



Programs and Projects Committee Meeting Agenda Monday, February 11, 2019, 12:00 p.m.

Committee Chair: Nate Miley, Alameda County, District 4
Vice Chair: Carol Dutra-Vernaci, City of Union City
Members: Marilyn Ezzy Ashcraft, , Scott Haggerty,
Rochelle Nason, Rebecca Saltzman,
Sheng Thao
Ex-Officio: Richard Valle, Pauline Cutter

Executive Director Arthur L. Dao
Staff Liaison: [Gary Huisingsh](#)
Clerk of the Commission: [Vanessa Lee](#)

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

4.1. [Approve January 14, 2019 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Approve the 2020 Comprehensive Investment Plan Development Framework](#) 5 A

5.2. [Approve the Transportation Fund for Clean Air FY 2019-20 Policies, Expenditure Plan Application and Call for Projects](#) 39 A

5.3. [Approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority](#) 59 A

5.4. [Approve Amendment No. 1 to Professional Services Agreement A18-0035 with WMH Corp for Highway Planting Design Services](#) 75 A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, March 11, 2019

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).

- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont

Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Description	Date	Time
Bicycle and Pedestrian Community Advisory Committee (BPAC)	February 21, 2019	5:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	February 25, 2019	1:30 p.m.
Alameda CTC Commission Meeting	February 28, 2019	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	March 7, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	March 11, 2019	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	March 11, 2019	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	March 12, 2019	9:30 a.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019	1:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

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Programs and Projects Committee Meeting Minutes Monday, January 14, 2019, 12:00 p.m.

4.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Kalb. Commissioner Saltzman left before the vote on item 5.4.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the November 18, 2018 PPC Meeting Minutes

Commissioner Haggerty moved to approve the consent calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following vote:

Yes: Dutra-Vernaci, Haggerty, Miley, Saltzman

No: None

Abstain: Ezzy-Ashcraft, Nason

Absent: Kalb

5. Regular Matters

5.1. Measure B, Measure BB and Vehicle Registration Fee Program Update

John Nguyen started this presentation by providing an update on Alameda CTC's Direct Local Distributions (DLD's) specifically the DLD fund balances and program compliance monitoring. He covered the Measure B, Measure BB, and VRF discretionary programs and concluded by providing information on next steps for both the DLD and discretionary programs.

Commissioner Haggerty asked what the procedure is for cities who are holding on to large fund balances. Mr. Dao stated that all jurisdictions are in compliance based on the current timely use of funds policy and that he would direct staff to revisit the policy in the future.

This item is for information only.

5.2. Measure B and Measure BB Capital Projects Update

Trinity Nguyen provided an update on the Measure B and Measure BB Capital projects. Her presentation covered funding highlights from the 1986, 2000, and 2014 Measures as well as information on project management and corridor improvements. Ms. Nguyen also provided details on projects directly managed by Alameda CTC and updated the committee on 2018 milestones achieved as well as milestones for the upcoming year.

Commissioner Dutra-Vernaci requested more information on outreach that was done for the Industrial/Whipple project specifically mailings that went out to residents on the project. Minyoung Kim provided information on outreach efforts.

Commissioner Miley asked when the final design will be completed for the East Bay Greenway project. Ms. Nguyen stated design is anticipated to begin in the summer and will take approximately two years.

Commission Miley asked if construction work for the GoPort project had begun. Ms. Nguyen stated that Item 5.4 on the agenda is seeking approval for construction components of the project.

This item is for information only.

5.3. Substitution of the San Francisco Bay Area Rapid Transit District (BART) Small Business Program in lieu of Alameda CTC Local Business Contract Equity Program

Vivek Bhat requested that the Commission consider San Francisco Bay Area Rapid Transit District's (BART) request to substitute their Small Business Program in lieu of Alameda CTC's Local Business Contract Equity Program (LBCEP). James O'Brien, stated that the Alameda CTC LBCEP allows for an implementing agency to request a substitution of their own, Board-approved local business preference program for the LBCEP. If approved, BART could apply its own Small Business Program to all LBCEP applicable contracts beginning with the Irvington BART station.

Commissioner Dutra-Vernaci requested that the memo presented to Commission provide more details on why the request is allowable.

Commissioner Ezzy-Ashcraft wanted to know why BART prefers to use their equity program as opposed to Alameda CTC's. Maceo Wiggins, from BART stated that BART's goals are determined on a case-by-case basis and that BART has funding sources from several sources in which a more flexible approach is required.

Commissioner Miley wanted to know if this is only for the Irvington project. James O'Brien stated that it would be for all BART projects moving forward.

Commissioner Cutter requested that a report come back to the Commission to see the effectiveness of the substitution. Mr. Wiggins from BART stated that Alameda CTC requires that program reporting data comes back to Alameda CTC and the substitution does not circumvent that requirement.

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

Yes: Dutra-Vernaci, Ezzy-Ashcraft, Haggerty, Nason, Saltzman
No: None
Abstain: Miley
Absent: Kalb

5.4. Global Opportunities at the Port of Oakland Project (GoPort) (PN 1442000): Approval of Project Actions for the Freight Intelligent Transportation Systems Component of the GoPort Project

Trinity Nguyen introduced the item and recommended that the Commission approve Project Actions for the Freight Intelligent Transportation Systems (FITS) Component of the GoPort Project. Kanda Raj provided information on the program funding accomplishments and gave an overview of FITS components including the joint transportation management center / emergency operations center, devices to disseminate real-time travel information, Fiber network and center-to-center communication with local, regional and state partners for coordinated congestion/incident management, and a web- smart-phone based application development that would connect the end user with the Port's operation.

Commissioner Valle wanted to know if will be a pilot program. Kanda stated that it is a pilot program with the hope that all 15 elements could be augmented based on the success of the program.

Commissioner Valle asked if there will be Wifi provided and if the app will be free. Kanda stated that the app is free and Wifi will be put into the Port of Oakland for use.

Commission Cutter wanted to know who monitors the operation. Kanda stated that the command center will be staffed at the Port of Oakland that will monitor the operation of Port and local street network in coordination with the City of Oakland and Caltrans command centers.

Commissioner Miley wanted to know what other infrastructure is needed to support the pilot program. Kanda stated that Caltrans and the City have Traffic Management Centers that will facilitate coordinated traffic and incident management in and near the Port of Oakland to improve efficiency of Port Operations..

Commissioner Miley asked where the video detection cameras will be installed. Kanda stated that the cameras will be installed along the 7th street, Maritime Street and Middle Harbor road.

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

Yes: Dutra-Vernaci, Ezzy-Ashcraft, Haggerty, Miley, Nason
No: None
Abstain: None
Absent: Kalb, Saltzman

5.5. Approval of Administrative Amendment to Grant Funding Agreement A13-005 to extend agreement expiration date

Angelina Leong recommended that the Commission approve an administrative Amendment to Grant Funding Agreement A13-005 to extend the agreement expiration date. She stated that there was no fiscal impact associated with the request and no Levine Act reported conflicts.

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

Yes: Dutra-Vernaci, Ezzy-Ashcraft, Haggerty, Miley, Nason,
No: None
Abstain: None
Absent: Kalb, Saltzman

6. Committee Reports

There were no committee member reports.

7. Staff Reports

Mr. Dao introduced Gary Huisinigh, Alameda CTC's newly hired Deputy Director of Projects. Ms. Lengyel noted that Alameda CTC received a \$200,000 grant from the office of safety to implement safety trainings through the Safe routes to school program. She also directed the members to a memo in their folders from Chair Valle regarding upcoming project related briefings and legislative meetings.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, February 11, 2019 at 12:00 p.m.

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 4, 2019

TO: Programs and Projects Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Senior Transportation Planner

SUBJECT: Approve the 2020 Comprehensive Investment Plan
Development Framework

Recommendation

It is requested that the Commission approve the 2020 Comprehensive Investment Plan developmental framework to program and allocate Alameda CTC's administered fund sources.

Summary

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. Alameda CTC has programming and allocation authority for a number of federal, State, regional and local transportation funding programs, such as the One Bay Area Grant (OBAG), State Transit Assistance (STA) County Block Grant, Transportation Fund for Clean Air (TFCA) and local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee). Alameda CTC consolidates the programming and allocation for funds sources which are under Alameda CTC's purview into a single document, the Alameda CTC Comprehensive Investment Plan (CIP). The CIP also includes a framework of policies, guidelines, and procedures that direct Alameda CTC's programming and allocation decisions, project selection, and the subsequent funding administration.

This spring, Alameda CTC will begin the biennial update process for the next 2020 CIP for fiscal years 2019-20 through 2023-24. The proposed CIP programming strategy and development methodology entails shifting existing programming commitments to allocations for projects that have a demonstrated allocation need in FY 2019-20 and FY 2020-21. A request for information will be released next month, and a draft program recommendation will be presented to the Commission in late-Spring 2019. The 2020 CIP will also include new programming for certain discretionary

sources such as the Measure B/BB Seniors and People with Disabilities (paratransit), and TFCA program funds.

Background

Alameda CTC's CIP is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle. The CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans. The CIP establishes a five-year financial investment strategy for Alameda CTC administered funds.

The current 2018 CIP includes a five-year programming horizon from fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP (Attachment A). Currently there is \$511M programmed from FY 2017-18 to FY 2021-22, and \$363M in allocations over the first two fiscal years that is available for encumbrance through project funding agreements between the Alameda CTC and project sponsors, as applicable.

The primary focus of the 2020 CIP will be towards shifting the programming commitments identified in FY 2019-20 and FY 2020-21 to a funding allocation that will be subsequently available for encumbrance and reimbursement. There is approximately \$105M programmed in local Measure B, Measure BB, and Vehicle Registration Fee Funds that are eligible to change into an allocation upon the sponsor's confirmation of need (Attachment B). Additionally, new projects for Alameda CTC administered fund sources such as TFCA funds, State Transit Assistance (STA) population-based funds, and the Measure B/BB Paratransit program funds will be solicited under individual programming processes as part of the overall 2020 CIP development.

The 2020 CIP development framework is limited to the following:

1. Programming to Allocations: Up to \$105M of previously programmed Measure B, Measure BB, and Vehicle Registration Fee funds for FY 2019-20 and FY 2020-21 will be allocated based on Project Sponsor's request for allocations. Allocations will be based on factors such as project readiness and confirmation that the project's scope, cost and schedule are final.
2. TFCA FY 2019-20 Program: A separate call for projects will occur in March 2019 to develop a FY 2019-20 TFCA program. The fund estimate and call for projects is detailed under a separate item. Final recommendations to be incorporated in the 2020 CIP.
3. STA Block Grants: As made available by MTC's requirements and processes. Final recommendations to be incorporated in the 2020 CIP.

4. Paratransit Program: A call for projects was released in November 2018 and the development of a five year program is currently underway. Final recommendations to be incorporated in the 2020 CIP.
5. Other Programming considerations: Named Capital Projects, as identified in the 2014 Measure BB Transportation Expenditures, which are not programmed in the existing CIP may be considered for new allocations on a case-by case basis. All programming and allocations decisions will be based on factors such as vetted project readiness, funding need, and funding availability.

The 2020 CIP does not intend to include additional programming of funds for FYs 2021-22 through 2023-24. Programming for these fiscal years will be conducted through future CIP updates as part of a larger coordinated programming strategy.

Alameda CTC will initiate a CIP request for allocation process starting in March 2019 that will seek project information to determine project sponsor's readiness to allocate prior programming commitments in the next two years. A 2020 CIP program recommendation will be presented to the Commission for consideration in late-Spring 2019.

The 2020 CIP Schedule is included below for reference.

2020 CIP Development Schedule	
Month	Milestone
February 2019	Approve 2020 CIP Development Framework
March 2019	Solicitation of Request for Information to determine allocation readiness. Release FY 2019-20 TFCA Call for Projects
April 2019	STA Block Grant Programming
Late-Spring 2019	2020 CIP Draft Program recommendations

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. 2018 Comprehensive Investment Plan (approved July 26, 2018)
- B. Summary of Current CIP Programming for Fiscal Years 2019-20 and 2020-21

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Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	JARC	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Lifeline	STA	CON-CAP	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	Lifeline	JARC	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	TFCA	Prog Mgr	CON-CAP	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	STIP	RIP	CON-CAP								
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2000 MB	07A	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2014 MBB	TEP-13	CON-CAP	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	2014 MBB	TEP-15	Planning / Scoping	100	100						100
00057	AC Transit	College/Broadway Corridor Transit Priority	2014 MBB	TEP-16	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	TFCA	Prog Mgr	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	2010 VRF	Disc-Transit	Various	300		300					300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2000 MB	Disc-Transit	Final Design (PS&E)	447		447					447

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2000 MB	Disc-Transit	PE/Env	536		536					536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2010 VRF	Disc-Transit	CON-CAP	4,018		4,018					4,018
00055	Alameda	Alameda to Fruitvale BART Rapid Bus	2014 MBB	TEP-14	Planning / Scoping								
00087	Alameda	Alameda City Complete Streets	OBAG	STP	CON-CAP	505	505						505
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	Final Design (PS&E)								
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	CON-CAP								
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	Planning / Scoping	450		450					450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	PE/Env	450		450					450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	Final Design (PS&E)	450		450					450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	CON-CAP	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	STP/CMAQ	STP/CMAQ	CON-CAP	3,487				3,487			
00197	Alameda	City Wide Street Resurfacing - Pavement Management	STP/CMAQ	LSR	CON-CAP	827				827			
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	PE/Env	124		124					124
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	443		443					443

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	CON-CAP	4,451				4,451			
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	Planning / Scoping	244		244					244
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	PE/Env	244		244					244
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	Final Design (PS&E)	434			434				434
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	ROW - Capital	1,097			1,097				1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	CON-CAP	6,376				6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal ¹	2014 MBB	TEP-45	CON-CAP	8,200				8,200			
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	OBAG	STP	CON-CAP	1,565	1,565						1,565
00106	Alameda County	Be Oakland, Be Active	ATP	Reg	CON-CAP								
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2014 MBB	TEP-26	CON-CAP	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	TFCA	Prog Mgr	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2000 MB	Disc-TCD	Planning / Scoping	88			88				88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2014 MBB	TEP-26	CON-CAP	7,600				7,600			
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	STP/CMAQ	STP/CMAQ	CON-CAP	9,300					9,300		

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	STP/CMAQ	LSR	PE/Env	100		100					100
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	STP/CMAQ	LSR	CON-CAP	2,071			2,071				2,071
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	STP/CMAQ	LSR	PE/Env	100		100					100
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	STP/CMAQ	LSR	CON-CAP	1,679			1,679				1,679
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion ¹	2014 MBB	TEP-19	Various								
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	SB-1	SLLP	Various	3,500				3,500			
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	2010 VRF	Disc-Transit	Various	3,500				3,500			
00002	Alameda CTC	Planning, Programming and Monitoring	STIP	RIP	CON-CAP								
00013	Alameda CTC	FY 15-16 Program Manager Funds - Cities/County Shares	TFCA	Prog Mgr	Various								
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	2000 MB	Disc-BP	Various	540	235	61	61	61	61	61	357
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	2000 MB	Disc-PT	O&M	495	210	95	95	95			400
00053	Alameda CTC	Affordable Student Transit Pass Programs	2014 MBB	TEP-08	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	2014 MBB	TEP-12	Planning / Scoping	500	500						500
00063	Alameda CTC	Railroad Corridor Right of Way Preservation and Track Improvements -	2014 MBB	TEP-23	Planning / Scoping								

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	Final Design (PS&E)	6,600		6,600					6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	ROW-CAP	2,400		2,400					2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Final Design (PS&E)	5,500		5,500					5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	Final Design (PS&E)	16,500		16,500					16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	ROW-CAP	20,000		10,000	10,000				10,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	2014 MBB	TEP-32	CON-CAP	10,000	10,000						10,000
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	2014 MBB	TEP-33	Planning / Scoping	1,000	1,000						1,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	2014 MBB	TEP-35	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	2014 MBB	TEP-35	CON-CAP	15,000	15,000						15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	2014 MBB	TEP-36	Planning / Scoping	100	100						100

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	TEP-38	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	TEP-38	PE/Env	4,750			4,750				4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	2014 MBB	TEP-39	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	2014 MBB	TEP-39	PE/Env	4,750			4,750				4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	ATP	State	PE/Env								
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	STIP	RIP	CON-CAP								
00084	Alameda CTC	East-West Connector in Fremont & Union City	1986 MB	MB226	CON-CAP	89,000	89,000						89,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	2000 MB	08A	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	2000 MB	08A	CON-CAP	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	2000 MB	08B	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	2014 MBB	TEP-35	CON-CAP	20,000		20,000					20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	2000 MB	08B	CON-CAP	100,000	100,000						100,000

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00120	Alameda CTC	Alameda County Rail Strategy Study	2014 MBB	TEP-27	Planning / Scoping	250	250						250
00128	Alameda CTC	Port - Intelligent Transportation System (ITS) and Technology Plan	2014 MBB	TEP-41	PE/Env								
00129	Alameda CTC	Middle Harbor Road Improvements	2014 MBB	TEP-27	PE/Env								
00130	Alameda CTC	7th Street Grade Separation, West and East	2014 MBB	TEP-27	PE/Env								
00130	Alameda CTC	7th Street Grade Separation, West and East	2014 MBB	TEP-27	Final Design (PS&E)								
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	2014 MBB	TEP-26	Planning / Scoping	5,000	5,000						5,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	4,000	3,000		1,000				4,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping								
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping								
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping								
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	2014 MBB	TEP-40	CON-CAP	8,000	5,000	3,000					8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2014 MBB	TEP-40	Planning / Scoping	1,808	1,500	308					1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2014 MBB	TEP-40	PE/Env	3,500			3,500				3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	2014 MBB	TEP-40	Planning / Scoping	1,500	1,500						1,500

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	2014 MBB	TEP-40	PE/Env	7,500			7,500				7,500
00142	Alameda CTC	Scoping: I-580 ICM	2014 MBB	TEP-26	Planning / Scoping								
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	PE/Env	35,020	15,000	20,020					35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	Final Design (PS&E)	18,000	18,000						18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	2014 MBB	TEP-26	Various	1,500	1,500						1,500
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	2014 MBB	TEP-41	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	2010 VRF	Disc-Transit	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	2014 MBB	TEP-46	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	2014 MBB	TEP-46	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	TFCA	Prog Mgr	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	TFCA	Prog Mgr	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	2000 MB	Disc-TCD	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	TFCA	Prog Mgr.	O&M	420	105	294	21				420
00192	Alameda CTC	Transportation Demand Management (TDM) Program	2014 MBB	TEP-45	O&M	434		255	179				434

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00206	Alameda CTC	Comprehensive Multimodal Monitoring	2010 VRF	Disc-Transit	Planning / Scoping	1,250		800	450				1,250
00207	Alameda CTC	Corridor Studies Implementation	2010 VRF	Disc-Transit	Planning / Scoping	2,000			2,000				2,000
00207	Alameda CTC	Corridor Studies Implementation	2014 MBB	TEP-26	Planning / Scoping	6,000	4,500		1,500				6,000
00207	Alameda CTC	Corridor Studies Implementation	2010 VRF	Disc-Transit	PE/Env	3,000				3,000			
00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	O&M	1,090		1,090					1,090
00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	CON-CAP	1,500				500	500	500	
00208	Alameda CTC	Alameda County Safe Routes to School Program	CMA-TIP	Other	CON-CAP	200		100	100				200
00208	Alameda CTC	Alameda County Safe Routes to School Program	STP/CMAQ	STP/CMAQ	O&M	8,372	1,073	7,299					8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	2014 MBB	TEP-27	O&M	6,000		1,500	1,500	1,500	1,500		3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	2014 MBB	TEP-35	PE/Env	7,500		6,000	1,500				7,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	2014 MBB	TEP-46	Planning / Scoping	1,000		1,000					1,000
00278	Alameda CTC	I-580 Toll System Upgrade	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	405		405					405
00278	Alameda CTC	I-580 Toll System Upgrade	I-580 Toll Revenue	Toll Revenue	CON-CAP	10,175		10,175					10,175
00279	Alameda CTC	I-880 Davis Street Interchange	2014 MBB	TEP-26	Final Design (PS&E)	151		151					151

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00279	Alameda CTC	I-880 Davis Street Interchange	2014 MBB	TEP-26	CON-CAP	389		389					389
00280	Alameda CTC	Toll Revenue Forecasting	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	330		330					330
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	TFCA	Prog Mgr	O&M	100	100						100
00113	Albany	Complete Streets for San Pablo Ave/Buchanan St.	ATP	State	Final Design (PS&E)								
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	TFCA	Prog Mgr	Various	95	95						95
00213	Albany	Buchanan Bikeway Phase III	2000 MB	Disc-BP	CON-CAP	600		600					600
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	STP/CMAQ	LSR	CON-CAP	340				340			
00021	ASEB	Special Transportation Services for Individuals with Dementia	2000 MB	Disc-PT	O&M	400	400						400
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Lifeline	STA	O&M	250	250						250
00058	BART	Irvington BART Station	2014 MBB	TEP-17	Planning / Scoping	2,760	2,760						2,760
00059	BART	Bay Fair Connector/BART Metro	2014 MBB	TEP-18	Planning / Scoping	100	100						100
00060	BART	BART Station Modernization and Capacity Program - Scoping	2014 MBB	TEP-19	Planning / Scoping								
00060	BART	BART Station Modernization and Capacity Program - Scoping	STIP	RIP	CON-CAP								
00083	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	STIP	RIP	CON-CAP								

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00172	BART	BART West Oakland Bike Locker Plaza	TFCA	Prog Mgr	Various	55	55						55
00215	BART	BART to Livermore	TCRP	TCRP	PE/Env	1,700		1,700					1,700
00215	BART	BART to Livermore	2014 MBB	TEP-20	PE/Env								
00215	BART	BART to Livermore	2000 MB	26	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection ²	2014 MBB	TEP-18	Planning / Scoping	500		500					500
00216	BART	Bay Fair Connection ²	2014 MBB	TEP-18	PE/Env	5,000			5,000				5,000
00089	Berkeley	Shattuck Complete Streets and De-couplet	OBAG	STP	CON-CAP	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	OBAG	STP	CON-CAP	2,256	2,256						2,256
00107	Berkeley	LeConte Elementary Safe Routes to School Improvements	ATP	Reg	Final Design (PS&E)								
00108	Berkeley	LeConte Elementary Safe Routes to School Improvements	ATP	Reg	CON-CAP								
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	TFCA	Prog Mgr	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	TFCA	Prog Mgr	CON-CAP	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	TFCA	Prog Mgr	CON-CAP	180		180					180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	PE/Env	29		29					29

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	Planning / Scoping	49		49					49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	Final Design (PS&E)	59		59					59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	CON-CAP	613			613				613
00220	Berkeley	Milvia Bikeway Project	2000 MB	Disc-BP	PE/Env	350		350					350
00221	Berkeley	North Shattuck Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP								
00222	Berkeley	Railroad Crossing Safety Improvement Project	2014 MBB	TEP-27	PE/Env	500			500				500
00222	Berkeley	Railroad Crossing Safety Improvement Project	2014 MBB	TEP-27	Final Design (PS&E)	1,020				1,020			
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	PE/Env	387		387					387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	613			613				613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	CON-CAP	7,335			6,121		1,214		6,121
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	2000 MB	Disc-PT	O&M	568	568						568
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	318		159	159				318
00085	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-CAP								
00086	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-Support								

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00065	CCJPA	Capitol Corridor Service Expansion	2014 MBB	TEP-25	Planning / Scoping								
00023	CIL	Mobility Matters Project	2000 MB	Disc-PT	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	500		250	250				500
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	TFCA	Prog Mgr	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	128	128						128
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	220		110	110				220
00052	Dublin	Iron Horse Transit Route - Dougherty Road	2000 MB	09	CON-CAP	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	OBAG	STP	CON-CAP	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	2014 MBB	TEP-26	CON-CAP	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	2014 MBB	TEP-26	CON-CAP	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	TFCA	Prog Mgr	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	STP/CMAQ	LSR	CON-CAP	661					661		
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ³	2014 MBB	TEP-26	PE/Env	2,374		2,374					2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ³	2014 MBB	TEP-26	Final Design (PS&E)	5,374			5,374				5,374

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	2014 MBB	TEP-42	PE/Env	166		166					166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	2014 MBB	TEP-42	Final Design (PS&E)	1,128			1,128				1,128
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	2014 MBB	TEP-42	CON-CAP	642		642					642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	2014 MBB	TEP-42	CON-CAP	2,833			2,833				2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	296		144	152				296
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	2000 MB	Disc-PT	O&M	174	174						174
00098	Emeryville	Emeryville - Hollis Street Preservation	OBAG	STP	CON-CAP								
00141	Emeryville	South Bayfront Bridge	2014 MBB	TEP-44	CON-CAP								
00141	Emeryville	South Bayfront Bridge	2000 MB	Disc-BP	CON-CAP	1,895		1,895					1,895
00141	Emeryville	South Bayfront Bridge	TFCA	Prog Mgr	CON-CAP	105			105				105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	TFCA	Prog Mgr	CON-CAP	180		180					180
00230	Emeryville	Emery Go Round General Benefit Operations	2014 MBB	TEP-45	O&M	2,500		500	500	500	500	500	1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	STP/CMAQ	LSR	CON-CAP	225					225		
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	2000 MB	Disc-TCDD	CON-CAP	930			930				930

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	70		35	35				70
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	2014 MBB	TEP-41	CON-CAP	1,800			1,800				1,800
00025	Fremont	Tri-City Mobility Management and Travel Training Program	2000 MB	Disc-PT	O&M	450	450						450
00026	Fremont	Tri-City Volunteer Driver Programs	2000 MB	Disc-PT	O&M	550	550						550
00027	Fremont	Tri-City Taxi Voucher Program	2000 MB	Disc-PT	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	OBAG	STP	CON-CAP	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	2014 MBB	TEP-45	CON-CAP	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	2014 MBB	TEP-21	CON-CAP	5,000		5,000					5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	2014 MBB	TEP-26	Planning / Scoping	50	50						50
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	2014 MBB	TEP-42	Planning / Scoping	50	50						50
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	2014 MBB	TEP-45	Planning / Scoping	50	50						50
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	2014 MBB	TEP-45	Planning / Scoping	50	50						50
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	TFCA	Prog Mgr	CON-CAP	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	TFCA	Prog Mgr	CON-CAP	646		646					646

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00233	Fremont	City of Fremont Pavement Rehabilitation Project	STP/CMAQ	LSR	CON-CAP	2,760				2,760			
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	PE/Env	386		386					386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	799			799				799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	CON-CAP	6,510				6,510			
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	2014 MBB	TEP-42	PE/Env	1,901		1,901					1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	2014 MBB	TEP-42	Final Design (PS&E)	3,553			3,553				3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	PE/Env	443		443					443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	Final Design (PS&E)	1,328			1,328				1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	CON-CAP	7,525				7,525			
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	2014 MBB	TEP-45	CON-CAP	5,000			5,000				5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	298		149	149				298
00092	Hayward	Hayward - Industrial Boulevard Preservation	OBAG	STP	CON-CAP	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	Util Relocation								
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	CON-CAP	21,500	9,500	12,000					21,500

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2014 MBB	TEP-45	O&M								
00241	Hayward	Main Street Complete Street Project	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	175		175					175
00241	Hayward	Main Street Complete Street Project	STP/CMAQ	STP/CMAQ	CON-CAP	1,500			1,500				1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2014 MBB	TEP-26	Planning / Scoping	440		440					440
00243	Hayward	Winton Avenue - Complete Street Project	STP/CMAQ	LSR	Final Design (PS&E)	88		88					88
00243	Hayward	Winton Avenue - Complete Street Project	STP/CMAQ	LSR	CON-CAP	1,662			1,662				1,662
00283	LARPD/TVC	Valley Trails Connection Project	CMA-TIP	Other	Various	110			110				110
00008	LAVTA	WHEELS Route 14 Operating Assistance	Lifeline	STA	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	Lifeline	JARC	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	2000 MB	Disc-Transit	Various	100	100						100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	TFCA	Prog Mgr	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	2000 MB	Disc-Transit	Final Design (PS&E)	152		152					152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	2000 MB	Disc-Transit	CON-CAP	1,262		1,262					1,262

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00245	LAVTA	Wheels Forward/2020 Plan	2000 MB	Disc-Transit	Planning / Scoping	220				220			
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	40		18	22				40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	275		103	172				275
00109	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	Final Design (PS&E)								
00110	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	CON-CAP								
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	PE/Env	20		20					20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	Planning / Scoping	30		30					30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	Final Design (PS&E)	160		160					160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	TFCA	Prog Mgr.	CON-CAP	193			193				193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	CON-CAP	1,407			1,407				1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	STP/CMAQ	LSR	CON-CAP	1,382				1,382			
00247	Livermore	Vasco Road/I-580 Interchange Improvements	2014 MBB	TEP-34	PE/Env	1,380		1,380					1,380
00001	MTC	Planning, Programming and Monitoring	STIP	RIP	CON-CAP								
00012	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	STIP	RIP	CON-CAP								

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00102	MTC	Regional Planning Activities and PPM - Alameda	OBAG	STP	PE/Env	1,034	1,034						1,034
00014	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	TFCA	Prog Mgr	Various								
00015	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	TFCA	Prog Mgr	Various								
00016	Multiple	2000 MB Local Streets and Roads - Direct Local Distributions	2000 MB	DLD	Various								
00017	Multiple	2000 MB Bicycle/Pedestrian - Direct Local Distributions	2000 MB	DLD	Various								
00018	Multiple	2000 MB Bicycle/Pedestrian - Discretionary Program	2000 MB	Disc-BP	Various								
00020	Multiple	2000 MB Paratransit - Direct Local Distributions	2000 MB	DLD	Various								
00034	Multiple	2000 MB Paratransit - Discretionary (Estimated)	2000 MB	Disc-PT	Various								
00035	Multiple	2000 MB Mass Transit - Direct Local Distributions	2000 MB	DLD	Various								
00036	Multiple	2000 MB Express Bus - Discretionary	2000 MB	Disc-Transit	Various								
00037	Multiple	2000 MB Transit Center Development - Discretionary Program	2000 MB	Disc-TCD	Various								
00038	Multiple	2010 VRF Local Streets and Roads - Direct Local Distributions	2010 VRF	DLD	Various								
00039	Multiple	2010 VRF Transit - Discretionary	2010 VRF	Disc-Transit	Various								
00040	Multiple	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	2010 VRF	Disc-BP	Various								

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations						Prior Allocations	Two-Year Allocation Plan						
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00041	Multiple	2010 VRF Local Transportation Technology - Discretionary	2010 VRF	Disc-Tech	Various								
00042	Multiple	2014 MBB Local Streets and Roads - Direct Local Distributions	2014 MBB	DLD	Various								
00043	Multiple	2014 MBB Mass Transit Services - Direct Local Distributions	2014 MBB	DLD	Various								
00044	Multiple	2014 MBB Transit Innovative Grants - Discretionary	2014 MBB	TEP-07	Various								
00045	Multiple	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	2014 MBB	DLD	Various								
00046	Multiple	2014 MBB Bicycle/Pedestrian Safety - Discretionary	2014 MBB	TEP-44	Various								
00047	Multiple	2014 MBB Transit - Direct Local Distributions	2014 MBB	DLD	Various								
00061	Multiple	Dumbarton Corridor Area Transportation Improvements - Scoping	2014 MBB	TEP-21	Planning / Scoping								
00066	Multiple	Congestion Relief, Local Bridge Seismic Safety - Scoping	2014 MBB	TEP-26	Planning / Scoping								
00068	Multiple	Countywide Freight Corridors - Scoping	2014 MBB	TEP-27	Planning / Scoping								
00074	Multiple	I-580 Local Interchange Improvement Program - Scoping	2014 MBB	TEP-34	Planning / Scoping								
00079	Multiple	I-880 Local Access and Safety Improvements - Scoping	2014 MBB	TEP-40	Planning / Scoping								
00080	Multiple	Gap Closure on Three Major Trails - Scoping	2014 MBB	TEP-42	Planning / Scoping								
00082	Multiple	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	2014 MBB	TEP-45	Planning / Scoping								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00003	N/A	Funding deprogrammed - project deleted	N/A	N/A	N/A								
00099	Newark	Enterprise Drive Complete Streets and Road Diet	OBAG	STP	CON-CAP	454	454						454
00116	Newark	Central Avenue Overpass	2000 MB	025	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	2000 MB	025	CON-CAP	11,134			11,134				11,134
00116	Newark	Central Avenue Overpass	2000 MB	025	ROW-CAP	2,155		2,155					2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	STP/CMAQ	LSR	CON-CAP	592			592				592
00028	Oakland	Taxi-Up & Go Project	2000 MB	Disc-PT	O&M	362	362						362
00064	Oakland	Oakland Broadway Corridor Transit	2014 MBB	TEP-24	Planning / Scoping	600	600						600
00093	Oakland	Lake Merritt BART Bikeways	OBAG	STP	CON-CAP	571	571						571
00094	Oakland	Oakland Complete Streets	OBAG	STP	CON-CAP	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	STP	CON-CAP	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	CMAQ	CON-CAP	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	OBAG	CMAQ	CON-CAP	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	OBAG	CMAQ	CON-CAP	3,288	3,288						3,288

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00111	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	Final Design (PS&E)								
00112	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	ROW-CAP								
00114	Oakland	International Boulevard Improvement Project	ATP	State	CON-CAP								
00115	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	ATP	State	CON-CAP								
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	2014 MBB	TEP-26	CON-CAP	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	2014 MBB	TEP-26	CON-CAP	5,000	1,000	4,000					5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	2014 MBB	TEP-26	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	2014 MBB	TEP-26	CON-CAP	5,300		5,300					5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	2014 MBB	TEP-40	CON-CAP	10,000		10,000					10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	TFCA	Prog Mgr	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	TFCA	Prog Mgr	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations	2014 MBB	TEP-45	O&M	1,650		330	330	330	330	330	660
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	TFCA	Prog Mgr	O&M	367	367						367
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	TFCA	Prog Mgr	CON-CAP	100		100					100

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00249	Oakland	27th Street Complete Streets	2014 MBB	TEP-45	PE/Env	776		776					776
00249	Oakland	27th Street Complete Streets	2014 MBB	TEP-45	Final Design (PS&E)	1,174			1,174				1,174
00251	Oakland	E 12th Street Bikeway	2000 MB	Disc-BP	Final Design (PS&E)	250		250					250
00251	Oakland	E 12th Street Bikeway	2000 MB	Disc-BP	CON-CAP	1,250			1,250				1,250
00252	Oakland	East Oakland Community Streets Plan	2014 MBB	TEP-45	Planning / Scoping	100		100					100
00253	Oakland	Fruitvale Ave Gap Closure	2014 MBB	TEP-44	CON-CAP	1,634				1,634			
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	PE/Env	80		80					80
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	320		320					320
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	CON-CAP	4,392				4,392			
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	2010 VRF	Disc-BP	CON-CAP	2,500		2,500					2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	2014 MBB	TEP-46	Final Design (PS&E)	1,500			1,500				1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	2014 MBB	TEP-46	CON-CAP	9,500				9,500			
00257	Oakland	Coliseum Transit Hub	2010 VRF	Disc-Transit	Planning / Scoping	968		968					968
00257	Oakland	Coliseum Transit Hub	2010 VRF	Disc-Transit	Final Design (PS&E)	3,878			3,878				3,878

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00258	Oakland	Oakland LSR Paving Program	STP/CMAQ	LSR	PE/Env	734		734					734
00258	Oakland	Oakland LSR Paving Program	STP/CMAQ	LSR	CON-CAP	4,161		4,161					4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	2014 MBB	TEP-45	O&M	215		215					215
00101	Piedmont	Piedmont Complete Streets (CS)	OBAG	STP	CON-CAP	129	129						129
00260	Piedmont	Oakland Avenue Improvements	STP/CMAQ	LSR	CON-CAP	168		168					168
00285	Piedmont	Piedmont LSR Exchange Projects	CMA-TIP	Other	CON-CAP								
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	CMA-TIP	Other	CON-CAP	208		208					208
00029	Pleasanton	Downtown Route Shuttle (DTR)	2000 MB	Disc-PT	O&M	173	173						173
00104	Pleasanton	Pleasanton Complete Streets	OBAG	STP	CON-CAP	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	TFCA	Prog Mgr	Various	53	53						53
00181	Pleasanton	Bernal Ave Park and Ride Lot	2010 VRF	Disc-Transit	Final Design (PS&E)	136		136					136
00181	Pleasanton	Bernal Ave Park and Ride Lot	TFCA	Prog Mgr	CON-CAP	189	189						189
00181	Pleasanton	Bernal Ave Park and Ride Lot	2010 VRF	Disc-Transit	CON-CAP	776		776					776
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	130		130					130

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00261	Pleasanton	Hacienda PDA	2000 MB	Disc-TCD	Planning / Scoping								
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	STP/CMAQ	LSR	CON-CAP	1,095				1,095			
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	2014 MBB	TEP-26	CON-CAP	5,200				5,200			
00144	Port of Oakland	Scoping: Airport Drive Overlay	2014 MBB	TEP-26	Planning / Scoping	50	50						50
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	2014 MBB	TEP-26	Planning / Scoping	8	8						8
00146	Port of Oakland	Scoping: Port Area ITS Deployment	2014 MBB	TEP-27	Planning / Scoping	50	50						50
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	2014 MBB	TEP-27	Planning / Scoping	30	30						30
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	2014 MBB	TEP-27	Planning / Scoping	8	8						8
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	2014 MBB	TEP-27	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	2014 MBB	TEP-27	Planning / Scoping	50	50						50
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	2014 MBB	TEP-27	Planning / Scoping	10	10						10
00268	Port of Oakland	Adeline Street Bridge Reconstruction	2014 MBB	TEP-41	Planning / Scoping	50				50			
00067	San Leandro	San Leandro Streets Rehabilitation	2014 MBB	TEP-26	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000		16,000
00096	San Leandro	San Leandro Boulevard Preservation	OBAG	STP	CON-CAP	804	804						804

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	TFCA	Prog Mgr	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	130	104	26					130
00190	San Leandro	LINKS Shuttle Operations	2014 MBB	TEP-45	O&M	1,020		220	200	200	200	200	420
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2014 MBB	TEP-26	CON-CAP	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	STP/CMAQ	LSR	PE/Env	73			73				73
00265	San Leandro	Washington Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP	975				975			
00030	SHS	Rides for Seniors	2000 MB	Disc-PT	O&M	278	278						278
00051	SJRRC	ACE Capital	2000 MB	01	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	2000 MB	Disc-PT	O&M	331	331						331
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	212		106	106				212
00011	TBD	Lifeline Cycle 5 (Estimated)	Lifeline	STA	Various								
00032	TBD	Gap funds for Capital Purchases and Grant Matching	2000 MB	Disc-PT	Various								
00048	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	STIP	RIP	Various								
00049	TBD	OBAG Cycle 2 (Estimated)	OBAG	STP/CMAQ	Various								

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00119	TBD	I-580 Transit Improvements	RM2	Reg	Various								
00010	Union City	Operations Support for Route 2	Lifeline	STA	O&M	220	220						220
00062	Union City	Union City Intermodal Station	2014 MBB	TEP-22	Planning / Scoping	100	100						100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	PE/Env	5		5					5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	Final Design (PS&E)	780		780					780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	CON-CAP	5,779		5,779					5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	CMA-TIP	Other	CON-CAP	1,100		1,100					1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	TFCA	Prog Mgr.	CON-CAP	136		136					136
00266	Union City	Dyer Road Pavement Rehabilitation	STP/CMAQ	LSR	CON-CAP	872			872				872
00267	Union City	Bicycle and Pedestrian Master Plan Update	2000 MB	Disc-BP	Planning / Scoping	150		150					150
00281	Various	State Transportation Improvement Program	STIP	RIP	Various	48,813		48,813					48,813
00282	Various	Lifeline Cycle 5 Program	Lifeline	Various	Various	4,789			4,789				4,789
					Totals	1,052,055	541,119	206,188	156,465	119,661	27,031	1,591	903,772

Notes:

1. Conditional Programming: Identified funds are subject to deprogramming based on the availability of alternative fund sources (RM3, local, State, Federal).
2. CIP 216: BART Bay Fair Connection Project: Funds only Programmed and Allocated and not yet encumbered into Agreement.
3. City of Dublin's Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

Total 2-year Allocations	\$ 362,653
Total 5-year Programming	\$ 510,936

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Alameda CTC Comprehensive Investment Plan Current CIP Programming Fiscal Years 2019-20 and 2020-21 2018 CIP Update - Local Sources								Programming by Fiscal Year (\$ x 1,000)			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	FY2019-20	FY2020-21	TOTAL
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	CON-CAP	7,650		7,650
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	6,376		6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	Local	2014 MBB	TEP-45	Transit	CON-CAP	8,200		8,200
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,600		7,600
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2010 VRF	Disc-Transit	Transit	Various	3,500		3,500
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	61	61	122
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	95		95
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	10,000		10,000
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000		12,000
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	3,000		3,000
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	500	500	1,000
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	1,500	1,500	3,000
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020		1,020
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	500	500	1,000
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,525		7,525
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220

Alameda CTC Comprehensive Investment Plan Current CIP Programming Fiscal Years 2019-20 and 2020-21 2018 CIP Update - Local Sources								Programming by Fiscal Year (\$ x 1,000)			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	FY2019-20	FY2020-21	TOTAL
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	330	330	660
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	1,634		1,634
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	CON-CAP	9,500		9,500
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON-CAP		5,200	5,200
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	50		50
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,000	7,000	14,000
00190	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	200	200	400
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	1,821		1,821
								Totals	90,282	15,291	105,573



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 4, 2019

TO: Programs and Projects Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2019-20 Expenditure Plan Application and Call for Projects

Recommendation

1. Approve Resolution 19-001 regarding the TFCA County Program Manager (CPM) FY 2019-20 Expenditure Plan Application, due to the Air District by March 4, 2019; and
2. Approve the release of a FY 2019-20 TFCA call for projects for approximately \$2.43 million of TFCA funding, as identified in the FY 2019-20 Expenditure Plan Application.

Summary

As the TFCA County Program Manager (CPM) for Alameda County, the Alameda CTC is required to program the TFCA revenue received from the Bay Area Air Quality Management District (Air District). It is recommended the Commission approve Resolution 19-001 (Attachment A), regarding the fiscal year (FY) 2019-20 TFCA CPM Expenditure Plan Application (Attachment B) and its submittal to the Air District. The FY 2019-20 TFCA Expenditure Plan Application identifies approximately \$2.43 million of funding available for projects and is due to the Air District by March 4, 2019, prior to a detailed program of projects. A TFCA call for projects is scheduled for release in early March 2019.

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, transit signal priority, signal timing and travel demand management (TDM) programs. As the TFCA County Program Manager (CPM) for Alameda County, the Alameda CTC is responsible for

programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. A total of 6.25% percent of new revenue is set aside for the Alameda CTC's administration of the program. Per the distribution formula for Alameda County's TFCA funding, 70 percent of the available funds are to be allocated to the cities and County based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which helps facilitate the required annual programming of all available funds.

For reference, a draft FY 2019-20 TFCA fund estimate, which reflects the funding identified in the FY 2019-20 Expenditure Plan Application, is included as Attachment C. Projects proposed for TFCA funding are to be consistent with the Air District's FY 2019-20 TFCA CPM Fund Policies (Attachment D) and cost-effectiveness requirements. For FY 2019-20, the Air District has made a few changes to the CPM Fund Policies. Specifically, a new eligible project category has been added for pilot trip reduction projects which are intended to reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Additionally, the TFCA cost-effectiveness limitation for the installation of electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities has been increased.

FY 2019-20 Revenue

The FY 2019-20 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Additionally, previously programmed TFCA funds remaining from closed (i.e., cancelled or completed) projects are returned to the Alameda CTC's fund estimate for reprogramming. These adjustments are detailed on the second page of the Expenditure Plan Application. Returned funds that were initially programmed from the 70 percent cities/county portion of the fund estimate are credited back to the project sponsor's share. As summarized below, the estimated total amount available for projects is the sum of the new allocation (projected revenue), returned funds to reprogram, and earned interest, less 6.25 percent of the new allocation, which is reserved for the Alameda CTC's administration of the TFCA program.

Estimated new allocation for FY 2019-20:	\$2,042,902
Earned interest for calendar year 2018:	\$95,381
<u>Funds to reprogram, as of 10/31/18:</u>	<u>\$415,817</u>
Total FY 2019-20 TFCA funding available:	\$2,554,100
Less 6.25% of new allocation for TFCA administration:	- \$127,681
Total FY 2019-20 TFCA funding for projects:	\$2,426,418

FY 2019-20 Program Development

The Air District's TFCA CPM Policies require the revenue received annually from the Air District to be fully programmed on an annual basis. Any unprogrammed balance remaining after the Air District's programming deadline may be redirected by the Air District to other projects in the region. The programming of TFCA funding has been incorporated into the Alameda CTC's biennial Comprehensive Investment Plan (CIP) process. A call for projects is scheduled for release in early March with applications due in late March. Staff will evaluate the proposed projects for TFCA eligibility and cost-effectiveness and include a recommended FY 2019-20 TFCA program in the 2020 CIP, scheduled for consideration by the Commission in May 2019. If an unprogrammed TFCA balance remains when the 2020 CIP is adopted, a separate programming recommendation for the balance will be presented in the fall 2019 timeframe.

The Air District requires an approved program of TFCA projects to be submitted no later than six months from the date the Air District Board approves the TFCA CPM expenditure plan applications. This year, a complete FY 2019-20 TFCA program of projects is estimated to be due to the Air District no later than November 2019.

Next Steps

The Alameda CTC FY 2019-20 TFCA Expenditure Plan Application is to be signed by the Executive Director and is due to the Air District by March 4, 2019. A TFCA call for projects will be released in early March 2019. Updated TFCA program guidelines, including the attached Air District FY 2019-20 TFCA Policies, will be incorporated into the Alameda CTC's 2020 CIP, along with the FY 2019-20 fund estimate and funding recommendations.

Fiscal Impact: This recommended action has no significant fiscal impact. TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2019-20 budget.

Attachments:

- A. Alameda CTC Resolution 19-001
- B. Alameda CTC FY 2019-20 TFCA Expenditure Plan Application
- C. Alameda CTC Draft FY 2019-20 TFCA Fund Estimate
- D. Air District's FY 2019-20 TFCA County Program Manager Fund Policies

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION****Commission Chair**

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

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Alameda CountySupervisor Scott Haggerty, District 1
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Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

RESOLUTION 19-001

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2019-20 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 4, 2019.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission will program an estimated \$2,426,418 to projects, consistent with the attached FY 2019-20 TFCA County Program Manager Fund Expenditure Plan Application;

BE IT FURTHER RESOLVED, the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the FY2019-20 Expenditure Plan Application; and

BE IT FURTHER RESOLVED, the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this funding with the Air District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 28, 2019 in Oakland, California, by the following vote:

AYES:**NOES:****ABSTAIN:****ABSENT:****SIGNED:****ATTEST:**_____
Richard Valle
Chair, Alameda CTC_____
Vanessa Lee
Clerk of the Commission

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SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

PART A: NEW TFCA FUNDS

- | | | |
|---|---------|--------------------|
| 1. Estimated FYE 2020 DMV revenues (based on projected CY2018 revenues): | Line 1: | <u>\$1,980,600</u> |
| 2. Difference between prior-year estimate and actual revenue: | Line 2: | <u>\$62,302</u> |
| a. Actual FYE 2018 DMV revenues (based on CY2017): | | <u>\$1,982,802</u> |
| b. Estimated FYE 2018 DMV revenues: | | <u>\$1,920,500</u> |
| <i>('a' minus 'b' equals Line 2.)</i> | | |
| 3. Estimated New Allocation for projects and administration (Sum of Lines 1 and 2): | Line 3: | <u>\$2,042,902</u> |

PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- | | | |
|--|---------|------------------|
| 4. Total available for programming/reprogramming to other projects. | Line 4: | <u>\$511,198</u> |
| a. Amount available from previously funded projects: | | <u>\$415,817</u> |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i> | | |
| b. Interest income earned on TFCA funds in CY 2018: | | <u>\$95,381</u> |
| <i>('a' plus 'b' equals Line 4.)</i> | | |

PART C: TOTAL AVAILABLE TFCA FUNDS

- | | | |
|---|---------|--------------------|
| 5. Total Available TFCA Funds (Sum of Lines 3 and 4) | Line 5: | <u>\$2,554,100</u> |
| a. Estimated TFCA funds budgeted for administration: ¹ | | <u>\$127,681</u> |
| <i>(Note: This amount may not exceed 6.25% of Line 3.)</i> | | |
| b. Estimated Total TFCA funds available for projects | | <u>\$2,426,418</u> |
| <i>(Line 5 minus Line 5.a.)</i> | | |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

¹ The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
17ALA00	Alameda CTC	FY 16/17 Administration	\$122,675.18	\$122,675.05	\$0.13	UB
11ALA07	Hayward	Post-project Monitoring Hesperian, Tennyson, Winton Arterial Mgmt	\$50,300.00	\$18,700.00	\$31,600.00	UB
15ALA04	Fremont	Downtown Fremont Arterial Management	\$430,000.00	\$326,570.12	\$103,429.88	UB
16ALA04	Berkeley	Berkeley Citywide Bicycle Parking Program	\$137,000.00	\$94,000.00	\$43,000.00	UB
16ALA07	Oakland	CityRacks Bike Rack Program, Phase 12	\$124,000.00	\$116,621.27	\$7,378.73	UB
17ALA04	Berkeley	Hearst Ave Complete Streets	\$88,000.00	\$59,394.39	\$28,605.61	UB
17ALA01	ACTC	Countywide SR2S Program	\$100,000.00	\$83,197.56	\$16,802.44	UB
19ALA03	Alameda County	Hesperian Blvd Class 2 Bike Lanes	\$138,000.00	\$137,000.00	\$1,000.00	UB
19ALA06	Oakland	Broadway Shuttle	\$534,000.00	\$350,000.00	\$184,000.00	UB

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING**\$ 415,816.79**

(Enter this amount in Part B, Line 4.a. of Summary Information form)

* Enter UB (for projects that were completed under budget) and CP (for cancelled project).

Notes:

1. BAAQMD staff requested that the CPM funding for project 19ALA06 be limited to funding FY 2019-20 service due to the project having received Spare the Air funding for FY 2018-19. Subsequently, \$184K of CPM programmed for FY 2018-19 off-peak service has been removed from the project, leaving a total of \$350,000 programmed for FY 2019-20 service.
2. A \$1,000 adjustment to the \$138,000 programmed to 19ALA03 is necessary to keep TFCA cost-effectiveness result below \$250K/ton threshold. A total of \$137,000 remains programmed to project for future expenditures.

Alameda CTC TFCA County Program Manager Fund: FY 2019-20 Draft Fund Estimate

	A	B	C	D	E (B-C+D)	F (A+E)			
Agency	Population (Estimate ¹)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	78,863	4.75%	4.75%	\$ 66,836	\$ (57,263)	\$ 18,574	\$ 798	\$ (75,039)	\$ (8,203)
Alameda County	148,895	8.97%	8.97%	\$ 126,188	\$ 598,019	\$ 295,065	\$ 2,506	\$ 305,460	\$ 431,648
Albany	19,053	1.15%	1.15%	\$ 16,147	\$ (35,222)	\$ 4,413	\$ 193	\$ (39,442)	\$ (23,294)
Berkeley	121,874	7.34%	7.34%	\$ 103,288	\$ 15,886	\$ 28,174	\$ 72,839	\$ 60,551	\$ 163,838
Dublin	63,241	3.81%	3.81%	\$ 53,596	\$ 180,652	\$ 13,870	\$ 640	\$ 167,422	\$ 221,019
Emeryville	11,994	0.72%	0.72%	\$ 10,165	\$ (92,988)	\$ 107,904	\$ 121	\$ (200,771)	\$ (190,606)
Fremont	235,439	14.18%	14.18%	\$ 199,533	\$ (150,469)	\$ 53,835	\$ 105,812	\$ (98,492)	\$ 101,042
Hayward	162,030	9.76%	9.76%	\$ 137,320	\$ 4,225	\$ 37,423	\$ 33,239	\$ 41	\$ 137,361
Livermore	91,411	5.51%	5.50%	\$ 77,470	\$ 535,069	\$ 20,833	\$ 925	\$ 515,162	\$ 592,632
Newark	47,467	2.86%	2.86%	\$ 40,228	\$ 444,620	\$ 10,555	\$ 480	\$ 434,545	\$ 474,773
Oakland	428,827	25.83%	25.82%	\$ 363,429	\$ 236,464	\$ 774,013	\$ 195,718	\$ (341,831)	\$ 21,598
Piedmont	11,318	0.68%	0.71%	\$ 10,000	\$ 104,241	\$ 2,904	\$ 119	\$ 101,456	\$ 111,456
Pleasanton	79,201	4.77%	4.77%	\$ 67,122	\$ (91,786)	\$ 17,642	\$ 801	\$ (108,626)	\$ (41,504)
San Leandro	87,598	5.28%	5.27%	\$ 74,239	\$ 289,903	\$ 20,513	\$ 886	\$ 270,276	\$ 344,514
Union City	72,991	4.40%	4.40%	\$ 61,860	\$ 336,689	\$ 17,069	\$ 739	\$ 320,358	\$ 382,218
TOTAL 70% Cities/County:	1,660,202	100%	100%	\$ 1,407,421	\$ 2,318,040	\$ 1,422,788	\$ 415,817	\$ 1,311,069	\$ 2,718,490

FY 2019-20 TFCA New Revenue	\$ 2,042,902
Less 6.25% for Program Administration	\$ (127,681)
Subtotal New Programming Capacity	\$ 1,915,221
Prior FY Program Administration Balance	\$ 0
Calendar Year 2018 Interest Earned	\$ 95,381
Total New Programming Capacity	\$ 2,010,602

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 2,010,602	\$ 1,407,421	\$ 603,181
Funds Available from Closed Projects Adjustment	\$ 415,817	\$ 415,817	\$ -
FY 2018-19 Rollover (debit/credit) Adjustment	\$ (0)	\$ 895,252	\$ (895,252)
Total Adjustments ²	\$ 415,817	\$ 1,311,069	\$ (895,252)
Adjusted Total Available to Program	\$ 2,426,418	\$ 2,718,490	\$ (292,072)

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2018 (released May 2018).
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/18.

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Appendix D: Board-Adopted Policies for FYE 2020

Adopted November 7, 2018

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2020.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	On-Road Goods Movement Truck and Bus Replacements	90,000
26	Alternative Fuel Infrastructure	250,000 500,000*
27	Ridesharing Projects - Existing	150,000
28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
29.a.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.
	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a.-h.

29.b.	Pilot Trip Reduction	250,000
30	Bicycle Projects	250,000
31	Bike Share	500,000
32	Arterial Management	175,000
33	Smart Growth/Traffic Calming	175,000

*This higher C-E limit is for projects that install electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities.

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - a. **Public agencies** are eligible to apply for all project categories.
 - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2020. For purposes of this policy, "commence" means a tangible preparatory action taken in connection with the project's operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. "Commence" includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #33, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance

audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.
12. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Reserved.**
14. **Cost of Developing Proposals:** The costs to prepare grant applications are not eligible.

USE OF TFCA FUNDS

15. **Combined Funds:** TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, County Program Manager-funded projects may be combined with funds that do not require emissions reductions for funding eligibility.
16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.

18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19. Reserved.

20. Reserved.

21. Reserved.

ELIGIBLE PROJECT CATEGORIES

22. Alternative Fuel Light-Duty Vehicles:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. Vehicles must be new (model year 2019 or newer), and have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.
- b. Vehicles must be:
 - i. hybrid-electric, electric, or fuel cell vehicles that are approved by the California Air Resources Board (CARB) for on-road use
 - ii. neighborhood electric vehicles (NEV) as defined in the California Vehicle Code.
- c. Vehicles must be maintained and operated within the Air District's jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas, and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

23. **Reserved.**

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Vehicles must be new (model year 2019 or newer), and either have a GVWR greater than 14,000 lbs or are classified as urban buses.
- b. Vehicles must be hybrid-electric, electric, or hydrogen fuel cell vehicles approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District's jurisdiction.

- d. The amount of TFCA funds awarded may not exceed 90% of the project's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

25. **On-Road Goods Movement Truck and Bus Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks and buses that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA) with new or used trucks and buses that have an engine certified to the 2010 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. The existing truck(s) or bus(es) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.

26. **Alternative Fuel Infrastructure:**

Eligibility: Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (i.e., electric vehicle, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs. Projects that include installation of charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities qualify for funding at a higher cost-effectiveness limit (see Policy #2).

27. **Existing Ridesharing Services:** The project will provide carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the grantee are not eligible.

28. **Existing Shuttle/Feeder Bus Service:**

These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location.
- b. The service's schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.

- c. The service must be available for use by all members of the public.
- d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination.
- e. Reserved.
- f. Grantees must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- g. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. Pilot Projects:

a. Pilot Shuttle/Feeder Bus Service Projects:

These projects are new shuttle/feeder bus service routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Provide data and other evidence demonstrating the public’s need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
- ii. Provide written documentation of plans for financing the service in the future;
- iii. Provide a letter from the local transit agency denying service to the project’s proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider’s evaluation of the need for the shuttle service to the proposed area.
- iv. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:

1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
 2. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and
 2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

b. Pilot Trip Reduction:

The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation:

- i. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;
- iii. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining or require minimal public funds to maintain its operation by the end of the third year;
- iv. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

30. Bicycle Projects:

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- a. Class I Bikeway (bike path), new or upgrade improvement from Class II or Class III bikeway;
- b. New Class II Bikeway (bike lane);
- c. New Class III Bikeway (bike route);
- d. Class IV Bikeway (separated bikeway), new or upgrade improvement from Class II or Class III bikeway;
- e. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- f. Electronic bicycle lockers;
- g. Capital costs for attended bicycle storage facilities; and
- h. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

31. Bike Share:

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all of the following conditions:

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
 - i. Projects that do not require membership or any fees for use, or
 - ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.
 - iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2020 TFCA funds to pay for up to five years of operations.

32. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and

transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

33. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by designing and improving safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 4, 2019

TO: Programs and Projects Committee

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority

Recommendation

It is recommended that the Commission approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority (Second Amended and Restated JPA).

Summary

In fiscal year 2017-18, Meyers, Nave, Riback, Silver & Wilson, PLC (Meyers Nave) took over the general counsel responsibilities for the I-680 Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). As such, they were tasked with the review and editing of Sunol JPA historical governance documents, including the Amended and Restated Joint Powers Agreement (JPA) and the Administrative Code to ensure Alameda CTC compliance with requirements and accuracy with how the carpool lane operates today. The Administrative Code contains language that is dependent upon items in the JPA, so amendments to the JPA must be approved first. The suggested edits in the Second Amended and Restated JPA mostly contains clean up and administrative changes which will allow the Sunol JPA to continue to operate within its area of authority. The most significant change is in section 9. FUNDING, where the prorated basis in which shortfalls in operational costs or other unfunded obligations will be assessed was changed to 90 percent for Alameda CTC and 10 percent for VTA, from 80 percent for Alameda CTC and 20 percent for VTA. This change was necessary to better reflect the percentage of lane miles that will be located in Santa Clara County once the I-680 Express Lanes project is fully built end-to-end.

Background

Meyers Nave completed an administrative review of both the JPA and the Administrative Code for the Sunol JPA some time ago, however, amendments to the JPA must be approved by both the Santa Clara Valley Transportation Authority (VTA) Board and the Alameda County Transportation Commission (Commission). This amendment is the second amendment to the JPA. The first amendment was approved by the Commission in June 2011 and reflected statutory changes with the development to operations of the southbound I-680 Express Lane. Since the first amendment took some time to go before the VTA board for approval, staff thought it would be best to wait for the VTA approval to occur before bringing the Second Amended and Restated JPA to the Commission for approval. The VTA Board approved the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority at their January 10, 2019 board meeting.

Fiscal Impact: There is no significant fiscal impact related to the approval of this Second Amended and Restated Joint Powers Agreement.

Attachment:

- A. Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority

**SECOND AMENDED AND RESTATED
JOINT POWERS AGREEMENT
ESTABLISHING
THE SUNOL SMART CARPOOL LANE JOINT POWERS AUTHORITY**

INTRODUCTION

This Second Amended and Restated Joint Powers Agreement (“Agreement”) is made and entered into in the State of California as of _____, 2019-2016 (“Effective Date”), by and among the following public agencies (“Member Agencies”) that are parties to this Agreement:

- (a) Alameda County Transportation Commission (“Alameda CTC” or
“Managing Agency”)
- (b) Santa Clara Valley Transportation Authority (“VTA”)

RECITALS

WHEREAS the parties to this Amended and Restated Agreement recognize the need under Section 149.5 of the Streets and Highways Code of the State of California for a joint powers agency to plan, design, construct and administer the operation of a value pricing high-occupancy vehicle program on the Sunol Grade segment of Interstate/State Highway Route 680 (“I-680”) between the interchange with Alcosta Boulevard in the City of Dublin in Alameda County and State Route 237 (Calaveras Boulevard) in the City of Milpitas in Santa Clara County;

WHEREAS this Second Amended and Restated Agreement is intended to and shall replace and supersede in its entirety the Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority dated ~~February 23, 2006~~ June 23, 2016 (the “Original-First Amended Agreement”);

WHEREAS each party to this Agreement is authorized to contract with the others for the joint exercise of any common power under the Joint Powers Act, Article 1, Chapter 5, Division 7, Title I of the Government Code of the State of California; and

NOW THEREFORE, in consideration of the recitals and the rights, duties and covenants set forth herein, the parties to this Agreement agree to the following:

1. CREATION AND CONTINUATION OF THE AUTHORITY

The Sunol Smart Carpool Lane Joint Powers Authority (also known as the “I-680 Express Lane JPA,” and referenced herein as the “Authority”), which shall constitute a public entity separate and apart from either Member Agency, was created and established by the original Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority dated February 23, 2006 (“Original Agreement”), which Original Agreement was superseded and replaced by the First Amended Agreement. From and after the Effective Date,

the Authority shall be governed by the terms of this Agreement and by any rules and regulations passed and adopted by its Governing Board.

The Executive Director of the Authority shall cause to be filed a notice of the amendment and restatement of the ~~Original~~**First Amended** Agreement by this Agreement with the office of the Secretary of State within 30 days after its effective date, as required by Section 6503.5 of the Joint Powers Act.

2. PURPOSE

It is the purpose of the Authority to advance the planning, design and construction, and then to administer the operation of a value pricing high-occupancy vehicle program on the Sunol Grade segment of I-680 in Alameda and Santa Clara Counties (the “Project” or the “I-680 Express Lane”) in the I-680 Express Lane Corridor as defined herein, and to adopt and administer an Expenditure Plan for the use of the net revenue generated by the Project.

3. PROJECT BOUNDARIES

The I-680 Express Lane Corridor extends on I-680 from the interchange of Alcosta Boulevard in the City of Dublin in Alameda County to State Route 237 (Calaveras Boulevard) in the city of Milpitas in Santa Clara County (the “Project Corridor” or “I-680 Express Lane Corridor”).

The Project Corridor is split into two sections: The 14-mile long southern section spans approximately 11.7 miles in Alameda County and 2.3 miles in Santa Clara County between State Route 84 in Alameda County and State Route 237 in Santa Clara County. The northern section spans approximately 10 miles between Alcosta Boulevard and State Route 84, all within Alameda County. In Alameda County, the cities or county areas that are in the Project Corridor or that are directly benefited by the Project are Dublin, Livermore, Pleasanton, Fremont, and the unincorporated areas of Alameda County in the immediate vicinity of these cities and I-680. In Santa Clara County, the cities or county areas that are in the Project Corridor or that are directly benefited by the Project are Milpitas and San Jose, and the unincorporated areas of Santa Clara County in the immediate vicinity of these cities and I-680.

4. EFFECTIVE DATE/TERM

This Agreement shall become effective upon approval by the governing board of the Member Agency that last approves the Agreement, which date shall be reflected in the introductory paragraph of this Agreement. The term of this Agreement shall commence on the Effective Date and continue unless and until terminated pursuant to Section 14 below.

5. FUNCTIONS AND RESPONSIBILITIES OF THE AUTHORITY

The Authority shall have the following functions and responsibilities:

5.1 Prepare, adopt, revise, amend, administer and implement the Authority’s Administrative Code, which is the separate document adopted by the Governing Board of the Authority from time to time as may be needed, that outlines, among other things, the

organizational structure of the Authority, the duties and powers of the Executive Director of the Authority who shall be hired by the Governing Board, the conduct of Authority meetings, and stipulates the delegation of power and authority to carry out the business and operations of the Authority.

5.2 Prepare, adopt, revise, amend, administer and implement the annual Budget, which is the separate document adopted annually by the Governing Board of the Authority that sets forth the annual expenses and revenues for Project administration, operations, maintenance and capital projects. The Budget shall consist of a capital budget and an operating budget.

5.3 Prepare, adopt, revise, amend, administer and implement an “Expenditure Plan,” which shall allocate all net revenue generated by the Project that remains after payment of direct expenses pursuant to Section 9.2 to transportation projects and/or programs within the Project Corridor pursuant to Section 9.3. The Expenditure Plan shall be adopted biennially and may be revised from time to time as may be needed by the Governing Board of the Authority.

5.4 Establish, and review from time to time, the fee (toll) structure for the use of the I-680 Express Lane.

5.5 Establish and review the appropriate traffic flow guidelines for the I-680 Express Lane Corridor to ensure optimal use of the express lanes by high-occupancy vehicles at level of service C, or level of service D with approval by the California Department of Transportation, and as otherwise provided in Section 149.5(b) of the Streets and Highways Code of the State of California.

5.6 Coordinate transportation planning and programming with Alameda CTC and VTA for the purposes of the Project.

5.7 Approve, adopt, revise and amend required reports to the California State Legislature.

5.8 Assess Member Agencies for shortfalls in operational costs or other unfunded obligations pursuant to Section 9.1.

5.9 Seek state and federal funding for the construction, administration, and operation of the Project, and other duties described in this Agreement.

5.10 Other functions and responsibilities as may be added by amendments to this Agreement pursuant to Section 16.

5.11 Other functions and responsibilities that are consistent with the purpose, objectives, functions and responsibilities described in this Agreement or are imposed or allowed by state or federal law.

6. POWERS OF THE AUTHORITY

As may be necessary for the accomplishment of the purposes of the Agreement and the functions and responsibilities of the Authority, the Authority shall have the power in its own name to undertake the following:

6.1 To make and enter into any and all contracts to accomplish the purpose and function of the Authority.

6.2 To employ or contract for the services of agents, employees, consultants, and such other persons or firms as it deems necessary.

6.3 To contract for any and all services deemed necessary to meet the purposes of the Authority.

6.4 To make plans and conduct studies and to review, recommend or adopt revisions or amendments thereto to the extent allowed by law.

6.5 To acquire by lease, purchase or lease-purchase, and to hold and dispose of any and all real and personal property necessary to carry out the purposes of this Agreement.

6.6 To construct, manage and maintain facilities and services, or enter into contracts for construction, management and maintenance of facilities and services.

6.7 To sue and be sued in its own name.

6.8 To incur debts, liabilities and obligations; however, the debts, liabilities and obligations of the Authority shall not constitute any debt, liability or obligation of any of the Member Agencies which are parties to this Agreement.

6.9 To issue bonds, refunding bonds, or bond anticipation notes, at any time to finance construction and construction-related expenditures of the Project and other projects in the Expenditure Plan, pursuant to and in compliance with Section 149.5(f) of the Streets and Highways Code of the State of California.

6.10 To apply for and accept grants for financial aid pursuant to any applicable state or federal statutes.

6.11 To adopt, as authorized by law, ordinances or resolutions necessary to carry out the purposes of this Agreement.

6.12 To seek state and federal or other funding to defray the cost of the design, construction, administration and operation of projects in the Project Corridor.

6.116.13 To the extent not set forth herein and in Section 149.5 of the Streets and Highways Code of the State of California, the Authority may exercise any and all powers granted to VTA, under Article 5 of Chapter 5 of Part 12 of the California Public Utilities Code, commencing with section 100160, and is subject to the restrictions imposed upon VTA by California ~~Statutes~~ statutes to the extent such restrictions apply to the activities of the Authority.

7. GOVERNING BOARD OF THE AUTHORITY

7.1 Members of the Governing Board

All powers of the Authority shall be exercised by a five member Governing Board. The Governing Board shall be composed as follows:

- (a) Four representatives of Alameda CTC;
- (b) One representative of VTA.

7.2 Selection of Members

(a) Members of the Governing Board shall be selected by the Boards of each respective Member Agency using the following criteria:

(i) Alameda CTC shall select its Members of the Governing Board of the Authority from elected officials who represent jurisdictions within the Project Corridor, or jurisdictions that will benefit from the Project, but Members of the Governing Board need not be members of the governing board of Alameda CTC;

(ii) VTA shall select its Members of the Governing Board of the Authority from members or alternate members of its governing board.

(b) The California Department of Transportation may designate one person who shall be entitled to receive all notices sent to Members and to participate in all Board Meetings and discussions, but who shall not be entitled to vote or hold office.

(c) Each Board Member shall hold office from the first meeting of the Authority after his or her appointment until a successor is appointed, or until the date such Board Member no longer serves as an elected official representing a jurisdiction in the Project Corridor or a jurisdiction that will otherwise benefit from the Project, whichever date is first. Each Board Member shall serve at the pleasure of the appointing Member Agency.

(d) Alternate Members of the Governing Board shall be selected by the boards of each respective Member Agency using the criteria outlined above in a manner determined by their respective Boards. Such Alternate Members may serve in the event that the appointed Governing Board Member is unable to attend a Board Meeting.

7.3 Officers of the Governing Board

The Governing Board shall elect a Chair and a Vice-Chair from among its Board Members at its first meeting. Thereafter at the first meeting held in each succeeding calendar year, or as otherwise determined by the Board in its discretion, the Authority shall elect its Chair and Vice-Chair for that year. If the Chair or Vice-Chair so elected ceases to be a member of the Governing Board, the resulting vacancy shall be filled at the next meeting of the Authority held after each vacancy occurs. In the absence or inability of the Chair to act, the Vice-Chair shall act

as Chair. The Chair, or in his or her absence, the Vice-Chair, shall preside at and conduct all meetings of the Authority.

7.4 Appointment of Treasurer

Pursuant to Sections 6505.5 and 6505.6 of the Government Code of the State of California, the Governing Board shall designate as Treasurer of the Authority one who is either Treasurer of any Member Agency, or a certified public accountant, or an employee of the Authority ~~or of the Managing Agency~~. The appointed Treasurer shall serve until the Authority designates a different Treasurer. If the Treasurer so appointed becomes ineligible or ceases to be able to perform his or her duties, the resulting vacancy shall be filled at the next meeting of the Authority held after each vacancy occurs. The roles and responsibilities of the Managing Agency are set forth in Section 89 below, and in the Administrative Code. The Treasurer is required to perform the functions specified in Section 11 below and in the Administrative Code.

7.5 Appointment of Auditor/Controller

Pursuant to Sections 6505.5 and 6505.6 of the Government Code of the State of California, the Governing Board shall designate from the same agency as the Treasurer an Auditor/Controller at its first meeting.

However, if a certified public accountant has been designated as Treasurer of the Authority, the Governing Board shall designate from the auditors of the Member Agencies an Auditor/Controller for the Authority at its first meeting. The Authority may also designate one of its officers or employees ~~or an employee of the Managing Agency as Auditor/Controller~~.

~~Thereafter at the first meeting held in each succeeding calendar year, the Governing Board shall elect its Auditor/Controller for that year pursuant to these requirements. The appointed Auditor/Controller shall serve until the Authority designates a different Auditor/Controller. If the Auditor/Controller becomes ineligible or ceases to be able to perform his or her duties, the resulting vacancy shall be filled at the next meeting of the Authority held after such vacancy occurs.~~

7.6 Appointment of Secretary

The Governing Board shall designate a Secretary at its first meeting and that Secretary shall serve until the Authority designates a different Secretary. If the Secretary so elected becomes ineligible or ceases to be able to perform his or her duties, the resulting vacancy shall be filled at the next meeting of the Authority held after each vacancy occurs. The Secretary may be an employee of the Authority or of the Managing Agency.

7.7 Meetings of the Governing Board

(a) Regular Meetings

The Governing Board shall establish a schedule for its regular meetings provided that it shall hold at least one regular meeting in each quarter of each year and such further meetings as may be reasonable depending on the pressure of business.

(b) Special Meetings

Special meetings of the Governing Board may be called by the Governing Board, Chair, Vice-Chair, or Executive Director of the Authority in accordance with the provisions of law.

(c) Notice of Meetings

All meetings of the Governing Board shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act, commencing with Section 54950 of the Government Code of the State of California.

(d) Teleconferenced Meetings

Pursuant to Section 54953 of the Government Code of the State of California, meetings may be held when one or more members of the Governing Board attend telephonically, provided that the teleconferenced meeting or proceeding shall comply with all requirements of the Ralph M. Brown Act and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding. All votes taken during a teleconferenced meeting shall be by roll call. If the Governing Board elects to use teleconferencing, it shall post agendas at all teleconference locations and conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the Governing Board. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the Governing Board shall participate from locations within the boundaries of the territory over which the Member Agencies exercise jurisdiction. The agenda shall provide an opportunity for members of the public to address the Governing Board directly pursuant to Section 54954.3 of the Government Code of the State of California at each teleconference location. For the purposes of this section, "teleconference" means a meeting of the Governing Board, the members of which are in different locations, connected by electronic means, through either audio or video, or both. Nothing in this section shall prohibit the Authority from providing the public with additional teleconference locations.

(e) Quorum

A majority of Members shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn for lack of quorum. A minimum of 3 votes of the Governing Board is required to take action.

(f) Reimbursement For Expense of Meeting

The Governing Board is authorized to fix a reasonable sum to be paid to Members for their attendance of Governing Board Meetings. Such compensation shall be for mileage and other incidental costs associated with meeting attendance.

(g) Minutes

The Secretary of the Governing Board shall cause minutes of all meetings to be kept, and shall, after each meeting, cause a copy of the minutes to be forwarded to each Board Member of the Authority.

8. MANAGING AGENCY

While the Authority will oversee the implementation of the Project, the support of the Member Agencies is required. Therefore:

8.1 Alameda CTC, ~~as successor to the Alameda County Congestion Management Agency~~, shall continue to serve as the Managing Agency for the Project on behalf of the Authority.

8.2 The roles and relationships between the Managing Agency and the Authority shall be set forth in this Agreement and as further described in an Administrative Code, which shall be adopted by the Governing Board. The Managing Agency, together with the Executive Director, shall work in cooperation with the Member Agencies and endeavor to achieve consensus on Authority issues and matters that go before the Governing Board. If consensus cannot be reached, the Managing Agency, together with the Executive Director, shall prepare a report to the Governing Board that reflects the position of each Member Agency.

The Managing Agency shall have the following authority and responsibilities under the direction of the Governing Board, a portion of which could be delegated to the Executive Director:

(a) Prepare or oversee the production of items required for Governing Board approval, including:

(i) The Administrative Code, which shall be updated or otherwise amended from time to time as necessary;

(ii) The Budget, a draft of which shall be submitted to the Governing Board at least three months prior to the first fiscal year of operation of the Project, and thereafter submitted annually by June 1, at least one month prior to the start of each new fiscal year;

(iii) Two-year Expenditure Plan, a draft of which shall be submitted to the Governing Board at least three months prior to the first fiscal year of operation of the Project, and thereafter submitted biennially by April 1 to the Governing Board;

(iv) Annual Audit pursuant to Section 6505 of the Government Code of the State of California;

(v) Annual Report to the Governing Board and the Member Agencies;

(vi) Project Report to the California State Legislature pursuant to Section 149.5(f) of the Streets and Highways Code of the State of California;

(b) Execute and administer agreements and contracts on behalf of the Authority for the construction, administration, operation and maintenance of the Project.

(c) File grant applications or submit requests for funding of the construction, administration and operation of the Project.

(d) Manage, implement and administer grants related to the Project.

(e) Prepare and submit to the Governing Board reports quarterly, or more frequently as requested by the Governing Board, comparing the actual expenses and revenues to the Budget.

(f) Report regularly to the staff of the Member Agencies and the Governing Board regarding issues that affect the Authority and the Project.

(g) Coordinate the development of the Governing Board agendas and staff reports with the staff of the Member Agencies prior to mailing.

(h) Provide information and support to Member Agencies for satisfying the requirements of local funding sources.

(i) Provide and manage all personnel utilized in providing or supporting the Project, and manage all contracts for professional services consistent with the Administrative Code as defined in Section 5.1.

(j) Pay all invoices properly charged to the Authority, if within and in accordance with the adopted Budget.

(k) Assess Member Agencies for shortfalls in operational costs or other unfunded obligations pursuant to Sections 5.8 and 9.1.

8.3 The Authority shall compensate the Managing Agency for its management services pursuant to the limitation of the Budget; however, the Member Agency serving as the Managing Agency shall not be entitled to compensation for its activities in representing that Member Agency on the Governing Board, except as set forth in Section 7.7(f).

9. FUNDING

9.1 In addition to any funds derived from grants as provided in this Agreement, the Member Agencies will contribute the funds necessary to carry out the purposes and powers of the Authority as follows: All shortfalls in operational costs or other unfunded obligations ~~in the northern section shall be assessed to Alameda CTC. Any shortfalls in~~

~~operational costs or other unfunded obligations in the southern section~~ will be assessed on a pro-rated basis, with ~~eighty ninety~~ percent (~~980~~%) assessed to Alameda CTC and ~~tenttwenty~~ percent (~~120~~%) assessed to VTA.

9.2 Any revenues generated from the Project shall be available to the Authority for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the Project. As required by Section 149.5 of the Streets and Highways Code of the State of California, the administrative expenses of the Authority shall not exceed 3 percent of the revenues.

9.3 All net revenue generated by the Project that remains after payment of direct expenses pursuant to Section 9.2 shall be allocated to projects and/or programs pursuant to an Expenditure Plan adopted biennially by the Authority for transportation purposes within the Project Corridor. The net revenues shall, over the term of the Expenditure Plan, generally be allocated in the proportions of express lane project lane miles within the Alameda and Santa Clara Counties. The Expenditure Plan may include, but is not limited to, funding for the following:

(a) The construction of high-occupancy vehicle facilities, including the design, preconstruction, construction, and other related costs of a northbound Interstate 680 Express Lane project in the southern section.

(b) The construction of high-occupancy vehicle facilities, including the design, preconstruction, construction, and other related costs of northbound and/or southbound Interstate 680 Express Lane projects on the northern section.

(c) Transit capital and operations that directly serve the I-680 Express Lane Corridor.

10. BUDGET

The Governing Board shall adopt a final Budget prior to the start of each fiscal year beginning with the first fiscal year of operation of the Project. The fiscal year shall begin July 1 of each year and shall include the following June 30. The Budget shall include separate components for administrative, operations, and capital costs anticipated to be incurred by the Authority during the fiscal year. No funding or financial obligations shall be created against any Member Agency solely as a result of adopting an annual Budget.

11. AUDIT AND ACCOUNTING

Pursuant to the requirements of section 6505.5 of the Government Code of the State of California, the Treasurer is designated to be the depository and to have custody of all funds from whatever source, and to perform the following functions:

11.1 Receive and receipt for all money and place it in a bank account or other investment instrument approved by the Authority for the credit of the Authority.

11.2 Be responsible upon official bond for the safekeeping and disbursement of all Authority money so held.

11.3 Pay, when due, out of money of the Authority, all sums payable on outstanding bonds and coupons of the Authority.

11.4 Pay any sums due from Authority money, or any portion thereof, only upon warrants of the public office performing the functions of auditor or controller who has been so designated pursuant to this Agreement.

11.5 Verify and report to the Governing Board and to the Member Agencies in writing quarterly, or more frequently as requested by the Governing Board, the amount of money the Treasurer holds for the Authority, and the amount of receipts and the amounts paid out since the last report.

Pursuant to the requirements of section 6505.6 of the Government Code of the State of California, if the Governing Board appoints one of its officers or employees as either Treasurer or Auditor/Controller, the Treasurer or Auditor/Controller shall cause an independent audit to be made by a certified public accountant, or public accountant, in compliance with Section 6505 of the Government Code of the State of California.

The Authority shall provide for the accountability of all funds and shall provide for an annual independent audit.

12. LIABILITY OF AUTHORITY, OFFICERS AND EMPLOYEES

The debts, liabilities, and obligations of the Authority shall not be the debts, liabilities and obligations of the Member Agencies. The Governing Board Members, the Managing Agency, and officers, employees, and staff of the Authority ("Authority Representatives") shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. They shall not be liable for any mistakes of judgment or any other action made, taken or omitted by them in good faith, nor for any action with reasonable care, nor for loss incurred through investment of joint powers agency funds, or failure to invest. No Governing Board Member, nor any officers, employees or staff of either Member Agency, nor any Authority Representatives ~~officer or employee~~ shall be responsible for any action taken or omitted by any other Governing Board Member ~~director, officer, employee or staff of either Member Agency, nor any Authority Representatives. officer or employee~~. No ~~director=Governing Board Member, officer or employee nor any Authority Representatives~~ shall be required to give a bond or other security to guarantee the faithful performance of his or her duties pursuant to this Agreement. The Authority shall indemnify and hold harmless the Authority's individual Governing Board Members, its officers, ~~and~~ employees, and agents -and the Managing Agency, its officers, employees and agents, for any action taken lawfully and in good faith pursuant to this Agreement. Nothing in this section shall be construed to limit any defenses available to the Authority, its officers, employees, staff, Governing Board Members, or Member Agencies under any law, including the Government Tort Claims Act found in the Government Code of the State of California, commencing with section 830.

13. REPORT TO CALIFORNIA LEGISLATURE

As required by Section 149.5 of the Streets and Highways Code of the State of California, not later than three years after the Authority first collected revenues from the Project, the Authority presented a report to the California State Legislature on its findings, conclusions, and recommendations concerning the Project. The report included an analysis of the effect of the value pricing high-occupancy vehicle lanes on the adjacent mixed-flow lanes and any comments submitted by the California Department of Transportation and the Department of the California Highway Patrol regarding operation of the Project.

14. TERMINATION OF AGREEMENT BY AUTHORITY

If the Project is not successful as determined by the Governing Board, this Agreement may be terminated by a resolution approved by a four-fifths (4/5) vote of the Members of the Governing Board at a regularly noticed Governing Board meeting. Such termination will be effective on the date specified in the resolution of the Governing Board. In the event of a termination under this Section, the Authority and this Agreement will continue to exist for the purpose of restoring the Project Corridor to its pre-Project condition, and once the Project Corridor has been restored to its pre-Project condition, distributing any money or assets in possession of the Authority after the payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement, to the Member Agencies in proportion to their contributions determined as of the time of termination to be used for transit capital and operations that directly serve the I-680 Express Lane Corridor.

15. AMENDMENTS TO THE AGREEMENT

This Agreement may be further amended at any time by the ~~unanimous agreement~~ mutual consent and approval of the Boards of the Member Agencies.

16. ARBITRATION

In the event of a dispute between the Authority and its Member Agencies, or any one Member Agency, which those parties cannot satisfactorily resolve, the dispute shall be submitted to arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of the Authority and one arbitrator appointed by the Member Agencies with whom the dispute exists and the third member shall be appointed by mutual consent of the other two arbitrators. The arbitration panel shall resolve the dispute in accordance with the terms of this Agreement.

17. SUCCESSOR STATUTES

All statutes cited herein shall be deemed to include amendments and successor statutes to the cited statutes as they presently exist.

18. NOTICE

All notices, requests, payments and all other communications to be made or given under this Agreement shall be in writing and shall be deemed to have been duly given on the date of service if served personally, or on the second day after mailing if mailed to the party to whom notice is to be given, by first class mail, registered or certified, postage prepaid, and properly addressed as follows:

If to Alameda CTC:

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
Attn: Arthur L. Dao

If to VTA:

Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1906
Attn: ~~Carolyn Gonot~~ John Ristow

19. CONSTRUCTION: NUMBER, GENDER AND CAPTIONS

This Agreement has been executed in the State of California and shall be construed according to the law of the State of California. Numbers and gender as used herein shall be construed to include that number and/or gender which is appropriate in the context of the text in which either is included. Captions are included herein for the purposes of ease of reading and identification. Neither gender, number nor captions used herein shall be construed to alter the plain meaning of the text in which any or all of them appear.

20. EXECUTION IN COUNTERPART

The Agreement may be executed in one or more counterparts and may include multiple signature pages, all of which shall be deemed to be one instrument. Copies of this Agreement will be used in lieu of the original.

21. COMPLETE AGREEMENT

This Agreement constitutes the full and complete agreement of the parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by authorized officials indicated below.

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY

By: _____
ARTHUR L. DAO
Executive Director

By: _____
NURIA I. FERNANDEZ
General Manager

APPROVED AS TO FORM:

REVIEWED AS TO BUDGET/~~FINANCIAL~~
CONTROL

By: _____
General Counsel

By: _____
PATRICIA REAVEY
Deputy Executive Director of Finance and
- Administration

APPROVED AS TO FORM:

By: _____
~~Wendel, Rosen, Black & Dean LLP~~ Meyers,
Nave, Riback, Silver & Wilson, PLC
General Counsel



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 4, 2019

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: I-880 Southbound HOV Lane (PN 1376.001): Approval of Contract Amendment No. 1 to Professional Services Agreement A18-0035 with WMH Corporation (WMH)

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A18-0035 with WMH for an additional amount of \$205,000 for a total not-to-exceed amount of \$455,000 to provide design and support services during construction for replacement highway planting.

Summary

The I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project located in the City of San Leandro is an Alameda County Transportation Commission (Alameda CTC) project funded by the State of California Proposition 1B Transportation Bond Program approved by California voters in November 2006. At a total project cost of \$69.8 million, the South Segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. The South Segment Project was opened to the public in October 2015 and closeout for the mainline construction work has been completed. Project development is currently underway for the replacement highway planting work required during the project environmental approval process.

In April 2018, the Commission approved Professional Services Agreement (A18-0035) with WMH Corporation for a not-to-exceed amount of \$250,000 to provide design and support services during construction for replacement highway planting. This budget provided for concept plans at both the Davis St. and Marina Blvd. interchanges and full design and support during construction at the Davis St. Interchange. Design for replacement planting

at the Marina Blvd. Interchange was to be deferred until sufficient design and construction funds were available. The estimated budget for this work is \$2.0 million.

In December 2018, Caltrans accepted the closeout reports for the South Segment Project. As a result, a sufficient amount of previously allocated project funds were made available for the design and implementation of replacement planting at the Marina Blvd. Interchange.

Authorization of Amendment No. 1 to Professional Services Agreement No. A18-0035 with WMH for an additional amount of \$205,000 for a total not-to-exceed amount of \$455,000 will provide the resources necessary to provide additional design and design support during construction to implement replacement planting at the Marina Blvd. Interchange concurrent with the replacement planting at the Davis St. Interchange. A summary of all contract actions related to Agreement No. A18-0035 is provided in Table B.

Background

The I-880 Southbound HOV Lane – South Segment Project located in the City of San Leandro is an Alameda CTC project funded by the State of California Proposition 1B Prop 1B) Transportation Bond Program approved by California voters in November 2006. The South segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. WMH was initially selected through a competitive process in October 2008 to provide preliminary and final design services, and design support during construction for the South Segment Project.

The South Segment Project was opened to the public in October 2015. Drought and other issues such as suspended NEPA delegation delayed the start of the replacement planting design work. In September 2017, the estimated remaining South Segment funds were sufficient to prepare concept plans for the replacement planting project; however, only replacement planting at the Davis St. Interchange could proceed. The remaining work at the Marina Blvd. Interchange would be deferred until funding was identified.

In April 2018, the Commission authorized a new contract (A18-0035) with WMH to prepare a design for the replacement planting work and to provide design support during construction. Staff has been working with the City of San Leandro to finalize a concept plan for the replacement planting at the Davis St. Interchange.

In December 2018, Caltrans accepted the closeout reports for the South Segment Project. As a result, previously allocated funding for the project is now available to implement the replacement planting at the Marina Blvd. Interchange. The estimated cost to design and implement replacement planting at the Marina Blvd. Interchange through the 3-year plant establishment period is \$2.6 million. The estimated design services cost is \$205,000.

Staff has negotiated the contract amendment with WMH based on the level of effort anticipated to be required to conduct the additional work scope. The Project's funding

plan includes budget from Measure B, Measure BB, and CMA-TIP funds for this effort. WMH is a certified Alameda CTC small local business enterprise.

Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and the WMH. Table B summarizes the contract actions related to Agreement No. A18-0035.

<u>Table B: Summary of Agreement No. A18-0035</u>			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with WMH (A18-0035) <i>April 2018</i>	Professional design and support services during construction for replacement highway planting (Davis St. Interchange)	N/A	\$250,000
<i>Proposed Amendment No. 1</i> <i>February 2019 – (This Agenda Item)</i>	Provide additional budget and additional time to complete the project (Marina Blvd. and Davis St.)	\$205,000	\$455,000
Total Amended Contract Not-to-Exceed Amount			\$455,000

The project funding plan for the South Segment Project includes State Prop 1B funds, and various local contributions including Measure B, Measure BB, CMA-TIP, and City of San Leandro funds. All project funds have been allocated by the Commission to complete the project. The proposed professional services agreement work would be funded by funds previously allocated to the project: \$172,000 Measure BB, \$43,000 of San Leandro funds, \$140,000 ACTIA, and \$100,000 CMA-TIP for a total value of \$455,000.

Levine Act Statement: WMH did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of an additional \$205,000 in previously allocated Measure BB, Measure B, and CMA TIP funds. This amount is included in the Project's funding plan and upon approval, budget will be reflected in the Alameda CTC's FY 2018-2019 Capital Program Budget.

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