



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

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Councilmember Michael Gregory

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

**Executive Director**  
Arthur L. Dao

## Programs and Projects Committee

**Monday, November 10, 2014, 12:00 p.m.**  
**1111 Broadway, Suite 800**  
**Oakland, CA 94607**

### Mission Statement

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

### Public Comments

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

### Recording of Public Meetings

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

### Reminder

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

### Glossary of Acronyms

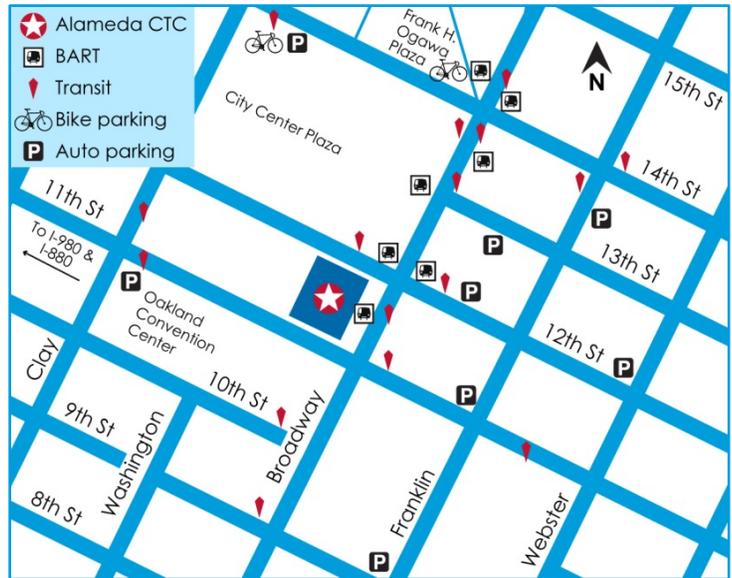
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## Location Map

### Alameda CTC

1111 Broadway, Suite 800  
Oakland, CA 94607

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



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

## Accessibility

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



## Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

## Paperless Policy

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

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# Programs and Projects Committee Meeting Agenda

## Monday, November 10, 2014, 12 p.m.

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### 1. Pledge of Allegiance

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

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

### 2. Roll Call

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

### 3. Public Comment

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

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

### 4. Consent Calendar

Page A/I

#### 4.1. [October 13, 2014 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the October 13, 2014 meeting minutes.

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

7 I

### 5. Programs

#### 5.1. [Alameda CTC's Comprehensive Investment Plan Project Selection Methodology](#)

11 A

Recommendation: Approve Alameda CTC's Comprehensive Investment Plan Project Selection Methodology.

#### 5.2. [Alameda CTC At Risk Monitoring Reports](#)

27 A

Recommendation: Approve the State Transportation Improvement Program (STIP), Federal Surface Transportation/ Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation for Clean Air (TFCA) At Risk monitoring reports.

#### 5.3. [CMA TIP Program: Vasco Road Project and ARRA Local Street and Road Project Exchange Agreements](#)

53 A

Recommendation: Approve the CMA TIP Program project exchange amendments and authorize the Executive Director to execute associated agreements.

### 6. Projects

#### 6.1. [East Bay Greenway Project: Corridor Planning and Coliseum BART to 85th Avenue Construction \(PN 635.1\)](#)

63 A

Recommendation: Approve the programming actions and authorize the Executive Director to execute agreements required for the construction component of the project.

- |      |  |    |   |
|------|--|----|---|
| 6.2. | <a href="#"><u>I-680 Northbound Express Lane Project (PN 721.0): Contract Amendment to the Professional Services Agreement (Agreement No. A11-0034) with WMH Corporation</u></a>   | 67 | A |
|      | Recommendation: Approve and authorize the Executive Director, or his designee, to execute Amendment No. 2 to the Professional Services Agreement No. A11-0034 with WMH Corporation for an additional not-to-exceed amount of \$450,000 for a total not-to-exceed amount of \$6,611,366 and a contract time extension to June 30, 2016.   |    |   |
| 6.3. | <a href="#"><u>I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0): Amendment No. 7 to the Professional Services Agreement with RBF Consulting (Agreement No. A10-013)</u></a>  | 71 | A |
|      | Recommendation: Approve and authorize the Executive Director, or his designee, to execute Amendment No. 7 to Agreement No. A10-013 with RBF Consulting for an additional not-to-exceed amount of \$437,500 for a total not-to-exceed amount of \$10,110,100 for continued design support services during construction.                   |    |   |
| 6.4. | <a href="#"><u>I-80 Gilman Project (PN 765.0): Contract Amendment to the Professional Services Agreement (Agreement No. A10-012) with PB Americas, Inc.</u></a>  | 75 | A |
|      | Recommendation: Approve and authorize the Executive Director, or his designee, to execute Amendment No. 3 to the Professional Services Agreement No. A10-012 with PB Americas, Inc. for an additional not-to-exceed amount of \$25,000 for a total not-to-exceed amount of \$679,028 and a contract time extension to December 31, 2014. |    |   |
| 6.5. | <a href="#"><u>I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0): Project Approval and Environmental Document (PA&amp;ED) Phase</u></a>  | 79 | A |
|      | Recommendation: Authorize the Executive Director, or his designee, to execute a Professional Services Agreement for a not-to-exceed amount of \$4,900,000 with HNTB Corporation for the PA&ED Phase.   |    |   |
| 6.6. | <a href="#"><u>Various Projects: Time Extension Only Amendments</u></a>  | 81 | A |
|      | Recommendation: Approve and authorize the Executive Director, or his designee, to execute amendments for requested time extensions in support of the Alameda CTC's Capital Projects and Program delivery commitments.  |    |   |

## 7. Committee Member Reports (Verbal)

## 8. Staff Reports (Verbal)

## 9. Adjournment

**Next Meeting:** January 12, 2015

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

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Programs and Projects Committee  
Meeting Minutes  
Monday, October 13, 2014, 12 p.m.

4.1

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**1. Pledge of Allegiance**

**2. Roll Call**

The Clerk conducted a roll call. All members were present with the exception of Commissioner Rebecca Kaplan, Commissioner Laurie Capitelli and Commissioner Larry Reid.

**Subsequent to the roll call:**

Commissioner Kaplan arrived during Item 5.2.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. September 8, 2014 PPC Meeting Minutes**

*Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Miley seconded the motion. The motion passed unanimously (Kaplan, Capitelli and Reid absent).*

**5. Programs**

**5.1. Lifeline Transportation Program Cycle 4 Guidelines**

Vivek Bhat recommended that the Commission approve the project evaluation criteria and weighting to be used for the project selection process of the Cycle 4 Lifeline Transportation Program. He provided an overview of the program and specifically cycle 4 funding sources. Vivek also provided information on eligible projects and changes from prior cycles. He described the evaluation criteria and specifically the six criteria from MTC and the three criteria from Alameda CTC. He stated that the weighting of criteria will remain the same as cycle 3 and he concluded by covering the programming schedule.

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

**5.2. Comprehensive Investment Plan**

Tess Lengyel recommended that the Commission approve the Comprehensive Investment Plan (CIP) guiding principles, development process, and programming fund estimate. She stated the CIP is carrying on policy framework that the Commission approved in 2013 and will be a programming plan that transitions long range plans into short-range implementation to create a continued pipeline of projects. Tess covered the CIP benefits and stated that the plan will include a 5

year fiscally constrained and a two-year allocation plan, all funding sources, capital projects, as well as programmatic capital plans and projects. She stated that the plan will be updated annually to coincide with the budget as well as biennially to enroll any new projects and programs. Tess covered the five policy principles and the CIP development process. Tess also stated that there will be a programming fund update and provided information on the programming fund estimate of 1.5 billion dollars. Tess concluded the report by covering next steps and providing an update on comments from ACTAC.

Commissioner Miley wanted to know how comments from the committee and ACTAC will be included in the principals. Tess stated that all comments will be included when developing the criteria for the guiding principles.

*Commissioner Dutra-Vernaci motioned to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously (Reid, Capitelli absent).*

### **5.3. Safe Routes to Schools Program Annual Report**

Arun Goel provided an update on the Safe Routes to School Program. He started the update by providing an overview of the program history and growth over the past eight years. Arun stated that the program reached 105 schools and held 400 events throughout the county. He covered the school selection process and program delivery details and specifically the comprehensive approach and technical assistance. Arun provided information on all programs offered through SR2S locations and provided information on the increased participation at SR2S events. Arun provided a brief overview of the success stories and top performing elements that lead to successful participation in the program and he stated that the high school program has now been integrated into the program with staff working on expanding the program. Arun also provided statistics on the mode splits by planning area, distance to school, and trending directions. He concluded by providing a look ahead of participating schools and details on new program components.

Commissioner Miley wanted to know if the rodeo was available at all schools. Arun stated that there are 50 rodeos allocated.

Commissioner Miley wanted to know how street and road impediments that disallow kids to bike or walk to school are addressed. Arun stated that staff assists with a site assessment and partners with schools and parent champions to prepare reports that provide help with locating funding at local and state levels.

*This item was for information only.*

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

Tess Lengyel provided an update on the Transportation Expenditure Plan. Tess stated that there was an editorial board meeting with the Chronical newspaper that resulted in support of the plan. She stated that outreach is still being done and each jurisdiction has received a folder with talking points and information on the plan.

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

Matt Todd started off the Semi-Annual Programs and Projects Update. Matt updated the committee on the programming portion of the update, providing information on major accomplishment and distributions for Measure B and VRF program funding. He updated the committee on program monitoring and provided information on Measure B/ VRF and pass through and grant funds administered through Alameda CTC.

Raj Murthy provided information specifically on the Capital Projects Program. He covered active projects by phase and major transit investments. Raj also covered major highway accomplishments for the 1986 and 2000 Measure B projects as well as Prop 1B projects and he concluded by providing information on ongoing projects.

*This item was for information only.*

### **6. Projects**

#### **6.1. Metropolitan Transportation Commission (MTC) I-880 Express Lane Project**

Stewart Ng started off the item by introducing Lisa Klien, Principal from MTC. Lisa provided an update on the I-880 Express Lane Project and focused on the purpose and look of the express lane. She updated the committee on the intent and reason to have an express lane in the corridor and provided information on goals for the High Occupancy Vehicle (HOV) systems. She also updated the committee on the Bay Area express lanes 5-mile network in regards to the regional approach. Lisa stated that there are four agencies working together to develop a seamless network for users including Alameda CTC. She covered the I-880 express lane limits, current challenges of the corridor and she provided information on achieving mobility improvements and enforcement efforts. Lisa concluded by providing an overview of the project and outreach schedule.

Commissioner Atkin wanted to know the limits of the northern segments in both directions. Lisa stated that the southbound direction ends in Oakland while the northbound ends in San Leandro.

Commissioner Dutra-Vernaci asked if the express lanes will be 24-hours? Lisa stated that it is not currently planned to run 24-hours and that the hours of operations are now modeled after other express lanes in the region.

*This item was for information only.*

**6.2. East Bay Greenway Project - Coliseum BART to 85th Avenue (635.1): Amendment to the Memorandum of Understanding (MOU) A12-0029 with San Francisco Bay Area Rapid Transit District and the City of Oakland**

Trinity Nguyen recommended that the Commission authorize the Executive Director or designee of the Executive Director, to: 1) Amend MOU A12-0029 to modify limits of maintenance responsibilities, and 2) modify and/or execute any necessary agreements to fulfill the stipulations of the amended MOU. She stated that Alameda CTC is responsible for maintenance of the 200 feet of sidewalk/ bicycle path extension that is being constructed to provide connectivity and access from the Greenway termination at 75th Avenue to the Coliseum BART facility.

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

**8. 6.3. I-880 Southbound HOV Lane Project (730.1/730.2): Hardscape Component**

Matt Todd recommended that the Commission approve the programming actions and authorize the Executive Director to execute agreements required to advance the Hardscape component of the project. He stated that this item will approve a CMA TIP Exchange Agreement with the City of San Leandro to provide \$1 million in Local Transportation Direct Local Distribution funds to the Alameda CTC; approve a total of \$2 million of CMA TIP funds for the I-880 Southbound HOV Lane Project to complete the hardscape slope paving component; and authorize the encumbrance of \$2 million in project agreement amendments to implement the hardscape component scope.

*Commissioner Kaplan moved to approve this item. Commissioner Atkin seconded the motion. The motion passed unanimously (Reid, Capitelli absent).*

**6.4. Various Projects: Time Extension Only Amendments**

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director, or his designee, to execute amendments for requested time extensions in support of the Alameda CTC's Capital Projects and Program delivery commitments. Two contracts were identified with justifiable needs for a time extension: A06-0022 (Alameda County Public Works Agency) and A09-0022 (City of Newark).

*Commissioner Freitas moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.*

**7. Committee Members**

There were no committee member reports.

**8. Staff Reports**

There were no staff reports.

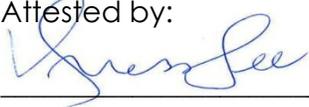
**9. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, November 10, 2014 @12:00 p.m.

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

Attested by:



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Vanessa Lee,  
Clerk of the Commission

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**DATE:** November 3, 2014

**SUBJECT:** California Transportation Commission Meeting Summary

**RECOMMENDATION:** Receive an update on the October 2014 CTC Meeting.

## Summary

The October 2014 California Transportation Commission (CTC) meeting was held in Glendale. Detailed below is a summary of two (2) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the October 2014 CTC meeting.

## Background

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

Detailed below is a summary of the two (2) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the October 8, 2014 CTC meeting.

### **1. Local Bridge Seismic Retrofit Account (LBSRA) / Embarcadero Bridge over Lake Merritt Channel Project**

CTC approved a 12-month time extension to the period of contract award for the Embarcadero Bridge over Lake Merritt Channel project. City of Oakland has experienced delays in awarding the project due to bidding issues.

*Outcome:* Time extension will allow City to re-advertise and award construction contract by early March 2015.

## 2. Local Bridge Seismic Retrofit Account (LBSRA) / Niles Boulevard over Bay Area Rapid Transit (BART) Project

CTC approved a 5-month time extension to the period of contract award for the Niles Boulevard over BART project. City of Fremont had not awarded a construction contract due to delays receiving approval to hire a construction management firm for the bidding process.

*Outcome:* Time extension will allow City to re-advertise and award construction contract by end 2014 / early 2015.

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

### Attachments

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

### Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

**October 2014 CTC Summary for Alameda County Projects/ Programs**

<b>Sponsor</b>	<b>Program / Project</b>	<b>Item Description</b>	<b>CTC Action / Discussion</b>
City of Oakland	Local Bridge Seismic Retrofit Account (LBSRA) / Embarcadero Bridge over Lake Merritt Channel Project	Approval of 12-month time extension to the period of contract award for the Embarcadero Bridge over Lake Merritt Channel project.	Approved
City of Fremont	Local Bridge Seismic Retrofit Account (LBSRA) / Niles Boulevard over Bay Area Rapid Transit (BART) Project	Approval of 5-month time extension to the period of contract award for the Niles Boulevard over BART project.	Approved

[http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014\\_10/000\\_ETAs.pdf](http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_10/000_ETAs.pdf)

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# Memorandum

5.1

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

**DATE:** November 3, 2014

**SUBJECT:** Alameda CTC's Comprehensive Investment Plan Project Selection Methodology

**RECOMMENDATION:** Approve Alameda CTC's Comprehensive Investment Plan Project Selection Methodology.

## Summary

In March 2013, Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments in Alameda County. This policy would result in the integration of existing planning and programming practices performed by Alameda CTC into a single streamlined strategic planning and programming document that identifies short and long-term transportation solutions that meet the vision and goals established in the Countywide Transportation Plan (CTP). The vehicle document to implement this policy is the development of a Comprehensive Investment Plan (CIP) that translates long-range plans into short-range implementation by establishing a list of short-range (5-year period) priority transportation improvements to enhance and maintain Alameda County's transportation system.

In October 2014, the Commission adopted the CIP's policy principles, development process and five-year programming fund estimate of just over \$1.5 billion. As the next step of the CIP development process, this memorandum introduces the CIP's project selection methodology. An objective evaluation process will be used to formulate programming recommendations and financing decisions. The selection methodology will include a three phase approach of 1) Project/Program Identification and Screening, 2) Project and Program Evaluation, and 3) Countywide Prioritization Assessment.

This methodology enables decision makers to have a basis for choosing the most effective projects and programs to fund based on implementation readiness, needs/benefits, and countywide significance. Throughout the process, Alameda CTC will collaborate with local jurisdictions to identify and prioritize projects and programs from the Countywide Transportation Plan, countywide modal plans, and local plans

## Discussion

Alameda CTC's CIP integrates existing planning and programming practices performed by the agency into a single concerted planning and programming effort, where feasible and appropriate. The CIP is a programming document that strategically invests public funds under Alameda CTC's purview over a five-year period, fiscal year 2015/16 through 2019/20. It replaces multiple planning and programming efforts, at both the local and countywide level, to create a comprehensive near-term transportation planning and programming tool that local agencies and Alameda CTC can use to better direct their staffing and financial resources.

Additionally, a two-year allocation plan will be developed to allocate funds to project sponsors during the first-two years of the CIP. The allocation plan will tie directly into Alameda CTC's annual budgetary process to facilitate cash-flow distributions and financing strategies. The two-year allocation plan will also provide project sponsors with a definitive funding schedule to assist them in preparing their local capital program budgets. Attachment A provides an overview of the CIP development process from inventory development and screening, project and program evaluation, to adoption of the final prioritized programming document.

Over the five-year CIP, Alameda CTC will be responsible for just over \$1.5 billion for capital projects and programs investments, which includes Measure B/Vehicle Registration Fee Direct Local Distributions, allocations to 2000 Measure B Capital Projects, 2014 Transportation Expenditure Plan allocations, and other discretionary fund sources. Alameda CTC will fund three types of investments: 1) capital projects (results in a built infrastructure), 2) programs (operations, maintenance and education), and 3) plans/studies. In order to strategically program funds countywide, Alameda CTC will perform a multi-step selection analysis that will identify improvements that can be delivered to the public promptly and cost-effectively.

## CIP PROJECT SELECTION METHODOLOGY

In order to implement a prioritization system, Alameda CTC will examine the constraints associated with project/program schedules (both in terms of development and synchronization to funding availability), project categories, and funding eligibilities. Attachment B diagrams the CIP Project Selection Methodology.

The CIP Project Selection process will include the following three phases:

1. Phase 1: Projects/Programs Inventory Identification/Eligibility Screening
  - a. Alameda CTC will identify projects and program inventories from the CTP, countywide modal plans, short- and long-range transportation plans, and local planning documents.
  - b. The inventory will be screened for eligible projects and programs that are ready to be implemented within the five-year CIP window based on schedule, a credible funding plan, and local prioritization.

- c. Projects and programs will be separated into categories (see Attachment B).
- d. Projects and programs will be sorted by phases within their designated categories and their eligibility to receive different types of funding will be identified. Projects and programs will be assessed for eligible funding sources to ensure they meet funding requirements. Alameda CTC's funding recommendations will be by with the goal of funding a project phase by phase and so that the project can progress from development to construction/delivery.
- e. Projects and programs outside the five-year period will be considered for future implementation in subsequent CIP cycles.

For the first Alameda CTCs CIP, staff will work with agency sponsors to obtain additional information and verify project cost estimates, schedules, and funding plans for local priority projects and programs.

## 2. Phase 2: Project/Program Evaluation

Based upon the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined categories types.

- a. Projects will be evaluated against the same category of projects (i.e. transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Attachment C includes a summary of CIP categories and their example project types.
- b. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be evaluated separately with different sets of criteria approved by the Commission.
- c. Project selection criteria will be based on traditional programming principles, including but not limited to project readiness, needs/benefits, and matching funds. The project selection criteria will be presented to the Commission beginning in January 2015.
- d. Based on their scoring assessment, projects and programs will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation.

## 3. Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring to strategically program the available CIP funds to achieve countywide goals and priorities.

- a. Alameda CTC will perform a systematic examination across all of the categories to identify financial strategies, geographic and modal equity, and synergies (co-benefits) between proposed improvements.

- b. Alameda CTC will examine opportunities to promote the timely delivery of projects and programs, and leverage local funds.
- c. Programming recommendations will be constrained by the total available funds within the five-year CIP cycle and by the eligibility of projects and programs to receive different fund sources.

Projects and programs outside Alameda CTC's programming availability in the five-year CIP will be considered for inclusion in future CIP updates. In subsequent comprehensive biennially CIP updates, Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project/program changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

## **GENERAL FUNDING GUIDELINES**

The CIP will develop a pipeline of transportation investments that are funded according to available revenues and project delivery schedules. To be eligible for inclusion into the CIP, projects and programs must develop and adhere to the following guidelines.

### **1. Projects and Programs Screening**

- a. Project, program and plan proposals shall be consistent with the adopted countywide vision and goals and provide transportation benefits in Alameda County.
- b. The five-year delivery plan must contain a clearly defined scope, budget, and schedule that are consistent with the CIP timeframe for funding of specific phases.
- c. Funds will be allocated by phase, except for smaller projects as applicable, or unless an exception is granted by the Commission for projects where multi-phased implementation can demonstrate cost and time savings.
- d. Funds will be allocated separately for each project phase. Certain phases have prerequisite activities that must be complete before funds for the subsequent phase can be allocated. For example, funds will not be allocated for Right of Way Acquisition until the environmental clearance is complete (except under special circumstances). Other phases such as Final Design and Right of Way typically occur concurrently. The CIP will include allocations for the following phases:
  1. Capital Project Phases:
    - a. Planning/Scoping/Conceptual Engineering
    - b. Preliminary Engineering/Environmental Studies
    - c. PS&E/Final Design
    - d. Right-of-Way Acquisition and Engineering
    - e. Utility Relocation
    - f. Construction Capital and Support
    - g. Equipment/Rolling Stock Acquisition
    - h. Startup Facility Operations

- i. Project Close-out
  - 2. Program Phases:
    - a. Feasibility
    - b. Implementation/Operations/Maintenance
    - c. Evaluation
    - d. Monitoring
  - 3. Planning Phases:
    - a. Scoping/Feasibility
    - b. Plan Development
    - c. Detailed Plan Implementation Strategies
    - d. Plan Evaluation
- e. Certification of Commitment: This includes clearly defining external funding commitments and demonstrating the local agency's commitment to using those funds; demonstration of the agency's support for the project/program by its governing board; and demonstration of committed agency personnel to fulfill completion of project, program or plan as scheduled. Costs and schedules are important elements of project evaluation and selection for the CIP, Alameda CTC will hold fund recipients responsible for implementation as defined in the detailed scope and schedule submitted to the Commission. Monitoring and adjustments to allocations are described below.

## 2. Projects and Programs Evaluation

- a. Projects and programs will be evaluated through Alameda CTC approved selection criteria (to be brought to the Commission in January 2015) for each type of funding (capital project, program, plan), and by each category of funding.
- b. Alameda CTC's funding will support all phases of project and program development, but will not fund any phases retroactively or supplant other funds already identified for a particular phase.
- c. Funding decisions will be based upon criteria including, but not limited to, demonstrated readiness (committed Maintenance of Effort, credible funding plan, and schedule) to commence work within the established schedule.
- d. The ability of project sponsors to deliver committed projects and programs will be taken into consideration when examining programming and allocation, including the ability to deliver per Alameda CTC timely use of funds policies for projects and programs. Sponsors are expected to inform Alameda CTC of any issues affecting project or program delivery and costs.
- e. Project and program phases are expected to fulfill work products described in the scope of work within the stated schedule and budget. Project sponsors will be evaluated accordingly for their ability to implement the project or program as proposed.
- f. Alameda CTC will consider prioritizing projects and programs that have committed funds subject to timely use of funds provisions to ensure that such funds are retained in Alameda County.

### 3. Agreements and Reporting

- a. Within three months of CIP approval, all sponsors of projects included in the CIP must submit a Request for Project Funding Agreement. Recipients are responsible for fulfilling all requirements mandated by executed funding agreements.
- b. Specific project and program guidelines will be developed and included in Master and Project/Program-specific funding agreements.
- c. Semi-annual reporting on progress made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.
- d. Once a project funding agreement is executed, project sponsors are required to report changes to the project scope, schedule, cost and funding as soon as the required changes are identified by the project sponsor for the Commission's consideration. Reports of changes such as budget increases, schedule delays, and other factors that may represent an impediment to successful project delivery in accordance with the agreed upon scope, schedule, cost and funding must be accompanied by a Corrective Plan detailing the project sponsor's strategy to deliver the project or program within the proposed new parameters. The Alameda CTC must accept the plan before future programming, allocations and reimbursements will be approved.
- e. Amendments to account for corrective plans, as described above, new revenue, or other policy and/or legislative requirements may be made by Alameda CTC.
- f. Timely use of funds requirements will be applied to all allocations and will be detailed in funding agreements.
- g. To the maximum extent possible, other fund sources committed in a funding plan will be expended prior to sales tax or Vehicle Registration Fee funds allocated to the project or program.
- h. Retroactive reimbursements and indirect costs are not allowed (for sales tax and Vehicle Registration Fee funds). Only expenses directly related to the delivery of the project or program as defined in the funding agreement are allowed.
- i. A final delivery report must be submitted within six months of the completed project (and required prior to final payment). The final report must describe the completed scope of work, the final budget, including spend down of all identified fund sources in the funding plan and any performance outcomes included in the funding agreement.
- j. Audits of expenditures and performance measures are required as detailed in specific funding agreements. Alameda CTC reserves to right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include review of deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement.

### 4. CIP Development and Updates

- a. The CIP will be periodically updated to address changing transportation needs, revenue projections, available funding sources, and policy changes. Every year,

the CIP will update financial projections and will be adopted in coordination with the Alameda CTC annual budget. Every two years, a comprehensive update of the CIP will be conducted to provide an opportunity to include new projects and programs. Alameda CTC will monitor CIP investments through performance feedback mechanisms built into the CIP and other countywide planning processes.

### Next Steps

Alameda CTC will bring components of the CIP for consideration to the Commission over the coming months. Each approval step will feed into the development and finalization of the following components of the CIP as detailed in the schedule below.

Month	No.	Task
October 2014	1.	Approve DRAFT CIP guiding principles, development process, and programming fund estimate
Nov/Dec 2014	2.	Approve DRAFT Project Selection Methodology
January 2015	3.	Approve FINAL Project Selection Methodology
	4.	Approve DRAFT Selection Criteria
February 2015	5.	Approve FINAL Selection Criteria
March 2015	6.	Approve DRAFT Project/Programs Inventory Recommendations
April 2015	7.	Approve DRAFT CIP Document including prioritization recommendations and two-year allocation plan
May 2015	8.	Approve FINAL CIP Document including prioritization recommendations and two-year allocation plan

**Fiscal Impact:** There is no fiscal impact.

### Attachments

- A. CIP Development Process Overview
- B. CIP Project Selection Methodology Flow Diagram
- C. CIP Project Categories

### Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

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# Comprehensive Investment Plan Development Process Overview

## PHASE 1

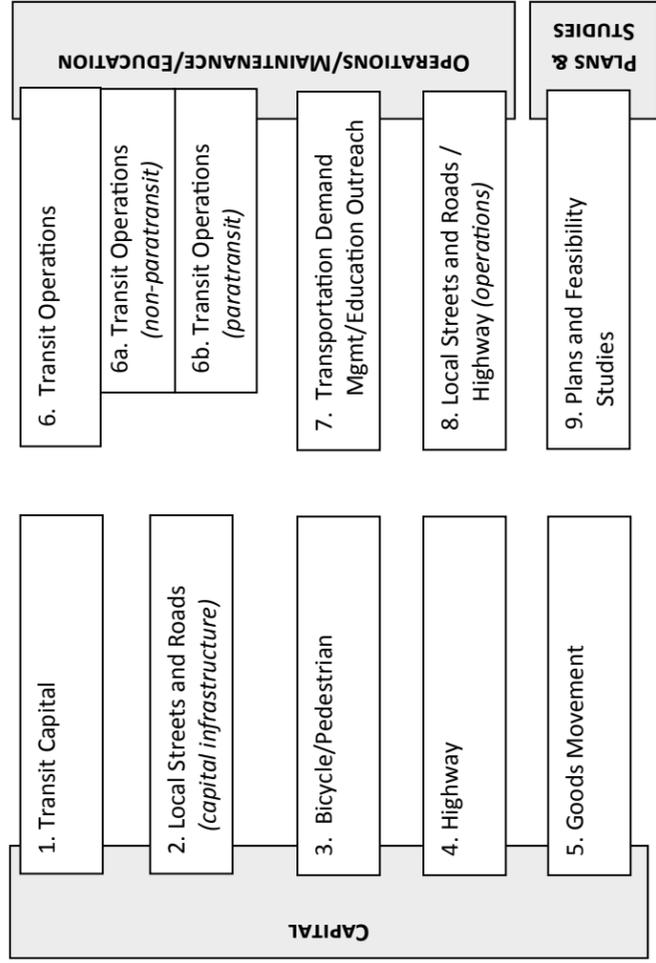
### INVENTORY IDENTIFICATION / ELIGIBILITY SCREENING

#### 30-YEAR COUNTYWIDE NEEDS IDENTIFICATION

- Projects and Programs Needs Identification
- Countywide Transportation Plan  
2000 Transportation Expenditure Plan  
2014 Transportation Expenditure Plan  
Modal Plans and Studies (*as available*)  
Local agency input

#### ELIGIBILITY SCREENING

Sort Inventory into categories. Determine funding eligibility and screen projects/programs for the five-year CIP window.



## PHASE 2

### EVALUATION & PRIORITIZATION

#### PROJECT/PROGRAM EVALUATION

- Apply Evaluation Criteria
- Needs Benefits  
Project Readiness  
Operational Sustainability  
Matching/Leveraging Funds  
Other Funding Criteria
- Top Tier Priority  
Projects and Programs  
(by Category)**

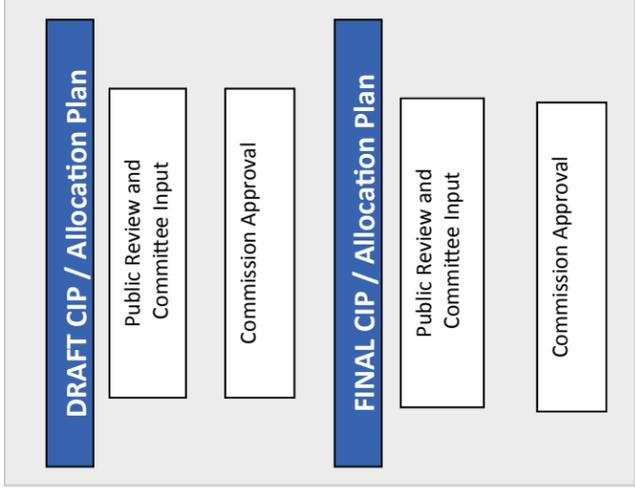
## PHASE 3

### COUNTYWIDE PRIORITIZATION ASSESSMENT

#### COMPREHENSIVE ASSESSMENT

- Develop a "pipeline" of projects/programs to implement by phase
- Examine modal and geographic equity
- Consider synergy (co-benefit) between projects/programs
- Maximize investments within available funding streams

### ALLOCATION RECOMMENDATIONS







# COMPREHENSIVE INVESTMENT PLAN PRIORITIZATION IMPLEMENTATION PROCESS

5.1B

## PHASE 1

**1. Inventory Identification**

- Countywide Transportation Plan
- Expenditure Plans
- Modal Plans and Studies
- Local Agency Input

**2. Projects/Programs Screening**

- Sort to Categories
- Identify funding eligibility and implementation in five-year window

**Specifically named expenditure plan projects**

Specifically named expenditure plan and discretionary projects and programs scored separately

**Discretionary projects and programs**

## PHASE 2

**3. Project/Program Evaluation**

- Apply evaluation criteria
- Examine readiness, needs/community benefit, matching funds

**3a. Ranked among High and Medium Tiers**

**3b. Rank Among Lower Tier**  
*(returns to inventory)*

## PHASE 3 5

**4. Countywide Prioritization Assessment**

- Modal/Geographic Equity
- Synergies (co-benefits) relationship

**5a. Recommended for Funds; Program and Allocate in CIP**

**5b. Not Recommended for Funds**  
*(returns to inventory)*

Reevaluation in Next Biennial CIP Update

## ALLOCATION RECOMMENDATIONS

**6. Commission Approval**

- Public Review Recommendations
- Approve CIP and Allocation Plan

**7. Execute Funding Agreements**

- Specific Funding Agreements

**8. Fully Funded, Agency Sponsor implements to construction**

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# Comprehensive Investment Plan Categories and Example Project Types

Updated: October 17, 2014

CAPITAL PROJECTS		Example Project Types	Example Projects
<b>1.</b>	<b>Transit</b>	<ul style="list-style-type: none"> <li>• Capital rehabilitation</li> <li>• Capacity expansion</li> <li>• Capital replacement</li> <li>• Safety</li> <li>• Stations</li> <li>• Communications</li> <li>• Environmental/Greening Capital Project</li> </ul>	<ul style="list-style-type: none"> <li>• AC Transit – EB Rapid Transit Bike/Ped Elements</li> <li>• Berkeley – Bart Plaza &amp; Transit Area Improvements</li> <li>• Fremont – City Center Multimodal Improvements</li> <li>• Oakland – 7<sup>th</sup> W. Oakland Transit Village Phase II</li> <li>• Union City - Station Improvements &amp; RR Xing</li> <li>• Solar Panels, greening vehicles, waste disposal, etc.</li> <li>• East Bay BRT</li> <li>• Irvington BART Station</li> <li>• Vehicle Replacement</li> </ul>
<b>2.</b>	<b>Local Streets and Roads</b>	<ul style="list-style-type: none"> <li>• Major Arterial Performance Initiative Program</li> <li>• Roadway Safety/Traffic Calming</li> <li>• Grade separations</li> <li>• Traffic Signals</li> <li>• ITS/CCTV Installations and Upgrade</li> <li>• Complete Streets</li> <li>• Signage</li> <li>• Coordination with freeways (improving connections to ramps)</li> <li>• Roadway/Pavement Rehabilitation</li> <li>• Slurry and Chip Seals</li> </ul>	<ul style="list-style-type: none"> <li>• Alameda County- Patterson Pass Road Safety Improvements</li> <li>• Alameda County – Pavement Rehabilitation</li> <li>• Alameda County – Vasco Road Safety Improvements</li> <li>• Alameda – Local Streets and Roads (O&amp;M)</li> <li>• Berkeley – Ashby/State Route 13 Disaster Resilience</li> <li>• Berkeley – Hearst Ave. Complete Streets</li> <li>• Dublin – Iron Horse bicycle and pedestrian transit route</li> <li>• Oakland – Non-Capacity Increasing Road Rehabilitation</li> <li>• Oakland – Lakeside Green Street Project</li> <li>• Oakland – Peralta Green Street Project</li> <li>• Oakland – MLK Way Improvements</li> <li>• San Leandro – Traffic Signal Systems Upgrade</li> </ul>
<b>3.</b>	<b>Bicycle/Pedestrian</b>	<ul style="list-style-type: none"> <li>• Infrastructure support facilities</li> <li>• Maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Albany – Buchanan/Marin Bikeway</li> <li>• Alameda – Cross Alameda Trail</li> <li>• Berkeley – Shattuck Reconfiguration &amp; Ped Safety</li> <li>• EBRPD – Gilman to Buchanan Bay Trail</li> <li>• Emeryville – Christie Ave Bay Trail Gap Closure</li> <li>• Hayward – Main St. Complete Streets</li> <li>• Pleasanton - Microwave Ped &amp; Bike Detection</li> <li>• Oakland – Bike Lane Lake Merritt BART Bikeways</li> <li>• San Leandro – W. Juana Improvements</li> </ul>

No. Category		Example Project Types	Example Projects
4.	Highway	<ul style="list-style-type: none"> <li>Interchange improvements</li> <li>Ramp metering</li> <li>Sound walls</li> <li>Bridge improvements</li> <li>Environmental mitigation</li> <li>Express lanes</li> </ul>	<ul style="list-style-type: none"> <li>Multiple – Interchange Improvements</li> <li>Multiple – Congestion Relief</li> <li>Multiple – Safety Improvements</li> <li>North - I-80 Aquatic Park Soundwall</li> <li>Central – Sound walls Central Alameda County Freeway Study</li> <li>Multiple – Soundwall</li> </ul>
5.	Goods Movement	<ul style="list-style-type: none"> <li>Improvements for goods movement by truck</li> <li>Truck-vehicle parking</li> <li>Truck/port/freight operations</li> <li>Airport Facilities</li> <li>Quiet Zone Improvements</li> </ul> <p><i>Note: Road or highway access improvements are will be evaluated under local streets and roads or highway categories.</i></p>	<ul style="list-style-type: none"> <li>Port of Oakland improvements</li> <li>Multiple - Truck Parking</li> <li>North Planning Area – Shore Power for ships at Port of Oakland</li> <li>Woodland – 81st Avenue Industrial Zone Street Reconstruction</li> <li>Oakland – Truck Facilities, Truck Route Rehabilitation</li> <li>North – Truck Services at Oakland Army Base</li> </ul>
6a.	Transit Operations (non-paratransit)	<ul style="list-style-type: none"> <li>Operations and Maintenance</li> <li>Service expansion</li> <li>Transit priority measures</li> <li>Congestion Relief Programs</li> <li>Fare incentives</li> <li>Shuttle Operations</li> </ul>	<ul style="list-style-type: none"> <li>AC Transit – Line 51 Corridor GPS Transit Signal Priority</li> <li>Alameda – Estuary Crossing Shuttle</li> <li>Oakland – Broadway Shuttle</li> <li>LAVTA – Rapid Route Operations</li> <li>LAVTA – Route 12v, 20x and 70x Operations</li> <li>Lifeline Transit passes/incentives</li> </ul>
6b.	Transit Operations (Paratransit)	<ul style="list-style-type: none"> <li>ADA Mandated Services</li> <li>Paratransit Services <ul style="list-style-type: none"> <li>Travel Training/ Mobility Management</li> <li>Volunteer Drivers Programs</li> <li>Shuttle Operations</li> <li>Same Day Taxi Services</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>CIL – Mobility Matters</li> <li>Emeryville – Door-to-Door Shuttle</li> <li>Fremont – Travel Training &amp; Mobility Management</li> <li>Hayward – Central County Taxi Program</li> <li>Oakland – Taxi-up and Go</li> <li>Pleasanton – Downtown Route Shuttle</li> </ul>
PROGRAMS			

Example Project Types		Example Projects	
No.	Category	Example Project Types	Example Projects
7.	Transportation Demand Management/ Education Outreach	<ul style="list-style-type: none"> <li>Fare incentives – student bus passes</li> <li>Guarantee Ride Home Program</li> <li>Technical Assistance</li> <li>Guaranteed Ride Home</li> <li>Safe Routes to School (SR2S)</li> <li>Safe Routes to Transit (SR2T)</li> <li>Variable parking pricing</li> <li>Parking management</li> </ul>	<ul style="list-style-type: none"> <li>San Leandro – Downtown Parking Management</li> <li>Berkeley – Downtown Berkeley Transit Center Parking</li> <li>Emeryville – Parking Management</li> <li>Oakland – Parking Management</li> <li>Pleasanton – Park and Ride</li> <li>Multiple – Transit Card Programs or Eco-pass</li> <li>Crossing Guard Program</li> <li>Safe Routes to School Implementation</li> <li>Neighborhood Traffic Safety Program</li> <li>Outreach to schools/students</li> </ul>
8.	Local Streets and Roads, and Highway Operations	<ul style="list-style-type: none"> <li>Traffic Signal Operations</li> <li>ITS Maintenance and Operations</li> <li>Maintenance and Operations</li> <li>Bridge Operations</li> <li>Highway Operations</li> </ul>	<ul style="list-style-type: none"> <li>Alameda County – Estuary Bridge Operations</li> <li>Oakland – Traffic Signal Operations</li> <li>Oakland - ITS System and Signal Operations</li> <li>Alameda CTC - Express Lane (I-680 O&amp;M)</li> </ul>
9.	Plans and Studies	<ul style="list-style-type: none"> <li>Planning studies and implementation</li> <li>Feasibility studies</li> <li>Bicycle and Pedestrian Master Plans</li> <li>Modal Plans/Studies</li> <li>Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA) through multimodal improvements and CEQA mitigation</li> </ul>	<ul style="list-style-type: none"> <li>Berkeley – San Pablo Avenue Public Improvements</li> <li>Berkeley – TOD Access Infrastructure</li> <li>EBRPD – Niles Canyon Regional Trail Feasibility Study</li> <li>Dublin – Iron Hour Trail/BART Feasibility Study</li> <li>Dublin – Amador Plaza Road Complete Streets</li> <li>Hayward – Bike/Ped Master Plan Update</li> <li>Livermore - Segment 1 of Iron Horse Trail</li> <li>Livermore – Regional Air Quality and Climate Protection Strategies</li> <li>Oakland – Coliseum BART Corridor</li> <li>Oakland – Lake Merritt Chanel Bike/Ped Bridge</li> <li>Pleasanton – Bike/Ped Bridges Feasibility Study</li> <li>Piedmont – Bike/Ped Master Plan</li> <li>Pleasanton – I-580 Foothill Road Interchange</li> <li>Union City – Decoto Road and RR Xing</li> </ul>
PLANS AND STUDIES			

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# Memorandum

5.2

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

**DATE:** November 3, 2014

**SUBJECT:** Alameda CTC At Risk Monitoring Reports

**RECOMMENDATION:** Approve the State Transportation Improvement Program (STIP), Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation Fund for Clean Air (TFCA) monitoring reports.

## Summary

The Alameda CTC monitors the projects programmed with State Transportation Improvement Program (STIP), Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation for Clean Air (TFCA) County Program Manager funds for compliance with the respective program requirements and provides periodic updates to the Commission. The attached At Risk reports are dated October 31, 2014.

## Background

Project sponsors are responsible for meeting the milestone deadlines associated with each of the monitored fund sources. The At Risk reports assign projects to zones of risk based on the status of the monitored activities at the time of the report date. Red zone projects are considered at a relatively high risk of non-compliance with the requirements. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). If a project has multiple risk factors that indicate multiple zones, it is listed in the zone of higher risk.

Draft At Risk monitoring reports (Timely Use of Funds, or "TUF" reports) are provided to the Alameda County Technical Advisory Committee (ACTAC) one month ahead of the At Risk reports to allow project sponsors an opportunity to review and provide updates. The STIP and STP/CMAQ TUF reports are based on the information provided to the Alameda CTC's project monitoring team by project sponsors as well as information made available by other funding agencies such as the Metropolitan Transportation Commission (MTC) and Caltrans Local Assistance. For these reports, the Alameda CTC requests project sponsors provide copies of certain documents related to the required activities to verify that the deadlines have been met. The requested documentation may include copies of documents submitted by the sponsor to agencies such as MTC, Caltrans and the

California Transportation Commission (CTC). The TFCA TUF report is based by the status information on file with the Alameda CTC.

### ***October 2014 At Risk Monitoring Reports***

#### *STIP*

The STIP At Risk report (Attachment A) includes projects monitored for compliance with the STIP "Timely Use of Funds" provisions. The criteria for determining the project zones are listed near the end of the report. The risk zone associated with each risk factor is indicated in the tables following the report. Note that for the STIP "Complete Expenditures" deadline, sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met. The 2014 STIP was approved by the CTC April 2014 and is reflected in the report.

#### *STP/CMAQ*

The Federal STP/CMAQ At Risk report (Attachment B) includes locally-sponsored, federally-funded projects monitored for compliance with the requirements set forth in MTC's Regional Project Delivery Policy (MTC Resolution 3606, revised January 2014). Appendix B of the report provides the Resolution 3606 deadlines associated with each of the required activities. Sponsors of STP/CMAQ projects are requested to note the following:

- Projects are to request a Field Review within one year of approval in the Federal Transportation Improvement Program (TIP), but no less than 12 months prior to the obligation deadline of construction funds.
- For funds approved prior to January 22, 2014 and programmed prior to Federal Fiscal Year (FFY) 2016/17, the deadline to submit a request for authorization (RFA) is February 1, 2015 and the deadline to obligate funding (receive E-76 or FTA transfer) is April 30, 2015.
- All other funds, including currently approved in FFY 2016/17 or later and funds approved after January 22, 2014, the RFA deadline is November 1<sup>st</sup> of the programmed year and the deadline to obligate funding is the following January 31<sup>st</sup>.
- Projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS) are included in the STP/CMAQ report. As of November 2010, MTC has been applying the provisions of MTC Resolution 3606 to all local safety programs.
- The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with a zone of risk.

## TFCA

The attached TFCA At Risk report (Attachment C) includes active and recently completed projects programmed with Alameda County TFCA Program Manager funds and monitored for TFCA program compliance. For this report, the 13 projects recently approved for the FY 2014/15 program have been added. Draft funding agreements for these projects are scheduled to be distributed to sponsors in November 2014. A total of 17 projects are in the Red zone with required activities due within four months of the report date. Additionally, there are 20 projects in the Green zone with required activities due in eight months or more.

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

### Attachments

- A. STIP At Risk Report, dated October 31, 2014
- B. Federal (STP/CMAQ) At Risk Report, dated October 31, 2014
- C. TFCA At Risk Report, dated October 31, 2014

### Staff Contacts

[Vivek Bhat](#), Senior Transportation Engineer

[Jacki Taylor](#), Program Analyst

[James O'Brien](#), Project Controls Team

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**STIP At Risk Report**  
**STIP-RIP Locally-Sponsored Alameda County Projects**

**Status Date: October 31, 2014**

**Red Zone Projects**

<b>Index</b>	<b>PP No.</b> Source	<b>Sponsor</b> Prog'd Amount (\$x 1,000)	<b>Project Title</b> Phase FY		<b>Required Activity</b>	<b>Date Req'd</b> By	<b>Zone</b>	<b>Notes</b>	<b>Prev</b> <b>Zone</b>
<i>No Red Zone Projects</i>									

*End of Red Zone*

**Yellow Zone Projects**

<b>Index</b>	<b>PP No.</b> Source	<b>Sponsor</b> Prog'd Amount (\$x 1,000)	<b>Project Title</b> Phase FY		<b>Required Activity</b>	<b>Date Req'd</b> By	<b>Zone</b>	<b>Notes</b>	<b>Prev</b> <b>Zone</b>
<b>1</b>	<b>0081H</b> RIP	<b>Alameda CTC</b> \$47,030	<b>RT 84 Expressway Widening (Segment 2)</b> Con 14/15		Allocate Funds	6/30/15	Y		G
<b>2</b>	<b>0139F</b> RIP-TE	<b>Alameda CTC</b> \$350	<b>Rt 580, Landscaping, San Leandro Estudillo Ave - 141st</b> Con 10/11		Accept Contract	7/26/15	Y	\$350K Allocated 10/27/11 3-Mo Ext for Awd 5/23/12 Contract Awarded 7/26/12	G

*End of Yellow Zone*

**Green Zone Projects**

<b>Index</b>	<b>PP No.</b> Source	<b>Sponsor</b> Prog'd Amount (\$x 1,000)	<b>Project Title</b> Phase FY		<b>Required Activity</b>	<b>Date Req'd</b> By	<b>Zone</b>	<b>Notes</b>	<b>Prev</b> <b>Zone</b>
<b>3</b>	<b>2100F</b> RIP-TE	<b>Ala County</b> \$1,150	<b>Cherryland/Ashland/Castro Valley Sidewalk Imps.</b> Con 10/11		Final Invoice/Report		NA	\$1,150 Allocated 5/12/11 Awarded Nov 2011 Contract Accepted 5/1/14	R
<b>4</b>	<b>2009Z</b> RIP	<b>AC Transit</b> \$7,995	<b>East Bay Bus Rapid Transit</b> Con 15/16		Allocate Funds	6/30/16	G		G
<b>5</b>	<b>0044C</b> RIP	<b>Alameda CTC</b> \$2,000	<b>I-880 Reconstruction, 29th to 23rd</b> PSE 10/11		Final Invoice/Report		NA		G
<b>6</b>	<b>0081J</b> RIP	<b>Alameda CTC</b> \$12,000	<b>East-West Connector in Fremont</b> Con 18/19		Allocate Funds	6/30/19	G		G

Page 1 of 4

**STIP At Risk Report**  
**STIP-RIP Locally-Sponsored Alameda County Projects**

**Status Date: October 31, 2014**

**Green Zone Projects (cont.)**

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
7	2100K RIP-TE	Alameda CTC \$400	<b>I-880 Landscape/Hardscape Improvements in San Leandro</b> PSE	09/10	Final Invoice/Report		NA	\$400K Allocated 6/30/10 12-Mo Ext App'd April '12	G
8	2179	Alameda CTC	<b>Planning, Programming and Monitoring (Note 2)</b>						
	RIP	\$1,563	Con	12/13	Complete Expend	6/30/15	G	\$1,563 Allocated 6/28/12	G
	RIP	\$750	Con	13/14	Complete Expend	6/30/16	G	\$750K Allocated 8/6/13 effective 7/1/13 (SB184)	
	RIP	\$886	Con	16/17	Allocate Funds	6/30/17	G		
	RIP	\$750	Con	17/18	Allocate Funds	6/30/18	G		
	RIP	\$565	Con	18/19	Allocate Funds	6/30/19	G		
9	2010C	BART	<b>BART Station Modernization Program</b>						
	RIP	\$13,000	Con	18/19	Allocate Funds	6/30/19	G		NA
10	2103B	BART	<b>Downtown Berkeley BART Plaza/Transit Area Improvements</b>						
	RIP	\$3,726	Con	16/17	Allocate Funds	6/30/17	G		G
11	2103C	BART	<b>Daly City BART Station Intermodal Improvements</b>						
	RIP	\$200	Con	16/17	Allocate Funds	6/30/17	G	Alameda RIP exchange	G
12	9051A	BATA	<b>Improved Bike/Ped Connectivity to East Span SFOBB</b>						
	RIP	\$15,000	Con	16/17	Allocate Funds	6/30/17	G		G
13	2100G	Berkeley	<b>Berkeley Bay Trail Project, Seg 1</b>						
	RIP-TE	\$1,928	Con	10/11	Final Invoice/Report		NA	\$1,928 Allocated 12/15/11 Awarded 5/29/12	G
14	0057J	Caltrans	<b>SR-24 Caldecott Tunnel 4th Bore Landscaping</b>						
	RIP	\$400	PSE	12/13	Complete Expend	6/30/15	G	\$400K Allocated 6/11/13	R
	RIP	\$500	Con	13/14				\$500K Allocated 3/20/14	
	RIP	\$1,100	CE	13/14				\$1,100K Allocated 3/20/14	
15	2100H	Dublin	<b>Alamo Canal Regional Trail, Rt 580 undercrossing</b>						
	RIP-TE	\$1,021	Con	10/11	Final Invoice/Report		NA	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12 Accepted 2/19/13	G
16	2014U	GGBHTD	<b>SF Golden Gate Bridge Barrier</b>						
	RIP	\$12,000	Con	11/12	<b>Project Being Removed from Report</b> Funds allocated for project outside of Alameda County				R
17	2140S	LAVTA	<b>Rideo Bus Restoration Project</b>						
	RIP-TE	\$200	Con	10/11	<b>Project Being Removed from Report</b> Project Closed Out				R

**Green Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title			Required Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By				
<b>18</b>	<b>2009K</b>	<b>LAVTA</b>	<b>Satellite Bus Operating Facility (Phases 1 &amp; 2)</b>							
	RIP	\$4,000	Con	11/12	<b>Project Being Removed from Report</b>				R	
					Project Closed Out					
<b>19</b>	<b>2100</b>	<b>MTC</b>	<b>Planning, Programming and Monitoring <sup>2</sup></b>							
	RIP	\$118	Con	13/14	Complete Expend	6/30/16	G	\$118K Allocated 6/11/13 effective 7/1/13 (SB184)	G	
	RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G			
	RIP	\$122	Con	14/15	Complete Expend	6/30/17	G	\$122 Allocated 8/20/14		
	RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G			
	RIP	\$135	Con	17/18	Allocate Funds	6/30/18	G			
	RIP	\$140	Con	18/19	Allocate Funds	6/30/19	G			
<b>20</b>	<b>2103</b>	<b>BART</b>	<b>Oakland Airport Connector</b>							
	RIP	\$20,000	Con	10/11	<b>Project Being Removed from Report</b>				R	
					RIP Funds Expended (Contract continues beyond funding window)					
<b>21</b>	<b>2103A</b>	<b>Oakland</b>	<b>Oakland Coliseum TOD</b>							
	RIP-TE	\$885	Con	10/11	Final Invoice/Report		NA	\$885 Allocated 6/23/11 Contract Awd 11/10/11 Completed 3/13/13	Y	

*End of Green Zone*

**Report Notes**

**Notes:**

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity and/or satisfy the requirement to preserve the funding and avoid future sanctions.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

**STIP At Risk Report**  
**STIP-RIP Locally-Sponsored Alameda County Projects**

**Status Date: October 31, 2014**

**2014 STIP -Timely Use of Funds Provisions**

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

<b>Required Activity</b>	<b>Timely Use of Funds Provision</b>
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award <sup>1</sup>	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

**Zone Criteria**

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

<b>Required Activity</b>	<b>Criteria Timeframes for Required Activities</b>		
	<b>Red Zone</b>	<b>Yellow Zone</b>	<b>Green Zone</b>
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

**Other Zone Criteria**

<b>Yellow Zone</b>	STIP /TIP Amendment pending
<b>Red Zone</b>	Extension Request pending

**Notes:**

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

Federal At Risk Report

Status Date: October 31, 2014

Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects**

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity				
<b>1</b>	<b>ALA130022</b>	<b>Alameda</b>		<b>Alameda City Complete Streets</b>						
		STP	\$505	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3	Y
						Obligate Funds	04/30/15	Y		
		STP	\$130	PE	13/14	Liquidate Funds	06/30/18	G	\$130 Obligated 1/30/14	
<b>2</b>	<b>HSIP4-04-010</b>	<b>Alameda</b>		<b>Park Street Operations Improvements</b>						
		HSIP	\$607	Con	13/14	Obligate Funds	Note 1	R	See Note 2	R
		HSIP	\$126	PE		Liquidate Funds	Note 1	R	\$126 Obligated 1/18/12	
<b>3</b>	<b>ATP (Region)</b>	<b>Alameda</b>		<b>Cross Alameda Trail</b>						
		ATP (Region St)	\$226	PS&E	14/15	Sub Req 4 Alloc/Auth	01/31/15	R	Approved for Regional ATP	NA
						Allocate/Obligate Funds	03/31/15	Y	Mix of State and Fed Funds	
		ATP (Region Fed)	\$2,005	Con	15/16	Sub Req 4 Alloc/Auth	11/01/15	G		
					Allocate/Obligate Funds	01/31/16	G			
<b>4</b>	<b>ALA030002</b>	<b>Ala County</b>		<b>Vasco Road Safety Improvements Phase 1A</b>						
		STP	\$235	ROW	14/15	Submit Req for Auth	02/01/15	R	See Note 3	Y
						Obligate Funds	04/30/15	Y		
		STP	\$1,785	Con	09/10				\$1,785 Obligated 8/31/10	
		STP	\$478	PE	12/13				\$478 Obligated 4/17/13	
<b>5</b>	<b>ALA050035</b>	<b>Ala County</b>		<b>Cherryland/Ashland/CastroValley/Fairview SidwIkImp</b>						
		CMAQ	\$300	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3	Y
						Obligate Funds	04/30/15	Y		
		CMAQ	\$130	PE	13/14	Liquidate Funds	06/30/18	G	\$130 Obligated 4/9/14	
<b>6</b>	<b>ALA090069</b>	<b>Ala County</b>		<b>Alameda County: Rural Roads Pavement Rehab</b>						
		STP	\$1,815	Con	11/12	Award Contract	Note 1	R	\$1,815 Obligated 4/4/12	R
						Liquidate Funds	04/04/18	G		
		STP	\$320	PE	10/11				\$320 Obligated 3/16/11	
<b>7</b>	<b>ALA110026</b>	<b>Ala County</b>		<b>Alameda Co - Central Unincorporated Pavement Rehab</b>						
		STP	\$1,071	Con	11/12	Award Contract	Note 1	R	\$1,071 Obligated 4/4/12	R
						Liquidate Funds	04/04/18	G		
		STP	\$50	PE	10/11				\$50 Obligated 3/23/11	
<b>8</b>	<b>ALA130018</b>	<b>Ala County</b>		<b>Alameda Co-VariouS Streets and Roads Preservation</b>						
		STP	\$1,565	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3	Y
						Obligate Funds	04/30/15	Y		
		STP	\$100	PE	13/14	Liquidate funds	06/30/18	G	\$100 Obligated 4/9/14	

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**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor		Project Title		Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY						
9	H3R1-04-031	Ala County		<b>Patterson Pass Road - PM6.4 Widen or Improve Shoulder</b>							
		HRRR	\$717	Con	13/14	Obligate Funds	Note 1	R	See Note 2	R	
		HRRR	\$101	PE	Prior	Liquidate Funds	06/30/15	Y	\$101 Obligated 12/19/08		
10	SRTS1-04-001	Ala County		<b>Fairview Elementary School Vicinity Improvements</b>							
		SRTS	\$508	Con	10/11	Complete Closeout	Note 1	R	See Note 2	R	
		SRTS	\$77	PE	Prior				Obligated 9/19/12		
								Obligated 1/29/09			
11	ATP (Region)	Ala County		<b>Be Oakland, Be Active: A Comprehensive Safe Routes to School Program</b>							
		ATP (Region - St)	\$988	Con	14/15	Sub Req 4 Allocation	04/01/15	R	Approved for Regional ATP	NA	
						Allocate Funds	06/30/15	G			
12	ATP (State)	Alameda CTC		<b>East Bay Greenway</b>							
		ATP (Statewide Fed)	\$2,656	PA&ED	14/15	Sub Req 4 Alloc/Auth	01/31/15	R	Approved for Regional ATP	NA	
						Allocate/Obligate	03/31/15	Y			
13	ATP (State)	Albany		<b>Complete Streets Implementation for San Pablo Avenue and Buchanan Street</b>							
		ATP (Statewide Fed)	\$18	PA&ED	14/15	Sub Req 4 Alloc/Auth	01/31/15	R	App'd for Statewide ATP	NA	
								Allocate/Obligate	03/31/15	Y	3 Phases in same FY
		ATP (Statewide Fed)	\$355	PS&E	14/15	Sub Req 4 Alloc/Auth	01/31/15	R			
								Allocate/Obligate	03/31/15	Y	
		ATP (Statewide Fed)	\$18	ROW	14/15	Sub Req 4 Alloc/Auth	01/31/15	R			
						Allocate/Obligate	03/31/15	Y			
14	ALA110007	Berkeley		<b>City of Berkeley Transit Action Plan - TDM</b>							
		CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Pending Req to add to PE	R	
		CMAQ	\$1,990	PE	10/11	Liquidate Funds	06/30/15	Y	\$1,990 Obligated 2/22/11		
15	ALA130026	Berkeley		<b>Shattuck Complete Streets and De-couplet</b>							
		STP	\$2,777	CON	14/15	Submit Req for Auth	02/01/15	R	See Note 3	Y	
						Obligate Funds	04/30/15	Y			
16	ATP (Region)	Berkeley		<b>Safe Routes to School Improvements for LeConte Elementary</b>							
		ATP (Region Fed)	\$82	PS&E	14/15	Sub Req 4 Alloc/Auth	01/31/15	R	Approved for Regional ATP	NA	
								Allocate/Obligate	03/31/15	Y	
		ATP (Region Fed)	\$600	Con	15/16	Sub Req 4 Alloc/Auth	11/01/15	G			
						Allocate/Obligate	01/31/16	G			
17	ALA110024	Dublin		<b>Dublin Citywide Street Resurfacing</b>							
		STP	\$547	Con	11/12	Award Contract	Note 1	R	\$547 Obligated 3/16/12	R	
						Liquidate Funds	03/16/18	G			

## Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)								
<b>18</b>	<b>ALA130012</b>	<b>Dublin</b>	<b>Dublin Boulevard Preservation</b>							
	STP	\$470	CON	14/15	Submit Req for Auth	02/01/15	R	See Note 3		Y
					Obligate Funds	04/30/15	Y			
<b>19</b>	<b>ALA130021</b>	<b>Emeryville</b>	<b>Emeryville - Hollis Street Preservation</b>							
	STP	\$100	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3		Y
					Obligate Funds	04/30/15	Y	TIP Amend 13-04		
<b>20</b>	<b>ALA110012</b>	<b>Fremont</b>	<b>Fremont CBD/Midtown Streetscape</b>							
	CMAQ	\$1,114	Con	11/12	Award Contract	Note 1	R	\$1,114 Obligated 3/27/12		R
					Liquidate Funds	03/27/18	G			
	CMAQ	\$432	Con	10/11	Project Complete	NA		\$432 Obligated 4/13/11		
	CMAQ	\$54	Con	10/11	Project Complete	NA		\$54 Obligated 6/13/11		
<b>21</b>	<b>ALA130020</b>	<b>Fremont</b>	<b>Fremont Various Streets and Roads Preservation</b>							
	STP	\$2,105	Con	13/14	Award Contract	Note 1	R	\$2,105 Obligated 4/16/14		R
<b>22</b>	<b>ALA130025</b>	<b>Fremont</b>	<b>Fremont City Center Multi-Modal Improvements</b>							
	STP	\$5,333	Con	13/14	Award Contract	Note 1	R	\$4,481 Obligated 3/21/14		R
	STP	\$1,374	Con	14/15	Submit Req for Auth	02/01/15	R	FY13/14 Balance to 14/15		
					Obligate Funds	04/30/15	Y	See Note 3		
<b>23</b>	<b>ALA110019</b>	<b>Hayward</b>	<b>Hayward Various Arterials Pavement Rehab</b>							
	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11		R
					Liquidate Funds	06/30/15	Y			
<b>24</b>	<b>ALA110035</b>	<b>Hayward</b>	<b>South Hayward BART Area/Dixon Street Streetscape</b>							
	CMAQ	\$1,540	Con	11/12	Award Contract	Note 1	R	\$1,264 Obligated 4/4/12		R
					Liquidate Funds	06/30/16	G	Amounts per Phase Adjusted		
	CMAQ	\$260	PE	10/11				\$536 Obligated 1/18/11		
<b>25</b>	<b>ALA130013</b>	<b>Hayward</b>	<b>Hayward - Industrial Boulevard Preservation</b>							
	STP	\$1,265	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3		Y
					Obligate Funds	04/30/15	Y			
	STP	\$70	PE	13/14	Liquidate Funds	06/30/18	G	\$70 Obligated 1/23/14		
<b>26</b>	<b>ALA130010</b>	<b>Livermore</b>	<b>Livermore Various Streets Preservation</b>							
	STP	\$1,053	CON	13/14	Award Contract	Note 1	R	\$1,053 Obligated 3/4/14		R
					Liquidate Funds	06/30/18	G			
<b>27</b>	<b>ALA130011</b>	<b>Livermore</b>	<b>Livermore Relocation and Restoration of R/R Depot</b>							
	STP	\$2,500	CON	14/15	Submit Req for Auth	02/01/15	R	See Note 3		Y
					Obligate Funds	04/30/15	Y	TIP Amend 13-04		

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title		Phase	FY	Required Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)						Req'd By			
<b>28</b>	<b>ALA130027</b>	<b>Newark</b>	<b>Enterprise Drive Complete Streets and Road Diet</b>								
	STP	\$454	CON	14/15	Submit Req for Auth	02/01/15	R	See Note 3		Y	
					Obligate Funds	04/30/15	Y	TIP Amend 13-08			
<b>29</b>	<b>ALA130015</b>	<b>Oakland</b>	<b>Lake Merritt BART Bikeways</b>								
	STP	\$571	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3		Y	
					Obligate Funds	04/30/15	Y	TIP Amend 13-12			
<b>30</b>	<b>ALA130016</b>	<b>Oakland</b>	<b>Oakland Complete Streets</b>								
	CMAQ	\$3,384	Con	14/15	Submit Req for Auth	02/01/15	R	FY 14/15 in 2015 TIP		R	
					Obligate Funds	04/30/15	Y				
	CMAQ	\$467	PE	13/14	Liquidate Funds	06/30/18	G	\$467 Obligated 6/8/14			
<b>31</b>	<b>ALA130017</b>	<b>Oakland</b>	<b>Oakland - Peralta and MLK Blvd Streetscape Phase I</b>								
	CMAQ	\$5,452	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3		Y	
					Obligate Funds	04/30/15	Y	TIP Amend 13-04			
<b>32</b>	<b>ALA130024</b>	<b>Oakland</b>	<b>Lakeside Complete Streets and Road Diet</b>								
	STP	\$4,446	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3		Y	
					Obligate Funds	04/30/15	Y	TIP Amend 13-10			
	CMAQ	\$4,754	Con	14/15	Submit Req for Auth	02/01/15	R				
					Obligate Funds	04/30/15	Y				
<b>33</b>	<b>SRTS1-04-014</b>	<b>Oakland</b>	<b>Intersection Improvements at Multiple School (5 Elem. + 1 Middle)</b>								
	SRTS	\$613		Prior	Complete Closeout	Note 1	R	See Note 2		R	
								PE Obligated 3/2/08			
								Con Obligated 8/18/11			
<b>34</b>	<b>SRTS2-04-007</b>	<b>Oakland</b>	<b>Multiple School (5 Schools) Improvements Along Major Routes</b>								
	SRTS	\$753	Con	11/12	Complete Closeout	Note 1	R	See Note 2		R	
								\$753 Obligated 2/3/12			
	SRTS	\$118	PE	Prior				\$118 Obligated 1/26/10			
<b>35</b>	<b>ATP (State)</b>	<b>Oakland</b>	<b>International Blvd Ped Lighting and Sidewalk Repair</b>								
	ATP (Statewide Fed)	\$279	PS&E	14/15	Sub Req 4 Alloc/Auth	01/31/15	R	App'd for Statewide ATP		NA	
					Allocate/Obligate Funds	03/31/15	Y				
	ATP (Statewide Fed)	\$2,202	Con	15/16	Sub Req 4 Alloc	11/01/15	G				
					Allocate Funds	01/31/16	G				

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity				
<b>36</b>	<b>ATP (State)</b>	<b>Oakland</b>	<b>LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation</b>							
	ATP (Statewide Fed)		\$611	PA&ED	14/15	Sub Req 4 Alloc/Auth	01/31/15	R	Approved for Regional ATP	NA
						Allocate/Obligate Funds	03/31/15	Y	2 Phases in same FY	
	ATP (Statewide Fed)		\$84	ROW	14/15	Sub Req 4 Alloc/Auth	01/31/15	R	No PS&E Programmed	
						Allocate/Obligate Funds	03/31/15	Y		
	ATP (Statewide Fed)		\$2,903	Con	15/16	Sub Req 4 Alloc	11/01/15	G		
						Allocate Funds	01/31/16	G		
<b>37</b>	<b>ALA130019</b>	<b>Piedmont</b>	<b>Piedmont Complete Streets (CS)</b>							
	STP		\$129	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3	G
						Obligate Funds	04/30/15	Y	Funds Moving to FY1415 in 2015 TIP	
<b>38</b>	<b>ALA110010</b>	<b>Port</b>	<b>Shore Power Initiative</b>							
	CMAQ		\$3,000	Con	11/12	Award Contract	Note 1	R	\$3,000 Obligated 2/16/12	R
						Liquidate Funds	06/30/16	G		
<b>39</b>	<b>ALA130009</b>	<b>Pleasanton</b>	<b>Pleasanton Complete Streets</b>							
	STP		\$832	CON	14/15	Submit Req for Auth	02/01/15	R	See Note 3	Y
						Obligate Funds	04/30/15	Y	TIP Amend 13-04	
<b>40</b>	<b>ALA110027</b>	<b>San Leandro</b>	<b>San Leandro Downtown-BART Pedestrian Interface</b>							
	CMAQ		\$4,298	Con	11/12	Award Contract	Note 1	R	\$4,298 Obligated 2/28/12	R
						Liquidate Funds	06/30/16	G		
	CMAQ		\$312	PE	10/11				\$312 Obligated 12/21/10	
<b>41</b>	<b>ALA130008</b>	<b>San Leandro</b>	<b>San Leandro Boulevard Preservation</b>							
	STP		\$804	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3	Y
						Obligate Funds	04/30/15	Y	TIP Amend 13-06	
<b>42</b>	<b>HSIP4-04-015</b>	<b>San Leandro</b>	<b>Washington Ave / Monterey Blvd</b>							
	HSIP		\$307	Con	12/13	Award Contract	Note 1	R	See Note 2	R
						Liquidate Funds	06/30/16	G	\$307 Obligated 4/14/14	
			\$66	PE	11/12				\$66 Obligated 12/15/11	
<b>43</b>	<b>ALA130023</b>	<b>Union City</b>	<b>Whipple Road Pavement Rehabilitation</b>							
	STP		\$651	Con	14/15	Submit Req for Auth	02/01/15	R	See Note 3	Y
						Obligate Funds	04/30/15	Y		
	STP		\$18	PE	13/14	Liquidate Funds	06/30/18	G	\$18 Obligated 11/27/13	

*End of Red Zone*

**Yellow Zone Projects**

Index	PP No.	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity				
44	ALA110025	Alameda		<b>Alameda - Otis Drive Rehabilitation</b>						
		STP	\$837	Con	10/11	Liquidate Funds	06/30/15	Y	\$837 Obligated 3/8/11	G
45	HSIP2-04-024	Ala County		<b>Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements</b>						
		HSIP	\$577	Con	11/12	Liquidate Funds	06/30/15	Y	See Note 2 Obligated 9/19/12	R
		HSIP	\$59	PE	Prior				Obligated 8/14/09	
		HSIP	\$63	R/W	Prior			Obligated 2/15/11		
46	SRTS1-04-002	Ala County		<b>Marshall Elementary School Vicinity Improvements</b>						
		SRTS	\$450	Con	12/13	Liquidate Funds	06/30/15	Y	See Note 2 Obligated 9/19/12	Y
		SRTS	\$50	PE	Prior			G Obligated 12/7/10		
47	ALA110009	Alameda CTC		<b>Bikemobile - Bike Repair and Encouragement Vehicle</b>						
		CMAQ	\$500	Con	10/11	Liquidate Funds	06/30/15	Y	\$500 Obligated 3/29/11 Obligated w/ALA110033	G
48	ALA110033	Alameda CTC		<b>Alameda County Safe Routes to School</b>						
		CMAQ (RSRTS)	\$620	Con	10/11	Liquidate Funds	06/30/15	Y		G
		CMAQ	\$1,669	Con	10/11	Liquidate Funds	06/30/15	Y	\$2,689 Obligated 3/29/11	
		STP	\$400	Con	10/11	Liquidate Funds	06/30/15	Y	Obligated w/ALA110009	
		CMAQ (OBAG)	\$2,000	Con	13/14	Liquidate Funds	06/30/18	G	TIP Amend 13-05	
		CMAQ (RSRTS)	\$2,673	Con	13/14	Liquidate Funds	06/30/18	G		
		STP (RSRTS)	\$1,000	Con	13/14	Liquidate Funds	06/30/18	G	\$5,673 Obligated 10/24/13	
49	HSIP1-04-005	Fremont		<b>Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)</b>						
		HSIP	\$164	Con	12/13	Liquidate Funds	06/30/15	Y	See Note 2 \$164 Obligated 3/7/13	R
		HSIP	\$35	PE	Prior			Obligated 11/28/07		
50	HSIP2-04-018	Fremont		<b>Replace Concrete Poles with Aluminum in Median (Paseo Parkway)</b>						
		HSIP	\$183		Prior	Liquidate Funds	06/30/15	Y	See Note 2 Con Obligated 4/19/11 PE Obligated 4/8/09	R
51	HSIP3-04-005	Fremont		<b>Paseo Padre Parkway - Walnut to Washington - Replace Poles</b>						
		HSIP	\$120	Con	11/12	Liquidate Funds	06/30/15	Y	See Note 2 \$120 Obligated 2/16/12	R
		HSIP	\$23	PE	Prior			\$23 Obligated 11/18/10		

**Yellow Zone Projects (cont.)**

<b>Index</b>	<b>PP No.</b>	<b>Sponsor</b>	<b>Project Title</b>		<b>Phase</b>	<b>FY</b>	<b>Required Activity</b>	<b>Date</b>	<b>Zone</b>	<b>Notes</b>	<b>Prev Zone</b>
	<b>Source</b>	<b>Prog'd Amount</b>						<b>Req'd By</b>			
		<b>(\$x 1,000)</b>									
<b>52</b>	<b>HSIP3-04-006</b>	<b>Fremont</b>	<b>Paseo Padre Parkway - Walnut Ave and Argonaut Way</b>								
	HSIP	\$458	Con	12/13	Liquidate Funds	06/30/15	Y	See Note 2		R	
								\$458 Obligated 4/11/13			
	HSIP	\$59	PE	Prior				\$59 Obligated 11/22/10			
<b>53</b>	<b>ALA110015</b>	<b>Livermore</b>	<b>Livermore Downtown Lighting Retrofit</b>								
	CMAQ	\$176	Con	10/11	Liquidate Funds	06/30/15	Y	\$176 Obligated 4/4/11		G	
<b>54</b>	<b>ALA110023</b>	<b>Livermore</b>	<b>Livermore - 2011 Various Arterials Rehab</b>								
	STP	\$1,028	Con	10/11	Liquidate Funds	06/30/15	Y	\$1,028 Obligated 3/21/11		G	
<b>55</b>	<b>ALA110014</b>	<b>Oakland</b>	<b>Oakland - MacArthur Blvd Streetscape</b>								
	CMAQ	\$1,700	Con	10/11	Liquidate Funds	06/30/15	Y	\$1.7M Obligated 4/27/11		G	
<b>56</b>	<b>HSIP2-04-004</b>	<b>Oakland</b>	<b>West Grand at Market, Macarthur at Fruitvale &amp; Market at 55th Improvements</b>								
	HSIP	\$223	Con	11/12	Liquidate Funds	06/30/15	Y	See Note 2		R	
								Obligated 6/30/11			
<b>57</b>	<b>HSIP2-04-005</b>	<b>Oakland</b>	<b>Various Intersections Pedestrian Improvements</b>								
	HSIP	\$81	Con	11/12	Liquidate Funds	06/30/15	Y	See Note 2		R	
								Obligated 7/8/11			
<b>58</b>	<b>ALA110021</b>	<b>Pleasanton</b>	<b>Pleasanton Various Streets Pavement Rehab</b>								
	STP	\$876	Con	10/11	Liquidate Funds	06/30/15	Y	\$876 Obligated 4/14/11		G	
<b>59</b>	<b>ALA110020</b>	<b>San Leandro</b>	<b>San Leandro - Marina Blvd Rehabilitation</b>								
	STP	\$807	Con	10/11	Liquidate Funds	06/30/15	Y	\$807 Obligated 3/29/11		G	
<b>60</b>	<b>ALA110017</b>	<b>Union City</b>	<b>Union City - Dyer Street Rehabilitation</b>								
	STP	\$861	Con	10/11	Liquidate Funds	06/30/15	Y	\$861 Obligated 4/13/11		G	

*End of Yellow Zone*

**Green Zone Projects**

<b>Index</b>	<b>TIP ID</b>	<b>Sponsor</b>	<b>Project Title</b>		<b>Phase</b>	<b>FY</b>	<b>Required Activity</b>	<b>Date</b>	<b>Zone</b>	<b>Notes</b>	<b>Prev Zone</b>
	<b>Source</b>	<b>Prog'd Amount</b>						<b>Req'd By</b>			
		<b>(\$x 1,000)</b>									
<b>61</b>	<b>ALA110119</b>	<b>AC Transit</b>	<b>AC Transit: Spectrum Ridership Growth</b>								
	CMAQ	\$1,803	Con	14/15	Liquidate Funds	06/30/18	G	See Note 3		G	
								\$1,803 Obligated 12/12/13			

**Green Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title		Phase	FY	Required Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)						Req'd By			
<b>62</b>	<b>HSIP4-04-002</b>	<b>Alameda</b>	<b>Shoreline Dr - Westline Dr - Broadway Improvements</b>								
	HSIP	\$348	Con	11/12	Liquidate Funds	06/30/16	G	See Note 2		R	
								\$348 Obligated 3/5/14			
	HSIP	\$68	PE	11/12				\$68 Obligated 1/18/12			
<b>63</b>	<b>HSIP2-04-027</b>	<b>Ala County</b>	<b>Remove Permanent Obstacle along Shoulder (Foothill Road)</b>								
	HSIP	\$427	Con	10/11	Liquidate funds	06/30/16	G	See Note 2		R	
								Con Obligated 8/11/13			
	HSIP	\$59	PE	Prior				PE Obligated 2/23/09			
<b>64</b>	<b>ALA110122</b>	<b>Alameda CTC</b>	<b>Local PDA Planning - Alameda</b>								
	STP	\$3,905	Con	15/16	Liquidate Funds	06/30/18	G	\$3,905 Obligated 10/29/13		G	
<b>65</b>	<b>ALA110030</b>	<b>Albany</b>	<b>Albany - Buchanan Bicycle and Pedestrian Path</b>								
	CMAQ	\$1,702	Con	11/12	Liquidate Funds	06/30/16	G	\$1,702 Obligated 6/1/12		G	
<b>66</b>	<b>ALA110032</b>	<b>BART</b>	<b>Downtown Berkeley BART Plaza/Transit Area Imps.</b>								
	CMAQ	\$340	Con	14/15	<b>Project Being Removed from Report</b>					Y	
	CMAQ	\$706	PE	10/11	Funds Transferred to FTA Grant						
	CMAQ	\$1,099	Con	10/11							
<b>67</b>	<b>ALA110121</b>	<b>BART</b>	<b>BART Train Car Accident Repair Project</b>								
	STP	\$1,493	CON	14/15	<b>Project Being Removed from Report</b>					Y	
					Funds Transferred to FTA Grant						
<b>68</b>	<b>ALA130028</b>	<b>Berkeley</b>	<b>Hearst Avenue Complete Streets</b>								
	STP	\$2,156	Con	15/16	Submit Req for Auth	02/01/16	G			G	
					Obligate Funds	04/30/16	G				
<b>69</b>	<b>ALA130035</b>	<b>Berkeley</b>	<b>Bay Trail Shoreline Access Staging Area Project</b>								
	STP	\$500	Con	15/16	Submit Req for Auth	02/01/16	G			G	
					Obligate Funds	04/30/16	G				
<b>70</b>	<b>ALA110034</b>	<b>Dublin</b>	<b>West Dublin BART Golden Gate Drive Streetscape</b>								
	CMAQ	\$580	Con	11/12	Liquidate Funds	06/30/16	G	\$580 Obligated 6/1/12		G	
	CMAQ	\$67	PE	10/11				\$67 Obligated 3/18/11			
<b>71</b>	<b>SRTS3-04-007</b>	<b>Emeryville</b>	<b>San Pablo Avenue 43rd to 47th Pedestrian Safety</b>								
	SRTS	\$696	Con	13/14	Liquidate Funds	06/30/18	G	\$566 Obligated 6/16/14		R	
	SRTS	\$52	PE	11/12	Liquidate Funds			\$52 Obligated 5/4/12			
<b>72</b>	<b>HSIP4-04-020</b>	<b>Fremont</b>	<b>Fremont Blvd / Eggers Dr</b>								
	HSIP	\$275	Con	13/14	Liquidate Funds	06/30/16	G	See Note 2		G	
								\$275 Obligated 1/24/14			
	HSIP	\$41	PE	11/12				\$41 Obligated 11/8/11			

## Federally-Funded Locally-Sponsored Alameda County Projects

**Green Zone Projects (cont.)**

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity				
73	HSIP4-04-022	<b>Fremont</b>	<b>Fremont Blvd / Alder Ave</b>							
		HSIP	\$349	Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$348 Obligated 12/31/13	G
		HSIP	\$43	PE	11/12			\$43 Obligated 11/8/11		
74	HSIP5-04-007	<b>Hayward</b>	<b>West "A" Street between Hathaway and Garden</b>							
		HSIP	\$139	CON	15/16	Liquidate Funds	06/30/16	G	See Note 2 \$139 Obligated 6/8/14	G
		HSIP	\$22	PE	13/14			\$22 Obligated 2/18/14		
75	ALA110013	<b>Livermore</b>	<b>Iron Horse Trail Extension in Downtown Livermore</b>							
		CMAQ	\$1,566	Con	11/12	Liquidate Funds	06/30/16	G	\$1,241 Obligated 4/4/12	G
76	ATP (Region)	<b>Livermore</b>	<b>Marilyn Avenue Elementary Safe Routes to School</b>							
		ATP (Region State)	\$83	PS&E	15/16	Sub Req 4 Alloc/Auth Allocate/Obligate	11/01/15 01/31/16	G G	Approved for Regional ATP 2 Phases in same FY	NA
		ATP (Region State)	\$275	Con	15/16	Sub Req 4 Alloc/Auth Allocate/Obligate	11/01/15 01/31/16	G G	Mix of State and Fed Funds	
77	ALA110016	<b>Newark</b>	<b>Newark - Cedar Blvd and Jarvis Ave Pavement Rehab</b>							
		STP	\$682	Con	11/12	Liquidate Funds	06/30/16	G	\$682 Obligated 2/17/12	G
78	ALA110006	<b>Oakland</b>	<b>Various Streets Resurfacing and Bikeway Facilities</b>							
		STP	\$3,492	Con	11/12	Liquidate Funds	06/30/16	G	\$3,492 Obligated 2/16/12	G
		STP	\$560	PE	10/11			\$560 Obligated 2/22/11		
79	ALA130014	<b>Oakland</b>	<b>7th Street West Oakland Transit Village, Phase II</b>							
		CMAQ	\$3,288	Con	15/16	Submit Req for Auth Obligate Funds	02/01/16 04/30/16	G G		G
80	HSIP4-04-005	<b>Oakland</b>	<b>San Pablo Ave - West St - W. Grand Ave Intersections</b>							
		HSIP	\$345	Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$345 Obligated 2/20/14	G
		HSIP	\$71	PE	Prior			\$71 Obligated 1/23/12		
81	HSIP4-04-011	<b>Oakland</b>	<b>Bancroft Ave - 94th Ave Improvements</b>							
		HSIP	\$398	Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$398 Obligated 2/20/14	G
		HSIP	\$87	PE	Prior			Obligated 1/23/12		
82	HSIP4-04-012	<b>Oakland</b>	<b>Hegenberger Rd Intersections</b>							
		HSIP	\$738	Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$738 Obligated 2/20/14	G
		HSIP	\$162	PE	Prior			Obligated 1/25/12		

**Green Zone Projects (cont.)**

Index	TIP ID	Sponsor		Project Title		Date Req'd By	Zone	Notes	Prev Zone									
		Source	Prog'd Amount (\$x 1,000)	Phase	FY					Required Activity								
83	HSIP5-04-011	Oakland		<b>W. MacArthur Blvd. between Market &amp; Telegraph</b>														
										HSIP	\$574	CON	15/16	Submit Req for Auth	08/23/15	G	See Note 2	R
														Obligate Funds	11/23/15	G		
		HSIP	\$125	PE	13/14	Liquidate Funds	06/30/16	G	\$125 Obligated 10/22/13									
84	HSIP5-04-012	Oakland		<b>98th Avenue Corridor</b>														
										HSIP	\$558	CON	15/16	Submit Req for Auth	08/23/15	G	See Note 2	R
														Obligate Funds	11/23/15	G		
		HSIP	\$99	PE	13/14	Liquidate Funds	06/30/16	G	\$99 Obligated 10/22/13									
85	HSIP5-04-013	Oakland		<b>Market Street between 45th &amp; Arlington</b>														
										HSIP	\$541	CON	15/16	Submit Req for Auth	08/23/15	G	See Note 2	R
														Obligate Funds	11/23/15	G		
		HSIP	\$103	PE	13/14	Liquidate Funds	06/30/16	G	\$103 Obligated 10/22/13									
86	ATP (Region)	Oakland		<b>Lake Merritt to Bay Trail Bicycle Pedestrian Gap</b>														
										ATP (Region State)	\$2,885	PS&E	15/16	Sub Req 4 Alloc	11/01/15	G	Approved for Regional ATP	NA
														Allocate Funds	01/31/16	G	2 Phases in same FY	
		ATP (Region State)	\$325	ROW	15/16	Sub Req 4 Alloc	11/01/15	G	State Only Funds									
						Allocate Funds	01/31/16	G										
87	ALA110031	Pleasanton		<b>Pleasanton - Foothill/I-580/IC Bike/Ped Facilities</b>														
		CMAQ	\$709	Con	12/13	Liquidate Funds	06/30/17	G	\$709 Obligated 5/1/13	G								
88	HSIP5-04-019	San Leandro		<b>Bancroft Ave/ Sybil Ave</b>														
										HSIP	\$380	CON	15/16	Submit Req for Auth	08/23/15	G	See Note 2	G
														Obligate Funds	11/23/15	G		
		HSIP	\$69	PE	12/13	Liquidate Funds	06/30/16	G	\$69 Obligated 7/16/13									
89	SRTS3-04-017	San Leandro		<b>Multiple Schools Bicycle and Pedestrian Safety</b>														
										SRTS	\$410	Con	11/12	Liquidate Funds	03/06/16	G	See Note 2	G
														Complete Closeout	09/06/16	G	\$410 Obligated 3/22/12	
90	ALA110028	Union City		<b>Union City Blvd Corridor Bicycle Imp. Phase 1</b>														
		CMAQ	\$860	Con	11/12	Liquidate Funds	06/30/16	G	\$860 Obligated 3/22/12	G								
91	HSIP5-04-030	Union City		<b>Alvarado Road between Decoto &amp; Mann</b>														
										HSIP	\$288	CON	15/16	Submit Req for Auth	08/23/15	G	See Note 2	G
														Obligate Funds	11/23/15	G		
		HSIP	\$62	PE	13/14	Liquidate Funds	06/30/18	G	\$62 Obligated 11/27/13									

*End of Green Zone*

### Monitoring Report Notes

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity and/or satisfy the requirement to preserve the funding and avoid future sanctions.
- 2 HSIP, SRTS and HRRR projects (aka "local safety projects") are subject to the provisions included in *Project Delivery Requirements for Local Safety Programs* adopted by Caltrans Division of Local Assistance. The most recent update of the requirements is dated November 6, 2013 and included the removal of the "Project Closeout" requirement which had been included in previous versions. The Caltrans requirements for local safety projects may be different than the timely use of funds provisions included in MTC Reso 3606. The values for "Date Req'd By" shown in this report are based on the earlier of a comparison of the date required by MTC Resolution 3606 and the Safety Program Delivery Status Reports available from Caltrans Local Programs at [www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery\\_status.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm). For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports. The November 2013 update of the project delivery requirements replaced the Project Closeout requirement with the following provision, "Agencies should following Office of Project Delivery and Accountability's guidance regarding inactive projects and close out safety projects on time." The guidance referenced, along with the November 2013 update of the project delivery requirements are available via links on the same web page as the delivery status reports. For the purposes of this monitoring report, the Liquidate Funds Date Req'd By for each phase obligated is set to the end of the second State fiscal year following the fiscal year during which the funds were obligated. The Liquidate Funds required activity is only shown for the most recent phase obligated.
- 3 Funds approved prior to January 22, 2014 and programmed in federal fiscal years prior to FFY 16/17 are not subject to the revised deadlines for Request For Authorization (RFA)/ FTA Transfer Submittal or Obligation/Authorization/Transfer to FTA approved with Resolution 3606 (Revised) on January 22, 2014. For these funds, the submittal deadline for RFA/FTA Transfer packages will remain February 1 of the FFY in which the funds are programmed, and the Obligation/Transfer deadline will remain April 30 of the FFY in which the funds are programmed. All other funds, including currently approved funds in FFY 16/17 or later and funds approved after January 22, 2014, are subject to all of the provisions of Resolution 3606 (Revised) approved on January 22, 2014.

**Appendix A**  
**Federal At Risk Report Zone Criteria**  
**Required Activities per Resolution 3606 (Revised January 22, 2014)**

Required Activities Monitored by CMA <sup>(1)</sup>	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to six (6) months	All conditions other than Red or Yellow Zones
Advertise Construction Contract	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

**Other Zone Criteria**

<b>Red Zone</b>	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
<b>Yellow Zone</b>	Projects with an Amendment to the TIP pending.

**Notes:** <sup>1</sup> See Appendix B for more information about the Required Activities and Resolution 3606.

**Appendix B**  
**Definitions of the Required Activities per Resolution 3606 (As revised January 22, 2014)**

Index	MTC Resolution 3606 Requirement (as adopted January 22, 2014)
<b>1</b>	<b>Request Project Field Review (Req Field Rev)</b>
	Implementing agencies are required to submit a Request for Field Review from Caltrans Local Assistance within 12 months of approval of the project in the TIP (See Note 1), but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.
<b>2</b>	<b>Environmental Submittal Deadline (Sub ENV package) (See Note 2)</b>
	Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form with attachments to Caltrans for all projects no later than twelve months prior to the obligation deadline for right of way or construction funds. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner.
<b>3</b>	<b>Request For Authorization (RFA) or FTA Transfer Submittal Deadline (Sub Req for Auth) (See Note 3)</b>
	Implementing agencies are required to submit a complete Request for Authorization (RFA), or Request for FTA Transfer, package to Caltrans Local Assistance by November 1 of the Federal Fiscal Year (FFY) in which the federal funds are programmed in the TIP.
<b>4</b>	<b>Obligation/Authorization or Transfer to FTA Deadline (Obligate Funds) (See Note 3)</b>
	Federal Regional Discretionary Funding must be obligated/authorized, or transferred to a FTA grant, by January 31 of the Federal Fiscal Year (FFY) in which the federal funds are programmed in the TIP.
<b>5</b>	<b>Program Supplement Agreement (PSA) Deadline (See Note 2)</b>
	Implementing agencies must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days following receipt of the PSA from Caltrans. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The implementing agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. The PSA must be fully executed within six months from the date of obligation. This requirement does not apply to FTA transfers.
<b>6</b>	<b>Construction Advertisement/Award Deadline (Advertise Contract) and (Award Contract)</b>
	Implementing agencies must advertise construction or equipment purchase contracts within 3 months of the obligation date, and award the construction or equipment purchase contract within 6 months of the obligation date (or allocation date for funds administered by the CTC). Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

**Appendix B (cont.)**  
**Definitions of the Required Activities per Resolution 3606 (As revised January 22, 2014)**

Index	MTC Resolution 3606 Requirement (as adopted January 22, 2014)
<b>7</b>	<b>Regional Invoicing and Reimbursement Deadlines - Inactive Projects (See Note 2)</b>
	Implementing agencies are required to submit a request for reimbursement at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed balance subject to de-obligation by the FHWA with no guarantee the funds will be available to the project sponsor.
<b>8</b>	<b>State Liquidation Deadline (Liquidate Funds)</b>
	Implementing agencies must liquidate obligated funds in accordance with California Government Codes 16304.1, 16304.3, and the Local Assistance Procedures Manual. Generally, federal funds must be liquidated (i.e. fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. This requirement does not apply to FTA transfers.
<b>9</b>	<b>Project Completion / Closeout Deadline (Complete Project)</b>
	Implementing agencies must fully expend federal funds on a phase one year prior to the estimated completion date for the phase provided to Caltrans in the Request for Authorization Package. Implementing agencies must submit a Federal Report of Expenditures/Final Invoice package within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase. Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

- Notes:**
- 1** Approval in the TIP: For administrative/ minor TIP Amendments, the approval date is the date of Caltrans approval. For formal TIP Amendments, the approval date is the date of FHWA approval.
  - 2** This required activity is not monitored or tracked in the monitoring reports prepared by the Alameda CTC.
  - 3** Funds approved prior to January 22, 2014 and programmed in federal fiscal years prior to FFY 15/16 are not subject to the revised deadlines for Request For Authorization (RFA)/ FTA Transfer Submittal or Obligation/Authorization/Transfer to FTA approved with Resolution 3606 (Revised) on January 22, 2014. For these funds, the submittal deadline for RFA/FTA Transfer packages will remain February 1 of the FFY in which the funds are programmed, and the Obligation/Transfer deadline will remain April 30 of the FFY in which the funds are programmed. All other funds, including currently approved funds in FFY 15/16 or later and funds approved after January 22, 2014, are subject to all of the provisions of Resolution 3606 (Revised) approved on January 22, 2014.

**TFCA County Program Manager Fund**

5.2C

**Timely Use of Funds Report**

Report Date: October 31, 2014

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<b>RED ZONE (Milestone deadline within 4 months)</b>							
08ALA01	Alameda CTC	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	3rd extension approved Sept '12 Expenditures complete Final Invoice paid Final Report due May '15
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Expend Deadline Met?	12/22/13	Yes	
			\$ 420,000	Final Report	May-15		
			Final Reimbursement	12/31/14	Oct-14		
09ALA01	Alameda CTC	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	2nd extension approved Sept '12 Expenditures complete Final Invoice paid Final Report due May '15
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Expend Deadline Met?	12/22/13	Yes	
			\$ 400,000	Final Report	May-15		
			Final Reimbursement	12/31/14	Oct-14		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Expenditures complete Final Invoice to be paid Final Report received
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ -	Final Report	Feb-14	Jan-14	
			Final Reimbursement	12/31/14			
15ALA01	Alameda County	Chabot Road Class 2 Bike Lanes	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 74,000	Project Start	Dec '15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA02 (A)	Berkeley	Bay Area Bike Share Expansion to Berkeley (Berkeley scope)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed. 5-year expenditure period approved.
			\$ 317,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA02 (B)	MTC	Bay Area Bike Share Expansion to Berkeley (MTC scope)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed. 5-year expenditure period approved.
				Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA03	Dublin	Village Parkway Bike Lanes and Bicycle Detection	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 90,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA04	Fremont	Downtown Fremont Arterial Management	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 430,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA05	Hayward	West "A" Street Arterial Management - Video Detection	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed. (Additional scope for 14ALA05)
			\$ 50,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA06	Oakland	Oakland Broadway "B" Shuttle Peak Hour Operations (FY 14/15)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 41,500	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA07	Oakland	Oakland CityRacks Phase 11	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 88,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			

**TFCA County Program Manager Fund**

**Timely Use of Funds Report**

Report Date: October 31, 2014

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<b>RED ZONE (Milestone deadline within 4 months), continued</b>							
15ALA08 (A)	Oakland	Bay Area Bike Share Expansion to Oakland (Oakland scope)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed. 5-year expenditure period approved.
			\$ 900,616	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA08 (B)	MTC	Bay Area Bike Share Expansion to Oakland (MTC scope)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed. 5-year expenditure period approved.
				Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA09	AC Transit	East Bay Bus Rapid Transit (BRT)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed. 4-year expenditure period approved.
			\$ 925,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA10	CSU East Bay	Campus to Hayward BART - 2nd Shuttle, Peak Hour Operations (FY 14/15)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 145,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA11	LAVTA	Route 8 Peak Hour Operations (FYs 14/15 & 15/16)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 66,000	Project Start	12/31/15		
				Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA12	LAVTA	Route 12 Peak Hour Operations (FYs 14/15 & 15/16)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 112,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
15ALA13	LAVTA	Route 15 Peak Hour Operations (FYs 14/15 & 15/16)	TFCA Award	Agreement Executed	2/25/15		Funding agreement to be executed.
			\$ 109,000	Project Start	12/31/15		
			TFCA Expended	Expend Deadline Met?	TBD		
				Final Report	TBD		
			Final Reimbursement	TBD			
<b>GREEN ZONE (Milestone deadline beyond 7 months)</b>							
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures complete Final invoice paid Final Report due Aug '15, after overall I-80 ICM project is operational.
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Expend Deadline Met?	10/28/12	Yes	
			\$ 100,000	Final Report	Aug-15		
			Final Reimbursement	12/31/13	Oct-12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	1st extension approved 9/27/12 Expenditures complete Final Report due Sept '15 (2 years post-project)
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Expend Deadline Met?	10/28/13	Yes	
			\$ 614,000	Final Report	Sep-15		
			Final Reimbursement	12/31/14	Jan-13		
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12	06/13/12	2nd extension approved Oct '14 Expenditure deadline Nov '15 Expenditures not complete Final Report due Feb '16
			\$ 230,900	Project Start	Dec-12	Dec-12	
			TFCA Expended	Expend Deadline Met?	11/14/15		
			\$ -	Final Report	Feb-16		
			Final Reimbursement	12/31/16			
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	2nd extension approved Oct '14 Expenditure deadline Nov '15 Expenditures not complete Final Report due Feb '16
			\$ 40,000	Project Start	Dec-12	Dec-12	
			TFCA Expended	Expend Deadline Met?	11/14/15		
			\$ 11,500	Final Report	Feb-16		
			Final Reimbursement	12/31/16			

## TFCA County Program Manager Fund

### Timely Use of Funds Report

Report Date: October 31, 2014

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<b>GREEN ZONE (Milestone deadline beyond 7 months), continued</b>							
11ALA07	Hayward	Post-project Monitoring/Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12	06/01/12	2nd extension approved Oct '14 Expenditure deadline Nov '15 Expenditures not complete Final Report due Sept '15 (coordinated with 10ALA04)
			\$ 50,300.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Expend Deadline Met?	11/14/15		
			\$ -	Final Report	Sep-15		
			Final Reimbursement	12/31/16			
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	2nd extension approved Oct '14 Expenditure deadline Nov '15 Expenditures not complete Final Report due Feb '16 (2 years post-project)
			\$ 125,000	Project Start	Dec-12	May-12	
			TFCA Expended	Expend Deadline Met?	11/14/15		
			\$ 93,509	Final Report	Feb-16		
			Final Reimbursement	12/31/16			
14ALA01	Alameda County	Fairmont Rd Class II Bike Lanes	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '16 3-year expenditure period approved Expenditures not complete Final Report due Jan '17
			\$ 90,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/16		
			\$ -	Final Report	Jan-17		
			Final Reimbursement	12/31/17			
14ALA02	Berkeley	Berkeley Citywide Bicycle Parking Project	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 155,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
			Final Reimbursement	12/31/16			
14ALA03	East Bay Regional Park District	Iron Horse Trail Dublin/Pleasanton BART Santa Rita Road	TFCA Award	Agreement Executed	Jan-14	11/8/13	Expenditure deadline Oct '15 Expenditures complete Final Report due Nov '14
			\$ 180,000	Project Start	Dec-14	Jul-13	
			TFCA Expended	Expend Deadline Met?	10/29/15	Yes	
			\$ 180,000	Final Report	11/31/14		
			Final Reimbursement	12/31/15			
14ALA04	Fremont	Arterial Management Stevenson Blvd	TFCA Award	Agreement Executed	Jan-14	2/4/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 76,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
			Final Reimbursement	12/31/16			
14ALA05	Hayward	"A" Street Signal Upgrade and Coordination	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 190,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
			Final Reimbursement	12/31/16			
14ALA06	Oakland	Adeline St Bikeway Gap Closure	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 51,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
			Final Reimbursement	12/31/16			
14ALA07	Oakland	CityRacks Bicycle Parking Program Phase 10	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 88,000	Project Start	Dec-14	Sep-13	
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ 46,916	Final Report	Jan-16		
			Final Reimbursement	12/31/16			
14ALA08	Alameda CTC	East Bay Greenway	TFCA Award	Agreement Executed	Jan-14	7/1/13	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 142,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
			Final Reimbursement	12/31/16			
14ALA09	Pleasanton	Pleasanton Trip Reduction Program (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 118,000	Project Start	Dec-14	Sep-13	
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
			Final Reimbursement	12/31/16			

**TFCA County Program Manager Fund**

**Timely Use of Funds Report**

Report Date: October 31, 2014

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<b>GREEN ZONE (Milestone deadline beyond 7 months), continued</b>							
14ALA10	San Leandro	San Leandro LINKS Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 60,000	Project Start	Dec-14	Jul-13	
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ 30,000	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA11	AC Transit	Route 51 Transit Signal Priority (TSP)	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 123,821	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA12	Alameda CTC	Alameda County Guaranteed Ride Home and Transportation Demand Management Services Information (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	7/1/13	Expenditure deadline Oct '15 Expenditures not complete FMR due Jan '16
			\$ 270,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA13	Cal State - East Bay	Second BART to Campus Shuttle (FY 13/14)	TFCA Award	Agreement Executed	Jan-14	1/27/14	Expenditure deadline Oct '15 Expenditures complete Final Report due Nov '14
			\$ 130,000	Project Start	Dec-14	Sep-13	
			TFCA Expended	Expend Deadline Met?	10/29/15	Yes	
			\$ 130,000	Final Report	Nov-14		
				Final Reimbursement	12/31/16	10/29/2014	
14ALA14	LAVTA	Rte 53 Ace to BART Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	1/21/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 120,000	Project Start	Dec-14	Jul-13	
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA15	LAVTA	Rte 54 Ace to BART Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	1/21/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 47,000	Project Start	Dec-14	Jul-13	
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		

**Report Milestone Notes**

- Agreement Executed = Date TFCA Agreement executed by Alameda CTC
- Project Start = Date of project initiation
- Expend Deadline Met? = Expenditures were completed by established deadline (Yes/No)
- Final Report = Date final project report received by Alameda CTC
- Final Reimbursement = Date final invoice paid by Alameda CTC



# Memorandum

5.3

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

**DATE:** November 3, 2014

**SUBJECT:** CMA TIP Program: Vasco Road Project and ARRA Local Street and Road Project Exchange Agreements

**RECOMMENDATION:** Approve the CMA TIP Program project exchange amendments and authorize the Executive Director to execute associated agreements.

## Summary

The CMA Transportation Improvement Program (CMA TIP) Program facilitates the exchange of federal/state funds for local funds, which in turn provides local funding for the projects programmed through the CMA TIP (Alameda County Transportation Commission (Alameda CTC) administered program). The CMA TIP Program allows the Alameda CTC to provide local funds to transportation projects that either do not have the ability to make use of state or federal funds or projects that would face unacceptable delays if state or federal funds were used. It is necessary for the Alameda CTC to receive the local funds provided through these Alameda CTC approved fund exchanges on a timely basis to provide the local funds for the Alameda CTC approved projects included in the CMA TIP program.

The Alameda CTC has approved 19 general CMA TIP exchanges that total \$78.8 million. These funds have been programmed by the Alameda CTC Board to implement specific projects. To date, 17 exchanges have been completed with a value of \$69.8 million.

The two remaining exchanges are for projects sponsored by the Alameda County Public Works Agency (ACPWA), the Vasco Road Project and the ARRA Local Street and Road Project, for \$9.0 million. Staff is recommending the Alameda CTC approve revisions to the terms of the CMA TIP exchanges initially approved in 2008-2010 period to reflect a reduction in the payment (by \$0.3 million to \$8.7 million) and to further define the payment sources, schedule and roles and responsibilities of each party through the completion of the exchange payments. The terms will be detailed in agreements between the ACPWA and the Alameda CTC. The Alameda County Board of Supervisors is scheduled to consider this item on December 2, 2014.

## Background

The CMA TIP Program was created in 2000 and is used when a project sponsor has the ability to accept grant funding for an eligible transportation project that also has local funds available for the project. The Alameda CTC programs the transportation grant funding and the project sponsor commits to use the grant funding and provides the Alameda CTC with a like amount of local funds that would have otherwise been used for the project. It is not a given that every project is a good candidate for a fund exchange.

The projects that exchange funds provide the revenue for the CMA TIP, a local transportation fund source administered by the Alameda CTC. The CMA TIP Program allows the Alameda CTC to provide local funds to transportation projects that either do not have the ability to make use of state or federal funds, or projects that would face unacceptable delays if state or federal funds were used. It is necessary for the Alameda CTC to receive the local funds provided through these exchanges on a timely basis in order to meet the commitments for the projects approved in the CMA TIP Program.

The CMA TIP Program is one of multiple approaches the Alameda CTC uses to program funds and deliver projects in Alameda County. The CMA TIP Program has provided benefits such as allowing for efficient administration of large amounts of federal and state funds, as well as facilitation of the delivery for smaller projects, such as local street and road projects in smaller jurisdictions and project development work.

The Alameda CTC has approved 19 general CMA TIP exchanges that total \$78.8 million. These funds have been programmed by the Alameda CTC Board to implement specific projects. To date, 17 exchanges have been completed with a value of \$69.8 million.

The two remaining exchanges, both with ACPWA are as follows:

- A. Vasco Road Project - As approved by the Alameda County Congestion Management Agency (ACCMA) Board in January 2008, ACPWA agreed to an exchange of funds, with \$9.35 million in federal funds provided to ACPWA for the Vasco Road Safety Improvement project. ACPWA agreed to provide \$8.728 million in local funds (7% discount rate) in return. This exchange provided ACPWA federal funds for the Vasco Road Safety Improvement project and deferred the immediate need for ACPWA local funds that would have otherwise been needed for the project. In October 2010, pursuant to a request from ACPWA, ACCMA's successor agency, the Alameda County Transportation Commission (Alameda CTC), agreed to reduce the required payment amount to \$7.531 million (20% discount rate), providing a further benefit to ACPWA of \$1.2 million of funds that were used for the Stanley Boulevard Safety and Streetscape Project. The initial phases of the Vasco Road project are complete.

ACPWA staff has requested a further revision to the terms of the approved CMA TIP exchange. The revised terms include:

- Reduction of the overall exchange commitment of \$7.531 million, by \$0.303 million, to \$7.228 million. This reduction represents the financing costs associated with the loan component of the October 2010 Alameda CTC action, which allowed the ACPWA to defer certain payments.
- The payment of the \$7.228 million of exchange commitment to the Alameda CTC will occur as follows:
  - \$3.5 million of the exchange commitment will be paid in equal periodic installments starting in February 2015 with payments completed by March 2016.
  - \$3 million of the exchange commitment will be paid immediately upon receipt of \$3 million of funds from the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) for the Vasco Road project.
    - The ACPWA will be required to actively pursue the receipt of these funds and provide progress reports. The Alameda CTC will support the effort of the ACPWA to secure the ECCRFFA funds.
- The remaining \$0.728 million represents unreimbursed federal funds assigned to future phases of the Vasco Road Corridor. ACPWA will be required to expend the federal grant funds and pay the Alameda CTC \$0.728 million immediately upon receipt of the grant funds for the remaining CMA TIP exchange commitment, which will occur no later than December 31, 2016. ACPWA will be required to provide progress reports to the Alameda CTC Board regarding the project status.
- An agreement, documenting the above terms is required to be completed prior to December 31, 2014.

B. ARRA Local Street and Road Project - As approved by the ACCMA Board in January 2009, ACPWA agreed to accept \$1.583 million in federal funds for the ARRA Local Street and Road Project and in return ACPWA agreed to provide \$1.503 million in local funds (5% discount rate) upon receipt of federal grant funds. The project is complete and the federal funds have been received by ACPWA. Based upon actual project delivery costs, the federal reimbursement was reduced by about 3%, and therefore the final payment is adjusted to \$1.456 million.

- The payment of the \$1.456 million exchange commitment to the Alameda CTC will occur as follows:
  - Approximately \$1.078 million of the exchange commitment will be paid from funds related to other program/project reimbursements due to ACPWA from Alameda CTC.
  - The \$0.378 million estimated balance of the exchange commitment will be paid in equal periodic installments starting in February 2015 with payments completed by March 2016, in coordination with the CMA TIP Exchange payments required for the Vasco Road Project Exchange Agreement.
- An agreement, documenting the above terms is required to be completed prior to December 31, 2014.

The details outlined above define the terms for ACPWA to pay the remaining \$8.684 million exchange payments due to the Alameda CTC CMA TIP Program.

Projects approved to receive CMA TIP Program funds cannot be reimbursed at this time without the receipt of the funds from ACPWA. The Alameda CTC has approved programming commitments and incurred costs against the CMA TIP Program, which are reliant on the funds due from ACPWA. The Alameda CTC incurs project costs and is reimbursed through grant sources such as federal grants or the CMA TIP Program and the ability for the Alameda CTC to cover day to day expenses (which rely on the timely grant reimbursements) as well as repayment of loans from Measure B (utilized to cover day to day agency cash needs) are at risk. Once payment is received from ACPWA, the Alameda CTC will also amend the FY 14/15 capital project budget (for projects including I-880, I-238 and I-680 corridor) to avoid delay to project delivery schedules. The payments due from ACPWA for the two exchanges detailed above are the final general CMA TIP receivables at this time.

The negotiated payment amounts and schedule will allow for the mitigation of budget impacts, and provides final clarification of the terms agreed upon for ACPWA to complete the CMA TIP exchange commitment. The reduced payment from the ACPWA to the CMA TIP Program is equivalent to the remaining CMA TIP Program uncommitted capacity and upon approval of this item, the CMA TIP Program remaining capacity to fund additional projects will be eliminated. The terms will be detailed in agreements between the ACPWA and the Alameda CTC. The Alameda County Board of Supervisors is scheduled to consider this item on December 2, 2014.

Staff is recommending the Commission approve the revisions to the terms of the CMA TIP exchange with the ACPWA as detailed above and authorize the Executive Director to execute the associated agreements. The CMA TIP Exchange Program Reimbursement Policy, approved by the Alameda CTC in September 2013, will be included in these agreements as well as future CMA TIP Exchange agreements, which stipulates that Measure B and/or VRF Direct Local Distribution payments may be withheld when payments related to a fund exchange have not been received in a timely manner.

**Fiscal Impact:** Based on this programming action, both revenues and expenditures for the CMA TIP Program and expenditures for the ACCMA capital program will be updated in the 2014-15 mid-year budget update process.

### **Attachments**

- A. October 2010 Alameda CTC Staff Report-Approval of Funding Assistance for the ACPWA Stanley Blvd. Safety and Streetscape Project

### **Staff Contact**

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

[Matt Todd](#), Principal Transportation Engineer

### Memorandum

**DATE:** October 19, 2010

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Approval of Funding Assistance for the Alameda County Public Works Agency Stanley Boulevard Safety and Streetscape Project**

#### Recommendations:

It is recommended that the Commission approve the proposed strategy to assist the County of Alameda Public Works Agency (County PWA) with an identified shortfall of \$3.582 million for the Stanley Boulevard Safety and Streetscape Project (Project). The strategy is a combination of new funding for the project and a loan with deferred payments.

#### Summary/Background:

The County PWA awarded the Project on July 27, 2010. The engineers estimate for the Project and the funds identified by the County PWA to fund the Project are \$11 million. The low bid received was \$14.532 million. A shortfall of \$3.582 million has been identified. The County PWA has requested assistance from the Alameda CTC to address the \$3.582 million shortfall.

The Project will construct roadway improvements on Stanley Boulevard between the Cities of Pleasanton and Livermore. The improvements will include items such as bike lanes, curbs and gutters, median reconstruction, traffic signal modifications, pathway construction, landscaping, streetscape, and underground utilities.

Staff proposes to assist the County PWA with the identified shortfall of \$3.582 million. The assistance would include:

Additional funding for Project	\$1.500 million
Loan	<u>\$2.082 million</u>
TOTAL	\$3.582 million

The County PWA staff also identified a need for \$1.453 million for contingency and possible supplemental work. The aforementioned funding plan addresses the funding shortfall for the base Project contract. The County PWA will be responsible for identifying any additional funding required for supplemental work and/or contingency needs for the project.

The County PWA has partnered with the ACCMA in the past in fund exchange arrangements as well as CMA TIP programming. The CMA Exchange (revenue side) and CMA TIP (project funding side) programs were 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 County PWA committed to provide local funds in exchange for federal funds for the Vasco Road Improvements project(s). The exchange provided the County PWA with \$9.35 million of federal STP funds in return for \$8.728 million of local funds. Commitments have been made by the CMA Board, through the CMA TIP program, to other projects within Alameda County based on the receipt of these funds. The payment of the funds from the County PWA to the ACTC has not been initiated and an executed exchange agreement is pending. Attachment B provides additional information on the history of the initial exchange in 2008.

Based on the existing exchange commitment between the ACTC and the County PWA, staff proposes the following strategy to provide assistance to the County PWA with the identified shortfall of \$3.582 million.

STEP 1: Additional funding for Project: \$1.5 million

- The County PWA received \$9.35 million in federal funds as part of an exchange arrangement.
  - The County PWA agreed to pay the ACTC local funds in the amount of \$8.728 million through the exchange arrangement
- Staff recommends the County PWA receive \$1.5 million in relief from repayment of exchange funds to ACTC, resulting in the repayment being reduced from \$8.728 million to \$7.228 million and therefore providing the proposed additional funding to the County PWA.

STEP 2: Loan: \$2.082 million

- The remainder to the funding assistance is proposed through the deferment of exchange payments due to the ACTC.
  - The County PWA is required to pay the ACTC \$7.228 million (see STEP 1 above).
    - Staff recommends that repayment of \$2.082 million (of the \$7.228 million) be paid to the ACTC on a deferred basis as follows:
      - \$250K per year for 5 years
        - First payment due June 30, 2011 and last payment June 30, 2015
        - Assumed Present Value of \$1.128 million (at 3.5%)
      - \$1.135M with the final annual payment
        - Payment due June 30, 2015
        - Assumed Present Value of \$.954 million (at 3.5%)
  - The County PWA will be required to pay the remainder of the modified exchange commitment of \$5.146 M (\$7.228 million less \$2.082 million) based on the terms of a standard exchange agreement.

- The standard exchange agreement bases repayment on the timing of the reimbursement of the federal funds. In effect the repayment is based on project schedule.

The proposed strategy is contingent on the execution of all the Exchange Agreement(s) formalizing the above assumptions.

**Fiscal Impacts:**

The proposed funding arrangement would reduce the amount of funds anticipated from a CMA Exchange with County PWA, and effectively reduce the programming capacity by the amount of \$1.5 million. The proposed funding arrangement will also defer the receipt of funds by the ACTC used to fund CMA TIP commitments. The CMA TIP program can accommodate the proposed revisions to the program assumptions.

**Attachments:**

- Attachment A – Letter Requesting Funding Assistance from Alameda County Public Works Agency
- Attachment B - Alameda CTC - County PWA Vasco Road Project Fund Exchange Summary

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COUNTY OF ALAMEDA  
**PUBLIC WORKS AGENCY**  
399 Elmhurst Street • Hayward, CA 94544-1307  
(510) 670-5480

August 31, 2010

Dennis Fay  
Executive Director  
Alameda County Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612

Dear Mr. Fay:

Subject: Funding Request for the Stanley Boulevard Safety Project

This letter is to request the reallocation of \$5.73 million in CMA TIP funds to the Stanley Boulevard Safety Improvement Project. Specifically, I am requesting relief from repayment of the exchanged federal funds that were allocated for the Vasco Road Safety Improvement Project.

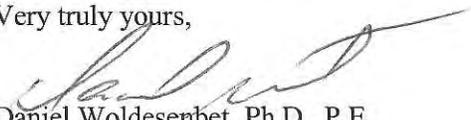
With the completion of Phase I of the Vasco Road Safety Improvement Project and the commitment made to deliver the Stanley Boulevard Safety Project, another regionally significant project in eastern Alameda County, the Public Works Agency had to reallocate the \$5.73 million of exchange funds to the Stanley Boulevard project. If required to reimburse the Alameda County Congestion Management Agency (ACCMA) \$5.73 million for the exchanged federal monies with the Metropolitan Transportation Commission (MTC), Stanley Boulevard would be underfunded. Therefore, I am requesting ACCMA to allocate the \$5.73 million to the Stanley Boulevard Project, a qualifying project for the funds.

Stanley Boulevard, carrying approximately 30,000 vpd, functions as a regionally significant arterial roadway which would qualify for both STP and STIP funding. The project will improve safety for all users, provide pedestrian, bicycle, and transit facilities, extend the life of the existing infrastructure, and include extensive landscaping treatments which will enhance air and water quality. The pedestrian and bicycle improvements along the portions of Stanley Boulevard within the Cities of Livermore and Pleasanton are discontinuous along the County's portion – the project will provide the needed continuity of facilities.

The timing and readiness of the Vasco Road project provided an opportunity to exchange federal funds for CMA TIP funds. The use of CMA TIP funding for Stanley Boulevard would be an ideal application of the ACCMA local funds, primarily to advance project delivery for locally sponsored projects.

I would appreciate your support for the reallocation of the \$5.73 million in CMA TIP monies to the Stanley Boulevard project. If you have any questions, please contact me at (510) 670-5455.

Very truly yours,



Daniel Woldesenbet, Ph.D., P.E.  
Director of Public Works

AC:pr

**Alameda County Transportation Commission (Alameda CTC)-Alameda County Public Works Agency (County PWA) Vasco Road Project Fund Exchange Summary**

The exchange for the subject project was approved by the CMA Board in January 2008.

The County PWA committed to exchange local funds for federal funds for the Vasco Road Improvements project(s). The exchange provided the County PWA with \$9.35 million of federal STP funds in return for \$8.728 million of local funds to be paid to the ACTC by County PWA. Commitments have been made by the CMA Board, through the CMA TIP program, based on the receipt of these funds. The payment of the funds from the County PWA to the ACTC has not been initiated.

Key projects/factors/issues that played a role in the exchange included:

- The region (through MTC) had committed a sizable amount of federal CMAQ funds to Golden Gate Bridge related projects. The Golden Gate Bridge project scope was not eligible for federal CMAQ funds. MTC was pursuing fund exchange opportunities to convert the federal CMAQ funds to STIP funds.
- The CMA had a combination of federal STP funds and STIP funds programmed to CMIA projects on I-80, I-580 and I-880. Federal STP funds are eligible for more project types than federal CMAQ funds. These projects were also eligible to use federal CMAQ.
- The County PWA was the sponsor of the Vasco Road Safety project, with a funding package that included over \$9 million in local funds. The local funds included funding from the County PWA sources as well as local funding from partner agencies in Contra Costa County, which would not be available prior to the project's scheduled construction. This project was eligible for federal STP funds.
- The exchange allowed for the adjustment of funds between projects and better matching the project scopes to fund sources.
- As a result of the exchange:
  - The I-80, 580 HOV Lane, and I-880 HOV Lane Projects have advanced with federal CMAQ and local funds in place of federal STP or STIP funds
  - The Vasco Road Safety Project has advanced with federal STP funds in place of local funds
    - The County PWA has started project construction using federal funds, but not yet paid any local funds to the ACTC (through the exchange).
    - The federal STP funds have provided funding prior to all local funds being available from Contra Costa County.
    - The County PWA received more federal funds than they are required to pay back (through the exchange agreement).
  - The local funds provided through the subject exchange have been committed to advance other projects.
  - The Golden Gate Bridge project, which accepted \$12 million of STIP funds, has not received a CTC vote yet.



# Memorandum

6.1

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

**DATE:** November 3, 2014

**SUBJECT:** East Bay Greenway Project: Corridor Planning and Coliseum BART to 85th Avenue Construction (PN 635.1)

**RECOMMENDATION:** Approve the programming actions and authorize the Executive Director to execute agreements required for the construction component of the project.

This recommendation will:

- 1) Approve the programming of \$345,000 in Measure B Bicycle/Pedestrian Countywide Discretionary Funds as local match to Active Transportation Program grant for corridor planning,
- 2) Approve the programming of an additional \$350,000 of Measure B Bicycle/Pedestrian Countywide Discretionary Funds for the construction phase of the Coliseum BART to 85th Avenue segment, and
- 3) Authorize the Executive Director, or his designee, to execute amendments to the construction and construction management contracts up to the additional funding amount and for additional time as required by the project schedule.

## Summary

The East Bay Greenway is a major trail project in the Countywide Bicycle and Pedestrian Plans that is ultimately envisioned to traverse North, Central, and South Alameda County from Contra Costa County to Santa Clara County, providing a critical walking and bicycling facility for transportation and recreation. Substantial portions of the trail are envisioned to be constructed along the BART alignment and the greenway will provide high quality connections to regional transit and other key destinations.

Alameda CTC applied for and received a \$2,656,000 Active Transportation Program grant (state program) for planning and project development work for the 15-mile portion of the East Bay Greenway from Fruitvale to South Hayward. This grant has an 11.47% local match requirement and staff recommends the programming of \$345,000 in Measure B Bicycle/Pedestrian Countywide Discretionary Funds to satisfy this requirement.

The Alameda CTC is also the sponsor of the construction of a half mile segment of the East Bay Greenway Project located between 75<sup>th</sup> and 85<sup>th</sup> Avenues, adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland (Segment 7A). During the course of construction, several unforeseen issues arose that has caused a delay in the completion of the project. Issues include revisions to the lighting and

signal plans which delayed the procurement of lighting and signal material by several months, contaminated material that required special handling and disposal at a Class I facility, and buried man-made objects encountered during installation of signal foundations. As a result of the delays, the project completion date has been extended by 90 days and construction management services are needed for a longer period of time than originally anticipated. The costs associated with the required additional construction management exceeds the current construction support budget. In addition, the contractor has submitted a notice of potential claim for compensation for home office overhead due to the delays.

In order to complete the project, it is estimated that an additional \$350,000 will be required for construction capital and support costs. These funds will augment the initial \$1,662,000 of Measure B Bicycle/Pedestrian Countywide Discretionary Funds that have been committed to the East Bay Greenway Corridor to date, including initial corridor level study, preliminary engineering, design and construction.

## **Background**

The East Bay Greenway is a major trail project in the Countywide Bicycle and Pedestrian Plans that is ultimately envisioned to traverse North, Central, and South Alameda County from Contra Costa County to Santa Clara County, providing a critical walking and bicycling facility for transportation and recreation. Substantial portions of the trail are envisioned to be constructed along the BART alignment and the greenway will provide high quality connections to regional transit and other key destinations.

The East Bay Greenway is a high priority project in Alameda CTC's plans and is included in the local bicycle/pedestrian plans of all jurisdictions that it connects and the East Bay Regional Park District Trails Master Plan. The East Bay Greenway is also supportive of BART's 2008 Strategic Plan and Station Area planning efforts completed or underway at all of the stations that it will serve.

## ***Corridor Planning***

Alameda CTC applied for and received a \$2,656,000 Active Transportation Program grant (state program) for planning and project development work for the 15-mile portion of the East Bay Greenway corridor from Fruitvale to South Hayward. Alameda CTC's successful application was part of a program of \$180 million in active transportation projects funded out of a statewide call for projects with over \$1 billion in requests. This grant has an 11.47% local match requirement and staff recommends the programming of \$345,000 in Measure B Bicycle/Pedestrian Countywide Discretionary Funds to satisfy this requirement. The total cost will be \$3,001,000.

Major corridor planning tasks will include development of a Project Study Report-equivalent, state and federal environmental clearance, and stakeholder and community coordination activities. Staff is finalizing a scope of work and will initiate procurement in Spring 2015.

**Construction of Segment 7A**

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75<sup>th</sup> and 85<sup>th</sup> Avenues, adjacent to San Leandro Street and beneath the aerial BART tracks in the City of Oakland. The project started construction in October 2013 and is anticipated to be completed by late 2014.

The project is currently under construction and is substantially complete. During the course of construction, various unforeseen issues have delayed completion of the project including: revisions to the lighting and signal plans which delayed the procurement of lighting and signal material by several months; contaminated material that required special handling and disposal at a Class I facility; and buried man-made objects encountered during installation of signal foundations. As a result of the delays, the project completion date has been extended 90 days. The delays have resulted in higher than anticipated construction management costs to complete the project. In addition, the contractor has filed a notice of potential claim for compensation for home office overhead for the delays.

In order to complete the project, it is estimated that an additional \$350,000 is needed to address the impacts associated with the delays including increased construction managed costs and anticipated settlement of potential claims with the contractor. The notice of potential claim with the contractor for home office overhead associated with the delays will be negotiated and settled at project close-out. Approval of this request will result in the agreement modifications outlined in Table A:

<b>Table A: East Bay Greenway Project – Segment 7A Agreements Proposed Modifications</b>				
<b>Agreement No.</b>	<b>Firm (Services)</b>	<b>Time Request</b>	<b>Current Approved Not-to-exceed Budget</b>	<b>Proposed Additional Budget</b>
A13-0020	Ghirardelli Associates, Inc. (Construction Management)	6 months	\$535,800	\$125,000
<b>Total:</b>				<b>\$125,000</b>

**Bicycle/Pedestrian Countywide Discretionary Funds** The Measure B half-cent transportation sales tax allocates approximately 60 percent of the net sales tax revenues to essential programs and services in Alameda County. A portion of these funds (1.25% of the net Measure B revenue) is earmarked for the Bicycle/Pedestrian Countywide Discretionary Funds. These funds have supported priority bicycle and pedestrian oriented projects and programs. The East Bay Greenway is a high priority project in Alameda CTC's plans Bicycle and Pedestrian Countywide plans. These funds will augment the initial \$1,662,000 of Measure

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B Bicycle/Pedestrian Countywide Discretionary Funds that have been committed to the East Bay Greenway Corridor to date, including initial corridor level study, preliminary engineering, design and construction.

**Fiscal Impact:** The fiscal impact for approving this item is \$695,000; the action will authorize the programming and the encumbrance of additional project funding for subsequent expenditure and will be reflected in the mid-year budget update of the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

#### **Staff Contact**

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

[Matt Todd](#), Principal Transportation Engineer

[Connie Fremier](#), Project Controls Team

[Matt Bomberg](#), Assistant Transportation Planner



# Memorandum

6.2

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

**DATE:** November 3, 2014

**SUBJECT:** I-680 Northbound Express Lane (721.0): Contract Amendment to the Professional Services Agreement (Agreement No. A11-0034) with WMH Corporation

**RECOMMENDATION:** Approve and authorize the Executive Director, or his designee, to execute Amendment No. 2 to the Professional Services Agreement No. A11-0034 with WMH Corporation for an additional not-to-exceed amount of \$450,000 for a total not-to-exceed amount of \$6,611,366 and a contract time extension to June 30, 2016.

## Summary

The Alameda CTC is the implementing agency for the project development phase of the I-680 Northbound Express Lane project (721.0). This project proposes to widen I-680 to construct a Northbound HOV/Express Lane from SR 237 to SR 84 in Santa Clara and Alameda counties. The Southbound HOV/Express Lane from SR 84 to SR 237 has been operational since September 2010. The combined HOV/Express Lane facility will allow solo drivers to access the unused lane capacity for a fee while allowing carpool traffic to use the lane at no cost. The express lane optimizes capacity, reduces congestion and increases travel time reliability within the 14 mile corridor. The Alameda CTC retained WMH Corporation (WMH) to provide professional engineering services to clear the project approval and environmental document (PA&ED) phase of the project.

Since Amendment No. 1 was executed in July 2013, the project scope has been expanded (1) to develop the Phase 1 Modified alternative within financial constraints, (2) to include a Caltrans pavement rehabilitation project, and (3) to address the changes in technical report standards and environmental documentation requirements.

The requested Amendment No. 2 to Agreement No. A11-0034 for an additional amount of \$450,000 for a total not-to-exceed amount of \$6,611,366 and a contract time extension to June 30, 2016 will allow WMH to complete final PA&ED; develop construction phasing within financial constraints; address changes in environmental documentation standards; and update all technical reports and the environmental document to include the Caltrans pavement rehabilitation project.

## Background

In July 2011, the Alameda CTC retained WMH to provide PA&ED services for converting an already approved I-680 NB HOV Lane project to a combined HOV/Express Lane facility, between SR 237 and SR 84. In August 2011, in response to a writ filed by a local city, Alameda County Superior Court directed Caltrans to vacate the environmental document prepared for the I-680 NB HOV Lane project in its entirety. Given the Court's direction and that 7 to 10 years had passed since the technical studies were conducted, Caltrans and the Alameda CTC decided to elevate the environmental document from the original Initial Study/Environmental Assessment (IS/EA) to the higher level Environmental Impact Report/Environmental Assessment (EIR/EA). As a result of this change, expanded preliminary engineering, traffic analysis, and technical studies were required.

Amendment No 1 (to Agreement No. A11-0034) executed in July 2013 reset WMH's base project scope, schedule, and budget to incorporate the above mentioned changes.

Since then, the scope was expanded to accommodate several additional elements (1) to include Phase 1 Modified alternative that can be built within the financial constraints, (2) to include a Caltrans pavement rehabilitation project, and (3) to update information to address changes in technical standards and environmental documentation requirements and to address an additional study requested at the scoping meeting. The following additional required work was either not included in the original scope of the contract or increased from the anticipated level of effort in the original scope:

- Update all 16 technical studies and DED to incorporate the pavement rehabilitation project
- Develop a construction phasing plan with a viable alternative that can be built in the near term within financial constraints. This Phase 1 Modified would be developed to minimize widening and environmental impacts using nonstandard lane and shoulder widths to the extent acceptable to Caltrans and FHWA
- Develop technical study limits of temporary and permanent disturbance for Phase 1; calculate impact areas for technical studies; update limits of disturbance and recalculate impact area quantities
- In addition to the Traffic Operation Analysis Report (TOAR), at the scoping meeting held in late 2012, the city of Pleasanton requested a separate traffic study to assess traffic impacts due to cut through traffic on citywide roadways. This study was instrumental in obtaining City concurrence that the project would not significantly impact citywide roadway.
- Update the Preliminary Foundation Report (PFR) to address new requirements for Surface Fault Rupture Displacement Hazard Analysis & Fault Rupture findings for the Advance Planning Study (APS)
- Update Life Cycle Cost Analysis (LCCA) to meet the new standard
- EIR/EA required a few more rounds of Caltrans review, including Caltrans HQ Environmental and Legal reviews

The schedule for the I-680 NB Express Lane project is as follows:

- DED Circulation in November 2014
- Public Hearing in January 2015
- Final PA&ED in August/September 2015

Table A shown below provides a summary of the existing and proposed contract actions to Agreement No. A11-0034.

<b>Table A: Summary of Agreement No. A11-0034</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Original Professional Services Agreement with WMH Corp. (A11-0034), executed August 2011	Project Approval and Environmental Clearance (PA&ED)- Provide Preliminary Engineering and environmental studies to complete a combined PSR/PR and ND/FONSI	\$3,661,366	\$3,661,366
Amendment No. 1 July 2013	Provide expanded preliminary engineering and environmental services to complete PSR/PR & an EIR/EA	\$2,500,000	\$6,161,366
<b>Proposed</b> Amendment No. 2	Provide additional preliminary engineering & traffic studies; develop Phase 1 modified; update technical studies, PR and ED (This Agenda Item) <ul style="list-style-type: none"> <li>• \$450,000</li> <li>• Time extension to June 30, 2016 (original contract expiration June 2015)</li> </ul>	\$450,000	\$6,611,366
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$6,611,366</b>

WMH and sub-consultant WRECO reported a conflict with the Levine Act regarding Alameda CTC Commissioner Tim Sbranti. However, the conflict will have no impact on the committees' consideration of this item, as Commissioner Sbranti is not on the PPC, which will consider this item.

Staff recommends the execution of Amendment No. 2 to the Professional Services Agreement No. A11-0034 with WMH for an additional not-to-exceed amount of \$450,000 for a total not-to-exceed amount of \$6,611,366 and a time extension to June 30, 2016 to allow WMH to complete the final PA&ED.

**Fiscal Impact:** The fiscal impact of approving this item is \$450,000. The action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

#### **Staff Contact**

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

[Susan Chang](#), Project Controls Team



# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** November 3, 2014

**SUBJECT:** I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0): Amendment No. 7 to the Professional Services Agreement with RBF Consulting (Agreement No. A10-013)

**RECOMMENDATION:** Approve and authorize the Executive Director, or his designee, to execute Amendment No. 7 to Agreement No. A10-013 with RBF Consulting for an additional not-to-exceed amount of \$437,500 for a total not-to-exceed amount of \$10,110,100 for continued design support services during construction.

## Summary

The Alameda CTC is sponsoring the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0) in the I-880 corridor in Oakland. The construction contract was awarded on April 30<sup>th</sup>, 2014. As the project sponsor and development lead for the design phase, Alameda CTC is responsible for providing design support services during construction (DSDC) throughout the construction phase of the project to support Caltrans in completing the project.

Amendment No. 7 would provide budget to allow RBF Consulting, the design engineer of record, to provide continued DSDC for the project.

## Discussion

The project will construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. Caltrans is implementing the construction phase for the project. The construction contract was awarded on April 30<sup>th</sup>, 2014 and is currently scheduled to complete construction in 2019.

As the project sponsor and development lead for the design phase, Alameda CTC is responsible for providing DSDC throughout the construction phase of the project to support Caltrans in completing the project. Staff is requesting additional contract authority to allow RBF Consulting, the engineer of record, to provide DSDC which includes activities such as: review of contractor submittals, response to requests for information, preparation of design changes and general design support services.

Table A provides a summary of the existing and proposed contract actions to Agreement A10-013.

Staff recommends the approval and execution of Amendment No. 7 for a new contract total not-to-exceed amount of \$10,110,100 to retain RBF Consulting to provide continued DSDC to ensure successful delivery of the project.

Sub-consultants WMH Corporation and AECOM reported a conflict with the Levine Act regarding Alameda CTC Commissioner Tim Sbranti. However, the conflict will have no impact on the committees' consideration of this item, as Commissioner Sbranti is not on the PPC, which will consider this item.

<b>Table A: Summary of Agreement No. A10-013 with RBF Consulting</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Value</b>
Professional Services Agreement (PSA) with RBF Consulting (A10-013)	35% Final Design and R/W Engineering and Acquisition Services	\$1,774,605	\$1,774,605
Amendment No. 1	Additional budget for 65% and 95% Final Design and R/W Engineering and Acquisition Services	\$5,021,280	\$6,795,885
Amendment No. 2	Additional budget for Final Design and R/W Engineering and Acquisition Services	\$926,516	\$7,722,400
Amendment No. 3	Additional budget for Final Design and R/W Engineering and Acquisition Services	\$385,000	\$8,107,400
Amendment No. 4	Additional budget for Final Design & R/W Engineering & Acquisition Services	\$1,227,600	\$9,335,000
Amendment No. 5	Time only extension	\$0	\$9,335,000
Amendment No. 6	Additional budget for Pre-Bid and Bid Support Services and Design Support During Construction	\$337,500	\$9,672,500
<b>Proposed</b> Amendment No. 7	Additional budget to provide continued Design Support During Construction	\$437,500	\$10,110,100
<b>Total Amended Contract Not to Exceed Amount</b>			<b>\$10,110,100</b>

**Fiscal Impact:** The fiscal impact of approving this item is \$437,500. The action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

## Staff Contact

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

[Stefan Garcia](#), Project Controls Team

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# Memorandum

6.4

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

**DATE:** November 3, 2014

**SUBJECT:** I-80 Gilman Interchange (765.0): Contract Amendment to the Professional Services Agreement (Agreement No. A10-012) with PB Americas, Inc.

**RECOMMENDATION:** Approve and authorize the Executive Director, or his designee, to execute Amendment No. 3 to the Professional Services Agreement No. A10-012 with PB Americas, Inc. for an additional not-to-exceed amount of \$25,000 for a total not-to-exceed amount of \$679,028 and a contract time extension to December 31, 2014.

## Summary

The Alameda CTC is the implementing agency for the scoping phase of the I-80 Gilman Interchange project (765.0). This project proposes to reconfigure the Interstate 80 / Gilman interchange, located in northwest Berkeley near its boundary with the City of Albany. The Alameda CTC retained PB Americas, Inc. (PB) to develop a Project Initiation Document (PID) to explore alternatives and determine a preferred solution to improve the Gilman Street interchange.

The requested Amendment No. 3 to Agreement No. A10-012 for an additional amount of \$25,000 for a total not-to-exceed amount of \$679,018 and a contract time extension to December 31, 2014 will allow PB to perform the remaining scoping phase closeout activities.

## Background

The Alameda CTC is the implementing agency for the scoping phase of the I-80 Gilman Interchange project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened and merging and turn conflicts are minimized. The PID document will explore alternatives and determine a preferred solution to improve the Gilman Street interchange with I-80 in the City of Berkeley.

In January 5, 2011, PB was contracted to prepare the PID for the project. Based upon the five alternatives being evaluated for the project, two documents were required to support the PID as follows:

- Project Study Report/Project Development Support-(PSR/PDS)
- Roundabout Report of Conceptual Approval (RRCA)

On May 30, 2014, both documents were submitted to Caltrans. Due to the number of alternatives being examined and the associated technical complexity with the roundabout alternative, the review and approval process took longer than originally estimated. The PID was recently approved by Caltrans on October 2, 2014. An extension until December 31, 2014 and an additional \$25,000 will allow PB to complete all documentation requirements necessary for the scoping phase closeout.

Table A shown below provides a summary of the existing and proposed contract actions to Agreement No. A10-012. PB did not report a conflict with the Levine Act.

<b>Table A: Summary of Agreement No. A10-012</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Original Professional Services Agreement with PB Americas, Inc. (A10-012), executed January 2011	Prepare Project Study Report (PSR) for the I-80/Gilman Street Interchange Improvements Project	\$654,028	\$654,028
Amendment No. 1 July 2012	Modified scope to develop a Project Study Report – Project Development Support (PSR-PDS)Time only extension	\$0	\$654,028
Amendment No. 2 October 2013	Time only extension	\$0	\$654,028
<b>Proposed</b> Amendment No. 3	Provide additional budget and time to complete PSR-PDS (This Agenda Item) <ul style="list-style-type: none"> <li>• \$25,000</li> <li>• Time extension to December 31, 2014</li> </ul>	\$25,000	\$679,028
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$679,028</b>

Staff recommends the execution of Amendment No. 3 to the Professional Services Agreement No. A10-012, with PB, for an additional not-to-exceed amount of \$25,000 for a total not-to-exceed amount of \$679,028 and a contract time extension to December 31, 2014 to allow PB to perform the remaining scoping phase closeout activities.

**Fiscal Impact:** The fiscal impact of approving this item is \$25,000. The action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

**Staff Contact**

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

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# Memorandum

6.5

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PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** November 3, 2014

**SUBJECT:** I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0): Project Approval and Environmental Document (PA&ED) Phase

**RECOMMENDATION:** Authorize the Executive Director, or his designee, to execute a Professional Services Agreement for a not-to-exceed amount of \$4,900,000 with HNTB Corporation for the PA&ED Phase.

## Summary

Alameda CTC is the sponsor of the I-880/Broadway-Jackson Interchange Improvement Project, which proposes to identify access and operational improvements between I-880, I-980 and local Oakland streets; including access to and from the Posey/Webster Tubes which connect Oakland and the City of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges.

At its meeting on September 25, 2014, the Commission authorized staff to negotiate and finalize the terms and conditions of the agreement with HNTB Corporation (HNTB), the top-ranked firm. Staff has reached agreement with HNTB on the major items and it is anticipated that a contract will be ready for execution by December 2014. The contract value of \$4,900,000 will be funded from previously allocated Measure B funds.

## Background

The I-880/Broadway-Jackson Interchange Improvement Project is a 2000 Measure B capital project (ACTIA 10). Alameda CTC is the sponsor of the Project, which proposes to identify access and operational improvements between I-880, I-980 and local Oakland streets; including access to and from the Posey/Webster Tubes which connect Oakland and the City of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges.

On June 30, 2014, Alameda CTC issued RFP No. A14-0051 for the I-880/Broadway-Jackson Interchange Improvement Project PA&ED Phase and on September 25, 2014, the Commission authorized staff to proceed with negotiations with HNTB, the top-ranked firm.

Staff has met with HNTB and agreement has been reached on the major items. Based upon the negotiated scope, this contract is projected to achieve 93% Local Business Enterprise and 25% Small Local Business Enterprise utilization. It is anticipated that the contract will be ready for execution by December 2014.

Sub-consultant WRECO reported a conflict with the Levine Act regarding Alameda CTC Commissioner Tim Sbranti. However, the conflict will have no impact on the committees' consideration of this item, as Commissioner Sbranti is not on the PPC, which will consider this item.

Staff recommends authorization for the Executive Director, or a designee, to execute a Professional Services Agreement for a not-to-exceed amount of \$4,900,000 with HNTB to complete the PA&ED phase of the I-880/Broadway-Jackson Interchange Improvement Project.

**Fiscal Impact:** The fiscal impact for approving this item is \$4,900,000 of project funding encumbrance, against previously allocated funds, for subsequent expenditure. This amount is included in the appropriate project funding plans and sufficient budget has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

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# Memorandum

6.6

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

**DATE:** November 3, 2014

**SUBJECT:** Time Extension Only Amendments

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

## Summary

Alameda CTC enters into agreements with consultants and local, regional, state, and federal entities, as required, to provide the services necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

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

## Background

Through the life of an agreement, situations may arise that warrant the need for a time extension. The most common and justifiable reasons include (1) project delays and (2) extended project closeout activities.

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

There is no Levine Act conflict.

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

**Attachments:** Table A: Contract Time Extension Summary

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A. Table A: Contract Time Extension Summary

Index No.	Agreement No.	Firm/Agency	Project/Services	Contract Amendment History	Requested Extension	Reason Code	Fiscal Impact
1	04-2395	Caltrans	Conversion of I-580 Westbound Express (HOT) Lanes - APN 724.1/ Independent Quality Assurance	A1: Budget funding revision	12/31/2016	1	None
2	A10-0008	S&C Engineers	I-80 Integrated Corridor Mobility Project - APN 791.0 / Construction Management Services	A2: Time Extension	6/30/2015	1	None

(1) Project delays.

(2) Extended project closeout activities.

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