

Metropolitan Transportation Commission Programming and Allocations Committee

July 10, 2019

Agenda Item 3a

MTC Resolution No. 3664, Revised

Subject: A request for an allocation of \$7 million in RM2 funds to the Alameda County Transportation Commission (Alameda CTC) for construction of the Dublin Transit Center Parking Garage at the Dublin BART Station.

Background: The \$65 million I-580 Tri-Valley Rapid Corridor Improvements project, identified as capital project number 32 under RM2, currently consists of two subprojects for which MTC has already allocated funds: project 32.1, Eastbound I-580 Improvements (eastbound HOV lane, allocated \$36 million in RM2 funds), and project 32.2, I-580/I-680 Interchange Modifications and WB I-580 Improvements (HOV connectors between I-580 and I-680, and an I-580 WB HOV lane, allocated \$17 million in RM2 funds).

This item proposes to add a third subproject, 32.3, the Dublin Transit Center Parking Garage project, and allocate \$7 million in RM2 funds for the construction phase of the project.

The Dublin Transit Center Parking Garage Project, adjacent to the BART Dublin/Pleasanton Parking Garage, would consist of a multi-level parking structure that will accommodate 537 parking spaces at maximum, and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project sponsor is the Alameda County Transportation Commission (Alameda CTC), and the project will be implemented by the Alameda County General Services Agency (GSA). Environmental documents were recently certified by Alameda County. The project will be design/build, with construction expected to begin in Spring 2020 and garage opening anticipated for mid-2021.

The total cost of the project is estimated to be \$34 million. The project, via LAVTA, was awarded a California Transit and Intercity Rail Capital Program (TIRCP) grant of \$20 million in 2018. At its July 2018 and June 2019 meetings, Alameda CTC programmed a total of \$7 million in funds for the project from Vehicle Registration Fee Transit Funds. The remaining \$7 million is proposed to be allocated from RM2.

Because of the nature of the garage – being constructed adjacent to a BART station by a different public agency, the following conditions are proposed for the Dublin/Pleasanton Parking Garage project allocation in order to ensure a more seamless transportation customer experience. The Alameda CTC shall ensure:

1. Garage design and construction includes safe and direct pedestrian access to Iron Horse Parkway and Campus Drive
2. Garage includes wayfinding for access to BART station and bus connections
3. Transit users are prioritized for access to garage
4. Garage hours of operation will be, at minimum, during operating hours of BART Dublin/Pleasanton station and consideration of any other future rail service at station.

Staff from MTC, ACTC, LAVTA, BART, and Alameda GSA have been working together to develop these proposed conditions.

Issues:

Additional issues identified for the Dublin Transit Center Parking Garage, but not imposed as conditions, are as follows:

1. The Tri-Valley BART stations (Dublin/Pleasanton and West Dublin/Pleasanton) currently have long waitlists for monthly parking permits, with over 3,800 at the Dublin/Pleasanton Station alone. BART and Alameda County may discuss options for consideration of these waitlists regarding any monthly permit options.
2. In an effort to ensure clarity for transit users, MTC encourages Alameda County to create clear signage for patrons regarding transit user priority, payment, garage rules, and hours of operation. Design, signage, and wayfinding should be coordinated with BART/regional standards, transit operators, and the City of Dublin to ensure seamless integration with the BART station, bus connections, and consistency with the surrounding urban context.
3. Similarly, differences in payment mechanisms, price, and operations compared to BART parking should be clearly communicated to customers. Alameda County is encouraged to explore potential integration with Clipper and/or BART payments.
4. MTC/511 will add the garage to local transit user maps, and BART is encouraged to add garage information to the Dublin/Pleasanton station section of its website and other materials. Alameda County and transit agencies are also encouraged to coordinate communication about any operational and/or pricing changes.

Recommendation: Refer MTC Resolution No. 3664, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3664, Revised.



Alix Bockelman

Date: October 27, 2004
W.I.: 1255
Referred by: PAC
Revised: 03/23/05-DA 07/26/06-C
04/25/07-C 09/28/07-DA
12/19/07-DA 04/23/08-C
08/27/08-DA 09/24/08-C
11/26/08-C 01/28/09-DA
09/23/09-DA 02/24/10-C
07/28/10-C 11/16/11-DA
02/22/12-DA 03/28/12-DA
06/27/12-DA 10/24/12-C
10/23/13-C 07/24/19-C

ABSTRACT

MTC Resolution No. 3664, Revised

This resolution approves the allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project sponsored and implemented by the Alameda County Congestion Management Agency.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Alameda County Congestion Management Agency's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Executive Director Delegated Authority on March 23, 2005 to give ACCMA the flexibility to invoice MTC as frequently as monthly for expenses incurred on this project.

This resolution was revised through Commission action on July 26, 2006 to include additional allocations for Project 32.1, Eastbound I-580 Improvements for \$11.5 million in new RM2 allocations, and Project 32.2, I-580/I-680 Interchange Modifications and Westbound I-580 Improvements for \$1.7 million in new RM2 allocations.

This resolution was revised through Commission action on April 25, 2007 to include supplemental allocations for Project 32.1, Eastbound I-580 Improvements for \$3.8 million in

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new RM2 allocations, and for Project 32.2, Westbound I-580 Improvements for \$10 million in new RM2 allocations.

This resolution was revised through Delegated Authority on September 28, 2007 to provide a \$500,000 supplemental preliminary engineering allocation for Project 32.1, Eastbound I-580 Improvements.

This resolution was revised through Delegated Authority on December 19, 2007 to allocate \$500,000 in final design funds for Project 32.1, Eastbound I-580 HOV Improvements.

This resolution was revised through Commission Action on April 23, 2008 to allocate \$9.182 million in construction funds for Project 32.1, Eastbound I-580 HOV Improvements, in order to backfill TCRP funds, and to add a condition that any TCRP repayments for this amount shall be returned to MTC. This action also rescinds \$800,000 from an allocation for Environmental and reallocates the same amount for environmental under Project 32.2.

This resolution was revised through Delegated Authority on August 27, 2008 to allocate \$100,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on September 24, 2008 to allocate \$400,000 in environmental phase funds for Project 32.1, Eastbound I-580 HOV Improvements, for corridor management activities, and \$900,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on November 26, 2008 to allocate \$500,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Delegated Authority on January 28, 2009 to allocate \$700,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for the supplemental auxiliary lanes on I-580.

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This resolution was revised through Delegated Authority on September 23, 2009 to rescind allocation of \$6,000,000 from the construction of Project 32.1d, Eastbound I-580 HOV Improvements, and to allocate \$200,000 in environmental and preliminary engineering funds for Project 32.2, Westbound I-580 HOV Improvements.

This resolution was revised through Commission Action on February 24, 2010 to allocate approximately \$1.7 million for the final design phase and \$2.6 million for the right of way phase for Project 32.2a, I-580 Westbound HOV Lane Improvements, and allocate \$300,000 for the environmental and preliminary engineering phase for Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

This resolution was revised through Commission Action on July 28, 2010 to allocate about \$1.3 million for the environmental mitigation of the I-580 HOV corridor (Project 32.1e).

This resolution was revised through Delegated Authority on November 16, 2011 to rescind \$846,246.81 from the construction allocation of Project 32.1d, I-580 Eastbound HOV Lane Improvements (allocation number 08366416), due to payback from Traffic Congestion Relief Program reimbursement from the State of California.

This resolution was revised through Delegated Authority on February 22, 2012 to allocate \$800,000 for the final design and \$200,000 for right-of-way for Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on March 28, 2012 to allocate \$200,000 in RM2 funds for the final design phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on June 27, 2012 to allocate \$585,000 in RM2 funds for the environmental phase of Project 32.1e, I-580 HOV Corridor Environmental Mitigation.

This resolution was revised through Commission Action on October 24, 2012 to allocate \$335,279 for the final design phase and \$3,315,000 for the construction phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

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This resolution was revised through Commission Action on October 23, 2013 to rescind allocation of \$1.5 million of previously allocated RM2 funds from Projects 32.1 and 32.2 due to cost savings at project close out, and to allocate \$4 million in RM2 funds for the construction phase of Project 32.1f, I-580 HOV Improvements for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on July 24, 2019 to allocate \$7 million in RM2 funds for the construction phase of project 32.3, Dublin Transit Center Parking Garage Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 8, 2004, July 12, 2006, April 11, 2007, and December 10, 2008, and the summary sheet to the Programming and Allocations Committee dated April 9, 2008, July 9, 2008, September 10, 2008, November 12, 2008, February 10, 2010, July 14, 2010, October 10, 2012, October 9, 2013, and July 10, 2019.

Date: October 27, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Transit Corridor Improvements Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3664

WHEREAS, pursuant to Government Code Section 66500 *et seq.*, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda County Congestion Management Agency has submitted a request for the allocation of RM 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project; and

WHEREAS, I-580 Tri-Valley Rapid Corridor Improvements project is identified as capital project number 32 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Alameda County Congestion Management Agency has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Alameda County Congestion Management Agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Alameda County Congestion Management Agency’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Alameda County Congestion Management Agency’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Alameda County Congestion Management Agency complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

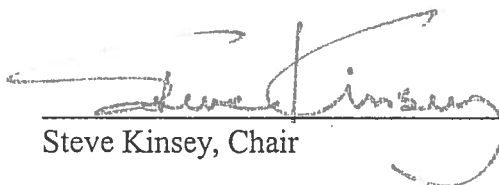
RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION


Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 27, 2004.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Dublin Transit Center Parking Garage Project
Sponsor: Alameda County Transportation Commission
Project Number: 32.3

Allocation No. 32.3						
Activities to be funded with Allocation #1:						
This allocation will fund the construction of the Dublin Transit Center Parking Garage.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20366435	24-Jul-19	\$ 7,000,000	CON	FY 2019-20	\$	7,000,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Dublin Transit Center Parking Garage Project
Sponsor: Alameda County Transportation Commission
Project Number: 32.3

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following. Alameda CTC shall ensure that:

1. Garage design and construction includes safe and direct pedestrian access to Iron Horse Parkway and Campus Drive.
2. Garage includes wayfinding for access to BART station and bus connections.
3. Transit users are prioritized for access to garage.
4. Garage hours of operation will be, at minimum, during operating hours of BART Dublin/Pleasanton station and any other future rail service at station.

RM2 Project Number: 32.3
Dublin Transit Center Parking Garage Project

Lead Sponsor Alameda County Transportation Commission	Other Sponsors(s) None	Implementing Agency (if applicable) Alameda County Transportation Commission
Legislated Project Description Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$65000		Total Estimated Project Cost (in \$1,000) Total Overall Cost: \$366,500 (entire project)
Project Purpose and Description The Dublin Transit Center Parking Garage project consists of a multi-level parking structure that will accommodate 537 parking spaces at maximum and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project will be implemented by the Alameda County General Services Agency (GSA) on a 2.46 acre parcel of Alameda county owned land that is adjacent to the Dublin/Pleasanton BART station and the I-580 corridor. The project will significantly reduce traffic congestion, integrate multiple local and regional transit lines, increase transit access to a number of Bay Area and regional transit agencies, and further reduce Greenhouse Gas (GHG) emissions throughout the area.		
Funding Description Committed Funds: LAVTA and the Alameda County GSA have already secured a \$20 million TIRCP grant for this project. The Alameda CTC Commission approved programming \$7 million in Vehicle Registration Fee (VRF) funds. RM2 will provide the remaining \$7 million. Uncommitted Funds: Operating Capacity: Alameda County GSA		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document and Preliminary Eng.	10/2018	06/2019	\$600
2	Final Design - Plans, Specifications and Estimates	07/2019	06/2020	\$2,600
3	Right-of-Way	04/2020	07/2020	\$400
4	Construction	04/2020	06/2021	\$30,400

Total: \$34,000

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Dublin Transit Center Parking Garage Project					Project No. 32.3				
Lead Sponsor	Alameda County Transportation Commission									

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
TIRCP	Env/PE				600					600
TIRCP	PS&E				2,600					2,600
TIRCP	R/W				400					400
TIRCP	Construction					16,400				16,400
Alameda CTC VRF	Construction				7,000					7,000
RM2	Construction					7,000				7,000
										0
Total:		0	0	0	10,600	23,400	0	0	0	34,000
Uncommitted										
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	0	0	10,600	23,400	0	0	0	34,000

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Dublin Transit Center Parking Garage Project
Sponsor: Alameda County Transportation Commission
RM2 Project Number: 32.3

	PRIOR	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23 +	TOTAL
RM2 Funds Total	-	-	1,000,000	6,000,000	-	-	7,000,000
Environmental (ENV)	0	600,000	0	0	0	0	600,000
TIRCP		600,000					600,000
Final Design (PS&E)	0	0	2,600,000	0	0	0	2,600,000
TIRCP			2,600,000				2,600,000
Right of Way	0	0	300,000	100,000	0	0	400,000
TIRCP			300,000	100,000			400,000
Construction	0	0	4,340,000	26,060,000	0	0	30,400,000
TIRCP			2,340,000	14,060,000			16,400,000
VRF			1,000,000	6,000,000			7,000,000
RM2			1,000,000	6,000,000			7,000,000
TOTAL FUNDING							
Environmental	0	600,000	0	0	0	0	600,000
Final Design (PS&E)	0	0	2,600,000	0	0	0	2,600,000
Right of Way	0	0	300,000	100,000	0	0	400,000
Construction	0	0	4,340,000	26,060,000	0	0	30,400,000
PROJECT TOTAL	0	600,000	7,240,000	26,160,000	0	0	34,000,000