105M loan from 2000MB to be paid back from future toll revenues.
9. Under "Other" funding source, \$15M loan from 2000MB to be paid back from future toll revenues.



Proposition 1B Bond Summary

5.3B

Alameda County Projects	Total Project Cost (x million)	Total Prop 1B Bond Funds Allocated (x million)	Total Other Fund Sources (x million)	Prop 1B Program Type	Construction Schedule
Highway					
1 I-580 Eastbound HOV Lane - Greenville to Hacienda Corridor	\$146.2	\$72.9	\$73.3	CMIA/STIP	07/2008 - 04/2016
2 I-580 Westbound HOV Lane - Greenville to Foothill Corridor	\$143.9	\$82.3	\$61.6	CMIA	11/2012 - 10/2016
3 I-580/Isabel Interchange	\$123.5	\$45.1	\$78.4	CMIA	06/2009 - 04/2012
4 I-580 Express Lanes	\$54.3	\$0.0	\$54.3	-	06/2014 - 02/2016*
5 I-680 Sunol SB HOV/HOT/ Lane and SI	\$231.0	\$8.0	\$223.0	STIP	10/2008 - 04/2012
6 Route 84 Expressway Widening Corridor	\$142.0	\$16.1	\$125.9	CMIA	03/2012 - 11/2017
7 I-80 Integrated Corridor Mobility (include. San Pablo TLSP)	\$78.8	\$65.2	\$13.6	CMIA, TLSP	04/2011 - 03/2016
8 I-880 SB HOV Lane Extension - Hegenberger to Marina Corridor	\$114.9	\$82.6	\$32.3	CMIA	09/2012 - 03/2016
9 I-880 North Safety and Operational Improvements at 23rd and 29th Avenues	\$105.8	\$75.0	\$30.8	TCIF/STIP	04/2014 - 09/2018
Sub-total	\$1,140.4	\$447.2	\$693.2		
Transit					
10 BART to Warm Springs	\$767.0	99.1	667.8	SLPP	06/2011 - 12/2015
11 BART Oakland Airport Connector	\$484.1	\$20.0	464.1	SLPP	11/2010 - 11/2014
Sub-total	\$1,251.1	\$119.1**	\$1,131.9		
Implemented by Others					
12 I-580 Truck Climbing Lane	\$44.9	\$44.9	\$0	TCIF	06/2012 - 06/2016
13 Outer Harbor Intermodal Terminal	\$499.2	\$242.1	\$257.1	TCIF	01/2010 - 12/2019
Sub-total	\$544.1	\$287.0	\$257.1		
Total	\$2,935.6	\$853.4	\$2,082.2		

Note: Prop 1B Bond funding amounts per the California Department of Transportation FY2014-15 Fourth Quarter Report Corridor Mobility Improvement Bond Program Report.

* Open to traffic.

**SLPP Funds: \$36M to Alameda CTC, \$83.1 M to BART.

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Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 3, 2016

SUBJECT: I-80 Integrated Corridor Mobility Project #6: San Pablo Corridor Arterial and Transit Improvement Project

RECOMMENDATION: Adopt Alameda CTC Resolution 16-008 which authorizes the Executive Director to accept the completed construction contract pending submittal of closeout documents with Steiny and Company, Inc. for the I-80 ICM Project #6 – San Pablo Corridor Arterial and Transit Improvement Project

Recommendation

It is recommended that the Commission authorize the Executive Director to accept the completed construction contract pending submittal of closeout documents from Steiny and Company, Inc. for the I-80 ICM Project #6 – San Pablo San Pablo Corridor Arterial and Transit Improvement Project (PN 1387.006) through the adoption of Alameda CTC Resolution 16-008.

Summary

The I-80 ICM Project will reduce congestion and delays in the 22-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. On September 19, 2016, a ribbon cutting ceremony was held to celebrate the completion of the Project.

The process is underway to close-out the seven sub-projects implemented under the I-80 ICM Project. It is recommended that the Commission authorize the Executive Director to accept the completed construction contract pending submittal of closeout documents with Steiny and Company, Inc. for the Project #6 – San Pablo Corridor Arterial and Transit Improvement (PN 1387.006), through the adoption of Alameda CTC Resolution 16-008.

Background

The Alameda CTC in partnership with Caltrans and the Contra Costa Transportation Authority implemented the I-80 ICM Project. The I-80 ICM project will enable operational improvements and implement intelligent transportation System (ITS) strategies, such as adaptive ramp metering and incident management, along a 19.5-mile portion of I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda and Contra Costa Counties. On September 19, 2016, a ribbon cutting ceremony was held to celebrate the completion of the Project.

The process is underway to perform project closeout activities for the seven sub-projects implemented under the I-80 ICM Project. Project #6 – San Pablo Corridor Arterial and Transit Improvement, consisting of the elements listed below, is in the final stage of project closeout.

- installing traffic signal interconnect & synchronization,
- traffic signal upgrades,
- new traffic signals,
- electrical system upgrades,
- vehicle detection equipment,
- pedestrian push button,
- count-down pedestrian signals,
- closed circuit television (CCTV),
- arterial Changeable Message Signs (CMS),
- speed feed-back signs, Informational Message Signs (IMS),
- Emergency Vehicle Preemption (EVP),
- Transit Signal Priority (TSP),
- PG&E and AT&T service connections.

Bids for Project #6 were opened on May 26, 2011. On June 23, 2011, the Alameda CTC Board awarded contract A11-0026 in the amount of \$9,212,000 to Steiny and Company, Inc. A summary of contract cost at completion is provided below:

Contract Summary

Awarded Contract Amount:	\$	9,211,613
<u>Total CCO Amount:</u>	<u>\$</u>	<u>2,164,555</u>
Total:	\$	11,376,168

Steiny and Company, Inc. has completed all contract work in accordance with the plans and specifications with the exception of providing some final closeout documentation. The Construction Manager has recommended the acceptance of the completed contract pending submittal of the remaining close-out documents. A total of \$18.7M of Traffic Light Synchronization Project funds were programmed for the project. There will be approximately \$250,000 in project savings after project closeout.

Fiscal Impact

The project contract was completed within the allocated budget for construction including contingencies. There are no financial impacts to the approved Alameda CTC budget due to these actions.

Attachment

A. Alameda CTC Resolution 16-008

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 16-008

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Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

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Director Rebecca Saltzman

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City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Resolution Authorizing Executive Director to Accept the Completed Construction Contract with Steiny and Company, Inc. for the I80 ICM Project #6 – San Pablo Corridor Arterial and Transit Improvement Project

WHEREAS, on October 31, 2012, the Alameda County Transportation Commission (Alameda CTC) entered into Agreement No. A12-0019 with Steiny and Company, Inc. ("Contractor") for the I80 ICM Project #6 - San Pablo Corridor Arterial and Transit Improvement Project (PN 1387.006) ("Project"); and

WHEREAS, the Contractor has completed all final "punch list" items, with the exception of final closeout documents, and Alameda CTC, has completed final inspections which have indicated that the Project has been constructed in conformity with the Agreement for Construction with the exception of presently unknown defects not disclosed in the final inspection; and

WHEREAS, the Contractor has requested a Notice of Completion be filed and final payment be made pending submittal of closeout documents; and

WHEREAS, the Project was acknowledged as completed on September 30, 2016, with the exception of closeout documents;

NOW, THEREFORE, BE IT RESOLVED as follows:

The Alameda CTC hereby authorizes the Executive Director to accept the Project specified in Agreement No. A11-0026 pending submittal of closeout documents.

The Project was completed on September 30, 2016 with the exception of closeout documents. The final contract price is the sum of \$11, 376,168.

The Clerk of the Alameda CTC is hereby directed to file a Notice of Completion specifying the date final closeout documents are received, as the completion date for this Project, copies of said Notice to be recorded in the Official Records of Alameda County, in the manner provided by law.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular meeting

of the Commission held on October 27, 2016 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission