



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
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Supervisor Wilma Chan, District 3
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Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujjoka

City of Pleasanton
Mayor Jerry Thome

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, November 9, 2015, 12:00 p.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

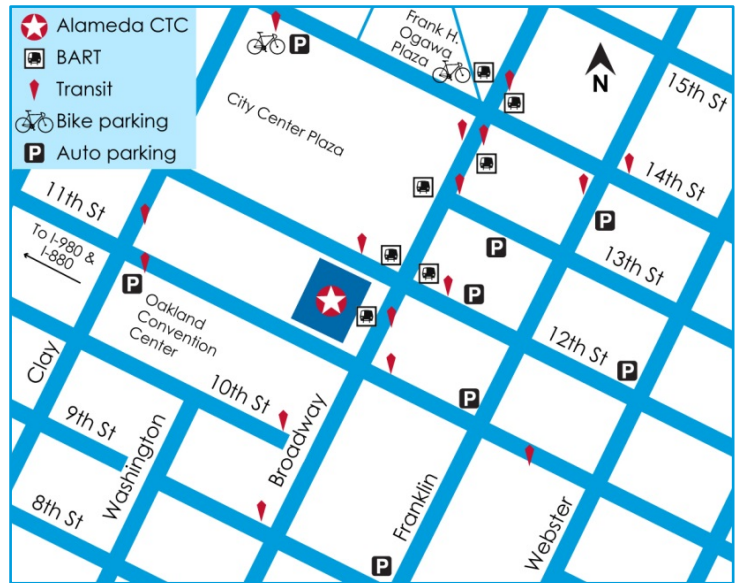
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Programs and Projects Committee Meeting Agenda

Monday, November 9, 2015, 12 p.m.

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

1. Pledge of Allegiance

Chair: Mayor Bill Harrison, City of Fremont

Vice Chair: Carol Dutra-Vernaci, Union City

Commissioners: Pauline Cutter, Luis Freitas, Nate Miley, Laurie Capitelli, Barbara Halliday

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Staff Liaison: James O'Brien

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

2. Roll Call

3. Public Comment

4. Consent Calendar

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|------|---|---|---|
| 4.1. | PPC Meeting Minutes: Approval of the October 12, 2015 Meeting Minutes | 1 | A |
| 4.2. | California Transportation Commission October 2015 Meeting Summary | 5 | I |

5. Programs and Projects

- | | | | |
|------|--|----|---|
| 5.1. | Alameda CTC Timely Use of Funds Policies: Approval of the Timely Use of Funds Policies for Direct Local Distributions | 11 | A |
| 5.2. | Webster Street SMART Corridor Project (PN 740.0): Completion of System Integration): Approval to Execute Funding Agreement with the City of Alameda for Completion of System Integration | 15 | A |
| 5.3. | I-680 Sunol Northbound Express Lane Project (PN 1369.000): Approval of Funding for the I-680 Northbound Express Lane Project Including the Southbound Express Lane Conversion | 17 | A |

6. Staff Reports (Verbal)

7. Committee Member Reports

8. Adjournment

Next Meeting: January 11, 2016

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

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Programs and Projects Committee
Meeting Minutes
Monday, October 12, 2015, 12 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 Freitas and Commissioner Miley.

Commissioner Peixoto was present as an alternate for Commissioner Halliday.

Subsequent to the roll call

Commissioner Miley arrived during item 5.1

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. PPC Meeting Minutes: Approval of the July 13, 2015 Meeting Minutes

Commissioner Dutra moved to approve the Consent Calendar. Commissioner Cutter seconded the motion. The motion passed unanimously (Freitas absent).

5. Programs and Projects

5.1. Transportation Fund for Clean Air (TFCA) FY 2015-16 Program: Approval of the FY 2015-16 TFCA Program

Vivek Bhat recommended that the Commission approve the TFCA FY 2015-16 Program. He stated that a total of \$2.038 million of TFCA funding is available for FY 2015-16 and the Alameda CTC is required to provide a Commission-approved program of projects to the Air District by November 6, 2015. Vivek concluded by stating that the Alameda CTC will then enter into project-specific funding agreements with project sponsors and once a funding agreement is executed, eligible project costs as of July 1, 2015 will be eligible for reimbursement.

Commissioner Dutra-Vernaci asked why Bayfair BART was included in the UnionCity allocation. Vivek stated that the project runs across multiple jurisdictions and was included in all jurisdictions that it crosses.

Commissioner Dutra-Vernanci asked if the Guaranteed Ride home program was widely utilized. Tess Lengyel stated that the program is used as a safety net or an insurance program and staff is working on the amount of employers who sign up to use the program.

Commissioner Haggerty asked if the agency notified sponsors that didn't receive the full amount of requested funding. Vivek stated that the project sponsors were notified at the ACTAC meeting and they all committed to completed the projects

that were not fully funded by TFCA funds.

Commissioner Kaplan moved to approve this item. Commissioner Dutra-Vernanci seconded the motion. The motion passed unanimously (Freitas absent).

5.2. Affordable Student Transit Pass Program Update: Approval of Professional Services Agreement R16-0003 with Nelson\Nygaard Consulting Associates, Inc. to Provide Services for Development of a Pilot for the Program

Tess Lengyel recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement R16-0003 with Nelson\Nygaard Consulting Associates, Inc. to provide services for the development of a pilot for the Affordable Student Transit Pass program. She stated that the approval includes \$600,000 for direct services from Nelson\Nygaard to develop and implement the pilot program for three years and perform evaluation and reporting on the project as part of Tasks 1-6 as described in the scope of services. The \$1.4 million would be available for direct costs associated with technology, purchase of transit passes, or other direct expenses to deliver the transit pass program expeditiously to start in the 2016-17 school year. The \$1.4 million may only be used if explicitly authorized in writing by Alameda CTC. Tess stated that the estimated overall duration to develop, implement, and evaluate the pilot program is 4 years and includes pre-development, actual implementation for three full years and a final report that includes recommendations on how to make a student transit pass program viable countywide.

Commissioner Capitelli asked if Nelson Nygaard was specifically contracted to research only the student transit program. Tess reviewed the scope of work for the contract and stated that there will be four model programs developed in each area of the county. They will look at the specific needs of each area based on the four model programs.

Commissioner Harrison asked if the 2-million dollars was for the entire three years of the program. Tess stated that the 2-million dollars was to initiate the program with the idea that staff would come back to the Commission requesting additional funding if needed as a result of the pilot programs.

Commissioner Miley asked if there were any program models in other parts of the country that staff could use as a resource when developing the Alameda County pilot. Tess stated that there are models that staff has been researching to identify best practices.

Commissioner Kaplan moved to approve the item with the option that the program is eligible to include non-transit programs such as crossing guards and one pilot program will test a free and universal pass. Commissioner Harrison seconded the motion. The motion passed unanimously (Freitas absent).

5.3. I-80 Integrated Corridor Mobility Project No. 2 (PN 1387.002): Approval of Construction Contract Acceptance through Adoption of Resolution 15-007

Connie recommended that the Commission adopt Alameda CTC Resolution 15-007 which authorizes the Executive Director to accept the completed construction contract pending submittal of closeout documents with Telegra, Inc. for the I-80 ICM Project #2 – Specialty Material Procurement. She stated that the project contract was completed within the allocated budget for construction including contingencies and there are no financial impacts to the approved Alameda CTC budget due to these actions.

Commissioner Capitelli asked when the system is scheduled to go live. Art stated that this corridor will be up and operating in late November 2015.

Commissioner Kaplan moved to approve this item. Commissioner Cutter seconded the motion. The motion passed unanimously (Freitas absent).

5.4. Approval of Administrative Amendments to Various Project Agreements (A09-0022, A13-0063, 10R301000).

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments. There is no significant fiscal impact to the Alameda CTC budget due to this item.

Commissioner Kaplan moved to approve this item. Commissioner Cutter seconded the motion. The motion passed unanimously (Freitas absent).

5.5. I-680 Northbound Express Lane (1369.000): Contract Amendment to the Professional Services Agreement (Agreement No. A11-0034) with WMH Corporation

Gary Sidhu recommended that the Commission Authorize the Executive Director to execute Amendment No. 4, to Professional Services Agreement No. A11-0034 with WMH Corporation for an additional \$200,000 for a total not-to-exceed amount of \$7,261,366 to provide services to complete an optional task. This optional task will allow WMH to complete the necessary work for geometric approval of design while a design contract with WMH is being executed. This request is revenue neutral. The amount requested in this amendment will be deducted from the budget approved for design services contract (A15-0035) at the July 2015 Commission meeting.

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

6. Committee Members

There were no committee member reports.

7. Staff Reports

There were no staff reports.

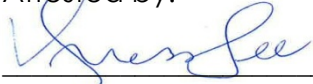
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, November 9, 2015 @12:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

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

DATE: November 2, 2015

SUBJECT: California Transportation Commission October 2015 Meeting Summary

RECOMMENDATION: Receive an update on the October 2015 California Transportation Commission Meeting.

Summary

The October 2015 California Transportation Commission (CTC) meeting was held in Oakland. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the meeting.

Background

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

The meeting began with the City of Oakland Mayor, Libby Schaff, providing opening remarks and welcoming the CTC commissioners to the Bay Region. Alameda CTC Executive Director, Art Dao's presentation "Promises Made, Promises Kept" included Alameda CTC's projects and programs implemented with Measure B funds and its association delivering the Proposition 1B funded projects within Alameda County. The presentation emphasized on how our partnership supports win-win solutions for regional, mega-regional and state investments in freight, highways, express lanes and transit.

Detailed below is a summary of the three agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the October 2015 CTC meeting (Attachment A).

1. 2015 Active Transportation Program (ATP)

CTC adopted the 2015 ATP Statewide (50%) and Small Urban & Rural (10%) components. The ATP, as articulated in SB 99 and AB 101, was signed into law on September 26, 2013. It replaced the existing system of small dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program ("Statewide Competitive ATP");
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

In summary, the CTC recommendations include:

- Statewide Component– ATP funds of \$179,922,000 for 87 projects valued at \$219,739,000, and
- Small Urban & Rural Component– ATP funds of \$35,525,000 for 27 projects valued at \$42,527,000

Outcome: CTC recommendation includes 2 projects in Alameda County for a total of approximately \$5.4 million.

1. City of Berkeley's 9th Street Bicycle Blvd Pathway Extension, Phase-2 → \$850K
2. City of Oakland's 19th Street BART to Lake Merritt Urban Greenway → \$4.5 million

2. Final Environmental Impact Report (FEIR)/ I-680 Express Lanes Project

CTC accepted the FEIR and approved Alameda CTC's I-680 Express lanes project for future consideration of funding.

Outcome: Construction work is estimated to begin fiscal year 2016-17.

3. Proposition 1B Trade Corridors Improvement Fund (TCIF)/ Cool Port Oakland Project

CTC approved TCIF program amendment to include the Northern California Trade Corridors Coalition (NCTCC) and Port of Oakland's Cool Port Oakland project and to program \$5 million of TCIF funds to the project. Since award savings in TCIF funds were realized in the Northern California Corridor, NCCTC and the Port propose to place TCIF savings on Segment 1 of this project with Segment 2 providing the additional match required. Segments 1 and 2 are estimated to cost \$8.605 million and \$82.7 million respectively, with a total project cost of \$91.305 million.

Outcome: Construction is expected to begin in April 2016.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. October 2015 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

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October 2015 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2015 Active Transportation Program (ATP)	Approve 2015 ATP Statewide (50%) and Small Urban & Rural (10%) components	Approved
Alameda CTC/ Caltrans	I-680 Express Lanes Project /Final Environmental Impact Report (FEIR)	Accept the FEIR and approve Alameda CTC's I-680 Express lanes project for future consideration of fundingt	Approved
Northern California Trade Corridors Coalition (NCTCC) and Port of Oakland	Trade Corridors Improvement Fund (TCIF)/ Cool Port Oakland Project	Approve TCIF program amendment to include the NCTCC and Port of Oakland's Cool Port Oakland project and program \$5 million of TCIF funds to the project	Approved

<http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015-10/00 ETA.pdf>

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Memorandum

5.1

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

DATE: November 2, 2015

SUBJECT: Timely Use of Funds Policies for Direct Local Distributions

RECOMMENDATION: Approve the Timely Use of Funds Policies for Direct Local Distributions.

Summary

The existing timely use of funds policies for Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) programs require all fund recipients to spend funds expeditiously or place funds into conditional fund reserves. This policy requires extraordinary recipient reporting and compliance monitoring that is beyond the industry practice for similar sales tax administration and revenue programs. Per the existing policies, recipients are required to provide annual compliance reports to Alameda CTC that identify the use of fund balances as annual expenditures or future fund reserves. Monitoring a recipient's compliance to the current policies requires complex analytics and tracking of multiple reserve types. The additional reporting for Measure BB DLDs will significantly increase future recipient reporting and monitoring.

Staff recommends the approval of proposed timely use of funds policies to replace the existing policies and improve efficiencies in recipient reporting process and compliance monitoring. The proposed policy states recipients may not carry a fiscal year ending fund balance greater than 40 percent of the DLD revenue received for that same fiscal year for four consecutive fiscal years. The proposed policies will apply to the fund balance for each DLD program i.e. Measure B, Measure BB, and VRF. Recipients out of compliance will be subject to a "Use It or Lose It Policy", which entails a forfeit of a subsequent year's distribution upon Commission approval.

The proposed policies provide a more effective and simplistic approach to achieve the intended purpose of a timely use of funds policy - to create accountability and encourage expeditious use of funds among the recipients. The new policy will be incorporated through new master agreements in Spring 2016.

Background

In April 2012 and June 2015, Measure B, Measure BB, and Vehicle Registration Fee recipients entered into Master Programs Funding Agreements (MPFAs) with the Alameda

CTC to be eligible to receive formula allocations of Direct Local Distribution (DLD) funds. The MPFA's existing timely use of funds requires all recipients to spend funds expeditiously or place funds into conditional fund reserves. Any funds not spent within the allotted time, including funds placed into fund reserves would be will be subject to rescission. Recipients report annually the uses of funds (balances and revenues) in the following categories:

1. Annual Planned Projects *(must be spent annually as planned)*
2. Capital Fund Reserve *(must be expended in four years of reserve establishment)*
3. Operations Fund Reserve *(revolving fund of up to 50 percent of annual revenues)*
4. Undesignated Fund Reserve *(revolving fund of up to 10 percent of annual revenues)*

The existing policy necessitates considerable reporting by recipients, and the subsequent tracking of multiple reserves and their commitments by the Alameda CTC to ensure program compliance. Each year, recipients designate funds to approximately 300 total separate fund reserve categories between the Measure B/VRF programs including a list of project specific expenditures. Alameda CTC monitors each allocation to verify reserves do not exceed their allowable capacities and expenditures are completed before the reserve window expires. The compliance reporting and monitoring effort is expected to increase considerably with the addition of Measure BB program funds.

Staff recommends the approval of the proposed timely use of funds policies to improve efficiencies in recipient reporting process and compliance monitoring (*Attachment A*). The proposed timely use of funds policies states recipients may not carry a fiscal year ending fund balance greater than 40 percent of the DLD revenue received for that same fiscal year for four consecutive fiscal years. A recipient that is determined out of compliance is subject to the "Use It or Lose It Policy", where the recipient's subsequent year's distribution may be rescinded and redistributed upon Commission approval. Alameda CTC will compare the recipient's annual ending fund balance to revenue received ratio to verify policy compliance. This data is already collected through mandatory financial statements and no additional reporting or analysis is required.

The proposed policy will streamline the implementation of the timely use of policies for the recipient and Alameda CTC by reducing the administrative burden associated with annual reporting and tracking reserves and project commitments. The proposed policies are consistent with the original policies' objectives - to maintain accountability and ensure expeditious use of funds. The proposed policies will be incorporated in new master agreements in spring 2016, and will replace the existing policies.

Fiscal Impact: There is no significant fiscal impact to result from the recommended action.

Attachments:

- A. Timely Use of Funds Policies

Staff Contact

[James O'Brien](#), Interim Deputy Director, Programming and Projects

[John Nguyen](#), Senior Transportation Planner



**Measure B/ Measure BB / Vehicle Registration Fee
Timely Use of Funds Policies**

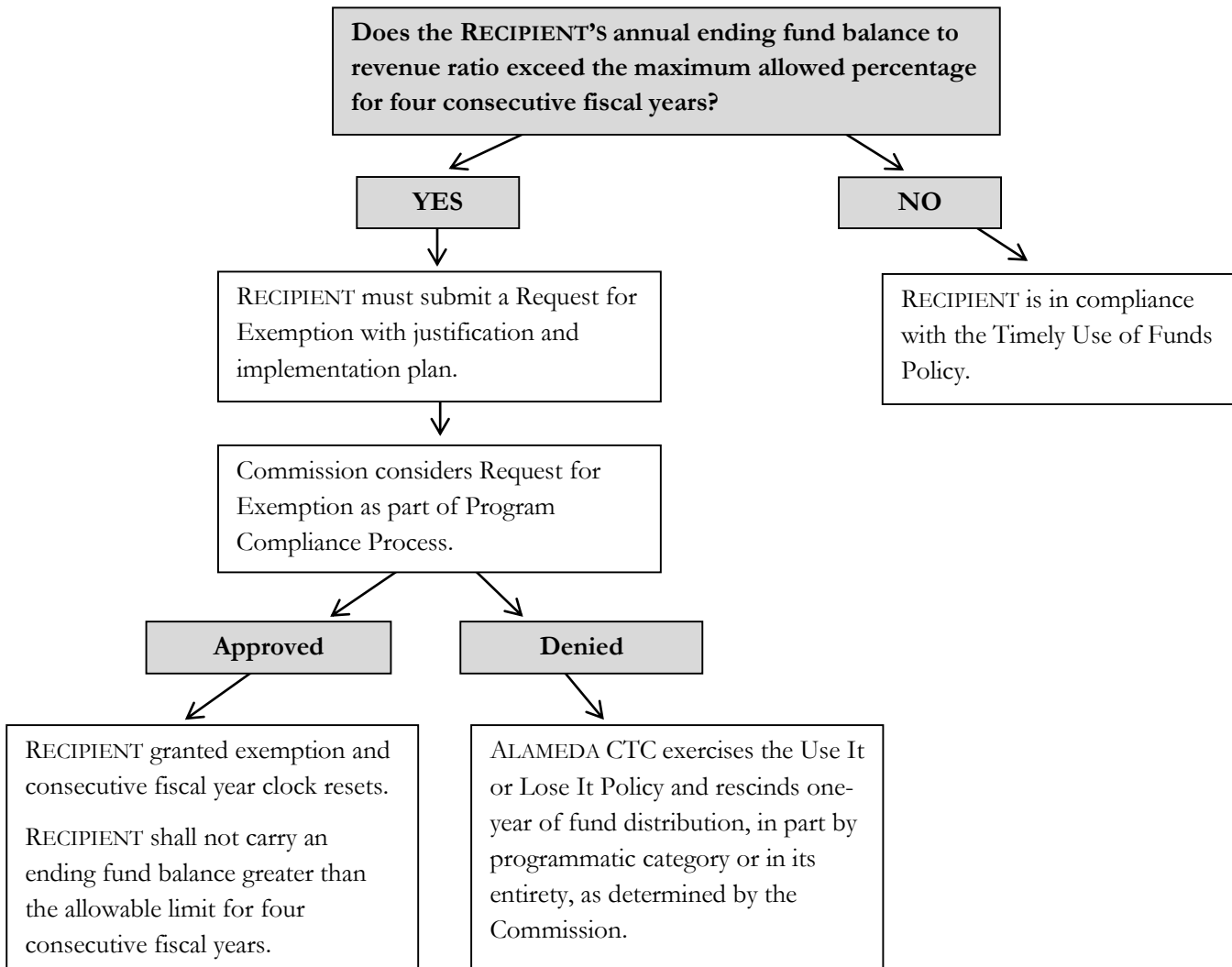
TIMELY USE OF FUNDS POLICY

INTENT: The intent of the Timely Use of Funds Policy is to encourage Measure B/Measure BB/Vehicle Registration Fee recipients to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

POLICY: RECIPIENT shall not carry a fiscal year ending fund balance greater than 40 percent of the Direct Local Distribution revenue received for that same fiscal year for four consecutive fiscal years, by funding program. Non-compliance with this policy may invoke rescission penalties per the Use it or Lose It Policy.

RECIPIENT may seek an exemption from the Timely Use of Funds Policy through the Annual Program Compliance reporting process. RECIPIENT must demonstrate that extraordinary circumstances have occurred and provide a timely expenditure plan that would justify the exemption. Exemption requests must be submitted to ALAMEDA CTC and approved by the Commission.

IMPLEMENTATION: Through the Annual Program Compliance reporting process, ALAMEDA CTC will monitor the RECIPIENT’s annual ending fund balance to revenue received ratio, cumulatively across the RECIPIENT’s programmatic categories by fund program, to verify policy compliance.





Measure B/ Measure BB / Vehicle Registration Fee

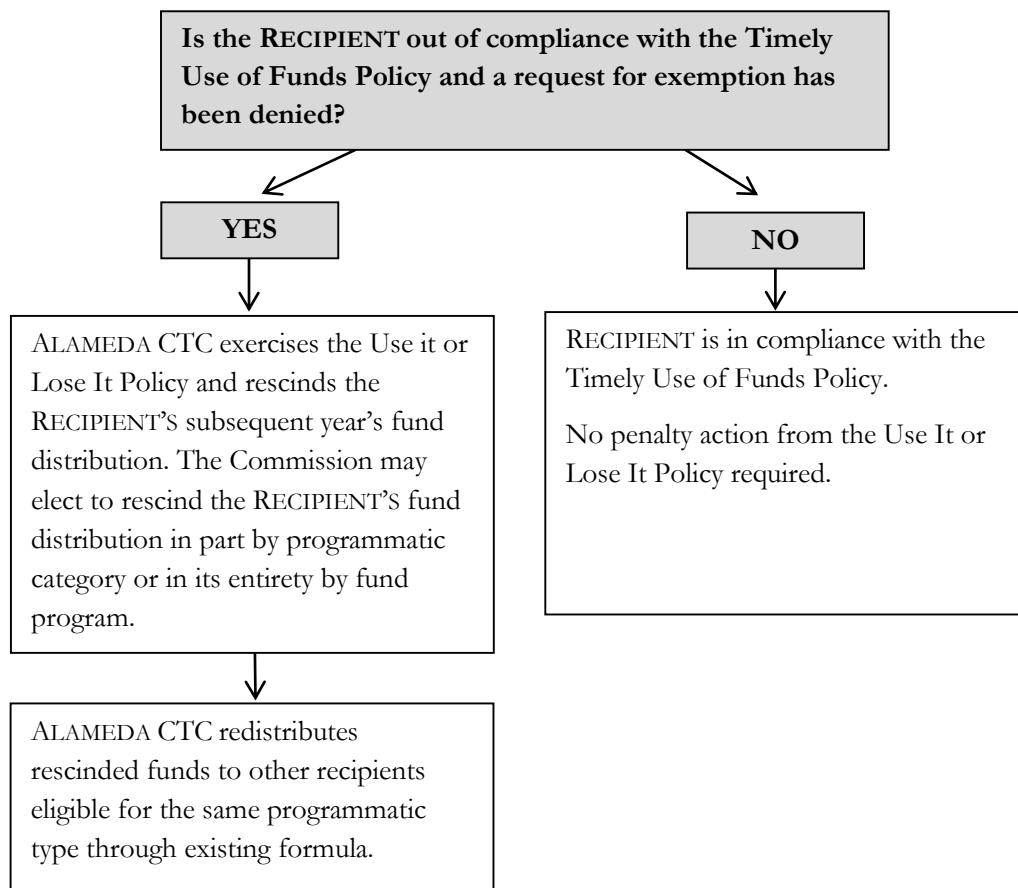
Timely Use of Funds Policies

USE IT OR LOSE IT POLICY

INTENT: The Use It or Lose It Policy serves as the penalty action for non-compliance with the Timely Use of Funds Policy for Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution program funds. The Use It or Lose It Policy enforces the timely use of funds requirements to encourage the RECIPIENT to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

POLICY: If RECIPIENT does not meet the requirements Timely Use of Funds Policy, ALAMEDA CTC may determine that the RECIPIENT does not need Measure B/Measure BB/Vehicle Registration Fee funding. In such a case, ALAMEDA CTC may exercise the Use It or Lose It Policy to rescind the RECIPIENT’s subsequent fiscal year’s Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution, in part by programmatic category or in its entirety. All such funds rescinded by ALAMEDA CTC shall be placed into an account for redistribution to the same programmatic type.

IMPLEMENTATION: If a RECIPIENT does not meet the provisions of the Timely Use of Funds Policy, ALAMEDA CTC may exercise the Use it or Lose It Policy and rescind the RECIPIENT’s subsequent year’s Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution. ALAMEDA CTC will redistribute rescinded funds to other eligible recipients within the same programmatic type. Redistribution will be determined by the existing formula distribution for the respective fund program and programmatic type.





Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: November 2, 2015

SUBJECT: Webster Street SMART Corridor Project (PN 740.0): Completion of System Integration

RECOMMENDATION: Approval to Execute Funding Agreement with the City of Alameda for Completion of System Integration

Summary

The Webster Street SMART Corridor Project is an expansion of the East Bay SMART Corridors System which has been implemented through multi-agency participation. The City of Alameda will be responsible for the operations and maintenance of the corridor. The construction contract was accepted by the Alameda CTC in April 2015, and since then the project partners have been working to complete the system integration. The recommended action will allow for the City of Alameda to be reimbursed from project funding for eligible costs incurred in relation to the completion of the system integration.

It is recommended that the Commission authorize the Executive Director, or a designee of the Executive Director, to execute a funding agreement with the City of Alameda for an amount not to exceed \$70,000 from funding currently available for the project from the Vehicle Registration Fee.

Background

A partnership of the Alameda CTC, City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans and AC Transit has implemented the Webster Street SMART Corridor Project. This project is an expansion of the existing East Bay SMART Corridors System. The project included installation of Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System (MVDS) devices along Webster Street in the City of Alameda. The field elements connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC). The City of Alameda will be responsible for the Operations and Maintenance of this corridor.

The Alameda CTC accepted the construction contract work in April 2015, and has been working with the City of Alameda and the System Integrator (under contract to the Alameda CTC) to complete the system integration. The recommended action will allow for the execution of a funding agreement by which the City of Alameda can be

reimbursed for eligible costs incurred by the City in relation to the completion of the system integration.

The project is funded by a mix of funding including a Federal Earmark, Federal CMAQ, Vehicle Registration Fee (VRF), FGCA, EECBG and City funds. The recommended amount is within the amount of VRF funds currently available for the project.

Fiscal Impact: The recommended action will allow for the encumbrance and subsequent expenditure of \$70,000 of VRF funding included in the current fiscal year budget.

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programs and Projects

[Connie Fremier](#), PCT Project Manager



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: November 2, 2015

SUBJECT: I-680 Northbound and Southbound Express Lanes

RECOMMENDATION: Approval of funding for the I-680 Northbound Express Lane Project including the I-680 Southbound Express Lane Conversion.

Summary

Over the last three years, Interstate 680 Corridor in Alameda County (from I-580 to Route 237) has very quickly emerged as one of the most congested corridor in the entire Bay Area. In particular, the 9-mile segment of northbound I-680 from south of Auto Mall Parkway in Fremont to Route 84 near Pleasanton has experienced substantial daily congestion and delays between the hours of 1:30 PM and 7:30 PM. Bottlenecks or traffic queues are often four to six miles long with speed of less of 10 miles per hour, essentially standstill condition.

The emerging congestion and operational deterioration of this major Interstate freeway through Alameda County has markedly increased delays, created major cut-through traffic on neighborhood streets thus causing congestion on local roadways, slowed the movement of goods and freights, worsened air quality, and negatively affected commuters' and residents' quality of life because of time spent in bottlenecks. The Alameda CTC has been monitoring the congestion level in the Corridor and proactively working on developing solutions. The Commission accelerated the process to develop the environmental document and the required Caltrans' project approval report for the project to construct a northbound express carpool lane (high occupancy toll lane) from Route 237 in Santa Clara County to Route 84 in Pleasanton. This accelerated effort resulted in an environmental clearance for the project in July 2015, in record time.

To further expedite the development and delivery of the project, the Alameda CTC Board approved the initiation of the final design and preparation of the Plan, Specifications, and Estimate (PS&E) for the construction of the initial most congested 9-mile segment of northbound I-680 from south of Auto Mall Parkway in Fremont to Route 84 in Pleasanton. A major requirement for the delivery of the project is the execution of multiple cooperative agreements with Caltrans for project development and for construction contract administration. As often is the case for any agency investing in the state highway system, the State has many rigorous requirements including a requirement for the Alameda CTC to identify a full funding commitment for the construction of the project.

The current estimated total cost of the project is \$202.4 million, from inception to complete construction. The project is currently funded by 2000 Measure B funds in the amount of \$14.5 million, 2014 Measure BB funds in the amount of \$40 million, State Highways Operation and Protection Program (SHOPP) in the amount of \$24.5 million, State Traffic Congestion Relief Program (TCRP) in the amount of \$20.9 million, and SB 680 toll revenue in the amount of \$2.5 million, for a total of \$102.4 million. The current funding need to construct a new 9-mile express lane on northbound I-680 is about \$100 million.

In addition to the needed improvements on northbound I-680, additional improvements on the existing 14-mile southbound express lane are also needed to modify the current limited toll lane ingress and egress arrangement throughout the southbound corridor to allow for more open and free-flowing access between general purpose lanes and the toll lane. This modification will improve overall freeway operations and eliminate known congestion at specific locations such as at the Route 262 (Mission Boulevard) and the Auto Mall Parkway exits. The current estimated cost for the southbound I-680 express lane modifications is \$20 million. All together, the remaining funding need for improvements in both the northbound and southbound I-680 is \$120 million.

To bridge this \$120 million funding gap for the delivery of the improvements needed on the I-680 Corridor, it is recommended that the Commission program \$120 million (\$100 million for northbound plus \$20 million for southbound) from the 2000 Measure B Capital Program. The funding from the 2000 Measure B Capital Program would come from capacity in the 2000 Measure B Capital Fund projected over the remainder of the Program until revenue collection ceases in 2022. The current 2000 MB Capital Program financial model shows adequate capacity during the latter part of the construction phase and system integration, i.e. FY17/18, FY18/19, and FY 19/20 to fund the shortfalls for the northbound project and southbound conversion. The early part of the construction phase and system integration can be funded with currently programmed funds, including funding from the 2014 Measure BB Capital Program. The actual amount expended from the 2000 Measure B Capital Fund will be repaid by net operating revenues from the northbound and southbound express lane once they are both operational. Based on current cash flow projections for the northbound and southbound express lane operations, the \$120 million of net operating revenues needed to reimburse the 2000 Measure B Capital Fund could be generated within 20 years of opening the northbound express lane. In effect, the recommended action is a means by which the construction can be funded by advancing the anticipated express lane revenues.

Background

Express Lanes in the I-680 Corridor are included in both the 2000 Measure B and 2014 Measure BB capital programs. The I-680 corridor has long been a critical element of the Alameda County transportation network, and has recently moved up the list of the most congested corridors in the Bay Area.

Currently, there is heavy afternoon congestion on I-680 northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that this heavy congestion is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 on weekday afternoon/evening commutes between 1:30pm and 7:30pm. The first bottleneck is located near Washington Boulevard. The second is at the lane drop near the truck scales located between Sheridan Road and Andrade Road. The congestion on the freeway has spilled onto local streets that parallel the freeway causing significant congestion along local streets in the area. The initial phase of construction, the Phase 1 Modified Project, will add a new HOV/Express Lane from south of Auto Mall Parkway to SR 84, eliminate the two bottlenecks, and alleviate the congestion on the freeway and local streets.

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a 14-mile long northbound HOV/Express Lane facility in the corridor. The project is intended to provide a number of benefits including: 1) enhanced mobility by reducing traffic congestion; 2) reduced travel time and improved travel reliability; and 3) reduced congestion related accidents, thereby enhancing safety. The Express Lane facility will leverage available HOV lane capacity by offering solo drivers the choice to pay an electronic toll to access the lane. Regular carpool and carpool eligible users will be able to continue to use the lane at no cost.

The Project Approval and Environmental Document (PA&ED) for the overall project was completed in July 2015. A design consultant team has been procured and final design is underway for the Phase I Modified segment. A Request for Proposals to procure a consultant/contractor to provide Toll System Integration services was issued on September 21, 2015, with an anticipated date for contract execution in early 2016.

The approved Environmental Document and Project Report include studies and analysis for both the full project limits (SR 237 to SR 84) and the initial Phase 1 Modified limits from south of Auto Mall Parkway to SR 84. The limits for the construction of Phase 1 Modified are based on immediate operational benefits and projected funding availability. The Alameda CTC and Caltrans have also agreed to incorporate pavement rehabilitation into the Phase 1 Modified Project. The pavement rehabilitation work will be funded by Caltrans.

The Phase 1 Modified Project milestone schedule is as follows:

- Complete Final Design (PS&E): Late 2016/Early 2017
- Construction advertisement: Early 2017
- Construction: Mid 2017 - Late 2018
- System Integration: Mid 2018 – Late 2018/Early 2019

Alameda CTC, in partnership with Caltrans, is the implementing agency for the design, right-of-way acquisition, and utility relocation phases of the Phase I Modified Project.

The existing I-680 southbound express lane was the first express lane to operate in Northern California. More than 2.2 million solo drivers have used the facility since it opened in September 2010 which has benefited traffic operations in all of the southbound lanes of traffic. During the last five years, additional express lanes have been developed in the Bay Area Region, including express lanes along eastbound and westbound I-580 in eastern Alameda County. The development included research and analysis of additional access opportunities. Several of these new express lane facilities are considering a new type of access, referred to as "continuous" or "near continuous" that will not only increase the access opportunities to get in and out of the lanes, but also provide driver familiarity since they look and feel like any other HOV lane facility. As recommended in the approved traffic operational analysis, the I-680 Northbound Express Lane will be constructed as a continuous access type facility. To complement the northbound project and provide consistent driver expectations, the southbound express lane facility will have to be converted into either a continuous or near continuous access type express lane. Alameda CTC has been considering this conversion of the southbound facility to continuous access for some time, without making any final decisions. To ensure consistency and to benefit from economies of scale, the southbound conversion should be implemented with the northbound project.

The Alameda CTC desires to convert the southbound I-680 express lane access to continuous, but the current net operating revenues from the southbound express lane are not sufficient to fund the required improvements to convert the access. The conversion of the existing southbound I-680 express lane is currently estimated to cost \$20 million if included in the northbound project (as opposed to being a stand-alone project with separate project development and construction phases).

Fiscal Impact: The recommended action will result in \$120 million of 2000 Measure B capital funding being programmed for the construction phase and system integration of the Phase I Modified Project. Allocation, encumbrance and subsequent expenditure of the \$120 million will be approved in separate, future actions which will include the provisions for the repayment of any funds advanced. The 2000 MB Capital Program financial model will also be adjusted to reflect the pay back of \$120 million from the express lane net operating revenues.

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