

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

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Alice Lai-Bitker
Scott Haggerty, Vice Chair
Gail Steele
Nate Miley
Keith Carson

City of Alameda
Mayor
Beverly Johnson

City of Albany
Vice Mayor
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Laurie Capitelli

City of Dublin
Mayor
Tim Sbranti

City of Emeryville
Mayor
Ruth Atkin

City of Fremont
Vice Mayor
Robert Wieckowski

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
Vice Mayor
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green, Chair

Executive Director
Arthur L. Dao

Monday, November 8, 2010
12:15 P.M. or immediately
following the Planning, Policy,
and Legislation Committee
(PPLC) Meeting, whichever
occurs later

1333 Broadway, Suite 300
Oakland, California 94612

Members:

Chair: Mayor Mark Green
Vice Chair: Supervisor Scott Haggerty
Supervisor Nate Miley
Mayor Ruth Atkin
Mayor Tim Sbranti
Vice Mayor Robert Wieckowski
Vice Mayor Farid Javandel
Councilmember Larry Reid
Councilmember Luis Freitas

Staff Liaisons: Matt Todd
Ray Akkawi

Executive Director: Arthur L. Dao
Clerk of the Commission: Gladys V. Parmelee

AGENDA

*Copies of Individual Agenda Items are Available on the
Alameda CTC Website – www.alamedactc.org*

1 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

2 CONSENT CALENDAR

2A. Minutes of October 11, 2010 – page 1

A

3 PROGRAMS

None this month.

A/D

4 PROJECTS A/D

- 4A. Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 3 to the Project Specific Funding Agreement with BART for the PE/Env Phase (A08-0048) for the I-580 Corridor/BART to Livermore Studies (ACTIA 26) – page 7
- 4B. Acceptance of Semi-Annual Capital Projects Status Update - page 9
- 4C. Approval of ACTIA Congestion Relief Emergency Funds and ACCMA CMA TIP funds to the I-80 Integrated Corridor Mobility Project/San Pablo Avenue Arterial and Transit Improvement Project – page 21
- 4D. Approval of Measure B Congestion Relief Emergency Funds and CMA TIP funds for the I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project – page 27
- 4E. Approval of CMA TIP funds to supplement budget for the I-580 San Leandro Soundwall Project – page 33
- 4F. Authorize the Executive Director to Execute the necessary Funding Agreements to deliver the Mission Boulevard/I-880 Interchange Phase 1B/2 Project I-880/Mission Boulevard(Route 262) Interchange Reconstruction (MB 196) - page 39

5 STAFF AND COMMITTEE MEMBER REPORTS I

NOTE : The Alameda CTC Commission meeting on November 25th is rescheduled to December 2, 2010.

6 ADJOURNMENT/NEXT MEETING: JANUARY 10, 2011

There will be **no** Programs and Projects Committee (PPC) meeting on December 13, 2010. The next FAC meeting is on January 10, 2011.

Key: A – Action Item; I – Information Item; D - Discussion Item
(#) All items on the agenda are subject to action and/or change by the Committee

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

Glossary of Acronyms

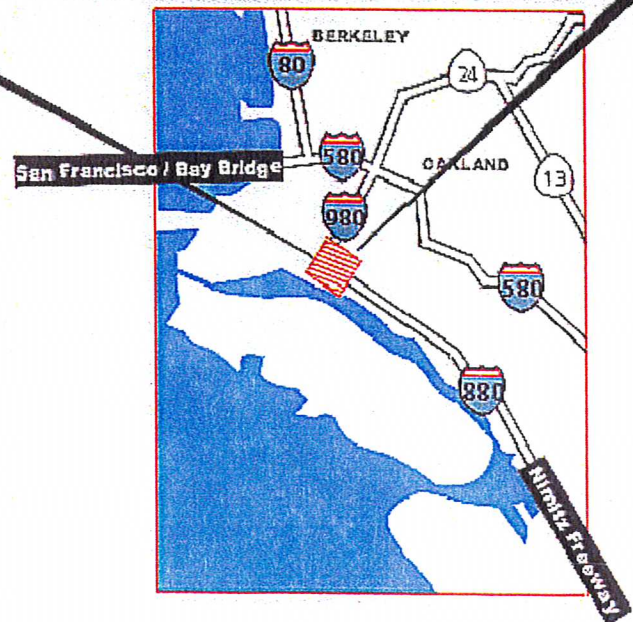
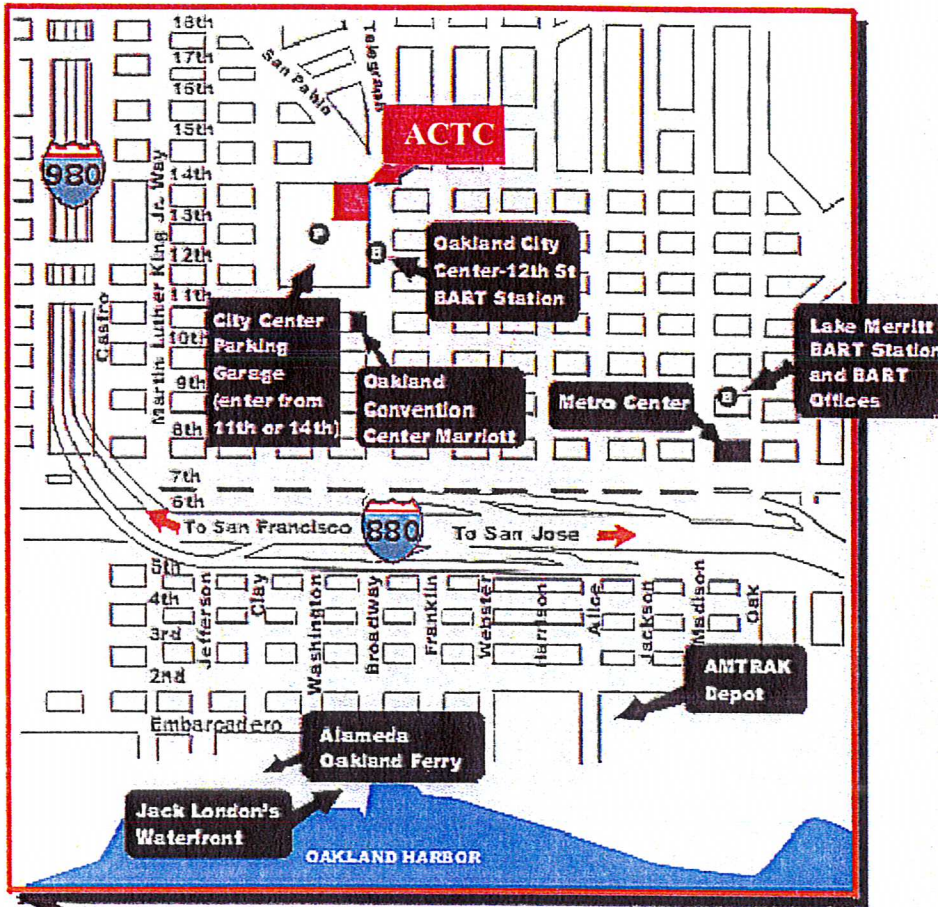
ABAG	Association of Bay Area Governments	MTS	Metropolitan Transportation System
ACCMA	Alameda County Congestion Management Agency	NEPA	National Environmental Policy Act
ACE	Altamont Commuter Express	NOP	Notice of Preparation
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	PCI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

ALAMEDA

County Transportation Commission

ACCOMMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org



Public Transportation Access

BART: City/Center 12th
Street Station

AC Transit:
Lines 1, 1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 88, 314, 800, 801,
802, 805, 840

Auto Access

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

PROGRAMS AND PROJECTS COMMITTEE

MINUTES OF OCTOBER 11, 2010

OAKLAND, CALIFORNIA

1 PUBLIC COMMENT

There was no public comment.

2 CONSENT CALENDAR

2A. Minutes of September 9, 2010

2B. Review of Upcoming MTC Local Street and Road Needs, Revenue and Performance Survey

Mayor Atkin moved for the approval of the consent calendar; Vice Mayor Wieckowski made a second. The motion passed 7-0.

3 PROGRAMS

3A. Approval of Funding Assistance for the Alameda County Public Works Agency (County PWA) Stanley Boulevard Safety and Streetscape Project

Matt Todd requested the Committee to recommend that the Commission approve the proposed strategy to assist the County PWA with an identified shortfall of \$3.582 million for the Stanley Boulevard Safety and Streetscape Project. He said that the strategy is a combination of new funding for the project and a loan with deferred payments. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Vice Mayor Javandel. The motion passed 7-0.

3B. Approval of Project Study Report / Project Initiation Document (PSR/PID) Priority List for Alameda County: Current and Projected Work Program

Vivek Bhat requested the Committee to recommend that the Commission approve the current FY 2010/11 PSR/PID Workplan and the 3-year look ahead PSR/PID priority list for Alameda County FY 2011/12, 2012/13 and 2013/14. He said that ACTAC considered this item on October 5th and unanimously approved it. The approved list was distributed to the Committee as handout. He added that once approved by the Commission, it will be transmitted to Caltrans. A motion to approve staff recommendation was made by Supervisor Haggerty; a second was made by Vice Mayor Javandel. The motion passed 7-0.

3C. Approval of Programming of the FY 2010/11 TFCA Program Remaining Balance

Jacki Taylor requested the Committee to recommend that the Commission approve the programming of a remaining balance in the FY 2010/11 TFCA program of \$319,485. ACTAC considered this item on October 5th and has approved three projects: (1) San Leandro LINKS Shuttle - \$66,605; (2) Traffic Signal Controller Upgrade and Synchronization in the City of Hayward - \$86,000; and (3) City of Oakland's Broadway Shuttle - \$166,880. She said that the proposed scenario is contingent on the approval of funding by MTC for the Bike Mobile project and approval of Measure B Bicycle and Pedestrian Countywide Discretionary Funding for the local match. A motion to approve staff

recommendation was made by Vice Mayor Javandel; a second was made by Councilmember Freitas. The motion passed 7-0.

3D. Approval of TFCA Program Expenditure Deadline Extension Requests:

3D.1 BART – Electronic Bicycle Lockers, TFCA Projects 07ALA06 and 08ALA02

3D.2 Alameda CTC – Webster Street Corridor Enhancements, TFCA Project 08ALA01

3D.3 City of Berkeley – 9th Street Bicycle Boulevard, TFCA Project 08ALA03

Jackie Taylor suggested to take items 3D.1, 3D.2 and 3D.3 together. The Committee consented. She discussed the following deadline extension requests:

- BART's request for one year extension to the expenditure deadline for TFCA Projects 07ALA06 and 09ALA02 , Electronic Bicycle Lockers
- Alameda CTC staff's request for a one-year extension to the expenditure deadline for TFCA Project 08ALA01, Webster Street Corridor Enhancements
- City of Berkeley's request for a one-year extension to the expenditure deadline for TFCA Project 08ALA03, 9th Street Bicycle Boulevard

A motion to approve staff recommendation was made by Vice Mayor Javandel; a second was made by Mayor Atkin. The motion passed 7-0.

3E. Approval of Monitoring Reports:

3E.1 State Transportation Improvement (STIP) Program At Risk Report

James O'Brien requested the Committee to recommend that the Commission approve the STIP At Risk Report dated September 30, 2010. He said that this item was considered by ACTAC on October 5th and was approved. A motion to accept staff recommendation was made by Supervisor Haggerty; a second was made by Vice Mayor Javandel. The motion passed 7-0.

3E.2 Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

James O'Brien requested the Committee to recommend that the Commission approve the STP/CMAQ Program At Risk Report dated September 30, 2010. He said that this item was considered by ACTAC on October 5th and was approved. A motion to accept staff recommendation was made by Vice Mayor Wieckowski; a second was made by Vice Mayor Javandel. The motion passed 7-0.

3E.3 CMA Exchange Program Quarterly Status Report

James O'Brien requested the Committee to recommend that the Commission approve the CMA Exchange Program Quarterly Status Report dated September 30, 2010. He said that this item was considered by ACTAC on October 5th and was approved. A motion to accept staff recommendation was made by Councilmember Freitas; a second was made by Supervisor Haggerty. The motion passed 7-0.

3E.4 Transportation for Clean Air (TFCA) Program At Risk Report

Jacki Taylor requested the Committee to recommend that the Commission approve the TFCA Program At Risk Report dated September 30, 2010. She said that this item was considered by ACTAC on October 5th and was approved. A motion to accept staff recommendation was made by Vice Mayor Javandel; a second was made by Supervisor Haggerty. The motion passed 7-0.

3E.5 Transit Oriented Development (TOD) Quarterly Progress Report, Transportation and LandUse Program

Diane Stark requested the Committee to recommend that the Commission approve the TOD Quarterly Progress and Fund Monitoring Reports. The reports provide project and fund status of nine projects identified in the Countywide Transportation Plan: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II. ACTAC considered this item in their October 5th meeting. Vice Mayor Javandel made a motion to approve staff recommendation; a second was made by Supervisor Haggerty. The motion passed 7-0.

3F. Authorization to Extend Four Measure B Grant Agreement End Dates

Tess Lengyel requested the Committee to recommend that the Commission approve to extend the following Measure B grant agreements: (1) No. A07-0005 – City of Berkeley’s Aquatic Park Connection Streetscape Improvement Project; (2) No. A07-0008 - City of Berkeley’s Ashby BART Station/Ed Roberts Campus (ERC) Pedestrian and Bicycle Access and Safety Project; (3) No. A006-0027 - City of Berkeley’s Ashby BART Station/ERC Paratransit Gap Grand Funds; and (4) No. A07-0013 – City of San Leandro’s San Leandro Bay Trail Slough Bridge Project. She said the approval of extension will not change the grant funding amounts for these four projects. Mayor Atkin made a motion to approve staff recommendation; a second was made by Vice Mayor Javandel. The motion passed 7-0.

4 PROJECTS

4A. Acceptance of Semi-Annual Capital Projects Status Update

Arthur Dao made a presentation on the capital projects from the 1986 Measure B Expenditure Plan and 2000 Measure B Expenditure Plan. He said that there are 40 capital projects which can be divided into four categories based on the primary intended benefits: Mass transit, Highway, Local Streets and Roads, and Bicycle and Pedestrian. He also said that one project, the Altamont Commuter Express Rail project, is programmatic. He requested the Committee to recommend that the Commission accept the Semi-Annual Capital Project Status Update for six remaining projects from the 1986 Measure B Expenditure Plan and all of the capital projects included in the 2000 Measure B Expenditure Plan. Vice Mayor Javandel made a motion to approve staff recommendation; a second was made by Supervisor Miley. The motion passed 7-0.

5 STAFF AND COMMITTEE MEMBER REPORTS

Arthur Dao stated that ACTIA Citizens Advisory Committee is hosting a Transportation Forum on October 21, 2010 at the Alameda CTC Offices.

6 ADJOURNMENT/NEXT MEETING: NOVEMBER 8, 2010

Chair Green adjourned the meeting at 1:15 p.m. The next meeting is November 8, 2010.

Attest by:



Gladys V. Parmelee

Interim Clerk of the Commission

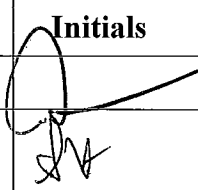

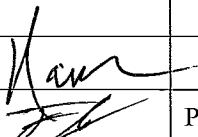
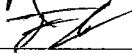
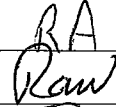
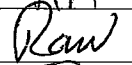
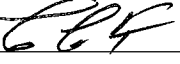
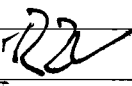



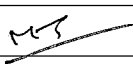

PROGRAMS AND PROJECTS COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

October 11, 2010

12:15 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS		Initials	ALTERNATES	Initials
Chair :	Mark Green – City of Union City		Carol Dutra-Vernaci – City of Union City	
Vice Chair:	Scott Haggerty – County of Alameda, District 1		Bill Harrison – City of Fremont	
Members:				
	Nate Miley – County of Alameda, District 2			
	Farid Javandel – City of Albany		Peggy Thomsen – City of Albany	
	Tim Sbranti – City of Dublin		Kasie Hildenbrand – City of Dublin	
	Ruth Atkin – City of Emeryville		Kurt Brinkman – City of Emeryville	
	Robert Wieckowski – City of Fremont		Robert Wasserman – City of Fremont	
	Luis Freitas – City of Newark		Alberto Huezo – City of Newark	
	Larry Reid – City of Oakland		Patricia Kernighan – City of Oakland	
LEGAL COUNSEL				
	Zack Wasserman – WRBD			
	Neal Parish – WRBD			
	Geoffrey Gibbs - GLG			
STAFF				
	Arthur L. Dao – Executive Director			
	Gladys Parmelee – Executive Assistant and Clerk of the Commission			
	Matt Todd - Manager of Programming			
	Ray Akkawi – Manager of Project Delivery			

STAFF	Initials	STAFF	Initials
Dick Swanson - Director of Finance & Administration	DS	Anees Azad – Manager of Finance & Admin.	AA 10/11/10
Frank R. Furger - Chief Deputy Director		Beth Walukas – Manager of Planning	EW
Tess Lengyel – Programs & Public Affairs Manager	TL	Cyrus Minoofar - Manager of ITS	CM
Yvonne Chan – Accounting Manager		Christina Muller –Administrative Manager	CM
Bijan Yarjani – Senior Transportation Engineer		Lei Lam – Senior Accountant	
Steve Haas – Senior Transportation Engineer		Keonnis Taylor – Programs Coordinator	
John Hemiup – Senior Transportation Engineer		Arun Goel – Associate Transportation Engr.	AG
Saravana Suthanthira - Senior Transportation Planner		Linda Adams – Executive Assistant	
Diane Stark - Senior Transportation Planner	DS	Liz Brazil – Contracts Administrator	
Vivek Bhat - Associate Transportation Engr.	VB	Jacki Taylor – Engineering Staff Assistant	(JT)
Claudia Leyva – Administrative Assistant III	CL		

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. James O'Brien	Project Monitoring Team	(510) 502-4357	jmo@advconcept.com
2. Rebelle Wheeler	Alameda CTC Consultant	510 267-6121	rwheeler@acta2022.com
3. Hank Hauge	APM	510.350.2344	hhauge@acuma.ca.gov
4. Clara Sample	PAPCO	510-489-0363	
5. Sharon Ann Powers	PAPCO	510-979-9660	
6. SEUNG CHO	PGT	(510) 267-6134	shyun640@gmail.com
7. Dawn Ayala	AIA C&S #1	925-551-6995	
8. Tom Blalock	BART	468-1756	
9.			
10.			
11.			
12.			

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Memorandum

DATE: November 1, 2010

TO: Programs and Projects Committee

FROM: Arthur L. Dao, Executive Director
James O'Brien, ACTIA Project Controls Team

SUBJECT: **Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 3 to the Project Specific Funding Agreement with BART for the PE/Env Phase (A08-0048) for the I-580 Corridor/BART to Livermore Studies (ACTIA 26)**

Recommendations:

It is recommended that the Commission approve the following two actions related to the I-580 Corridor/BART to Livermore Studies project (ACTIA 26):

1. Allocate \$1.668 million in Measure B Funds for additional environmental and engineering studies; and
2. Approve Amendment No. 3 to the Project Specific Funding Agreement (Agreement No. A08-0048) with the San Francisco Bay Area Rapid Transit District (BART) to encumber an additional \$1.668 million of Measure B funds for environmental and engineering studies.

Summary:

The recommended actions will allocate and encumber \$1.668 million of Measure B funds to provide for the following activities related to early implementation of the BART to Livermore project:

- Real Estate Procedures
- Alignment Engineering Study for the Downtown Livermore Station and Approach
- Yard and Shop Needs Analysis
- Yard and Shop Location Analysis
- Phasing and Funding Plan
- Continuing Outreach

Discussion/Background:

In May 2008, the ACTIA Board authorized a Project Specific Funding Agreement (PSFA) with BART for the Preliminary Engineering (PE)/Environmental Phase of the I-580/BART to Livermore Studies project (ACTIA 26) (PSFA A08-0048). On June 25, 2009, Amendment No. 1

to PSFA A08-0048 encumbered additional funds, for a total of \$4.531 million, to complete the Program EIR. Amendment No. 2, authorized by the Board on June 24, 2010 extended the termination date of the agreement to June 30, 2012.

On July 1, 2010, the BART Board of Directors certified the program level Final Environmental Impact Report (FEIR) for the project and expressed support for pursuit of an Early Implementation Plan that focused on establishing the parameters for right-of-way protection in the corridor and engineering studies to refine the alignment and implementation and funding strategies. The recommended Amendment No. 3 to PSFA A08-0048 would fund the activities related to early implementation described above.

Fiscal Impacts:

Approval of the recommended actions will allocate and encumber an additional \$1.668 million in Measure B funds for ACTIA 26 in PSFA A08-0048. The requested allocation is consistent with the Allocation Plan included in the current Strategic Plan.



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: November 1, 2010
TO: Programs and Projects Committee
FROM: Ray Akkawi, Manager of Project Delivery
SUBJECT: **Semi-Annual Capital Projects Update**

Recommendations

This is an information item only and no action is requested.

Summary

This memorandum provides a status update on 13 active ACCMA-sponsored projects. The projects, the current phase and the estimated construction completion dates are summarized below. The projects are separated by the County’s four planning areas: Planning Area 1 (PA1 or North), PA2 (Central), PA3 (South) and PA4 (East). The Background section of this memorandum includes additional information of each of the projects and a discussion of the status and issues affecting the delivery of the project.

Project No.	Project Title	Current Phase	Estimated Construction Complete Date
Planning Area 1 (North)			
345.0	SMART Corridors Programs	Operations	ongoing
374.1	I-580 Sound Wall Project in Oakland	Design	TBD
410.0	I-880 North Safety and Operational Improvements Project at 23rd/29th Avenues	Design	late 2015
491.0	I-80 Integrated Corridor Mobility (ICM) Project	Design	early 2015
440.0	Webster Street SMART Corridor Project	Design	mid 2011

Planning Area 2 (Central)			
430.0	I-880 Southbound HOV Lane Extension Project	Design	early 2014
374.0	I-580 Sound Walls Project in San Leandro	Construction	Nov 2010
Planning Area 3 (South)			
470.0	I-680/I-880 Cross Connector Project	Scoping	mid 2012
210 / 372	I-680 Express Lane Project	Construction	Nov 2010
Planning Area 4 (East)			
420.0 / 420.5	I-580 Eastbound HOV Lane/Aux Lane Project	Const. (HOV) / Design (Aux)	Nov 2010 (HOV) / early 2011 (Aux)
424.0	I-580 Westbound HOV Lane Project	Design	late 2013
420.4	I-580 Eastbound High Occupancy Toll (HOT) Lane	Design	mid 2012
424.1	I-580 Westbound High Occupancy Toll (HOT) Lane	Scoping	late 2013

Background

SMART Corridors Programs (Project No. 345.0) – The SMART Corridors Program provides video and traffic data to the public and to transportation managers of cities and partnering agencies along three major arterial corridors: San Pablo Avenue Corridor, Telegraph Avenue Corridor, and the Hesperian Boulevard/International Boulevard/East 14th Street Corridor. The program also provides transit signal preemption (TSP) for buses along the named corridors. The ongoing Operations and Maintenance (O&M) of the SMART Corridors Program's equipment was initiated and is being provided by the Alameda CTC. Funding was initially provided by federal grants and some capital funds. More recently, funding was committed to the West Contra Costa Technical Advisory Committee (WCCTAC – a regional transportation planning committee advising the expenditure of the Contra Costa County Measures C and J Transportation Sales Tax programs and projects) and AC Transit. The selection of a new maintenance contractor for the management of the advanced transportation management system (ATMS) field components is complete; however, the award of the contract is pending the approval of funding.

The annual O&M costs, inclusive of Commission staff costs, ranges between \$851,000 and \$1,597,000. However, due to the lack of sustainable funding for this O&M program, the management of the program has been relegated to keeping the components energized by payment to the utility companies (PG&E, AT&T, communications, etc.). The O&M service contracts have not been renewed or approved in the current fiscal year and any needed service is paid on as-need-basis by a service contract or purchase order.

Future options for the continuation of ACTC's role in the O&M of the SMART Corridors Program are under evaluation, including transferring O&M to the local cities as stated in the cooperative agreements.

Key Project issues

- O&M funding shortfall – the original funding for this Program has been depleted. Under the terms of the O&M Plan, the installed electronic components and equipment belong to the participating cities and the Program's maintenance can be transitioned to them if alternative funding resources are not found.
- Potential Funding Options – the funding required for the ongoing maintenance of the SMART Corridor Program can be potential obtained through the following options:
 - The Alameda CTC could continue to provide O&M for the Program with a combination of funding from the Vehicle Registration Fee (pending election results), AC Transit, CMA TIP funding and other grants. Funding from VRF, if available, would be the only sustainable funding source for the O&M of the SMART Corridors. All other funding sources are not neither sustainable nor considered as reliable.
 - The Commission could continue to provide O&M for the Program with supplemental funding provided by the cities. A Memorandum of Understanding revising the cooperative agreement with each city would be prepared to document the funding commitments.
 - The Commission could discontinue providing O&M services for the Program and turnover the O&M responsibilities to the Cities. If funding from VRF will not be available, this option would be the most prudent. Staff will bring a recommendation back to the Commission in the future for further consideration and directions.

I-580 Sound Wall Project in Oakland (Project No. 374.1) – The goal of the project is to construct sound walls on the west side of I-580 in Oakland between 14th Avenue and Ardley Avenue. The final design and preparation of the plans, specifications, and estimate (PS&E) have been completed. These contract documents have been submitted to Caltrans for review, and they have been approved. However, the funding for construction capital and construction management of the project has never been identified, and it is uncertain as to the timetable for the construction of these sound walls.

Key Project issues

- Project funding shortfall – Construction funding, approximately \$2.0 million, is needed to complete this project. At this time, a funding source has not been identified.

I-880 North Safety and Operational Improvements at 23rd/29th Avenues (Project No. 410.0) – This project proposes to construct operational and safety improvements on Interstate 880 at the existing overcrossings of 29th Avenue and 23rd Avenue in the City of Oakland. Improvements include replacing three (3) freeway overcrossing structures and multiple

improvements to the northbound on and off ramps, as well as the freeway mainline. The Final Project Report and Environmental Document were approved by Caltrans in April 2010. A consultant team has been selected to prepare the civil and structural design packages for the project. The design effort is contracted through the 35 percent PS&E milestone.

This project is funded with \$73 million from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B November 2006. The current estimated total project cost is \$95 million.

Key Project issues

- Project funding shortfall -- The project currently has an overall funding shortfall of at least \$3.1 million. This funding shortfall needs to be addressed in the immediate future to allow for the completion of the final design and preparation of the PS&E, as well as for right-of-way acquisition activities to continue. In addition, though the project development work to obtain the environmental clearance and project approval of the project has been complete, there is insufficient fund in the environmental clearance project phase to close out the consultant contract.
- Project delivery schedule – as this project is funded with a substantial amount of the State Proposition 1B bond funds, the California Transportation Commission and Caltrans, consistent with State statutes, require that the project construction contract must be awarded by December 31, 2013. This project involves the complex acquisition of a few right-of-way parcels and potential relocation of major utilities that would require protracted negotiations with property owners and utility companies. These long-lead time project activities posed a major risk to the project schedule, and could put the state funds in jeopardy.

I-80 Integrated Corridor Mobility (ICM) Project (Project No. 491.0) – This project will install new Active Traffic Management (ATM) features along Interstate 80 in Alameda and Contra Costa Counties. It will also upgrade existing traffic management elements along the San Pablo Avenue Corridor.

The project will employ state-of-the practice Traffic Operations System (TOS) and Intelligent Transportation System (ITS) tools to improve safety, mobility, and trip reliability for all users in the 20-mile corridor. The main project components will be Incident Management, Adaptive Ramp Metering (ARM), and Traffic & Transit Information on the freeway mainline, and improvements to San Pablo Avenue and arterials connecting with I-80.

The project is significantly funded with \$55.3 million from the statewide Proposition 1B Corridor Mobility Improvements Account (CMIA) funds and \$21.4 million from the Proposition 1B Traffic Lights Synchronization Program (TLSP) funds, for a total of \$76.7 million. The current estimated total cost of the project is \$93.855 million.

The project is currently planned to be delivered via seven construction contracts with varying schedules. The environmental clearance for the major elements of the project is being obtained.

At this time, none of the seven construction contracts has been advertised or awarded, pending funding allocations from the California Transportation Commission. At this point the CTC Commissioners, CTC staff, and Caltrans Headquarters management staff have expressed several concerns related to the project scope, costs, schedule, management approach, and risks management associated with the implementation of the project. The CTC had indicated that until these issues are addressed, state funding allocations to this project will not be approved

Key Project issues

- Project funding shortfall – A key consultant contract to provide design engineering for the project has a budget shortfall of about \$1 million. This contract budget overrun was created by about 4 years of project delays and scope adjustments. Funding for the contract budget shortfall is proposed to be from the CMA TIP Exchange Program and ACTIA Measure B Congestion Relief Emergent Funds (CREF), on a 50-50 basis. Approval for these additional funds is being requested under a separate action this month.
- Lack of project consensus from the California Transportation Commission – For the past few years, the CTC and Caltrans Headquarters have expressed several concerns related to the project scope, costs, schedule, management approach, and risks management associated with the implementation of the project. The CTC has indicated that until these issues are addressed, state funding allocations to this project will not be approved. For the past few weeks, Alameda CTC staff has been actively coordinating and engaging staff of the Metropolitan Transportation Commission (MTC), Caltrans District 4, Contra Costa Transportation Authority (CCTA), and CTC aiming at resolving these long-standing issues. Alameda CTC will host a Workshop with staff of these named agencies in November 2010 to accomplish this goal.
- Lack of project consensus from the Cities along the San Pablo Avenue Corridor – The nine cities along the San Pablo Avenue Corridor have also been raising issues related project scope and potential traffic impacts on each of the cities. The most significant issue that are raised by the Cities has been the potential costs for operating and maintaining (O&M) the traffic management components to be installed along the San Pablo Corridor and arterials connecting to I-80. The Cities do not want to be responsible for the O&M costs. And a few cities in Contra Costa County have already conditioned their approval of the project on the O&M costs not born by them. Alameda CTC staff is planning an outreach program to meet with Cities along the project limits in the next few months to explain the project scope, project implementation and operation of the integrated project, and to seek solutions to the O&M resource issue.
- Project Environmental Clearance – It was determined that a Biological Assessment is required and submittal to Fish and Wildlife Service for a Biological Opinion through the Formal Process will be necessary. This will extend the approval of the environmental document to May 2011. Completion of the draft Environmental Document is dependant on Caltrans' approval of the Technical Studies. The Cultural Resources study, in particular, may require selective excavation of several sites.

- Project Scope and Schedule – The project is approximately 14 months behind the baseline schedule due to resolution of the project scope among project partners and stakeholders.

Webster Street SMART Corridor in Alameda (Project No. 440.0) – In partnership with the City of Alameda, AC Transit and Caltrans, the Alameda CTC is implementing the Webster Street SMART Corridor project. The purpose of this project is to improve traffic, transit operations and safety. The project includes traffic signal installation, modifications, and timing coordination for the corridor. The project also implements Transit Signal Priority System (TSP) for AC Transit, Emergency Vehicle Preemption (EVP) for the fire department, Closed Circuit TV cameras and real-time speed and volume detection equipment allowing remote monitoring and sharing of data in real-time. A series of electronic Trail Blazer Signs (TBS) accessible to the City and Caltrans would allow implementation of a Traffic Incident Management (TIM) system through the Webster/Posy Tubes connecting the City of Alameda with the City of Oakland where the area trauma center is located.

The project communications costs are minimized through implementation of a robust wireless system. Staff is working on utilizing existing links between fire, police, and public works departments for further cost reductions and allowing access to all emergency responders. The funding for this project has been provided through a variety of local, regional, and federal sources totaling \$1.6 million, including a \$340,000 federal earmark, \$90,000 federal stimulus funds from Department of Energy, \$830,000 in TFCA funds, and \$278,000 from MTC. The design for this project has been completed and construction advertisement is pending an authorization to proceed (E-76) from Caltrans. It is estimated that the construction would begin by March 2011.

Key Project issues

- Project Funding Shortfall -- Additional funds are being sought for the unfunded portion of this project including implementation a local Transportation Management Center (TMC) in the city of Alameda that would connect City departments (Public Works, Fire, Police) with Caltrans, CHP, County and Coastguard.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) (Project No. 430.0) – This project will widen the southbound I-880 from Hegenberger Road to Marina Boulevard to extend the existing SB HOV by approximately three (3) miles. The project includes reconstructing the overcrossing structures over I-880 at Davis Street and Marina Boulevard and the Union Pacific Railroad – San Leandro Creek Overhead structure. The Environmental Document was approved in February 2010 and the Project Report in March 2010. Engineering work is underway. The project will be constructed in two segments, with two construction contracts. The first contract will cover the northern segment of the project which includes the Davis Street and Marina Boulevard overcrossings. The second construction contract will cover the southern segment which including the UPRR – San Leandro Creek bridge. The roadway and Structures PS&E is at 95% for the south segment. The roadway PS&E is at 95% for the north segment, but the north segment structures PS&E is at 35% because of the inclusion of unforeseen seismic retrofit work.

At the request of the City of San Leandro, the Alameda CTC is also managing the preparation of a Combined Project Study Report/Project Report (PSR/PR) for modifications of the Marina Boulevard Interchange. Alameda CTC staff is also coordinating with the City of San Leandro regarding additional improvements at the Davis Street Interchange.

This project is funded with \$94.6 million from the statewide Proposition 1B CMIA funds. The CTC requires that the construction contracts for this project must be awarded by December 31, 2012.

Key Project issues

- Project Funding Shortfall – Right of Way Phase funding of about \$2 million was requested through the 2008 STIP, but was not approved. The additional funding is needed to complete the right of way acquisition and utility relocation phases for the project. The completion of these activities is required and critical deliver the project on the established schedule approved by the CTC and Caltrans.
- Project delivery schedule – a construction and maintenance (C&M) agreement with UPRR will be required for the construction of the project. This complex and long-lead time activity posed a substantial risk to the project delivery schedule and may put state bond funds in jeopardy. UPRR has provided comments on the draft C&M Agreement and ACTC and CT staff are working with UPRR to finalize the Agreement.

I-580 Sound Walls Project in San Leandro (Project No. 374.0) – The San Leandro soundwall project contractor began work on June 15, 2009. The project is on schedule to be completed in November 2010. The contract time was extended approximately eighteen weeks due to weather conditions and utility issues. All work, including the masonry block soundwalls on the east side of I-580, the lightweight material walls located on the bridges, and the precast sound absorptive walls on the west side of I-580 have been completed.

Key Project issues

- Project Funding Shortfall – An additional \$500,000 is needed to fund required change order requests and additional construction management services due to the time extension of the construction contract. Staff is assessing the possibility of using funding from the CMA TIP Exchange Program to fund the project cost overrun.

I-680 to I-880 Cross Connector Project (Project No. 370.0) – This project will provide a Project Study Report (PSR) to identify improvements to SR 262 (Mission Boulevard) between I-680 and Warm Springs Boulevard in Fremont. The partner agencies have agreed to reinstate work on the project. A time extension was approved by the Alameda CTC in September 2010 allowing for the use of the Measure B funds through June 2012. ACTIA is providing Measure B funding for this project (ACTIA 22). The design consultant under contract that prepared the preliminary/conceptual plans has developed a scope of work. The PSR is anticipated to be initiated in November 2010.

I-680 Express Lane Project (Project Nos. 210.0/372.0) – The Express Lane opened for operations on September 20, 2010. The project widened southbound I-680 to accommodate the existing HOV Lane and the Express Lane (High Occupancy Toll) from SR 84 in Alameda County to SR 237 in Santa Clara County. The project was split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. The three roadway contracts under Caltrans oversight are completed. The system integrator contract is undergoing acceptance testing. Completion of the site acceptance testing is scheduled for early December. The landscape contract and environmental mitigation contract are underway, with completion scheduled for mid 2011.

I-580 Eastbound HOV Lane Project (Project No. 420.0-HOV, 420.5-Aux) – The Eastbound High Occupancy Vehicle (HOV) lane Project provides an eastbound HOV lane from Hacienda Drive in Pleasanton to the Greenville overcrossing in Livermore. The first segment, from Airway Boulevard to the Greenville overcrossing, was opened to traffic on October 2, 2009 and the construction contract was accepted on February 2, 2010. Construction of the second segment began on August 2009 by Ghilotti Construction. The HOV lane from Airway and First Street was opened on July 18, 2010. The remaining portion between Hacienda and Airway will open on November 10 2010.

The engineering consultant retained by the Alameda CTC is preparing the PS&E for the auxiliary lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore. The PS&E for the Auxiliary Lanes Project is 95% complete. In addition, a re-validation of the environmental document for the I-580 Eastbound HOV Lane Project is being prepared to include the addition of the eastbound auxiliary lanes into the project scope.

The environmental document for the conversion of the I-580 Eastbound HOV Lane to a double High Occupancy Toll (HOT) Lane is being prepared. A re-validation for a single eastbound HOT lane has already been approved.

Key Project issues

- Project Delays -- the schedule for the eastbound auxiliary lanes has been impacted by the delay in the approval of the Biological Assessment by the U. S. Fish and Wildlife Services (USFWS), which is required for the completion of the Re-Validated environmental document. The schedule may be further impacted by the decision on HOT Lane implementation options as discussed below.

I-580 Eastbound High Occupancy Toll (HOT) Lane (Project No. 420.4) – Preliminary engineering and preparation of the environmental document began in July 2008. A revalidation of the I-580 EB HOV Lane Project IS/EA was approved to allow conversion to a single HOT lane. The Alameda CTC is preparing an environmental document for the construction of a double HOT lane in the eastbound direction. All environmental technical reports have been completed and have been submitted to Caltrans for review. Two design workshops were held to define the parameters of the Dynamic Pricing Algorithm and to coordinate the civil elements of the System Integrator work with those of the HOV and auxiliary lanes project. It is anticipated

that the I-580 Eastbound HOT Lane project would be added to the Eastbound Auxiliary Lane project described above.

Key Project issues

- Lack of consensus on project scope – Caltrans has not yet concurred with the scope due to design standard issues pertaining to shoulder and lane widths on the freeway mainline. Caltrans requires a 10-foot wide median shoulder and 12-foot wide lanes. The previously approved single HOT lane project scope could accommodate the Caltrans shoulder and lane width standards. However, the currently proposed double HOT lane project scope cannot accommodate the Caltrans standards. There are three scope options currently under discussion:
 - Option 1 – Implement the double HOT lane project as currently proposed with non-standard left shoulder width and 11-foot lanes at spot locations from Hacienda Boulevard to First Street. Incorporate the HOT project elements into the Eastbound Auxiliary Lane Project. Caltrans has not approved this option.
 - Option 2 -- Implement the single HOT lane project with the Eastbound Auxiliary Lane Project and convert to a double HOT lane facility at a future date as required by traffic demand. According the Traffic and Revenue Study prepared for the project, it is forecast that the double HOT lane will be required three years after the single HOT lane is put into operation. Caltrans has approved construction of a single HOT lane; conversion to a double HOT lane will still be subject to the design standard issues mentioned above. MTC staff also endorsed this concept.
 - Option 3 -- Implement the double HOT lane project with non-standard left shoulder and lane widths from Hacienda to Isabel, standard widths from Isabel to Greenville. This option would require changes to the Auxiliary Lane Project, including additional widening. This option will delay construction of the auxiliary lane project. Staff is coordinating with Caltrans to further explore this option.
- Potential funding shortfall and schedule delays – dependent on which option would ultimately selected for the delivery of the I-580 Eastbound HOT and Auxiliary Lane Project, a potential additional funding in of approximately \$8 million to \$10 million would be needed. In addition, the project could suffer up to 18 months of delay.

I-580 Westbound HOV Lane Project (Project No. 424.0) – The westbound HOV lane project provides a westbound HOV lane from the Greenville overcrossing in Livermore to the Foothill Boulevard overcrossing in Pleasanton. The project will be constructed in three segments with three construction contracts: an east segment, a west segment and the widening of the eastbound bridges. The scope to rehabilitate the existing pavement was added to the project in January 2010 and the design consultant has revised the plans to add the rehabilitation. The PS&E for the west segment is currently 100% complete and has been submitted to Caltrans for review. The

PS&E for east segment 95% complete. The widening of the bridges in the eastbound direction will be combined with the Eastbound Auxiliary Lane Project.

Key Project issues

- Potential schedule delay – the delivery of the project may be delayed beyond that which was originally approved if eminent domain proceeding is required as part of the right of way acquisition process.
- Potential schedule delay – Incorporation of the pavement rehabilitation requires the preparation of a Pavement Deflection Report. The ACTC's Consultants have not been able to secure a permit to perform this work due to ongoing construction in the corridor (Isabel I/C and I-580 EB HOV lane projects). Field work is expected to begin in November. This could delay the project by three months.

I-580 Westbound High Occupancy Toll (HOT) Lane (Project No. 424.1) - The westbound HOT lane project would provide a westbound HOT lane from the Greenville overcrossing in Livermore to the San Ramon Road/Foothill Boulevard overcrossing in Pleasanton. Caltrans approved the modeling and traffic operations methodology recommendations and a draft travel demand forecast was submitted for review in March 2010. The Cost/Revenue and Operations Analysis is underway and scheduled to be completed in December 2010 pending Caltrans agreement to review the Operations Analysis Report.

Project issues

- Project Funding – the project currently does not have a full funding plan:
 - Funding for the construction of the Westbound HOT Lane Project has not been identified. The current estimated project construction cost ranges between \$8.5 million and \$10 million. There is current funding for scoping, environmental clearance and final design activities.
 - Current design and construction cost estimate assumes utilization of existing pavement with little to no additional widening and no additional right of way requiring approval of design exceptions for left shoulder and lane width (similar issue to EB HOT).
 - Project scope not yet determined. An RFP to prepare a Caltrans Project Study Report (PSR) will be released in November 2010.
- Project Review – Caltrans is not willing to review the project documents pending an approved cooperative agreement. The project is included in the Caltrans District 4 FY 2010/11 Work Plan for PID documents and a request to prepare a cooperative agreement has been submitted to Caltrans. A draft Cooperative Agreement Report has also been prepared and submitted to Caltrans for review.

Fiscal Impacts

This is an information item only. There is no fiscal impact associated with this report. Any fiscal impact associated with individual projects would be addressed in separate Board actions.

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Memorandum

Date: October 20, 2010

To: Programs and Projects Committee
Alameda County Transportation Commission

From: John Hemiup, Project Manager

Subject: **I-80 Integrated Corridor Mobility Project/San Pablo Avenue Arterial and Transit Improvement Project: Request to Allocate additional Funds and Amendment to Professional Services Contract**

Recommendations:

In support of delivering the I-80 Integrated Corridor Mobility Project/San Pablo Avenue Arterial and Transit Improvement Project, it is recommended that the Alameda CTC take the following actions:

1. Allocate an additional \$500,000 from the CMA Transportation Improvement Program (TIP) Funds to complete the project development phase of this project;
2. Allocate an additional \$500,000 in Measure B Congestion Relief Emergency Funds (CREF) to complete the project development phase of this project. An allocation of \$1.3 million from Measure B CREF funds was approved by ACTIA Board on September 25, 2008;
3. Authorize the Executive Director to execute an amendment to the existing contract with Kimley Horn & Associates for an additional \$1.0 million for project development work on this project. The amended contract amount shall not exceed \$10.9 million.

Discussion:

The California Transportation Commission (CTC) programmed \$55.3 million of Congestion Management Improvement Account (CMIA) funds for the construction of the freeway elements of this project. Project development activities are not funded by the CMIA Bond Program.

At its May 28, 2008 meeting, CTC approved \$21.4 million of Traffic Light Synchronization Program (TLSP) funds for the San Pablo Corridor Arterial and Transit Improvement Project in order to complement the overall I-80 ICM Project.

On September 25, 2008, the ACTIA Board allocated \$1.3 Million in Measure B Congestion Relief Emergency Funds (CREF) to the I-80 ICM / San Pablo Corridor Arterial and Transit Improvement Project. With this allocation the ACTC, in coordination with the Contra Costa Transportation Authority (CCTA) were able to fund the project development phase. Funding

plan for the project development phase was \$12.155 million from the following funds: CCTA (\$4.876 million), CMAQ (\$3.243 million), CMA TIP (\$0.580 million), Measure B CREF (\$1.3 million), and TFCA (\$1.155 million). This funding plan for the project development phases includes the cost of ACTC project management.

The CMA Board has also authorized the Executive Director to execute professional services agreements up to \$9.9 million to begin project delivery of the I-80 Integrated Corridor Mobility (ICM) Project and the San Pablo Corridor Arterial and Transit Improvement in July 2008.

Subsequently, the CMA entered in to an agreement with Kimley Horn & Associates for project development including environmental clearance and final design. Due to certain unforeseen issues, the project is experiencing delays and increased scope in completing the environmental approval and final design, as outlined below:

1. Developing the project elements as described in the CMIA baseline agreement - Extensive time and effort was spent on developing the functionality of the various project elements which was not fully accounted for when the PA&ED schedule was established. This is an innovative Intelligent Transportation System (ITS) project with many elements that have not been previously implemented on the California state highway system, thereby requiring more local input and consensus than a typical roadway project. Extensive time and effort was spent educating the local agencies and other stakeholders on the theory and function of the project elements before consensus could be reached.

2. Revisions to the project component function - Significant efforts have been expended to re-run the traffic model, revise the operations analysis and obtain consensus among the project partners and stakeholders as to when to implement Speed Harmonization on the project. The concurrence from all partners, stakeholders, including the nine cities along the corridor and other agencies on the function of the speed harmonization component during non-recurrent conditions to provide "Queue warning", and acceptance of other components, was obtained in May 2010.

3. Securing an environmental permit that was not originally anticipated - As design work progressed, it was determined that some of the planned traffic devices would have to be installed in areas in which four federally-listed species (California red legged frog, Alameda whip snake, California clapper rail, and the salt marsh harvest mouse) are present. This necessitated securing a permit from the United States Fish and Wildlife Service (Service). The permit process includes the preparation of a biological assessment (BA), consultation with the Service and the issuance of a biological opinion (BO), which was not accounted for in the original project schedule. The process has started and will take about ten months to complete. The PA&ED is expected to be completed in May 2011.

Action 1:

It is recommended that the Board allocate \$0.5 million in CMA TIP funds to complete the project development phase of this project.

Action 2:

It is recommended that the Commission allocate \$0.5 million in Measure B CREF funds to complete the project development phase of the project. The 2000 Expenditure Plan provides \$7.6 million in Congestion Relief Emergency Funds. In September 2003, ACTIA Board approved \$1.5 million from CREF for the Vasco Road Safety Project. In September 2008, the Board approved a \$1.3 million to the I-80 ICM/San Pablo Avenue Arterial and Transit Improvement Project. CREF balance was reduced to \$4.8 million. With this request the CREF balance would be reduced to \$4.3 million.

Action 3:

It is recommended that the Commission authorize the Executive Director to negotiate and execute new or amend existing professional services contracts for the I-80 ICM Project in an amount not to exceed \$10.9 million, which constitute the project development costs for the project.

Fiscal ImpactsThe revenues and costs associated with this project will reduce ACTC's Congestion Relief Emergency Funds (CREF) and Transportation Improvement Program (TIP) capacities by \$500,000 each. The approved CMA budget will be adjusted accordingly.

Attachments:

Attachment A: I-80 ICM Project Cost Funding

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**Attachment A:
I-80 ICM Project Cost Funding
Project Cost / Funding (\$ x 1,000)**

Cost Estimate by Phase	
Scoping	\$ 150
PE/Environmental	\$ 4,847
Final Design (PS&E)	\$ 7,908
Right-Of-Way	\$ 150
Utility Relocation	\$ -
Construction	\$ 75,337
Equipment Purchase	\$ 5,363
Total	\$ 93,755

Funding	
CMA TIP*	\$ 1,080
Federal (CMAQ)	\$ 3,243
State (STIP)	\$ 954
Measure J	\$ 4,876
WCCTAC	\$ 47
ACTIA*	\$ 1,800
TFCA	\$ 1,155
CMIA Bonds	\$ 55,300
TLSP Bonds	\$ 21,400
AC Transit - RM2	\$ 4,000
Total	\$ 93,855

*Note - \$500K increase in funding from CMA TIP & \$500K from ACTIA is requested pending ACTC approval.

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Memorandum

DATE: November 1, 2010

TO: Plans and Programs Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of Measure B Congestion Relief Emergency Funds and CMA TIP funds for the I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project

Recommendations:

It is recommended that the Commission approve the following funding actions for the delivery of the I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project (Project):

- Amend the adopted FY 2010-11 Strategic Plan to include the Project to be funded with the Congestion Relief Emergency Funds (CREF) as project number ACTIA 27C with a programmed balance of \$750,000,
- Authorize the Executive Director to execute an amendment to the Master Funding Agreement between ACTIA and ACCMA to include Project Number ACTIA 27C,
- Approve an allocation of \$750,000 to the project development phase of Project 27C (with eligible expenses retroactive to May 8, 2009),
- Authorize the Executive Director to execute a Project Specific Funding Agreement (PSFA) between ACTIA and ACCMA for the project development phase of ACTIA 27C,
- Approve ACCMA CMA TIP funds of \$750,000 for the Project (with eligible expenses retroactive to May 8, 2009),
- Approve a revision to ACCMA Resolution 08-012, amending the funds available to implement the project, which authorizes the Executive Director to execute necessary contracts and agreements for the Project (revised resolution will be available at the Alameda CTC meeting).

Summary:

This Project proposes to construct operational and safety improvements on Interstate 880 at the existing overcrossings of 29th Avenue and 23rd Avenue in the City of Oakland. The project will improve the vertical clearance of the structures as well as recurring congestion in the area and improve safety related features such as ramp lengths/design and shoulder widths with \$73 million in Proposition 1B Trade Corridor Improvement Funds programmed to complete the project. The Environmental Document and the Project Report were completed in April 2010 and the design and ROW phases have been initiated. The work to complete the Environmental Document and the Project Report has provided additional information about the project scope, cost and schedule. Based on this

information, staff is projecting a \$3 to \$3.25 million dollar shortfall in the project development budget (\$11.5 to \$14.75 million). Staff is reviewing items that can be adjusted and/or rescoped, while maintaining delivery, to reduce the amount of funding required to complete project development. Staff is requesting the Alameda CTC Board approve the programming of \$1.5 million at this time to address immediate project needs, from a combination of Measure B (\$750,000) and CMA TIP funds (\$750,000).

Background:

This Project proposes to construct operational and safety improvements on Interstate 880 (I-880) at the existing overcrossings of 29th Avenue and 23rd Avenue in the City of Oakland. The Project will remove and reconstruct the 29th Avenue overcrossing and the two 23rd Avenue overcrossings of I-880. The new overcrossings will provide room to widen the existing I-880 mainline lanes and shoulders. The Project also includes relocating the northbound Lisbon Avenue on ramp to begin at 29th Avenue and lengthening the northbound auxiliary lane between 29th Avenue and 23rd Avenue. In addition, the project plans to reconstruct the 23rd Avenue / I-880 northbound ramps / 11th Street Intersection, to lengthen and improve the northbound off ramp at 29th Avenue to terminate directly into the 29th Avenue crossing and to construct a soundwall along the northbound auxiliary lane between 29th and 23rd Avenues.

Average daily traffic volumes on I-880 exceed 220,000 vehicles/day, with combined northbound and southbound volumes exceeding 14,000 vehicles in both the AM and PM peak hours. I-880 has been identified as being one of the most congested freeway corridors in Alameda County. It is a vital part of the Alameda County and Bay Area transportation system and is part of a major trucking route (I-880 / I-238 / I-580 / I-205) serving Alameda, the Bay Area, the Central Valley and the western United States. I-880 provides access to numerous intermodal facilities including the Port of Oakland and Oakland International Airport. The I-880 corridor is a primary north-south freight route to and from the Port of Oakland and has the highest volume of trucks in the region. The Port of Oakland, the Bay Area's largest port, generates approximately 25% of the truck traffic on I-880 and approximately 9% of all truck traffic in the Bay Area.

The Project improvements will increase the flow of vehicles along the mainline and help reduce the rate of congestion related accidents in the area. The high traffic volumes combined with the existing interchange spacing, ramp geometric configurations and the limited ability to widen the mainline impact mobility (freight and commuter) in the I-880 corridor and contribute to a daily recurring bottleneck that accounts for approximately 50% of the northbound delay on I-880 in Alameda County. The frequency of accidents in this area is approximately five times higher than the statewide average, which exacerbates the existing bottleneck conditions.

The new overcrossings will also provide standard vertical clearances over mainline I-880. Currently, the minimum vertical clearances at the 23rd Avenue (eastbound), 23rd Avenue (westbound), and 29th Avenue overcrossings are 13 ft – 9 in, 14 ft – 9 in and 15ft – 2 in, respectively. The Caltrans current minimum design standard clearance is 16 ft – 6 in. The reconstruction would provide a vertical clearance of 16.5 feet reducing the potential of oversize trucks hitting the overcrossing. Reconstructing the 23rd Avenue and 29th Avenue overcrossings will eliminate the last three nonstandard vertical clearance obstacles in the North I-880 corridor and will provide over 15 continuous miles of standard vertical clearances along the key trucking route from the Port of Oakland to I-238 and I-580.

The project was identified as a potential candidate for a yet to be identified funding source expected to emerge in 2006 (Proposition 1B ballot measure approved in November 2006). The Project Study Report (PSR) for the project was approved in November 2007. The ACCMA worked with MTC and other regional partners and the Project was included in the MTC proposal for the Proposition 1B Trade Corridor Improvement Funds (TCIF). In 2008, the project was approved for \$73 million of TCIF funding for the Construction and ROW phases of the Project. Based on the PSR level understanding of the project, the ACCMA identified and secured an additional \$24 million of funds for Environmental, Design and ROW phases, for a total project cost of about \$97 million. Since that time, the Environmental Document and the Project Report were completed in April 2010.

The work to complete the Environmental Document and the Project Report has provided additional information about the project scope, cost and schedule. Additional outreach and investigation was required to be conducted during the process to develop the documents, including an expanded effort regarding project layout, modeling/circulation issues, and additional resources to ensure the expanded effort was delivered within the baseline project schedule the ACCMA committed to with the California Transportation Commission. The project approved in the Environmental Document includes a circulation that modifies the current circulation, through a revision to lane distribution on the new structures, as well as including a roundabout intersection, and achieving the operational improvements while minimizing ROW impacts in this established area. The initial project development efforts budget was based on the PSR level document. Based on the knowledge available through the environmental phase of the project, staff is projecting a \$3 to \$3.25 million dollar shortfall in the project development budget (\$11.5 to \$14.75 million). Staff is requesting the Commission approve the programming of \$1.5 million at this time to address immediate project needs, from a combination of Measure B (\$750,000) and CMA TIP funds (\$750,000). Staff continues to move forward with project development, including reviewing/evaluating the scope, cost and schedule to reduce the funding needed to deliver the project as well as pursuing additional fund sources to supplement the budget.

The Measure B Expenditure Plan states that the CREF “shall be available to fund high-priority projects that address major regional congestion problems that emerge during the lifetime of the Plan and which are not addressed by the proposed Plan.” The improvements in the area of the I-880/23rd and I-880/29th Interchanges address major regional congestion problems that are not identified in the Expenditure Plan. Staff recommends the Commission amend the Project into the current Strategic Plan under the Congestion Relief Emergency Funds (CREF) as project number ACTIA 27C with a programmed balance of \$750,000.

The 2000 Expenditure Plan provides \$7.6 million in CREF. In September 2003 the ACTIA Board approved \$1.5 million from the CREF for the Vasco Road Safety Project and in September 2008 the ACTIA Board approved \$1.3 million from the CREF for the I-80 ICM/San Pablo Avenue Arterial Improvement Project, leaving a balance of \$4.8 million. No other allocations from this fund have been made.

The CMA TIP program was established to provide local funding to projects, or phases of projects, which would be subject to delay and/or significant cost impacts if more restrictive regional, state or federal funds were used in lieu of local funding. The Project is eligible to receive CMA TIP funds. The Project currently has \$125,000 of CMA TIP funds programmed to the Project. Staff recommends the Commission approve additional CMA TIP funds of \$750,000 for the Project. The CMA TIP program can accommodate the proposed programming.

The Commission is also requested to authorize the funds for expenses retroactive to May 8, 2009. Federal funding was intended to be utilized for certain project development phase work completed from mid 2009 and into 2010. The funding plan has been affected by the revision of the Caltrans funding program (revised in mid 2009). Staff proposes an internal reallocation of the fund sources for the Project, using the funding requested in this action for environmental phase expenses and the federal funds being assigned for design phase expenses. The retroactive date represents the date the federal funds were authorized to the project.

Fiscal Impacts:

Approval of the proposed allocation of up to \$750,000 from the CREF would reduce the CREF balance to \$4.8 million. There is adequate capacity in the programmed balance of the 2010-2011 Strategic Plan. The CMA TIP program can accommodate the proposed programming.

Attachments:

Attachment A – Funding Plan

Attachment B – Project Map

Attachment A
I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project
Project Cost / Funding
(\$ x 1,000)

Cost Estimate by Phase	
Scoping	\$ 250
PE/Environmental	\$ 5,300
Final Design (PS&E)	\$ 9,000
Right-Of-Way	\$ 5,450
Utility Relocation	\$ -
Construction	\$ 80,000
Equipment Purchase	\$ -
Total	\$ 100,000

Funding	
CMA TIP *	\$ 1,000
Federal	\$ 1,787
State - STIP	\$ 2,000
State - SHOPP	\$ 10,000
Local - RM2	\$ 10,000
Local - Measure B*	\$ 750
TCIF	\$ 73,000
TBD Fund Source	\$ 1,500
Total	\$ 100,037

* Includes Request for \$750K of CMA TIP and \$750K of Measure B Funds

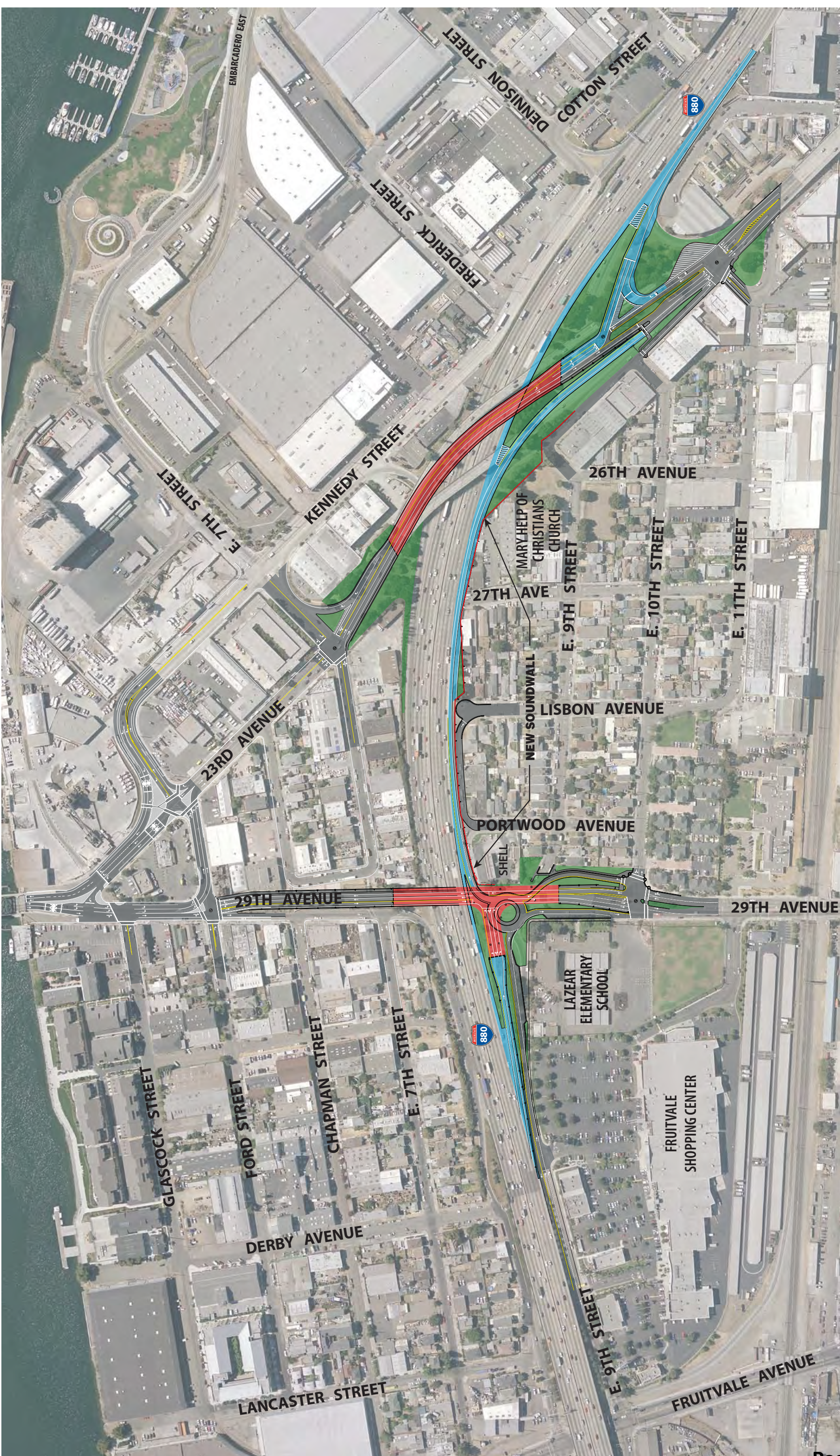
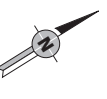


Photo: Town September 2008



11/16/09 JUN 35-100463-13402

Memorandum

DATE: October 27, 2010

TO: Programs and Projects Committee

FROM: Vivek Bhat, Senior Transportation Engineer

SUBJECT: **Approval of CMA TIP funds to supplement budget for the I-580 San Leandro Soundwall Project**

Recommendations:

It is recommended that the Commission:

1. Approve \$500,000 of CMA TIP funds to supplement the budget for the I-580 San Leandro Soundwall Project Budget, and
2. Authorize the Executive Director to negotiate and execute agreements including amending existing contracts for consultant services for implementation of the project.

Summary:

The Alameda CTC is the sponsor of the I-580 San Leandro Soundwall Project. The Alameda CTC is responsible for the construction administration of the project. Funding for the construction phase is provided by a combination of Federal Surface Transportation Program (STP) funds and CMA TIP funds used as the local match. The additional requested funds would supplement the contingency budget necessary to complete the remaining activities and to close out of the project.

Background:General Project Description

The I-580 San Leandro Soundwall Project Construction contract was awarded to Gordon N. Ball Inc. for \$6,180,565. The project budget had a contingency of \$ 668,685. The contractor began work on the project on June 15, 2009 with a construction contract time of 250 working days. The ACCMA Board selected S&C Engineers Inc. as the Construction Management (CM) team to provide oversight of the construction through a competitive selection process.

The construction contract included bid alternate options for sound absorptive walls if the bids received were favorable. The bids received were lower than the Engineer's Estimate and the alternative bid option of pre-cast sound absorptive walls along the west side of I-580 (Eastbound traffic direction) was exercised.

During the construction phase a number of issues were encountered.

Weather delays

The construction contract has experienced a total of approximately 60 weather days (rain days work cannot be conducted), an addition of about 3 months to the original contract time of 250 Working Days. The CM contract assumed one month of weather delay days. Although the weather delays have not added any time related overhead towards the construction contract, they have impacted the CM contract budget which has been extended by about 3 months.

Extra Night-work inspection due to change in type of walls

With the pre-cast sound absorptive wall alternative almost 50% of the walls were installed at night with freeway closures, as compared to daytime work typical with traditional masonry block walls. This work required tasks such as additional CM team night inspections, lane closures and CHP on site. The CM contract was executed prior to the contract advertisement when the pre-cast walls were an alternative bid item. The cost proposal budgeted for 80 hours a month for additional inspection services for the heaviest 6 months of construction. Additional inspection hours were required based on the construction method and schedule utilized. Also, due to the nature of lane closures and night work, overtime hours were also required in certain instances.

Buried Man-made objects

The I-580 MacArthur Freeway was built on an area previously used for residences. There were several buried man-made objects that have been encountered in the construction of the soundwalls along both sides of the freeway due the previous land use. The design parameters of the pre-cast wall system allow little flexibility to adjust pile locations resulting in the issuance of Contract Change Orders (CCOs) for removal of multiple buried objects.

Median issue

Pursuant to the stage construction plans prepared, the Contractor was required to shift the existing travel lanes on I-580 (both directions) toward the median to permit the construction of the soundwalls. As part of this lane shift, a portion of the Number 1 lane was shifted onto the existing asphalt median/shoulder. After heavy periods of rain the asphalt failed in certain areas. This resulted in a change order to remove and replace the asphalt shoulder with a pavement capable of handling traffic loads for the duration of construction work. Funds were also required to address damage claims to motor vehicles.

As a result of these multiple issues the contingency funds have almost been exhausted. The additional requested funds would be utilized to supplement the I-580 Soundwall project budget necessary to complete the remaining activities and to close out of the project.

The contractor is currently working on the final punch-list items and on completion will be provided a proposed final estimate (PFE). The PFE typically details the final cost of the project and includes all change orders, item payments, supplemental work etc. The contractor will then have 30 days to review the PFE and either accept the amount or provide justification for any additional cost. While currently there are no known claims or unresolved issues, there is always a possibility that the contractor may raise an issue during the PFE stage.

The CMA TIP program was established to provide local funding to projects, or phases of projects, which would be subject to delay and/or significant cost impacts if more restrictive regional, state or federal funds were used in lieu of local funding. The Project is eligible to receive CMA TIP funds. The Project currently has \$3,193,000 of CMA TIP funds programmed to the Project. Staff recommends the Alameda CTC Board approve additional CMA TIP funds of \$500,000 for the Project. This action would revise CMA TIP funds programmed to the Project to \$3,693,000. The CMA TIP program can accommodate the proposed programming.

Fiscal Impacts:

The CMA TIP program can accommodate the proposed programming.

Attachments:

Attachment A: Project Cost / Funding Sheet

Attachment B: Project Layout Map

Current Project Cost / Funding (\$ x 1,000)

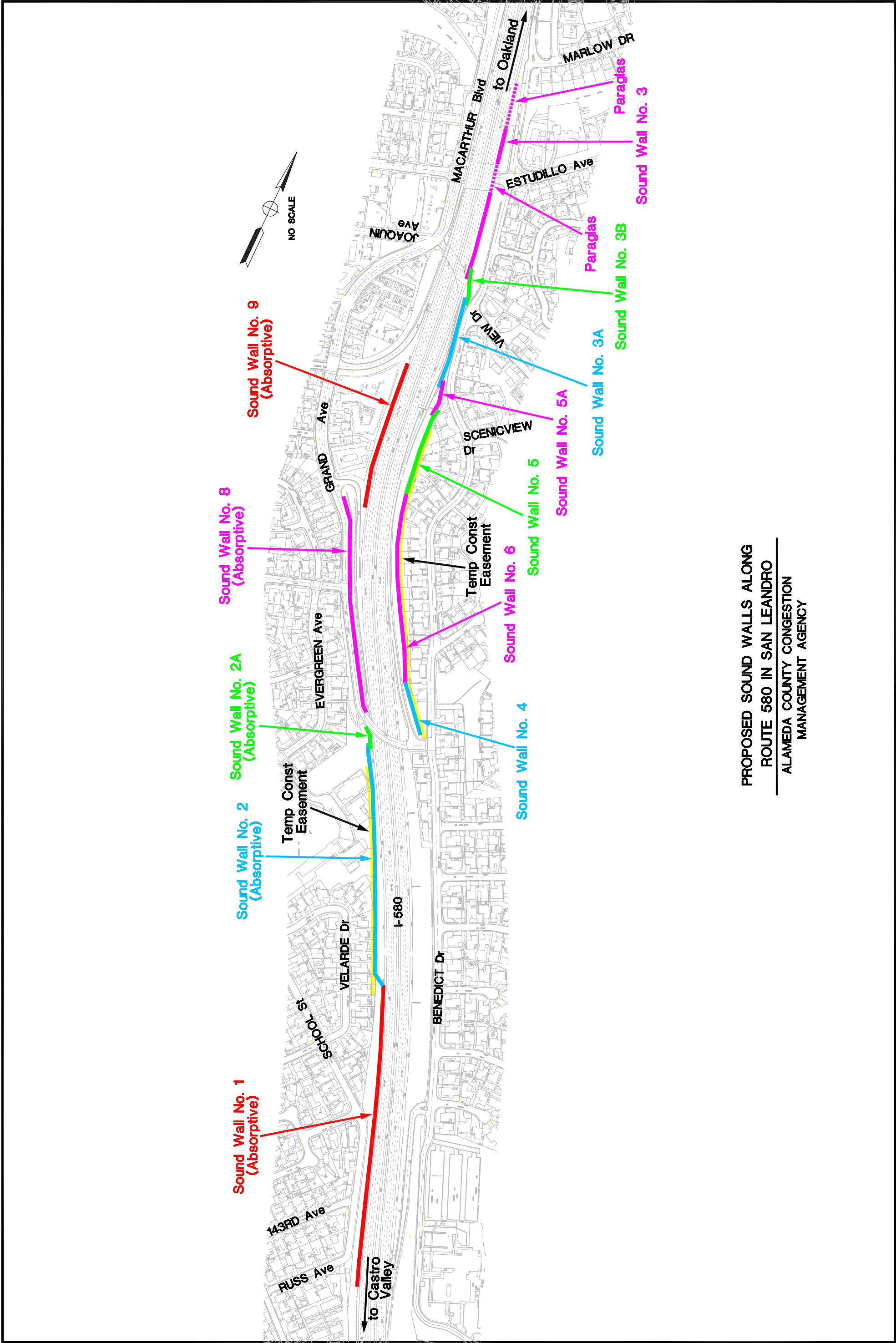
Cost Estimate by Phase	
Scoping	\$ -
PE/Environmental	\$ -
Final Design (PS&E)	\$ 2,250
Right-Of-Way	\$ -
Utility Relocation	\$ -
Construction / CM	\$ 8,205
Equipment Purchase	\$ -
Total	\$ 10,455

Funding	
CMA TIP	\$ 3,193
Federal	\$ 7,262
State	\$ -
Regional	\$ -
Local	\$ -
Other	\$ -
Total	\$ 10,455

Proposed Project Cost / Funding (\$ x 1,000)

Cost Estimate by Phase	
Scoping	\$ -
PE/Environmental	\$ -
Final Design (PS&E)	\$ 2,250
Right-Of-Way	\$ -
Utility Relocation	\$ -
Construction / CM	\$ 8,705
Equipment Purchase	\$ -
Total	\$ 10,955

Funding	
CMA TIP	\$ 3,693
Federal	\$ 7,262
State	\$ -
Regional	\$ -
Local	\$ -
Other	\$ -
Total	\$ 10,955



PROPOSED SOUND WALLS ALONG
 ROUTE 580 IN SAN LEANDRO
 ALAMEDA COUNTY CONGESTION
 MANAGEMENT AGENCY

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Memorandum

DATE: November 1, 2010

TO: Programs and Projects Committee

FROM: Arthur L. Dao, Executive Director
James O'Brien, ACTIA Project Controls Team

SUBJECT: **Authorize the Executive Director to Execute the necessary Funding Agreements to deliver the Mission Boulevard/I-880 Interchange Phase 1B/2 Project I-880/Mission Boulevard (Route 262) Interchange Reconstruction (MB 196)**

Recommendations:

It is recommended that the Commission approve the following two actions related to the I-880/Mission Boulevard (Route 262) Interchange Reconstruction project (ACTA MB196):

1. Accept the Project Status Update for ACTA MB196; and
2. Authorize the Executive Director to execute the necessary funding and implementation agreements to assist the City of Fremont and Santa Clara Valley Transportation Authority (VTA) with the delivery the Mission Boulevard/I-880 Interchange Phase 1B/2 project.

Summary:

Project Status Update - The majority of the I-880/Mission Boulevard (Route 262) Interchange Reconstruction project (ACTA MB196), i.e. the I-880 Interchange portion, has been constructed and is open to traffic. The remaining portion, the portion along Mission Boulevard in the vicinity of the UPRR crossings and the Kato Road on and off ramps, has been incorporated into a separate project being implemented by the VTA in cooperation with the City of Fremont. The separate project, the Mission Boulevard/I-880 Interchange Phase 1B/2 project, is expected to enter construction in mid-to-late 2011.

The recommended action would allow the Executive Director to execute funding and implementation agreements required for project implementation which meet the following conditions:

1. Consistency with the Memorandum of Understanding from 2006, including a loan agreement to advance Measure B funds for AB1462 funds;
2. Do not commit additional Measure B funds to the project; and
3. Are found to have no adverse impact to the Alameda CTC's ability to fulfill the commitments of Measure B funds to other projects included in the Measure B Program of Capital Projects.

Discussion/Background:

Project Status Update - The majority of the I-880/Mission Boulevard (Route 262) Interchange Reconstruction project (ACTA MB196) has been constructed and is open to traffic. A portion of ACTA MB196, including the replacement of the UPRR crossings and the Kato Road on and off ramps, was deferred from the I-880 Interchange portion of the project and incorporated into a separate project which includes the Warren Avenue grade separation and improvements within the UPRR right of way. The VTA is leading the project development efforts for the Mission Boulevard/I-880 Interchange Phase 1B/2 project in cooperation with the City of Fremont. The Alameda County Transportation Authority (ACTA) has been involved with the VTA, the City of Fremont, and Caltrans throughout the project development, right of way, and utility relocation phases of the Mission Boulevard/I-880 Interchange Phase 1B/2.

The Mission Boulevard/I-880 Interchange Phase 1B/2 project is expected to go to construction during mid-to-late 2011. The VTA is leading the project development, right of way and utility relocation efforts. The design is being coordinated with the UPRR for the portions affecting the railroad right of way, with Caltrans for the State Highway portion along Mission Boulevard (State Route 262), and with the City of Fremont for the local roadway portions including Warren Avenue. Right of way and utility relocation is also being coordinated with the affected agencies and utility owners.

The funding plan for the construction phase includes State bond funding from the Highway Railroad Crossing Safety Account (HRCSA) and from the Corridor Mobility Improvement Account (CMIA), both of which require Baseline Agreements between the California Transportation Commission (CTC) and the sponsor and/or implementing agency. Other agencies providing funding for the project are required to sign the Baseline Agreement along with the implementing agency.

The funding plan includes another State-level source: AB1462 which provides for revenues from the disposal of certain excess lands to be made available to projects included in a Local Area Transportation Improvement Program (LATIP) approved by the CTC. The Phase 1B/2 project is included in the approved Historic Parkway LATIP for \$42.35 million.

A Memorandum of Understanding (MOU) was approved in 2006 between ACTA, Caltrans, and the cities of Fremont and Union City. The MOU included a commitment by ACTA to advance Measure B funds for the AB1462 funding if the AB1462 funds are not available at the time the Phase 1B/2 project is ready for reimbursement. The commitment to advance the Measure B funds was contingent on several provisions such as ACTA's ability to advance the funds without negative impacts to other Measure B commitments to remaining capital projects in the ACTA Program, a reasonable interest rate for the time out of pocket, and reasonable assurance that the funds to repay any advance will be made available for repayment.

As the funding and implementation agreements for the construction phase of the Phase 1B/2 project are being developed and executed, the Alameda CTC may be required, or requested to be signatory to one or more agreements to support project implementation. The recommended

action would allow the Executive Director to execute funding and implementation agreements required for project implementation which meet the following conditions:

1. Consistency with the MOU from 2006, including a loan agreement to advance Measure B funds for AB1462 funds;
2. Do not commit additional Measure B funds to the project; and
3. Are found to have no adverse impact to the Alameda CTC's ability to fulfill the commitments of Measure B funds to other projects included in the Measure B Program of Capital Projects.

Any agreement that includes a commitment of additional Measure B funds to the project would require specific Alameda CTC approval, in which case the agreement would have to be brought before the Alameda CTC on a future agenda for approval before the Executive Director could execute the agreement.

Fiscal Impacts:

Approval of the recommended action will have no significant fiscal impact on the Measure B Program.

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