



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Supervisor Richard Valle, District 2

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
President Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor 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 Dan Kalb

City of Piedmont
Vice Mayor Teddy King

City of Pleasanton
Mayor Jerry Thorne

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, January 8, 2018, 12:15 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.

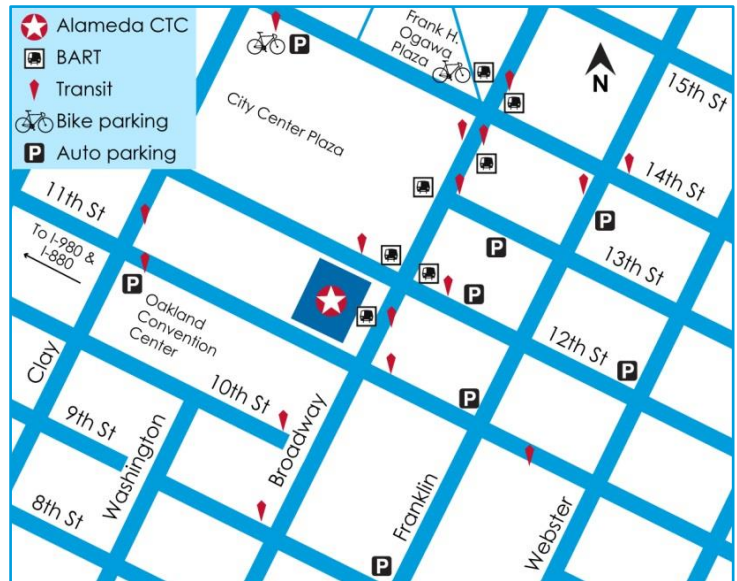
Glossary of Acronyms

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 510-208-7450 (Voice) or 1-800-855-7100 (TTY) 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.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



Programs and Projects Committee Meeting Agenda Monday, January 8, 2018, 12:15 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1. [Approve the November 13, 2017 PPC meeting minutes.](#)

Page A/I

1

A

5. Programs and Projects

5.1. [Senate Bill 1 Programs Update.](#)

7

A/I

5.2. [Global Opportunities at the Port of Oakland Project \(GoPort – PN 1442000\) – Approval of necessary specific funding actions and authorization to initiate and execute various professional services and agency agreements to move specific project components into the Final Design and Plans, Specifications, and Estimate \(PS&E\) Phase.](#)

15

A

5.3. [I-880/Mission Boulevard \(Route 262\) Interchange Project \(PN 1174000\) – Approval and authorization to execute a Professional Services Agreement with Oberkamper & Associates to provide Right of Way services for the closeout phase.](#)

27

A

5.4. [Approval of Administrative Amendments to Project Funding Agreements to extend agreement expiration dates.](#)

29

A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Chair: Mayor Carol Dutra-Vernaci, Union City

Vice Chair: Mayor Pauline Cutter, City of San Leandro

Commissioners: : John Bauters, Luis Freitas, Scott Haggerty, Dan Kalb, Peter Maass, Nate Miley

Ex-Officio Members: Rebecca Kaplan, Richard Valle

Staff Liaison: Trinity Nguyen

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

Next Meeting: Monday, February 12, 2018

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

This page intentionally left blank



Programs and Projects Committee

Meeting Minutes

Monday, November 13, 2017, 12:15 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.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the October 9, 2017 PPC meeting minutes.

Commissioner Cutter moved to approve the Consent Calendar. Commissioner Bauters seconded the motion. The motion passed with the following votes:

Yes: Dutra-Vernaci, Cutter, Bauters, Freitas, Haggerty, Kalb, Maass, Miley, Valle, Kaplan

No: None

Abstain: None

Absent: None

5. Programs and Projects

5.1. I-80 Gilman Interchange Improvements Project (PN 1381000): Approve Resolution 17-008, the project-specific resolution of local support authorizing the filing of application for regional Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and approve and authorize the Executive Director to execute Amendment No. 2 to Professional Services Agreement No. A15-0034 with Parsons Transportation Group for an additional amount of \$1,000,000 for a total not-to-exceed amount of \$3,600,000 to provide preliminary design services.

Trinity Nguyen recommended that the Commission approve Resolution 17-008, the project-specific resolution of local support authorizing the filing of application for regional Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding and approve and authorize the Executive Director to execute Amendment No. 2 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$1,000,000 for a total not-to-exceed amount of \$3,600,000 to provide preliminary design services. She stated that to complete the programming process, MTC requires an approved resolution of local support for the project and additionally, in order to meet the grant project delivery requirements, it is necessary to initiate preliminary design services in advance of obtaining environmental clearance.

Commissioner Cutter asked if we anticipated the grant prior to developing the scope of work. Ms. Nguyen stated that we applied for the grant last year but it was not obtained due to funding shortfalls.

Commissioner Kalb wanted more information on the location for the bike path. Ms. Nguyen stated that staff is working with stakeholders for the location of the bike path.

Commissioner Bauters wanted to know how this project would affect the Ashby interchange project. Ms. Nguyen noted that the Ashby project is still in the environmental stage, so it is too early in the project development process to determine conflicts between the projects.

There was a public comment on this item made by Preston Jordan regarding the working group that convened to discuss alignment options for the project.

Commissioner Kaplan moved to approve the item. Commissioner Cutter seconded the motion. The motion passed with the following votes:

Yes: Dutra-Vernaci, Cutter, Bauters, Freitas, Haggerty, Kalb, Maass, Miley, Valle, Kaplan
No: None
Abstain: None
Absent: None

5.2. Warm Springs BART-West Side Access Project (PN 1467000): Approve the additional allocation of \$5,000,000 Measure BB funds and authorize the Executive Director to execute Project Funding Agreement (PFA No.A16-0087) with the City of Fremont for a total PFA amount of \$30,000,000 for the construction phase.

Vivek Bhat recommended that the Commission approve the additional allocation of \$5,000,000 Measure BB funds and authorize the Executive Director to execute Project Funding Agreement (PFA No.A16-0087) with the City of Fremont for a total PFA amount of \$30,000,000 for the construction phase. He stated that the project was advertised in June 2017 and bids opened in September 2017. All bids received were significantly over the available capital budget and as a result, the bids were rejected. The City has evaluated various options to allow for the Project to move forward into construction and estimates \$5,000,000 will be required to ensure the project is fully funded through construction. Staff has reviewed the City's request and recommends an allocation of \$5,000,000 in Measure BB funding (TEP No. 21-Dumbarton Corridor Area Transportation Area Improvements) to allow for the project to move into the construction phase. Upon approval, PFA No. A16-0087 would be executed to reflect the additional funding for a total PFA amount of \$30,000,000. Approved allocations will be reflected in the 2018 Comprehensive Investment Plan Update.

Commissioner Dutra-Vernaci noted that staff has been working with the City of Union City and the City of Fremont on the funding shortfall for the Dumbarton corridor project.

Commissioner Cutter asked if Fremont is putting funding toward the project. Mr. Bhat stated that the initial phases of the project were funded by the City of Fremont.

Commissioner Freitas moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes: Dutra-Vernaci, Cutter, Bauters, Freitas, Haggerty, Kalb, Maass, Miley, Valle, Kaplan
No: None
Abstain: None
Absent: None

5.3. I-880/Mission Boulevard (Route 262) Interchange Project (PN 1174000): Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A14-0049 with the Alameda County Public Works Agency for an additional amount of \$100,000 for a total not-to-exceed amount of \$200,000 and a one-year time extension to provide right-of-way closeout services.

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A14-0049 with the Alameda County Public Works Agency for an additional amount of \$100,000 for a total not-to-exceed amount of \$200,000 and a one-year time extension to provide right-of-way closeout services. She stated that the recommended action would increase the contract not-to-exceed amount to \$200,000 to provide right-of-way closeout services.

Commissioner Dutra-Vernaci asked if the additional funding for this item would cover filing of the necessary project documents. Ms. Nguyen stated that the additional funding is for filing of necessary documents and staff resources.

Commissioner Cutter moved to approve this item. Commissioner Maass seconded the motion. The motion passed with the following votes:

Yes: Dutra-Vernaci, Cutter, Bauters, Freitas, Haggerty, Kalb, Maass, Miley, Valle, Kaplan
No: None
Abstain: None
Absent: None

5.4. San Pablo Corridor Arterial and Transit Improvements Project (PN 1387006): Adopt Alameda CTC Resolution 17-007 authorizing the Executive Director to accept the construction contract with Steiny and Company, Inc. for the I-80 Integrated Corridor Mobility Project #6 – San Pablo Corridor Arterial and Transit Improvements Project.

Trinity Nguyen recommended that the Commission adopt Alameda CTC Resolution 17-007 authorizing the Executive Director to accept the construction contract with Steiny and Company, Inc. for the I-80 Integrated Corridor Mobility Project #6 – San Pablo Corridor Arterial and Transit Improvements Project. She stated that in October 2016, staff observed that the field construction was complete for the I-80 ICM Project #6 and sought the Commission's adoption of Resolution 16-008 (Attachment A) to close out the construction contract with Steiny, pending the completion of final close out documentation by Steiny. During the transition into the operations phase, software/hardware incompatibility issues unexpectedly appeared and certain components of the ICM elements failed to function as designed. While the project team continued to troubleshoot the issues, on November 28, 2016, Steiny filed for bankruptcy. Given the bankruptcy situation at hand, staff utilized an on-call consultant to complete the required system-wide fixes, in order to fully integrate the ICM elements implemented through six different construction contracts along I-80 and San Pablo Avenue. Staff has made numerous unsuccessful attempts to communicate with Steiny through its surety company, Liberty Mutual, about the final construction contract quantities, payments, and other documentation required to close out the construction contract. Since Steiny and Liberty Mutual have been non-responsive to date, staff recommends that the Commission adopt Resolution R17-007 authorizing the Executive Director to proactively file a "Notice of Completion" with Alameda County and close out the construction contract with Steiny within a set timeline.

Commissioner Maass wanted to know if the difficulties were due to the contractors filing for bankruptcy. Ms. Nguyen noted that the project complications had no connection to the bankruptcy.

Commissioner Bauters asked if there were any upfront cost paid to Steiny and Company prior to completion. Ms. Nguyen stated that there were no upfront cost paid to the contractor and that the work orders that were issued were subsequently completed by another contractor.

Commissioner Bauters moved to approve this item. Commissioner Kalb seconded the motion. The motion passed with the following votes:

Yes:	Dutra-Vernaci, Cutter, Bauters, Freitas, Haggerty, Kalb, Maass, Miley, Valle, Kaplan
No:	None
Abstain:	None
Absent:	None

5.5. Alameda CTC's Capital Program Update.

Trinity Nguyen provided an update on Alameda CTC's capital programs. She stated that these projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. Ms. Nguyen highlighted the external funding that was awarded to the Gilman Interchange Improvement project (\$4.152 million of A funds) and the Go Port project (\$9.7 million of federal funds). She noted significant milestones achieved in the prior quarter which included formal initiation of the environmental process on the Oakland-Alameda Access Project, release of the draft environmental document for the East Bay Greenway Project, release of the draft environmental document for the SR-84 Widening and SR-84/I-680 Interchange Improvements project, and the bid opening for the I-680 Sunol Express Lane project. She concluded her presentation by identifying program challenges in the areas of resources that could potentially increase program costs and push out project schedules.

This item is information only.

6. Staff Reports

There were no staff reports.

7. Committee Reports

There were no committee member reports.

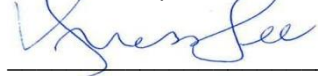
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, January 8, 2018 at 12:15 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

This page intentionally left blank



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 2, 2018

TO: Alameda County Transportation Commission Board Members

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

SUBJECT: Senate Bill 1 Programs Update.

Recommendation

Receive an update on Senate Bill 1 (SB 1) Programs.

Summary

In April 2017, the California Legislature approved Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) known as the "Road Repair and Accountability Act of 2017". SB 1 represents the first significant increase in state transportation funding in more than two decades that is dedicated towards the repair and maintenance of local roadways, state highways, public transit, and active transportation programs. The California Transportation Commission (CTC) is responsible for the administration of the SB 1 revenues and for the development the policy framework and guidelines for programs funded through SB 1. This item includes an update on the various funding programs under SB 1 (Attachment A).

Background

Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) known as the "Road Repair and Accountability Act of 2017" provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the CTC in a number of existing programs, and created new transportation funding programs for the CTC to oversee. A synopsis of various funding programs included under SB 1 programs is summarized below.

1. Local Streets and Roads Program

SB 1 provides an increase of \$1.5 billion annually, beginning in November 2017 towards the Local Streets and Roads (LSR) program. This funding will be used by local governments to maintain and rehabilitate existing transportation infrastructure. Funding from this program will be distributed by the State Controller using existing statutory formulas based on factors such as population and number of registered vehicles. Prior to SB 1, the CTC had no role in the Local Streets and Roads apportionment program. SB 1 creates new responsibilities for the CTC relative to this funding, including the review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects. Guidelines for the Local Streets and Roads Program were adopted by the CTC in August 2017 and initial project lists from cities and counties were due to the CTC on October 16th. At the December 2017 meeting, the CTC adopted a statewide list of cities and counties eligible to receive FY 2017-18 funding. The CTC has also transmitted the adopted FY 2017-18 list to the State Controller. The Controller estimates providing the first monthly apportionments of new local streets and roads program funding to cities and counties in January 2018. All Alameda County jurisdictions have complied with the SB 1-LSR program requirements and are eligible to receive FY 2017-18 funds.

2. Local Partnership Program

SB 1 directed \$200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. In October, the CTC adopted LPP Guidelines, which provides half of the annual amount to a formula program to be distributed among agencies with voter-approved taxes, tolls, or fees, and the other half to a competitive program

Alameda CTC, has two voter-approved tax measures (2000 Measure B and 2014 Measure BB) and one Vehicle Registration Fee (2010 Measure F) that meet the LPP intent and is eligible to receive LPP funds under the formula program.

The first cycle formula program of LPP will cover two years, FY 2017-18 and FY 2018-19. CTC released draft formula funding shares in mid-November, identifying about \$4 million per year for Alameda CTC, for a total of \$7.98 million over the two programming years. CTC approved the final formula distribution amounts at its meeting on December 6, 2017 and applications for the formula program nominations were due to CTC by December 15. Projects nominated for the LPP formula program must be capital improvements, have a 1:1 match, and be allocated by FY 2018-19. Based on these criteria, staff proposes to apply the LPP funds towards the Design phase of the 7th Street Grade Separation (East) project.

3. Trade Corridors Enhancement Account

SB 1 provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume.

Subsequent legislation, SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017), combined the funds in this account with existing federal freight funding to fund trade corridor improvements.

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, and authorized federal transportation funding for a five-year period beginning in 2016. The FAST Act established a new formula freight program known as the National Highway Freight Program (NHFP) to invest in projects which support the efficient movement of freight and the economy. The program provides approximately \$571 million to California over the five-year period of the Act. This equates to about \$110 million per year beginning with federal fiscal year 2015-16.

Approximately \$1.3 billion is available statewide through the first cycle of funding which covers FY 2017-18 to FY 2019-20. Out of this, the MTC-Central Valley region share is approximately \$220 million. Eligible projects need to be ready to go into construction by June 2020. Project nominations must be submitted by the regional Metropolitan Planning Organizations (MPO) such as the MTC or by Caltrans. Staff has been closely coordinating with MTC on this program and proposes to submit applications for the Construction phase of the 7th Street Grade Separation (East) project, Freight Intelligent Transportation System (FITS) and also support applications from the Cities of Emeryville and Berkeley for the Grade Crossing Program. There is a minimum 30% local match requirement for this program.

4. Solutions for Congested Corridors Program

The purpose of the Solutions for Congested Corridors Program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

Regional transportation planning agencies (MTC) and Caltrans are eligible to apply for program funds through the nomination of projects. All projects nominated must

be identified in a currently adopted regional transportation plan and an existing comprehensive corridor.

Similar to the TCEP, staff has worked closely with Caltrans and MTC on this program and proposes to submit an application for the construction phase of the SR-84 Widening from Pigeon Pass to Ruby Hills and I-680 Interchange project.

5. Active Transportation Program

SB 1 provides an increase of \$100 million annually for the existing Active Transportation (ATP) Program. This represents an 80% increase in the size of this on-going program. The 2019 ATP (Cycle 4) will cover fiscal years 2019-20 through 2022-23 and the programming process is expected in late spring /early summer 2018. Staff proposes to submit applications for the East Bay Greenway project, Alameda Countywide Safe Routes to School Program and the Affordable Student Transit Pass Program.

6. State Highway Operations and Protection Program (SHOPP)

SB 1 provides an increase of approximately \$1.9 billion annually, beginning in November 2017, to fund maintenance and operations of the State Highway System. Alameda CTC is actively engaged with Caltrans on the timing of SHOPP investments in Alameda County to ensure projects on the State Highway System are coordinated with Alameda CTC's highway delivery priorities and to identify opportunities for funding partnerships.

7. State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other State and federal funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to the local level and allows the Congestion Management Agencies (CMAs) to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP).

At its October 2017 meeting, the Alameda CTC Board adopted and forwarded a program of 2018 STIP projects to the MTC. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, the MTC is responsible for developing the regional priorities for the RTIP. The MTC approved the region's RTIP and submitted

the same to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

Fiscal Impact: There is no fiscal impact.

Attachment

A. CTC's SB 1 Implementation Schedule

This page intentionally left blank

SB 1 Programs – Implementation Schedule

5.1A

New SB 1 Programs					
Program	Workshops/Hearings	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Local Streets and Roads	<ul style="list-style-type: none"> July 18th - Sacramento 	June 30, 2017	August 16-17, 2017	Oct. 2017	December 6-7, 2017 (Adopt Eligibility List and Submit to Controller)
Solutions for Congested Corridors	<ul style="list-style-type: none"> June 28th - Sacramento July 21st - Los Angeles August 7th - Oakland September 25th – Sacramento October 18th – Modesto * October 24th – Los Angeles December 6th – Riverside* 	October 18-19, 2017	December 6-7, 2017	February 2018	May 16, 2018
Trade Corridor Enhancement	<ul style="list-style-type: none"> July 17th - Sacramento August 8th - Oakland September 25th – Sacramento 	September 21, 2017	October 18, 2017	January 30, 2018	May 16, 2018
Local Partnership	<ul style="list-style-type: none"> July 11th - Sacramento July 21st - Los Angeles August 7th - Oakland September 8th – Sacramento September 26th – Sacramento 	August 16-17, 2017	October 18-19, 2017	Formula Program: December 15, 2017 Competitive Program: January 30, 2018	Formula Program: January 31, 2018 Competitive Program: May 16, 2018

SB 1 Programs – Implementation Schedule

Existing Commission Programs					
Program	Workshops/Hearings	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Active Transportation	<ul style="list-style-type: none"> June 23, 2017 June 28, 2017* 	June 26, 2017	June 28, 2017	August 2017	October 18-19, 2017 (Statewide & Urban/Small Rural Components) December 6-7, 2017 (MPO Component)
State Highway Operation and Protection Program (SHOPP)	<ul style="list-style-type: none"> June 9th - Sacramento 	May 17, 2017 Presented Draft Interim SHOPP Guidelines to the Commission	June 28, 2017 Commission Adopted Interim SHOPP Guidelines	January 2018 (Caltrans submits proposed SHOPP to the Commission)	March 2018 February 28, 2018-North Hearing March 18, 2018-South Hearing
State Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> July 17th - Sacramento October 19th – Modesto* October 24th – Los Angeles* 	June 28, 2017	August 16-17, 2017	October 15, 2017 (Draft ITIP due from Caltrans) December 15, 2017 (Final RTIPs & ITIP due)	March 2018 (after holding required North and South hearings)



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 2, 2018

TO: Alameda County Transportation Commission Board Members

FROM: Trinity Nguyen, Director of Project Delivery
Chwen Siripocanont, Project Manager

SUBJECT: Global Opportunities at the Port of Oakland Project (GoPort – PN 1442000) – Approval of necessary specific funding actions and authorization to initiate and execute various professional services and agency agreements to move specific project components into the Final Design and Plans, Specifications, and Estimate (PS&E) Phase.

Recommendation

It is recommended the Commission approve the following necessary actions to move the GoPort Project into the Final Design and Plans Specifications and Estimate (PS&E) Phase, and to enhance the Project's state of readiness to compete for regional, state, and federal funding:

1. Approve an allocation of an additional \$20.02 million from the County Freight Corridor Funding Program (TEP #27) of the Measure BB transportation sales tax program for the Final Design and PS&E Phase of the GoPort Project;
2. Approve authorization to initiate the contract procurement to obtain engineering services for the final design and preparation of the PS&E for the 7th Street Grade Separation East (7SGSE) Component of the GoPort Project;
3. Approve authorization for the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A17-0004 with Jacobs Engineering Group for an additional contract amount of \$18.0 million, for a total not-to-exceed amount of \$31.0 million, and a 24-month time extension to June 30, 2020, to provide final design services and preparation for the PS&E for the 7th Street Grade Separation West (7SGSW) Component, the Freight Intelligent Transportation System (FITS) Component, and Port Utility Relocation (PUR) Component of the GoPort Project; and,
4. Approve authorization to encumber costs incurred directly by the Alameda CTC, within the approved project allocations and project budgets, including obligated amounts for agreements with project partners, project delivery management and support services consultants, third party reviews, staff, and other direct project costs; and approve authorization for the Executive Director to execute associated agreements.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Project which includes a program of projects to construct and reconstruct two railroad grade separations at 7th Street (7th Street Grade Separation East and 7th Grade Separation West) and to improve operations on major on-Port arterial roadways.

In partnership with the Port of Oakland (Port), Alameda CTC has defined the Project as shown in Attachment A – Project Fact Sheet. The proposed Project consists of four independent, inter-related, and synergistic project components, namely: the 7th Street Grade Separation East Segment (7SGSE), 7th Street Grade Separation West Segment (7SGSW), Freight Intelligent Transportation Systems (FITS), and Port Utility Relocation (PUR). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port while also generating benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system.

The current estimated cost to implement these improvements (the GoPort Project) is \$515.0 million. Although the GoPort Project has a significant estimated project cost, it will also bring significant multifaceted benefits to the region and the state, and therefore be a very good candidate to potentially receive current and future available regional, state, and federal transportation funding. The delivery strategy is to focus on delivering fundable and feasible phases of individual project components to bring the entire GoPort Project to a state of shovel readiness and be competitive for external funding sources.

In March 2016, the Commission had allocated \$33.0 million of Measure BB funds for the Project (\$15.0 million for preliminary engineering and \$18.0 million for design) and authorized commencement of the plan to advance the delivery of the Project. In July 2016, through a rigorous procurement process, Alameda CTC selected Jacobs Engineering Group, Inc. (Jacobs) to provide Preliminary Engineering and Environmental Services, with optional Final Design/Plans, Specifications and Estimates (PS&E). With assistance from the Jacobs Team, Alameda CTC embarked on an aggressive delivery schedule to position the Project to be competitive for various federal funding opportunities by obtaining environmental clearance as soon as possible.

The required California Environmental Quality Act (CEQA) environmental process has been cleared for all project components and a revalidation is ongoing as project components become better defined. The National Environmental Protection Act (NEPA) process is currently underway and is anticipated to be completed by summer 2018.

To date, the Project has successfully competed and received \$11.54 million in Federal funding. Additionally, the Project Team has identified about \$450 million of design and

capital phase needs in 2018 and beyond that could qualify for funding categories established in Senate Bill 1 (SB1) and other external sources.

The following recommended actions will support the GoPort delivery plan strategy by bringing on the necessary engineering services and technical resources to effectively manage project delivery risks, move the Project seamlessly and expeditiously into the design phase, and consequently strengthen the Project's competitiveness in the areas of readiness, partnership, and leveraging capability:

1. Approve an allocation of an additional \$20.02 million from the County Freight Corridor Funding Program (TEP #27) of the Measure BB transportation sales tax program for the final design and PS&E Phase of the GoPort Project;
2. Approve authorization to initiate the contract procurement to obtain engineering services for the final design and preparation of the PS&E for the 7th Street Grade Separation East (7SGSE) Component of the GoPort Project;
3. Approve authorization for the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A17-0004 with Jacobs Engineering Group for an additional contract amount of \$18.0 million, for a total not-to-exceed amount of \$31.0 million, and a 24-month time extension to June 30, 2020, to provide final design services and preparation for the PS&E for the 7th Street Grade Separation West (7SGSW) Component, the Freight Intelligent Transportation System (FITS) Component, and Port Utility Relocation (PUR) Component of the GoPort Project; and,
4. Approve authorization to encumber costs incurred directly by the Alameda CTC, within the approved project allocations and project budgets, including obligated amounts for agreements with project partners, project delivery management and support services consultants, third party reviews, staff and other direct project costs; and approve authorization for the Executive Director to execute associated agreements.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the Oakland Army Base (OAB) to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as the third busiest port in California and the top ten container port in the nation. In addition, the Port of Oakland is a major export port in the United States supporting a balance of imports and exports.

As a critical global gateway providing access to the Pacific Rim, the Port has significant infrastructure deficiencies that, if not addressed, will limit the economic competitiveness of the Port. The Port's roadway network is greatly strained by arrivals of increasingly large ocean liners, and drayage truckers report "turn times" of multiple hours. Two critical at-grade roadway-rail crossings within the Port result in train blockages of up to 30 minutes and truck queues that can take 60 minutes or longer to clear. Significant truck traffic congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition,

the Port lacks modern intelligent transportation systems (ITS) and backbone infrastructure to respond to incidents or implement operational strategies.

Scope:

Alameda CTC, in cooperation with the Port proposes to construct a package of landside transportation improvements within the Port, which are critical to the San Francisco Bay regional economy. These four independent, inter-related and synergistic projects to improve truck and rail access to the Oakland Port Complex are summarized below and is the basis of the GoPort Project (PN 1442000).

- **7th Street Grade Separation Project** –
 - 7SGSW: Realign and grade separate the intersection of 7th Street and Maritime Street and construct a rail spur underneath to improve the access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
 - 7SGSE: Reconstruct existing railroad underpass between I - 880 and Maritime Street to increase clearance for trucks and improve shared pedestrian / bicycle pathway
- **FITS and Technology Master Plan** – Apply ITS field systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road on the National and State Freight Network Systems, and other technologies to cost - effectively manage truck arrivals and improve incident response.
- **PUR** – Relocate and upgrade utilities in support of the OAB Master Plan development including Oakland Global Logistics Center and Outer Harbor Intermodal Facilities and the roadway improvements along 7th and Maritime Streets associated with the OAB developments.

Together, these Project components will dramatically improve the efficiency and reliability of truck and rail access and circulation within the Port. It will greatly reduce shipping costs and improve the competitiveness of the Port, while also generating benefits that extend beyond the Port area such as reduced regional congestion and emissions and substantial job creation. It will also provide connectivity to the Bay Trail system through both 7th Street and Middle Harbor Road.

Cost/Funding:

The current estimate for the GoPort is estimated to be \$515.0 million as summarized below:

	TABLE A: GoPort Cost Estimate (millions)				
	7SGSE	7SGSW	FITS	PUR	Total
Environmental	\$15.00				\$15.00
Design	\$22.00	\$24.00			\$46.00
Right of Way				\$59.00	\$59.00
Construction	\$225.00	\$146.00	\$24.00		\$395.00
Totals:					\$515.00

In March 2016, as part of the Comprehensive Investment Plan 2016 Update process, the Commission allocated \$33.0 million of Measure BB funds for the Project (\$15 million for preliminary engineering and \$18.0 million for design) and authorized commencement of the plan to advance the delivery of the Project.

In 2017, the Project successfully competed and received \$11.54 million in Federal Funding for the FITS capital cost. The Project Team has identified ~\$305 million of design and capital phase needs in 2018 and beyond, that could qualify for funding categories established in SB1. Another \$146 million of Project costs could come from other future fund sources including Regional Measure 3 (RM3), federal grants, and in-kind contributions. Funding details are provided in Attachment B.

To fully fund the GoPort Design Phase, \$28.0 million is required. An application for SB1 Local Partnership Program (LPP) formulaic funds available to Alameda CTC was submitted to the California Transportation Commission (CTC) on December 15, 2017. It is anticipated that the CTC will approve and allocate the funds at its January 2018 meeting. The remaining \$20.02 million is proposed to be from Measure BB funds.

Schedule:

Preliminary engineering has begun, CEQA has been cleared for all project components and a revalidation is ongoing as project components become better defined. The NEPA process is currently underway and is anticipated to be completed by summer 2018.

Table B: GoPort Progress (January 2018)				
	7SGSE	7SGSW	FITS	PUR
Environmental	CEQA (100%) NEPA (30%)	CEQA (100%) NEPA (30%)	CEQA (100%) NEPA (0%)	CEQA (100%)
Design	10%	35%	35%	35%
Begin Construction	Q2 2020	Q4 2020	Q2 2019	Q2 2019
End Construction	Q2 2023	Q4 2023	Q4 2021	Q3 2021

Challenges:

Funding: At a total estimated cost of \$515.0 million, the funding needs for GoPort is very significant. Most external funds are competitive and require detailed applications and analysis, including benefits to cost, risk assessments, and local funding matching capability. To date, the Project has pursued four grants and was awarded two.

Right-of-Way/Utilities: The Project impacts over ten parcels with three property owners and 16 types of utilities with 10 utility owners which will require agreements to reflect roles,

responsibilities, and associated funding reimbursements. In some cases, there will be multi-party agreements due to overlaying easement rights.

Stakeholder coordination: The significance of this Project to the region requires coordination at all levels:

Local: Port, City of Oakland, Maritime Terminal Operators, and local communities.

Regional: Bay Area Rapid Transit, Metropolitan Transportation Commission, District 4-Caltrans

State: Caltrans, California State Transportation Agency, California Transportation Commission, California Highway Patrol

National: Federal Highway Administration, Maritime Administration, Trucking Fleets, Beneficial Cargo Owners, Railroads (Union Pacific and BNSF), and technology community.

Resources:

To implement the GoPort delivery strategy, in July 2016, Alameda CTC went through a rigorous procurement process and ultimately selected Jacobs to provide Preliminary Engineering and Environmental Services. Additionally, an unfunded optional task for Final Design/Plans, Specifications and Estimates was included in the contract to allow for seamless transition into design in the event funding could be secured for the construction phase.

With the recent award of over \$11.5 million in Federal funding, the availability of funding from SB1, and the potential of RM3 funding, it is recommended to activate the optional task with the Jacobs Team to proceed with the design phase. By June 2018, the Jacobs team will have completed the following project milestones with a budget of \$13.0 million:

The following project milestones are anticipated to be completed by the Jacobs Team.

- ✓ 7SGSW and 7SGWE: Environmental studies necessary for the CEQA revalidation and NEPA clearance.
- ✓ 7SGSW: Completed 35% design.
- ✓ 7SGSE: Completed concept plans (10% level).
- ✓ FITS: CEQA clearance achieved, completed Concept of Operations (ConOps) to include all feasible systems into an ITS and technology master plan for the Port, a System Engineering Management Plan (SEMP), and NEPA clearance.
- ✓ PUR: Completed 35% design.

Staff has negotiated the contract amendment with Jacobs and determined that an additional contract budget of \$18.0 million is fair and reasonable for the anticipated level of effort to provide the optional task for the design services listed below:

- ✓ 7SGSW: Complete a ready-to-list construction package.

- ✓ PUR: Complete a ready-to-list construction package.
- ✓ FITS: Final design for system engineering ready for system installation and integration.

Jacobs is a well-established local firm and its team is comprised of several Alameda CTC certified local, small local, and very small local firms. For the base contracted work, Jacobs performed 42% of the work. Small Local Business Enterprise (SLBE)/Very Small Local Business Enterprise (VSLBE) firms received 30% of the work. The remaining 28% of the work was primarily other Local Business Enterprise firms. The distribution of the amended work is anticipated to maintain the SLBE/VSLBE utilization.

The proposed contract Amendment No. 1 to Professional Services Agreement No. A17-0004 with Jacobs for an additional amount of \$18.0 million for a total not-to-exceed amount of \$31.0 million and a 24-month time extension to June 30, 2020 would allow Jacobs to provide final design services for 7SGSW, FITS, and PUR. The amendment would be funded from previously allocated Measure BB funds. Table C below summarizes the contract actions related to Agreement No. A17-0004.

Table C: Summary of Agreement No. A17-0004			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Jacobs, (A17-0004) August 2016	Preliminary engineering and environmental services	\$13,000,000	\$13,000,000
<i>Proposed Amendment No. 1</i> <i>January 2018</i>	Provide additional budget for design services	\$18,000,000	\$31,000,000
Total Amended Contract Not-to-Exceed Amount			\$31,000,000

In furtherance of the GoPort Delivery Implementation Plan, it is recommended that the Commission authorize a request for proposals be issued for design phase services for the 7SGSE. Other resources to support the Project include staff, project delivery management consultants, third party owner/operator reviews, and cooperative agreements with stakeholders.

The GoPort builds upon prior investments to bolster the global competitiveness of the Port of Oakland, which supports more than 827,000 jobs nationally and 73,000 jobs regionally,

and provides the Northern California Megaregion's primary connection point to world markets.

In summary, the following recommended actions will support the GoPort delivery plan strategy by bringing on the resources necessary to effectively manage project delivery risks, move the Project seamlessly and expeditiously into the design phase, and consequently strengthen the Project's competitiveness in the areas of readiness, partnership, and leveraging capability:

1. Approve an allocation of an additional \$20.02 million from the County Freight Corridor Funding Program (TEP #27) of the Measure BB transportation sales tax program for the final design and PS&E Phase of the GoPort Project;
2. Approve authorization to initiate the contract procurement to obtain engineering services for the final design and preparation of the PS&E for the 7th Street Grade Separation East (7SGSE) Component of the GoPort Project;
3. Approve authorization for the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A17-0004 with Jacobs Engineering Group for an additional contract amount of \$18.0 million, for a total not-to-exceed amount of \$31.0 million, and a 24-month time extension to June 30, 2020, to provide final design services and preparation for the PS&E for the 7th Street Grade Separation West (7SGSW) Component, the Freight Intelligent Transportation System (FITS) Component, and Port Utility Relocation (PUR) Component of the GoPort Project; and,
4. Approve authorization to encumber costs incurred directly by the Alameda CTC, within the approved project allocations and project budgets, including obligated amounts for agreements with project partners, project delivery management and support services consultants, third party reviews, staff and other direct project costs; and approve authorization for the Executive Director to execute associated agreements.

Levine Act Statement: The Jacobs team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$18.0 million in previously allocated project funds (Measure BB) for subsequent expenditure and an additional authorization of \$20.02 million in Measure BB funding for subsequent encumbrance and expenditure. This amount is included in the Project Funding Plan, and upon approval, budget will be included in the Alameda CTC Adopted FY2017/18 Capital Program Budget.

Attachments

- A. GoPort Project Fact Sheet
- B. GoPort Cost/Funding Summary

PROJECT OVERVIEW

GoPort is a program of projects to improve truck and rail access to the Port of Oakland, one of the nation's most vital seaports. It consists of four components:

- 7th Street Grade Separation (West Segment):** Realign and grade separate the intersection of 7th Street and Maritime Street and construct a rail spur underneath to improve the access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- 7th Street Grade Separation (East Segment):** Reconstruct existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve shared pedestrian/bicycle pathway.
- Freight Intelligent Transportation Systems (ITS) and Technology Master Plan:** Apply ITS, signal systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road, and other technologies to cost-effectively manage truck arrivals and improve incident response.
- Port Utility Relocation:** Relocate and upgrade utilities in support of the Oakland Army Base Master Plan development and the roadway improvement along 7th Street and Maritime Street.



PROJECT NEED

- The Port of Oakland (Port) is one of the top 10 busiest container ports in the U.S., handling 99% of regional containerized goods in Northern California.
- The Port has capacity to support increased freight demands, but severe landside access inefficiencies constrain growth potential.
- Significant traffic congestion occurs within the Port, particularly along Maritime Street, 7th Street, and Middle Harbor Road, due to substantial gate down time required for train crossings at major intersections. Truck queues can take more than one hour and 45 minutes to clear.
- Lengthy queues on the streets with as many as 50 trucks have wait times of up to three hours to enter into marine terminals.
- Idling trucks in long queues cause growing local and regional concerns regarding air quality and greenhouse gas emissions.
- There is limited multimodal access to commercial developments and recreational facilities adjacent to the San Francisco Bay.

PROJECT BENEFITS

- Congestion relief:** Upgrade technology and infrastructure to minimize and manage truck wait times, manage truck congestion, and improve traffic circulation
- Efficiency:** Improve Port and Rail Yard efficiencies, intermodal yard connectivity, and expand near-dock use of rail and intermodal facilities
- Sustainability:** Reconstruct Bay Trail segment on 7th Street and Maritime Street and reduce emissions/carbon footprint
- Economic stimulation:** Reduce shipping costs, improve Port competitiveness and create jobs



Maritime Street at-grade rail crossing south of 7th Street, March 2016.



Aerial view of the Port of Oakland, March 2016.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- \$33 million has been allocated from the Measure BB funds for the environmental and partial final design phase of the project.
- The project cleared California Environmental Quality Act (CEQA) through the 2002 Oakland Army Base Area Redevelopment Plan Environmental Impact Report (EIR) and the 2010 Maritime Utilities Upgrade Project Initial Study/Negative Declaration (IS/ND) with separate subsequent Addendums in 2012. The project is currently pursuing a Categorical Exclusion (CE) as part of the National Environmental Policy Act (NEPA) clearance.

PARTNERS AND STAKEHOLDERS

Port of Oakland, California Department of Transportation, City of Oakland, Union Pacific Railroad, BNSF Railway, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$ 15,000
Final Design (PS&E)	\$ 46,000
Right-of-Way	\$ 59,000
Construction	\$ 395,000
Total Expenditures Estimate	\$ 515,000

Note: Estimate basis in 2016 dollars.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 33,000
Measure B	\$ 0
Federal	\$ 11,570
State	\$ 0
TBD	\$ 470,430
Total Revenues To Date	\$ 515,000

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Fall 2018
Final Design	Fall 2017	Winter 2019
Construction	Spring 2020 ¹	Winter 2023

¹ Construction related to utility relocation and ITS may begin in spring 2019.

Note: Information on this fact sheet is subject to periodic updates.

GoPort Program Cost/Funding Summary

	Cost Estimate (millions)					Committed Funds (millions)			Potential Funds (millions)			
	7SGSE	7SGSW	FITS	PUR	Total	Alameda CTC	Federal	Total	Additional Alameda CTC	State SB1	Other ¹	Total
Environmental	\$15.00				\$15.00	\$15.00		\$15.00			\$0.00	\$0.00
Design	\$22.00	\$24.00			\$46.00	\$18.00		\$18.00	\$20.02	\$7.98	\$0.00	\$28.00
Right of Way				\$59.00	\$59.00			\$0.00			\$59.00	\$59.00
Construction	\$225.00	\$146.00	\$24.00		\$395.00		\$11.57	\$11.57		\$299.74	\$83.69	\$383.43
Totals:					\$515.00	\$33.00	\$11.57	\$44.57	\$20.02	\$307.72	\$142.69	\$470.43

Funding Timeline:

March 2016	\$33.0 million allocated by Alameda CTC (\$15 million – PE/Env, \$18 million – design).
September 2017	\$1.824 million award to Port of Oakland from U.S. Department of Homeland Security ("DHS") Fiscal Year 2017 Port Security Grant Program. Caltrans approves Alameda CTC request to repurpose \$21,364 federal earmarked funds to construction phase of Project.
October 2017	\$9.72 million award to Alameda CTC from Federal Highway Administration (FHWA) Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Program.
January 2018	\$20.02 million request for design phase Allocation by Alameda CTC.
January 2018	\$7.98 million request for SB1 LPP Programming and Allocation by CTC.
January 2018	Submittal of TCEP Cycle 1 application for FITS and 7SGSE Capital Component (estimated award request \$188 million).
TBD	TCEP Cycle 2 application for 7SGSW (estimated award request \$112 million).

Notes:

1. Other potential funds includes RM3, future federal grants, and contribution in-kind from stakeholders.

This page intentionally left blank



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 2, 2018

TO: Alameda County Transportation Commission Board Members

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: I-880/Mission Boulevard (Route 262) Interchange Project (PN 1174000) – Approve and authorize the Executive Director to execute a Professional Services Agreement with Oberkamper & Associates to provide Right of Way services for the closeout phase.

Recommendation

It is recommended the Commission approve and authorize the Executive Director to execute a Professional Services Agreement with Oberkamper & Associates for a not-to-exceed amount of \$200,000 to provide Right of Way services for the closeout phase.

Summary

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (PN 1174000: ACTA MB196) is one of the remaining active capital projects included in the 1986 Measure B Expenditure Plan. The Project was split into two stages. Phase 1A, was completed in 2009. Phase 1B was implemented by the Santa Clara Valley Transportation Authority (SCVTA) as part of their BART to Silicon Valley efforts. Construction on Phase 1B began in 2012 and was completed in April 2015.

WSP USA, Inc. (WSP), formerly Parsons Brinckerhoff Quade & Douglas, Inc., is the design engineer of record and under Agreement A99-0003, has provided design and right-of-way engineering for the project. The Project is currently in the closeout phase and the WSP team has completed all work within their contract scope except for Right of Way (R/W), which has been led by Oberkamper & Associates, a subconsultant to WSP.

It is recommended that Alameda CTC close out Agreement A99-0003 with WSP and use the remaining funds to award a non-competitively bid contract to Oberkamper & Associates for \$200,000 to complete the right-of-way transfers for the Project and produce the Project R/W Record Map.

Background

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) is one of the remaining active capital projects included in the 1986 Measure B Expenditure Plan. The Project was split into two stages. The first stage, Phase 1A, included the majority of the 1986 Measure B project funding for the interchange reconfiguration and the mainline widening for the HOV lane. Phase 1A was completed in 2009.

Phase 1B consisted of the Mission Boulevard (Route 262) widening and Kato Road ramps reconfiguration which were deferred from the Phase 1A scope. The widening of Mission Boulevard (Route 262) required the replacement of the multiple railroad bridges crossing Mission Boulevard. Coordination with the railroad was a primary consideration related to the decision to defer that portion of the project while Phase 1A proceeded into construction. Phase 1B was subsequently combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements and implemented by the SCVTA as part of their BART to Silicon Valley efforts. Construction on Phase 1B began in 2012 and was completed in April 2015.

In August 1999, under a competitive selection process, Alameda CTC executed agreement A99-0003 with WSP to provide structural design and R/W engineering for the Project. The Project is currently in the closeout phase and the WSP team has completed all work except for R/W closeout. The progress on key deliverables is as follows:

- Project As-built (100% complete)
- Phase 1A Right-of-way transfers (95% complete)
- Phase 1B Right-of-way transfers (80% complete)

WSP's directly led work is completed. Oberkamper & Associates, a subconsultant to WSP, is responsible for the remaining R/W tasks and directly certifies all R/W work products.

WSP's contract value is \$8,340,000 and is funded with 1986 Measure B. The estimated cost for all work through December 31, 2017 is \$8,075,000. It is recommended that Alameda CTC close out Agreement A99-0003 with WSP and use \$200,000 of the estimated remaining balance of \$265,000 to award a non-competitively bid contract to Oberkamper & Associates for \$200,000 to complete the tasks they were contracted by WSP to perform, including right-of-way transfers for the Project and producing the Project R/W Record Map.

Levine Act Statement: Oberkamper & Associates did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$200,000. The action will authorize previously allocated Measure B funds to be used for subsequent expenditure. This budget is included in the Project's funding plan and in Alameda CTC's Adopted FY 2017-2018 Capital Program Budget.



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 2, 2018

TO: Alameda County Transportation Commission Board Members

FROM: Trinty Nguyen, Director of Project Delivery
Angelina Leong, Assistant Transportation Engineer

SUBJECT: Approval of Administrative Amendments to Project Funding
Agreements to extend agreement expiration dates.

Recommendation

It is recommended the Commission approve Administrative Amendments to Project Funding Agreements (A13-0063, A13-0072, A13-0076, A14-0026, A16-0042) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

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

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: Not applicable.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Albany	Buchanan / Marin Bikeway Phase III Project	A13-0063	A1: 12-month time extension to the grant funding agreement deadline from 10/31/2016 to 10/31/2017 A2: 12-month time extension to the grant funding agreement deadline from 10/31/2017 to 10/31/2018 (<i>current request</i>)	1	None
2	Alameda County	Fairmont Rd Class 2 Bike Lanes	A13-0072	A1: 24-month time extension to the TFCA expenditure deadline for grant no. 14ALA01 from 10/29/2016 to 10/29/2018 (<i>current request</i>)	1	None
3	City of Hayward	West "A" St Arterial Management	A13-0076	A1: Increased TFCA Funding by \$50,000 for added video detection scope. A2: 12-month time extension to the TFCA expenditure deadline for grant no. 15ALA05 from 10/29/2017 to 10/29/2018 (<i>current request</i>)	1	None
4	AC Transit	Expansion of Transit Center at San Leandro BART Project	A14-0026	A1: 26-month time extension to the grant funding agreement deadline from 10/31/2015 to 12/31/2017 A2: 12-month time extension to the grant funding agreement deadline from 12/31/2017 to 12/31/2018 (<i>current request</i>)	1	None
5	City of Alameda	Completion of System Integration For the Webster Street Smart Corridor	A16-0042	A1: 12-month time extension to the grant funding agreement deadline from 10/31/2016 to 10/31/2017 A2: 18-month time extension to the grant funding agreement deadline from 10/31/2017 to 4/30/2019 (<i>current request</i>)	1	None

- (1) Project delays.
(2) Extended project closeout activities.
(3) Movement of funds to comply with timely use of funds provisions.
(4) Addition of newly obtained project funding.
(5) Unused phase balances to other project phase(s).

This page intentionally left blank