



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

Director 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

Director Rebecca Saltzman

City of Alameda

Mayor Trish Spencer

City of Albany

Mayor Peter Maass

City of Berkeley

Councilmember Kriss Worthington

City of Dublin

Mayor David Haubert

City of Emeryville

Vice 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

Mayor Jeff Wieler

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, September 11, 2017, 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

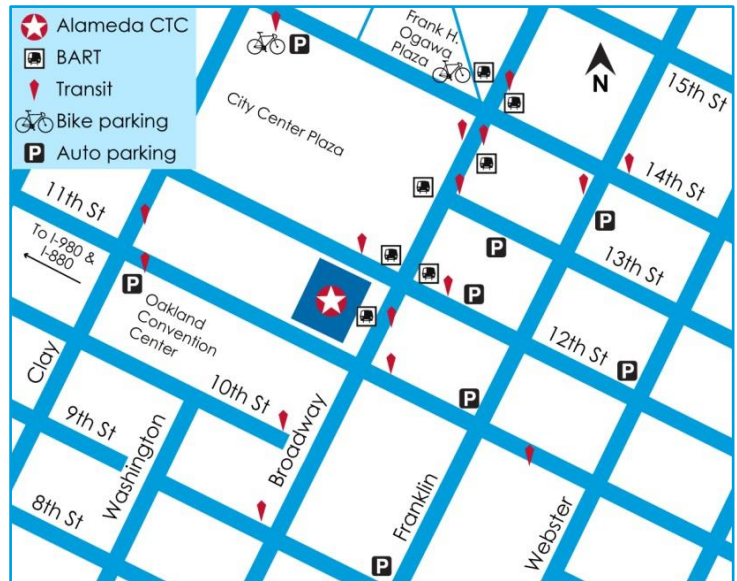
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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 510-893-3347 (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.

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, September 11, 2017, 12:15 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

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

1. Pledge of Allegiance
2. Roll Call
3. Public Comment
4. Consent Calendar

Page A/I

4.1. [Approve the July 10, 2017 PPC meeting minutes.](#)

1 A

5. Programs and Projects

5.1. [Senate Bill 1 \(SB 1\) Programs update and approve the 2018 State Transportation Improvement Program \(STIP\) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list.](#)

7 A

5.2. [Approve the Proposed 2017 Federal Earmark Repurposing Strategy.](#)

23 A

5.3. [I-80/Ashby Avenue \(SR-13\) Interchange Improvements Project \(PN 1445.000\): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \\$7,500,000 to provide services for the Project Approval and Environmental Document \(PA&ED\) and Final Design Plans, Specifications and Estimates \(PS&E\) phases.](#)

33 A

5.4. [I-880 Interchange Improvements \(Whipple Road/Industrial Parkway Southwest and Industrial Parkway West\) Project, \(PN 1453.000\): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \\$5,000,000 to provide services for the Scoping and Project Approval and Environmental Document \(PA&ED\) phases.](#)

39 A

5.5. [I-680 Express Lanes from SR-84 to Alcosta Boulevard Project \(PN 1468.022\): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \\$5,500,000 to provide services for the Scoping and Project Approval and Environmental Document \(PA&ED\) phases.](#)

45 A

5.6. [I-680 Northbound Express Lane \(PN 1369.000\): Approve and authorize the Executive Director to execute Amendment No. 1, to Professional](#)

51 A

[Services Agreement No. A15-0035 with WMH Corporation for an additional \\$1,500,000 for a total not-to-exceed amount of \\$11,725,405 and a two-year time extension to provide design services through the project completion.](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: October 9, 2017

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



Programs and Projects Committee Meeting Minutes Monday, July 10, 2017, 12:15 p.m.

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Kalb, Commissioner Cutter and Commissioner Maass.

Commissioner Duncan was present as an alternate for Commissioner Dutra-Vernaci.

Subsequent to the roll call:

Commissioner Kalb arrived during agenda item 5.1.

In order to retain the quorum, Chair Kaplan elected to hear action items 5.3 and 5.4 at the start of the meeting.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the June 12, 2017 Meeting Minutes

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

Yes: Duncan, Bauters, Freitas, Haggerty, Miley, Kaplan, Valle

No: None

Abstain: None

Absent: Cutter, Kalb, Maass

5. Programs and Projects

5.1. Metropolitan Transportation Commission Bay Area Infrastructure Update on I-680 Contra Costa and I-880 Express Lanes.

Liz Rutman introduced Lisa Klein from Metropolitan Transportation Commission (MTC). Ms. Klein presented MTC's Bay Area Infrastructure update on the I-680 Contra Costa and I-880 Express Lanes. Her presentation covered the Bay Area Express Lanes and the current status of authorized lanes. Ms. Klein also covered Bay Area Infrastructure Financial Authority and provided information on the I-680 Contra Costa Express Lanes and Express Lanes Operations. She stated that FasTrak is required for all vehicles and provided details on enforcement, the I-880 Express Lanes and I-880 today. Ms. Klein detailed mobility improvements through buffers and provided information on vehicle occupancy detection cameras and carpool

occupancy requirements. Ms. Klein concluded by discussing the I-880 Express Lanes project schedule including current and future outreach.

Commissioner Kaplan stated that MTC has taken a legislative position to ask for more enforcement and she requested Alameda CTC to bring this item to the full Commission in consideration of MTC's action. Tess Lengyel stated that the request is in Assembly Bill 544 and she noted that MTC put forward proposals for amendments. Ms. Lengyel confirmed that Alameda CTC staff will bring the bill to the Commission for discussion.

Commissioner Kaplan stated that the Commission has discussed extending the hours and days of the Express and Carpool Lanes and asked if MTC has been looking into the issue. Ms. Klein responded that Caltrans can change HOV hours and it does not require state legislation and she also noted that extending the express lane hours does not require legislation.

This item was for information only.

5.2. Update on the Environmental Clearance Phase progress for the East Bay Greenway (Lake Merritt to South Hayward) Project.

Trinity Nguyen provided an update on the environmental clearance phase progress for the East Bay Greenway (Lake Merritt to South Hayward) Project. She provided a brief update on the history of the project and introduced Minyoung Kim as Alameda CTC's Project Manager for this project. Ms. Kim discussed the environmental strategy in securing environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) with Alameda CTC as the lead agency for CEQA and Caltrans as the lead agency for NEPA. Ms. Kim's presentation covered the project limits (from Lake Merritt BART Station to South Hayward BART Station), project status and key considerations such as right-of-way availability, ownership, operations and maintenance. The presentation also covered the two design options of Rail-to-Trail and Rail-with-Trail.

Commissioner Kaplan stated that Rail-to-Trail will be the best option and she wanted more details on discussions with the rail entities as well as information on when the Commission could expect a decision point between these options. Ms. Lengyel responded that a major controlling factor for the project would be discussions with Union Pacific Rail Road (UPRR). She noted that UPRR is the owner of all the rail lines in Alameda County except for Niles Canyon and she stated that the East Bay Greenway project is part of the larger rail analysis effort. Ms. Lengyel stated there were a couple of factors being considered as part of the rail analysis which could then influence this project including the growth at the Port of Oakland as well as the interest in Capital Corridor and ACE rail passenger increases in frequencies. Both these entities are tenants on UPRR tracks and all efforts are being analyzed as part of the study. Ms. Lengyel stated that there are discussions with UPRR on those growth factors and potential rail routing options in Alameda County for freight and

passenger rail. This will be discussed with UPRR later this month and at the Rail Committee meeting in October. She stated that staff will provide an update on the Rail Strategy study at a future meeting.

Commissioner Kaplan requested that Alameda CTC staff bring this item back to the Committee after the next round of discussions with UPRR. Ms. Lengyel responded that staff will bring the Rail Strategy analysis to the Committee in October and will provide an update on the East Bay Greenway Project in November.

Commissioner Miley asked if the negotiations with UPRR were delayed and wanted to know the possibility of completing the Rail-with-Trail segment between Bayfair and South Hayward. Ms. Kim responded that Rail-with-Trail may be done segment by segment and Ms. Lengyel stated that negotiations regarding easements would still be done with UPRR. She noted that UPRR has strict requirements regarding buffers between rail and access points.

Commissioner Miley asked if there were two UPRR lines that run parallel to South Hayward BART. Ms. Lengyel responded that there are five railroad subdivisions in Alameda County however the Oakland subdivision and the Niles subdivision were the two subdivisions referred to in the presentation. She noted that the Niles subdivision runs from the Port of Oakland to Fremont/Centerville and connects to Newark while the Oakland subdivision starts at 47th and runs through Niles Canyon.

Commissioner Miley asked if the trail design process was complete or if alterations could still be done. Ms. Nguyen responded that the design options that were presented were dependent on which concepts were found to be feasible and could be environmentally cleared. There are some locations on the 16-mile corridor where there would be no encroachment while at other locations, there would be encroachments. The first 3.5 miles in the City of Oakland would be no infringement into the UPRR right of way however, in certain areas where there would be infringement, the design exception process would be applied.

Commissioner Valle wanted to ensure that safety was considered near Tennyson High School and Cesar Chavez Middle School. Ms. Nguyen stated that safety is a primary consideration being addressed throughout each segment of the project and at all project outreach meetings. She noted that it is also a consideration for UPRR in approving work on their right-of-way in the South Hayward area as well as it being a priority for the Recreational District. Ms. Nguyen stressed the importance of the project approach and stated that the project is being coordinated to ensure the least amount of community impacts while moving project implementation forward.

Commissioner Miley asked who would be the owner of the corridor once the project is completed. Ms. Nguyen responded that it was envisioned that the ownership would transition to the jurisdiction responsible for operating and

maintaining the facility. Art Dao added that historically, for infrastructure that covers multiple jurisdictions, each jurisdiction would own and manage maintenance and operations. He noted that there are other options such as a joint powers authority and the East Bay Regional Parks District for maintenance and operations; however, ownership brings in the concern of tort liability.

Commissioner Miley wanted to know if roadway maintenance funds could be used for the maintenance efforts. Mr. Dao confirmed that road maintenance measure funds could be used for maintenance of the greenway.

Commissioner Miley requested clarity on the Ashland/Cherryland interface and wanted more details on the timing of project completion. Ms. Kim provided information on the Ashland/Cherryland interface with UPRR and Mr. Dao stated that it will take both the UPRR agreement which is being addressed through the regional rail discussions and funding to construct the entire 16-mile greenway. He noted that the current priority is to get the project environmentally cleared after which, the agency will approach UPRR with a package, taking into consideration the 7th Street Grade Separation, the regional rail strategy, and the East Bay Greenway project. Staff's goal is to maximize segments for construction with a focus on connectivity (BART stations at north and south ends and safe routes to transit), and over time, position the entire 16 miles to be fully constructed as an agreement is reached with UPRR. Mr. Dao noted that the agency will assemble funding for the project including SB1, Active Transportation Program (ATP) and other buckets in Measure BB (MBB), and Regional Measure 2 and 3.

Ms. Nguyen closed the discussion noting that rail to trail will be the primary goal for the project during negotiations with UPRR. She stated that the environmental strategy as presented provides the flexibility to move forward with segments of the project as issues are cleared by the impacted jurisdictions.

This item was for information only.

5.3. Allocate \$11.5 million in Measure BB to the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard and expand the procurements for professional services to include subsequent phases.

Trinity Nguyen recommended that the Commission allocate \$11.5 million of Measure BB to the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard and expand the procurements for professional services to include subsequent phases. She noted that the Commission has allocated a total of \$5.6 million in Measure BB funds to these two projects. TMs. Nguyen stated that to expedite the delivery of the projects and improve the competitive readiness of these projects for SB1 funding, it was recommended that additional allocation in the amount of \$11.5 million of Measure BB be made. She anticipated returning in September 2017 with award recommendations and noted

that the approved allocations would be reflected in the Comprehensive Investment FY2018-19 Update.

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

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

5.4. Approve Administrative Amendments to Various Project Agreements (A10-0008, A11-0024, A10-0027) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Angelina Leong recommended that the Commission approve administrative amendments to various project agreements (A10-0008, A11-0024, A10-0027) in support of the Alameda CTC's Capital Projects and Program Delivery commitments. She stated that there were no Levine Act conflicts and no fiscal impact to approving this item.

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

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

6. Staff Reports

There were no staff reports.

7. Committee Reports

There were no committee member reports.

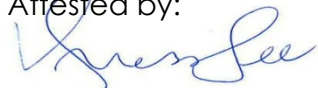
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, September 11, 2017 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: September 5, 2017

SUBJECT: Senate Bill 1 - Road Repair and Accountability Act of 2017

RECOMMENDATION:

1. Receive an update on Senate Bill 1 (SB 1) Programs
2. Approve the 2018 State Transportation Improvement Program (STIP) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list.

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).

The State Transportation Improvement Program (STIP) falls under the purview of SB 1 funding programs. Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from \$0 to \$200 million. (Attachment B). The passage of SB 1 provides a more stable funding stream for the STIP program. The 2018 STIP will cover Fiscal Years (FY) 2018-19 through 2022-23. Typically, Alameda County's shares represent the amount of new STIP funding made available in the last two years of a given STIP period. Alameda County's share of the State's 2018 STIP Fund Estimate is \$48.8 million.

As part of the overall STIP programming process, the Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2018 Regional STIP program (2018 RTIP). Once included, the MTC forwards a Regional program of projects to the CTC.

It is recommended the Commission approve a set of principles to be used for the development of the Alameda County 2018 STIP project list. The proposed 2018 STIP Principles are included as Attachment C.

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 summary 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. 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.

2. Local Partnership Program

This program is funded with \$200 million annually from the Road Maintenance and Rehabilitation Program funds. These funds are set aside to match voter approved taxes or developer fees dedicated to transportation improvements. Fifty percent of the funds are proposed to be distributed through a formulaic program and the remaining fifty percent are proposed to be available through a competitive program.

3. Trade Corridors Enhancement Account

SB 1 created this new \$300 million per year account to fund corridor-based freight projects nominated by local agencies and the State.

4. Solutions for Congested Corridors Program

This program provides \$250 million funding annually on a competitive basis to the California Department of Transportation (Caltrans) and regional agencies for priority projects that will improve traffic flow and mobility along the state's most congested corridors while also seeking to improve air quality and health.

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 funding for FY 17-18 is being used to augment the ATP Cycle 3 program and prioritize projects that were not funded through Cycle 3. A programming decision on the ATP Cycle 3 Augmentation funds is anticipated in fall 2017. The programming process for ATP Cycle 4 is expected in late spring /early summer 2018.

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).

The Alameda CTC adopts and forwards a program of STIP projects to the MTC for each STIP cycle. 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 approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

Development of the 2018 STIP

2018 STIP Fund Estimate

The biennial State Transportation Improvement Program (STIP) programming process begins with the development of the STIP Fund Estimate, which is approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from highs in the \$200 million range to \$0. The passage of SB 1 adds stability to the STIP program.

The CTC approved the 2018 STIP Fund Estimate in August 2017. The 2018 STIP cycle will cover FY 2018-19 through FY 2022-23. Alameda County's share of the State's 2018 STIP Fund Estimate is \$48.8 million and represents the amount of new programming capacity that will be available for Alameda County projects in the 2018 STIP cycle.

The 2018 STIP Fund Estimate includes a total of about \$48.8 million RTIP funds for Alameda County. Based on MTC's Draft Regional 2018 STIP policy (and existing regional commitments), the Alameda CTC will have about \$41.7 M available to program. The MTC Region 2018 STIP Policy is scheduled to be approved on September 27, 2017.

\$48.8 M	2018 Fund Estimate for Alameda County
\$ 2.0 M	ARRA Backfill (Caldecott Tunnel)
\$ 3.1 M	Bike Ped Connectivity to SFOBB (Alameda County share of Region)
\$ 0.5 M	Less STIP Administration funds for MTC
\$ 1.5 M	Less STIP Administration funds for Alameda CTC
\$41.7 M	2018 STIP Funds Available to Program

2018 STIP Principles

In preparation of the development the Alameda County STIP project list, the Commission is requested to approve a set of principles by which the Alameda County share of the 2018 STIP will be programmed (Attachment C). The proposed principles for the development of the 2018 STIP are intended to be consistent with the goals and objectives of the Countywide Transportation Plan and the Comprehensive Investment Plan, the Alameda CTC's near-term strategic planning and programming documents.

Additionally, the proposed principles consider previously approved Alameda County STIP programming and commitments dating from the 2008 STIP cycle. These commitments included funding for projects identified in MTC Resolution 3434 along with funds required to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 million of state funded projects.

During the 2016 STIP programming process, the CTC amended the 2016 STIP Fund Estimate with a lower Price-Based Excise Tax Rate, resulting in a decreased statewide STIP capacity of approximately \$754 million over the Fund Estimate period. As a result, the MTC had to delay \$71.3 million in projects regionally, to an unfunded future year of the STIP. Out of these, two projects were included within the 2016 Alameda RTIP; BART Station Modernization Program (\$3.726 M) and Improved Bike/Ped Connectivity to East Span SFOBB project(\$3.063 M).

A summary of the previously approved STIP commitments is provided as Attachment D. The summary reflects the status of the remaining commitments for consideration in the upcoming 2018 STIP cycle.

In addition to the attached Alameda CTC 2018 STIP Principles, it is proposed that the following MTC regional policies be applied to the development of the 2018 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans is to notify the region's CMAs and MTC of any anticipated cost increases to currently-programmed STIP projects in the same time frame as the new project applications.

Next Steps

Per the proposed 2018 STIP Development Schedule (Attachment E), the Commission is scheduled to approve Alameda County's 2018 STIP program in October 2017 in order to meet MTC's November 1, 2017 deadline for the county STIP project lists. In addition to a Commission-approved 2018 STIP project list, the documentation required for each project proposed for STIP funding may include: MTC Complete Streets Checklist, STIP Project Programming Request (PPR) form, project performance measures analysis, Final Project Study Report (PSR) (or PSR Equivalent), Resolution of Local Support, and STIP Certification of Assurances. The MTC region's proposed STIP (i.e. the MTC-approved RTIP) is due to the CTC in December 2017 and final 2018 STIP is scheduled to be adopted by the CTC in April 2018.

Fiscal Impact: There is no fiscal impact at this time.

Attachments

- A. CTC's SB 1 Implementation Schedule
- B. Alameda CTC STIP Programming Levels
- C. Draft Principles for the Development of the 2018 STIP Project List
- D. Alameda County Existing STIP Commitments
- E. 2018 STIP Development Schedule

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Senior Program Analyst

SB 1 Programs – Implementation Schedule

5.1A

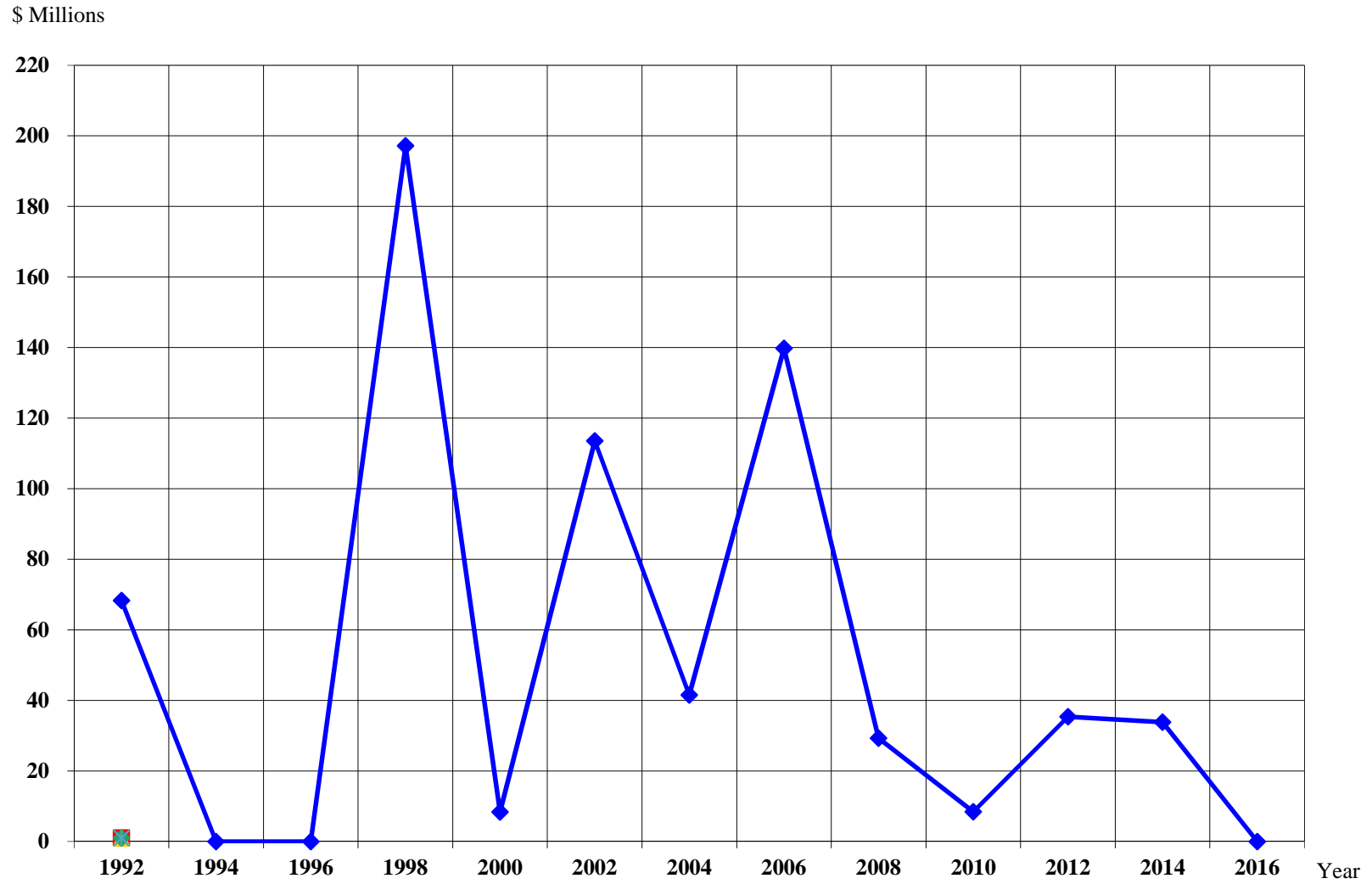
New SB 1 Programs					
Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Local Streets and Roads	<ul style="list-style-type: none"> July 18th - Sacramento 	June 30, 2017	August 16-17, 2017	Sept. – Oct. 2017	October 18-19, 2017 (Adopt Eligibility 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 8th - Sacramento November 17th – Stockton December 6th - Riverside 	October 18-19, 2017	December 6-7, 2017	February 2018	May 2018
Trade Corridor Enhancement	<ul style="list-style-type: none"> July 17th - Sacramento August 8th - Oakland September 25th – Sacramento October 24th – Los Angeles 	December 6-7, 2017	January 2018	March 2018	May 2018
Local Partnership	<ul style="list-style-type: none"> July 11th - Sacramento July 21st - Los Angeles August 7th - Oakland September 8th – Sacramento September 25th – Sacramento 	August 16-17, 2017	October 18-19, 2017	March 2018	June 2018

SB 1 Programs – Implementation Schedule

Existing Commission Programs					
Program	Workshops	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"> May 17th – San Diego June 9th - Sacramento TBD in early 2018 – North and South hearings on Proposed 2018 SHOPP 	May 17, 2017 Presented Draft Interim SHOPP Guidelines to Commission	June 28, 2017 Adopted Interim SHOPP Guidelines	January 2018 (Caltrans submits proposed SHOPP)	March 2018
Transportation Asset Management*	<ul style="list-style-type: none"> May 17th – San Diego June 9th - Sacramento 	May 17, 2017 Presented Draft Transportation Asset Management Plan (TAMP) Guidelines to Commission	June 28, 2017 Adopted TAMP Guidelines	N/A	N/A
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

* The TAMP Guidelines inform the Department’s development of the Transportation Asset Management Plan which prioritizes investments for projects funded from the SHOPP. The Department’s completed Transportation Asset Management Plan must be submitted to the Commission by July 2020.

ALAMEDA COUNTY STIP HISTORICAL PROGRAMMING LEVELS



This page intentionally left blank

Draft Principles for the Development of the Alameda County 2018 STIP Project List

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - Projects that can leverage funds from other SB1 programs
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan;
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

This page intentionally left blank

Alameda County STIP Program – Existing Commitments

5.1D

Index #	Project	Original Commitment Amount (\$ x 1,000)	Remaining Commitment Amount (\$ x 1,000)	Notes
1	Alameda County I-Bond Projects	8,000	0	<ul style="list-style-type: none"> • \$8M of local funds approved by Alameda CTC July 2012. • Prioritized programming included in previous Alameda County Congestion Management Agency Board actions.
2	Route 24 Corridor – Caldecott Settlement Projects	8,000	2,000	<ul style="list-style-type: none"> • \$2M fulfilled in STIP 2008. • \$2M fulfilled in STIP 2010. • \$2M fulfilled in STIP 2014.
3	Dumbarton Rail Project	91,000	0	<ul style="list-style-type: none"> • \$91M included with Resolution 08-018, Dec. 2008. • No priority for future capital funding is identified in the long range plan. •
4	BART Warm Springs Extension	69,000	0	<ul style="list-style-type: none"> • \$69M included with Resolution 08-018, Dec. 2008. • The capital phase of the Warm Springs Extension Project (WSX) fully funded and completed with existing sources.
5	AC Transit Bus Rapid Transit Project	40,000	13,125	<ul style="list-style-type: none"> • \$40M included with Resolution 08-018, Dec. 2008. • \$23.125 remaining per Revised Resolution 14-007. • \$10M fulfilled through Measure BB Allocation.
6	I-880 Broadway/Jackson Interchange	3,000	500	<ul style="list-style-type: none"> • \$3M included with Resolution 08-018, Dec. 2008. • \$2.5M fulfilled in 2012 STIP.
7	I-880 Corridor Project	1,900	900	<ul style="list-style-type: none"> • \$1.9M included with Resolution 08-018, Dec. 2008. • \$1M fulfilled in 2012 STIP.
8	I-880/Mission Blvd. (SR 262) Landscaping	3,500	0	<ul style="list-style-type: none"> • \$3.5M included with Resolution 08-018, Dec. 2008. • \$3.5M fulfilled in 2012 STIP.
9	Station Enhancement project in FY 17/18 (San Mateo- CCAG)	200	0	<ul style="list-style-type: none"> • 2008 STIP TE-Reserve Exchange payback. • \$0.2M fulfilled in 2014 STIP.

Alameda County STIP Program – Existing Commitments

Index #	Project	Original Commitment Amount (\$ x 1,000)	Remaining Commitment Amount (\$ x 1,000)	Notes
10	BART Station Modernization	3,726	3,726	<ul style="list-style-type: none"> • \$3.726M represents Alameda County portion of multi-county STIP project. • Project was moved out of the 2016 STIP period due to a negative fund estimate.
11	Improved Bike/Ped Connectivity to East Span SFOBB (BATA)	3,063	3,063	<ul style="list-style-type: none"> • \$3.063M represents Alameda County portion of regional STIP project. • Project was moved out of the 2016 STIP period due to a negative fund estimate.
12	Caldecott ARRA Payback	2,000	2,000	<ul style="list-style-type: none"> • Project was moved out of the 2016 STIP period due to a negative fund estimate.
	Total		25,341	

2018 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
	May 2017	<ul style="list-style-type: none"> • CTC approves final STIP Fund Estimate Assumptions
	June 2017	<ul style="list-style-type: none"> • CTC releases draft STIP Fund Estimate and Guidelines
	August 2017	<ul style="list-style-type: none"> • CTC adopts final STIP Fund Estimate and Guidelines
<ul style="list-style-type: none"> • Approve 2018 STIP Principles 	September 2017	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies and Procedures
<ul style="list-style-type: none"> • 2018 STIP to Alameda CTC Committees and Commission 	October 2017	<ul style="list-style-type: none"> • Final 2018 STIP Project Lists from Region's CMAs due to MTC by 11/1/17 (Note 1)
	December 2017	<ul style="list-style-type: none"> • MTC approves Regional 2018 STIP Program (2018 RTIP) • 2018 RTIP due to CTC
	March 2018	<ul style="list-style-type: none"> • CTC adopts 2018 STIP

Notes:

1. In addition to a Commission-approved 2018 STIP project list, the following project documentation is due to MTC by November 1, 2017: MTC Complete Streets Checklists, STIP Project Programming Request (PPR) forms, project performance measures analysis, Final PSR (or PSR Equivalent), Resolution of Local Support, and STIP Certification of Assurances.

This page intentionally left blank



Memorandum

5.2

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

DATE: September 5, 2017

SUBJECT: 2017 Federal Earmark Repurposing

RECOMMENDATION: Approve the Proposed 2017 Federal Earmark Repurposing Strategy

Summary

The 2017 Consolidated Appropriations Act provides for the repurposing of certain federal earmarks with remaining available balances to other qualifying projects. It is recommended the Commission approve the repurposing of approximately \$561,304 in available earmark balances from the three projects detailed in Table 1, to the Dublin Boulevard Extension to North Canyons Parkway Project (\$539,940) and the 7th Street Grade Separation and Port Arterial Improvements/Global Opportunities at the Port of Oakland (Go Port) Project (\$21,364).

Federalizing these two projects during the Environmental phase is desired to facilitate obtaining National Environmental Policy Act (NEPA) clearance so that the projects will be eligible to apply for future federal funding opportunities. Alameda CTC has obtained concurrence from the cities of Dublin, San Leandro, and Hayward and the Port of Oakland regarding this proposal.

Background

The 2017 Consolidated Appropriations Act includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2006 and are completed and closed. Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 100 miles of the original earmark designation in the State. Once the earmark funds are repurposed onto a new project, they cannot be repurposed again.

On July 18, 2017, Caltrans posted the official list of earmarks eligible for repurposing, including the fund balance available on each earmark. Within Alameda County, there are three projects with a total of approximately \$561,304 in unspent earmark obligation authority that is readily available for repurposing, as noted in Table 1.

Sponsor	Earmark Description	Balance	Notes
Alameda CTC	Install emergency vehicle preemption equipment along major arterials in the I-880 corridor.	\$20,975	Project completed and closed.
Hayward	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	\$389	Project completed and closed.
Alameda CTC/ San Leandro	Replace 880 overpass at Davis St. in San Leandro	\$539,940	Earmark is not yet obligated.
Total:		\$561,304	Available for repurposing.

An item on the 2017 earmark repurposing effort was presented on July 26, 2017 to the Metropolitan Transportation Commission (MTC) (Attachment A), which confirmed the above projects have earmark balances available for repurposing. In response, Alameda CTC staff recommends repurposing the above earmark funds to the following two projects: (1) Dublin Boulevard Extension to North Canyons Parkway, and (2) 7th Street Grade Separation and Port Arterial Improvements/Global Opportunities at the Port of Oakland (GoPort) projects. For reference, project maps are included as Attachment B.

Both projects are of regional significance and will provide benefits for congestion relief, goods movement, and associated employment and economic benefits. They are recommended for the available federal funding because federalizing the projects during the Environmental phase is necessary to obtain federal NEPA clearance, which in turn will allow project sponsors to pursue federal funding opportunities for future phases. From a readiness perspective, both projects are currently in the Environmental phase and are ready to start the NEPA process during FY 2017-18. Regarding eligibility for repurposing, both projects are within the vicinity of the three original earmarks, are eligible for STBGP funding, and are able to obligate the repurposed funds by the September 2020 deadline.

The current and proposed programming for the Dublin Boulevard Extension to North Canyons Parkway project is detailed in Tables 2 and 3.

Project/Phase	Federal Earmark	Local Match	Measure BB	Total
I-880 Davis Street I/C (PS&E, CON)	\$539,940	\$135,000	-	\$674,940
Dublin Blvd. Extension (PS&E)	-	\$1,043,000	\$5,914,000	\$6,957,000
Total	\$539,940	\$1,178,000	\$5,914,000	\$7,631,940

Table 3 - Proposed Programming				
Project/Phase	Federal Earmark	Local Match	Measure BB	Total
I-880 Davis Street I/C (PS&E, CON)	-	\$135,000	\$539,940	\$674,940
Dublin Blvd. Extension (PS&E)	\$539,940	\$1,043,000	\$5,374,060	\$6,957,000
Total	\$539,940	\$1,178,000	\$5,914,000	\$7,631,940

The remaining \$21,364 available is proposed to be reprogrammed to the 7th Street Grade Separation and Port Arterial Improvements/GoPort project. Staff from the cities of Dublin, San Leandro, and Hayward and the Port of Oakland have concurred with this proposal.

Next Steps

Project sponsors will need to submit required forms to Caltrans in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2020. MTC will be coordinating with Caltrans throughout the repurposing process, which is scheduled to be approved by the State in mid-September.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC 2017 Earmark Repurposing Item, dated July 26, 2017
- B. Dublin Boulevard Extension and 7th Street Grade Separation and Port Arterial Improvements/GoPort Project maps

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Senior Program Analyst

This page intentionally left blank



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: July 26, 2017

FR: Executive Director

RE: Federal Earmark Repurposing

Background

At the July Programming and Allocations Committee meeting, Commissioners received an information item describing a provision included in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 that enables States to repurpose unspent earmark balances.

As described in the Committee summary sheet (Attachment 1), to be eligible for repurposing to another project, an earmark must be at least ten years old and either less than 10% obligated or completed and closed out. Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds, and within 100 miles of the originally designated earmark.

Updated Information and Recommendation

On July 18, 2017 Caltrans posted the official list of earmarks eligible for repurposing, including the fund balance available on each earmark. Within the Bay Area, there is approximately \$2.8 million in unspent earmark apportionment and obligation authority that are readily available for repurposing, as noted in the table below.

Earmarks Available for Repurposing

Sponsor	Earmark Description	Balance Available	Notes
ACTC	Install emergency vehicle preemption equipment along major arterials in the I- 880 corridor, Alameda County	\$20,975	Project completed and closed.
ACTC/San Leandro	Replace 880 overpass at Davis St. in San Leandro	\$539,940	Earmark has not yet obligated, and is eligible for repurposing. MTC staff is working with project sponsors to discuss status of the project.

Earmarks Available for Repurposing (Continued)

Sponsor	Earmark Description	Balance Available	Notes
Hayward	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	\$389	Project completed and closed.
Menlo Park	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	\$14,126	Project completed and closed.
SFDPW	Implement SFgo Van Ness Corridor Improvements	\$561	Project completed and closed.
San Jose	Coyote Creek Trail Project- Story Road to Montague Expressway	\$1,799,800	Earmark has not yet obligated, and is eligible for repurposing. MTC staff is working with project sponsor to discuss status of the project.
Santa Clara County	Oregon-Page Mill expressway Improvements between U.S. 101 and SR 82, Palo Alto	\$33,754	Project completed and closed.
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	\$424,212	Project completed and closed.
Total Available for Repurposing:		\$2,833,756	

Caltrans has requested that Regional Transportation Planning Agencies (RTPAs) throughout the State coordinate with project sponsors to develop and submit a regional repurposing recommendation by August 18, 2017.

Given the extremely short timeline, as well as a consideration that the two incomplete Bay Area projects appear to be active and moving forward, staff recommends that the Commission authorize the Executive Director to coordinate with project sponsors and the relevant Congestion Management Agencies to develop a repurposing recommendation for the region, and submit the recommendation to Caltrans no later than August 18, 2017. It is ultimately the State’s decision on how to repurpose the earmarks.



 Steve Heminger

Attachments: Attachment 1. Federal Earmark Repurposing, PAC Agenda Item 2h

Metropolitan Transportation Commission
Programming and Allocations Committee

July 12, 2017

Agenda Item 2h

Federal Earmark Repurposing

Subject: Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Background: Section 422 of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 (P.L. No. 115-31) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2006 and are completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 100 miles of the original earmark designation in the State.

Bay Area Repurposed Earmarks (the “*from*” list)

At this time, MTC has not received a list of potential eligible earmarks for repurposing. We expect to receive guidance and a potential project list from Caltrans within the next couple weeks. Upon receipt of this list, Staff will work with project sponsors and Caltrans to identify specific earmarked funds to be repurposed. It is expected that the list will be much shorter than the 2016 list as most large projects/balances were considered then; however that cannot be confirmed until we receive the list.

Bay Area Projects to Receive Repurposed Funds (the “*to*” list)

For the next step in the process, Caltrans requests regions to submit a recommended list of projects to receive repurposed funds (or the projects *to* which the earmark funds will be directed). Staff will work with project sponsors to develop this list.

Depending on when MTC receives the “*from*” list from Caltrans, both of these lists may be presented to the Commission at the July 26, 2017 meeting for review and approval. After approval, staff will forward the lists to Caltrans to be included in the State’s submission to FHWA. The final complete list of projects is due to FHWA Headquarters by September 12, 2017.

Issues: (1) **Regional Role:** Although staff will work closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

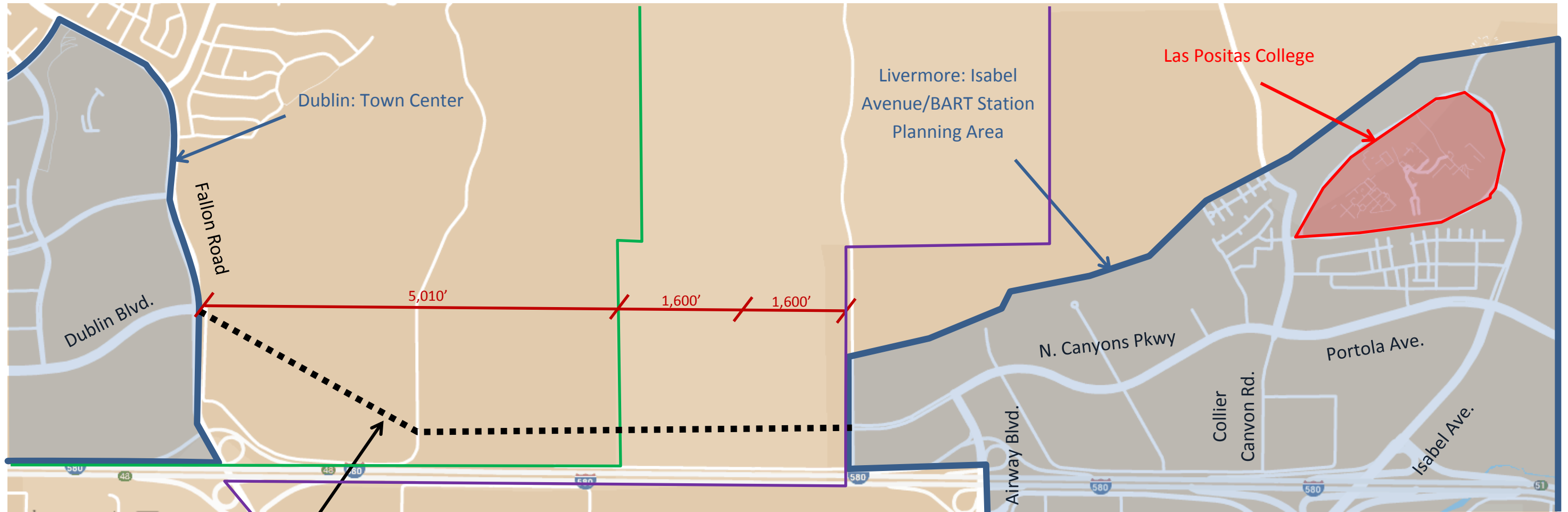
(2) **Implementation Issues:** Project sponsors must submit required forms to Caltrans by a yet-to-be-announced date, in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2020. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation: None. Information only.

Attachments: None

This page intentionally left blank

Proposed Extension of Dublin Boulevard to North Canyons Parkway



Proposed Extension of Dublin Blvd.

-  Priority Development Area – Suburban Center
-  Dublin City Limits
-  Livermore City Limits



N.T.S

Proposed 7th Street Grade Separation and Port Arterial Improvements Project/GoPort Project



Location	Length
Primary Freight Network System intermodal connectors:	
1) Port of Oakland (CA32P) – Maritime Street (W. Grand Avenue to 7th Street), W. Grand Avenue (I-880 to Maritime Street), and 7th Street (I-880 to Maritime Street)	1) 1.96 miles
2) Oakland Railyard (CA62R) – Middle Harbor Road (7th Street to I-880)	2) 1.18 miles



Memorandum

5.3

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

DATE:	September 5, 2017
SUBJECT:	I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000): Approval of Professional Services Agreement A18-0001 with T.Y. Lin International
RECOMMENDATION:	Approve and authorize the Executive Director to execute Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide services for the Project Approval and Environmental Document (PA&ED) and Final Design Plans, Specifications and Estimates (PS&E) phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000) in the Cities of Emeryville and Berkeley. The project is in the 2014 Transportation Expenditure Plan (TEP No. 030) and proposes to provide a direct connection between westbound I-80 and Emeryville by way of Shellmound Street and will include bridge replacement, a roundabout interchange, and provisions for bicycle and pedestrian access to create a connection from Emeryville to the San Francisco Bay Trail.

In June 2017, the request for proposal (RFP) R18-0001 was released for project delivery services for the PA&ED and PS&E phases. Proposals were received from four firms, and an independent selection panel composed of representatives from the City of Emeryville and Alameda CTC reviewed the proposals. All four firms were invited to interview. The interviews were conducted on August 24, 2017, and at the conclusion of the evaluation process, Alameda CTC selected T.Y. Lin International as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide professional services for the Project Approval and Environmental Document (PA&ED) and Final Design Plans, Specifications and Estimates (PS&E) phases. The estimated duration to complete the services is 48 months. Should T.Y. Lin International become the Design Engineer of Record for the project, an amendment will be required to provide additional budget and time for design support services through construction once the project is in a position to be advertised.

Background

Alameda CTC is the project sponsor and implementing agency for the I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000) in the Cities of Emeryville and Berkeley. The project is in the 2014 Transportation Expenditure Plan (TEP No. 030) and proposes to reconstruct the Ashby Avenue Interchange, which is bordered by Frontage Road and San Francisco Bay to the west, a mixed use section of Emeryville which includes industrial, commercial, and residential to the southeast, and Berkeley's Aquatic Park to the northeast.

The existing I-80/Ashby-Shellmound interchange does not provide access to or from westbound I-80 and Shellmound Street in the City of Emeryville and all westbound traffic to access Emeryville must use the Powell Street interchange. The scoping/feasibility study completed in July 1999 and updated in September 2006 identified alternatives that would provide a direct connection between westbound I-80 and Emeryville by way of Shellmound Street and include a new bridge to replace existing bridges, a roundabout interchange, and provisions for bicycle and pedestrian access to create a connection from Emeryville to the San Francisco Bay Trail. Improved mobility, reduced congestion on Ashby Avenue at the I-80/Powell Street interchange and at the intersection of Ashby Avenue and 7th Street, safe access for pedestrians and bicyclists to connect across I-80, and linking the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park are benefits of the project.

The next phase of the project is to perform environmental services. During the process of initial scoping and risk management, it was identified that due to the limited project design alternatives and limited technical risk factors, concurrently implementing the environmental and design phase activities would benefit the project. This approach is expected to advance the project construction readiness between six months to a year and also reduce costs through gained efficiencies.

In June 2017, the request for proposal (RFP) R18-0001 was released for project delivery services for the PA&ED and PS&E phases. A pre-proposal meeting was held on July 18, 2017 and was attended by 48 firms. Alameda CTC received four proposals on August 8, 2017 from the following firms:

- AECOM Technical Services, Inc.
- Kimley-Horn and Associates
- Parsons Transportation Group
- T.Y. Lin International

An independent selection panel composed of representatives from the City of Emeryville and Alameda CTC reviewed the proposals and offered the opportunity to proceed to the interview stage to all four firms. Consultant interviews were conducted on August 24, 2017. Proposers were scored on the following criteria: knowledge and understanding, management approach and staffing plan, qualifications, and interview effectiveness. At

the conclusion of the evaluation process, Alameda CTC selected T.Y. Lin International as the top-ranked firm.

Based upon the review of T.Y. Lin International's cost proposal, Alameda CTC's independent cost estimate, and the initial discussions with T.Y. Lin International, the not-to-exceed contract amount of \$7,500,000 will provide for the services necessary to complete the PA&ED and PS&E phases of the project. Staff anticipates that a contract will be ready for execution in October 2017.

T.Y. Lin International is a well-established local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide services to complete the PA&ED and PS&E Phases. The estimated duration required to complete these services is 48 months. Should T.Y. Lin International become the Design Engineer of Record for the project, an amendment will be required to provide additional budget and time for design support services through construction once the project is in a position to be advertised.

The I-80/Ashby Avenue (SR-13) Interchange Improvements project is in the 2014 Transportation Expenditure Plan (TEP No. 030) and \$9.6 million in Measure BB funds has been allocated for the PA&ED and PS&E phases.

Levine Act Statement: The T.Y. Lin International Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$7,500,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2017-18 Capital Program Budget.

Attachment

- A. I-80/Ashby Avenue (SR-13) Interchange Improvements Project Fact Sheet

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

This page intentionally left blank



Interstate 80/Ashby Avenue (SR-13) Interchange Improvements

AUGUST 2017

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Emeryville, proposes to reconstruct the Ashby Avenue interchange, which is bordered by Frontage Road and San Francisco Bay to the west, an industrial/commercial/residential section of Emeryville to the southeast and Berkeley's Aquatic Park to the northeast. Construction on this project to provide a direct connection between westbound Interstate 80 (I-80) and Emeryville by way of Shellmound Street will include:

- A new bridge to replace existing bridges
- A roundabout interchange
- Provision of bicycle and pedestrian access over the I-80 freeway at the Ashby Avenue-Shellmound Street interchange

PROJECT NEED

- The existing I-80/Ashby-Shellmound interchange does not provide access to or from westbound I-80 and Shellmound Street in the City of Emeryville.
- All westbound traffic to access Emeryville must use the Powell Street interchange.

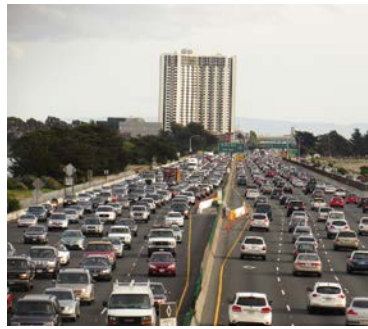


PROJECT BENEFITS

- Improves mobility and reduces congestion on Ashby Avenue at the I-80/Powell Street interchange and at the intersection of Ashby Avenue and 7th Street
- Provides safe access for pedestrians and bicyclists to connect across I-80, linking the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park



I-80/Ashby Avenue interchange from Google Maps.



I-80 freeway looking south approaching the Ashby Avenue exit.



I-80 eastbound Eastshore Freeway approach at the Ashby Avenue exit.

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

PE/Environmental	\$	4,000
Final Design (PS&E)	\$	5,500
Right-of-Way/Utility	\$	1,500
Construction	\$	41,000
Total Expenditures	\$	52,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$	23,000
Federal	\$	TBD
State	\$	TBD
Local	\$	TBD
TBD	\$	28,700
Total Revenues	\$	52,000

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- A scoping/feasibility study was completed by the City of Emeryville.
- A request for proposals (RFP) for Project Approval and Environmental Document/Plans, Specifications and Estimates (PA&ED/PSE) is anticipated for release in July 2017.
- Consultant is anticipated to be on board by fall 2017.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the cities of Emeryville and Berkeley

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

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2017	Fall 2019
Final Design	Spring 2019	Winter 2020
Right-of-Way	Spring 2019	Winter 2020
Construction	Summer 2021	Winter 2024

Note: Schedule subject to funding availability.



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2017

SUBJECT: I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project, (PN 1453.000): Approval of Professional Services Agreement A18-0002 with Mark Thomas, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project (PN 1453.000) in the City of Hayward. The project is comprised of two components in the 2014 Transportation Expenditure Plan (TEP No. 038 and No. 039). Improvements are proposed to the interchanges along I-880 at Whipple Road/Industrial Parkway Southwest and Industrial Parkway West ranging from operational improvements to the ramps to complete replacement of the undercrossing/overcrossing structures to relieve freeway and interchange congestion, enhance safety, improve business access and provide new shared pedestrian and bicycle paths along the north and south side of the crossing structures.

In June 2017, the request for proposal (RFP) R18-0002 was released for project delivery services for the Scoping and PA&ED phases. Proposals were received from three firms, and an independent selection panel composed of representatives from the City of Hayward and Alameda CTC reviewed the proposals. All three firms were invited to interview. The interviews were conducted on August 23, 2017, and at the conclusion of the evaluation process, Alameda CTC selected Mark Thomas, Inc. as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide professional services for the Scoping and PA&ED phases. The estimated duration to complete the services is 42 months.

Background

Alameda CTC is the project sponsor and implementing agency for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project (PN 1453.000) in the City of Hayward. The project is comprised of two components in the 2014 Transportation Expenditure Plan: Whipple Road/Industrial Parkway Southwest Interchange improvements (TEP No. 038) and I-880 Industrial Parkway Interchange Improvements (TEP No. 039). These two interchanges in Hayward are approximately one mile apart. Due to their close proximity, these projects are being combined for project development.

The improvements proposed range from operational improvements to the ramps to complete replacement of the undercrossing/overcrossing structures to relieve freeway and interchange congestion, enhance safety, improve business access and provide new shared pedestrian and bicycle paths along the north and south side of the crossing structures.

A feasibility study was prepared for the Whipple Road/Industrial Parkway Southwest Interchange in May 2016. The next phase of the project will expand upon the feasibility study and prepare a scoping document acceptable to Caltrans for both locations and concurrently begin work to support the environmental process.

In June 2017, the request for proposal (RFP) R18-0002 was released for project delivery services for the Scoping and PA&ED phases. A pre-proposal meeting was held on July 18, 2017 and was attended by 30 firms. Alameda CTC received three proposals on August 8, 2017 from the following firms:

- BKF Engineers
- HDR
- Mark Thomas, Inc.

An independent selection panel composed of representatives from the City of Hayward and Alameda CTC reviewed the proposals and offered the opportunity to proceed to the interview stage to all three firms. Consultant interviews were conducted on August 23, 2017. Proposers were scored on the following criteria: knowledge and understanding, management approach and staffing plan, qualifications, and interview effectiveness. At the conclusion of the evaluation process, Alameda CTC selected Mark Thomas, Inc. as the top-ranked firm.

Based upon the review of Mark Thomas, Inc.'s cost proposal, Alameda CTC's independent cost estimate, and the initial discussions with Mark Thomas, Inc., the not-to-exceed contract amount of \$5,000,000 will provide for the services necessary to complete the Scoping and PA&ED phases of the project. Staff anticipates that a contract will be ready for execution in October 2017.

Mark Thomas, Inc. is a well-established local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide services to complete the Scoping and PA&ED phases. The estimated duration required to complete these services is 42 months.

I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) project is in the 2014 Transportation Expenditure Plan (TEP No. 038 and No. 039) and \$11.25 million in Measure BB funds has been allocated for the Scoping and PA&ED phases.

Levine Act Statement: The Mark Thomas, Inc. Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$5,000,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2017-18 Capital Program Budget.

Attachment

- A. I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project Fact Sheet

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

This page intentionally left blank



Interstate 880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

AUGUST 2017

PROJECT OVERVIEW

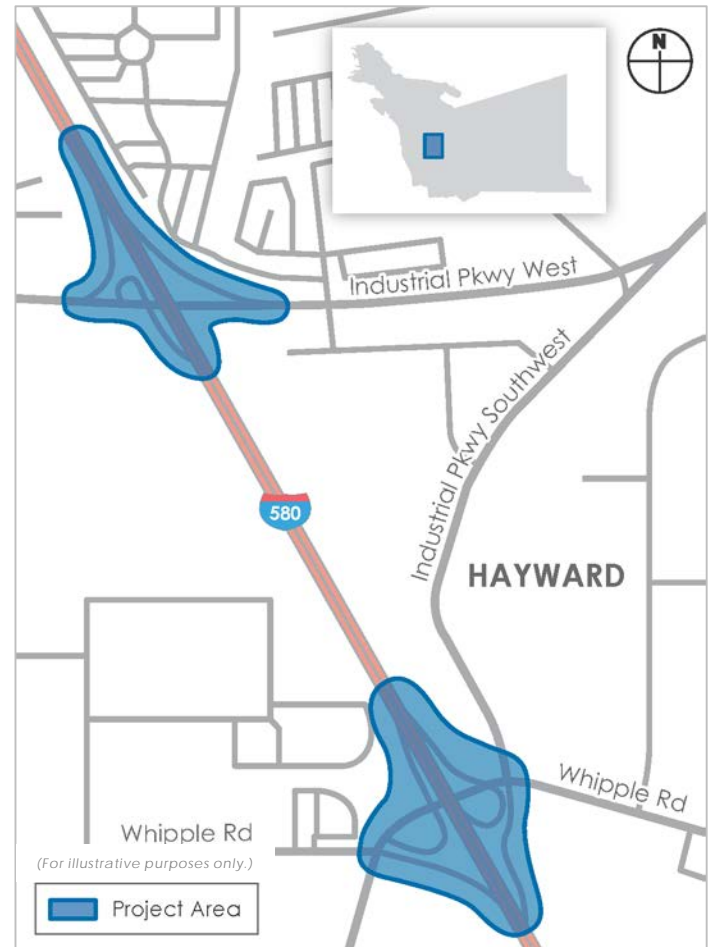
The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), will implement full interchange improvements at the Interstate 880 (I-880)/Whipple Road interchange, including:

- A northbound off-ramp
- A southbound high occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp
- Bridge reconstruction over I-880
- Surface street improvements and realignment

Due to their close proximity to the I-880/Industrial Parkway West Interchange, these projects are being combined for project development.

PROJECT NEED

- I-880/Whipple Road ramp intersections currently operate at or over capacity, with a few movements experiencing high delay during a.m. and p.m. peak hours.
- Observed queues for the northbound off-ramp approach at Whipple Road occasionally extend to the mainline.
- The Whipple Road–Industrial Parkway South West interchange was identified by the cities of Union City and Hayward as needing bicycle and pedestrian improvements to enhance the connectivity between the east and west sides of I-880.
- There is no designated bicycle facility along Whipple Road or Industrial Parkway at I-880, and the sidewalk along the north side of Whipple Road is narrow.
- The pavement condition of Whipple Road within the Caltrans right-of-way is degraded and is in need of major rehabilitation.



PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Enhances safety
- Improves local business access along Whipple Road
- Improves bicycle and pedestrian access across the interchange
- Improves transit access to and from the I-880 freeway



Renderings of the project areas for the Feasibility Study.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- Feasibility Study was completed in May 2016.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, and the cities of Hayward and Union City

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

Planning/Scoping	\$ 1,750
PE/Environmental	\$ 9,500
Final Design (PS&E)	\$ 15,000
Right-of-Way	\$ 15,000
Construction	\$ 110,000
Total Expenditures	\$ 151,250

Note: Construction estimate is projected to the mid-year of construction – 2025.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 1,750
Federal	\$ TBD
State	\$ TBD
Local	\$ TBD
TBD	\$ 149,500
Total Revenues	\$ 151,250

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2017	Summer 2018
Preliminary Engineering/ Environmental	Summer 2018	Summer 2021
Final Design	Fall 2021	Winter 2023
Right-of-Way	Winter 2021	Winter 2023
Construction	Summer 2024	Winter 2026

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



Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2017

SUBJECT: I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022): Approval of Professional Services Agreement A18-0003 with AECOM Technical Services, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022) which passes through the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Transportation Expenditure Plan (TEP No. 035) and proposes to construct a 10-mile segment (one express lane in both the northbound and southbound direction) to complete the Express Lane Network through Alameda County. Anticipated benefits include improved efficiency of the transportation system on northbound I-680 between SR-237 and SR-84 to accommodate the current and future traffic demand, improved travel time and travel reliability for all users, including High Occupancy Vehicle and transit users, and optimization of freeway system management and traffic operations.

In June 2017, the request for proposal (RFP) R18-0003 was released for project delivery services for the Scoping and PA&ED phases. Proposals were received from three firms, and an independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposals. All three firms were invited to interview. The interviews were conducted on August 23, 2017, and at the conclusion of the evaluation process, Alameda CTC selected AECOM Technical Services, Inc. as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide professional services for the Scoping and PA&ED phases. The estimated duration to complete the services is 42 months.

Background

Alameda CTC is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022) which passes through the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Transportation Expenditure Plan (TEP No. 035) and proposes to construct a 10-mile segment (one express lane in both the northbound and southbound direction) to complete the Express Lane Network through Alameda County.

With the completion of this 10-mile segment, the public would have over 40 miles of continuous express lane facility and unlock more widespread benefits such as improved efficiency of the transportation system on NB I-680 between SR-237 and SR-84 to accommodate current and future traffic demand, improved travel time and travel reliability for all users, including High Occupancy Vehicle and transit users, and optimization of freeway system management and traffic operations.

Based on the size and estimated cost of the project, it is likely that a phasing or segmentation strategy will be required. During the Scoping and PA&ED phases, options to segment and/or phase the project will be examined. The project will also take advantage of the lessons learned and the deliverables prepared from the two adjacent projects. The SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements project is currently in the environmental phase and has a target to achieve federal clearance by June 2018. The I-680 Sunol Express Lanes –Phase 1 is presently being advertised and an award is anticipated by October 2017.

In June 2017, the request for proposal (RFP) R18-0003 was released for project delivery services for the Scoping and PA&ED phases. A pre-proposal meeting was held on July 18, 2017 and was attended by 36 firms. Alameda CTC received three proposals on August 8, 2017 from the following firms:

- AECOM Technical Services, Inc.
- HDR
- WMH Consulting

An independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposals and offered the opportunity to proceed to the interview stage to all three firms. Consultant interviews were conducted on August 23, 2017. Proposers were scored on the following criteria: knowledge and understanding, management approach and staffing plan, qualifications, and interview effectiveness. At the conclusion of the evaluation process, Alameda CTC selected AECOM Technical Services, Inc. as the top-ranked firm.

Based upon the review of AECOM Technical Services, Inc.'s cost proposal, Alameda CTC's independent cost estimate, and the initial discussions with AECOM Technical Services, Inc., the not-to-exceed contract amount of \$5,500,000 will provide for the services necessary to

complete the Scoping and PA&ED phases of the project. Staff anticipates that a contract will be ready for execution in October 2017.

AECOM Technical Services, Inc. is a well-established local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide services to complete the Scoping and PA&ED phases. The estimated duration required to complete these services is 42 months.

The I-680 Express Lanes from SR-84 to Alcosta Boulevard Project is in the 2014 Transportation Expenditure Plan (TEP No. 035) and \$7.5 million in Measure BB funds has been allocated for the Scoping and PA&ED phases.

Levine Act Statement: The AECOM Technical Services, Inc. Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$5,500,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2017-18 Capital Program Budget.

Attachment

- A. The I-680 Express Lanes from SR-84 to Alcosta Boulevard Project Fact Sheet

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

This page intentionally left blank



I-680 Express Lanes from SR-84 to Alcosta Boulevard

JUNE 2017

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard Project, which passes through the community of Sunol and the cities of Dublin and Pleasanton, proposes to construct a 10-mile segment to complete the Express Lane Network through Alameda County.

The Alameda County Transportation Commission (Alameda CTC) has begun initial project scoping and seeks to obtain environmental clearance for the project to enable the project to pursue funding for subsequent phases as part of the project delivery. It is anticipated that the project will be delivered in phases:

Phase 1 will construct southbound high-occupancy vehicle (HOV)/express lanes on I-680 from Alcosta to north of Koopman Road.

Phase 2 will construct northbound (NB) HOV/express lanes on I-680 from SR-84 to Alcosta Boulevard.

Concurrent projects in the area include:

- [SR 84 Widening \(Pigeon Pass to I-680\) and SR 84/I-680 Interchange Improvements](#)
- [I-680 Sunol Express Lanes \(Phase 1\)](#)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a 10-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic from the Central Valley to Silicon Valley, especially in the morning peak period, results in gridlock conditions that last several hours.



PROJECT BENEFITS

- Increases the efficiency of the transportation system on NB I-680 between SR-237 and SR-84 to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



I-680 northbound approaching the Calaveras Road off-ramp.



I-680 northbound approaching the SR-84 off-ramp in Sunol.

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

	Phase 1	Phase 2
Planning/Scoping	\$1,000 ¹	See footnote
PE/Environmental	\$6,500 ¹	See footnote
Final Design (PS&E)	\$15,000	\$12,000
Right-of-Way	\$6,500	\$4,000
Construction	\$241,000 ¹	\$194,000
Total Expenditures	\$270,000	\$210,000

¹ Combined cost estimate for Phase 1 and Phase 2; construction cost estimate for Phase 1 assumes cost of some infrastructure scope elements to accommodate Phase 2 implementation. Construction estimate is projected to the mid-year of construction — 2024.

FUNDING SOURCES (\$ x 1,000)

	Phase 1	Phase 2
Measure BB	\$20,000	TBD
Federal	TBD	TBD
State	TBD	TBD
Local	TBD	TBD
TBD	\$250,000	\$210,000
Total Revenues	\$270,000	\$210,000

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping — Project Study Report-Project Delivery Support (PSR-PDS)

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, community of Sunol and cities of Dublin and Pleasanton

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

SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Summer 2018
Preliminary Engineering/ Environmental	Fall 2017	Fall 2020
Final Design	Spring 2020	Summer 2023
Right-of-Way	Spring 2020	Summer 2023
Construction	Fall 2022	Fall 2026

Note: The schedule is contingent upon funding availability. The schedule for Phase 2 is to be determined.



Memorandum

5.6

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

DATE: September 5, 2017

SUBJECT: I-680 Northbound Express Lane (PN 1369.000): Approval of Contract Amendment No. 1 to Professional Services Agreement A15-0035 with WMH Corporation

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A15-0035 with WMH Corporation for an additional \$1,500,000 for a total not-to-exceed amount of \$11,725,405 and a two-year time extension to provide design services through the project completion.

Summary

The Alameda CTC is the implementing agency for the project development phases of the I-680 Northbound Express Lane project. This project proposes to widen I-680 to construct a Northbound HOV/Express Lane from SR-237 to SR-84 in Santa Clara and Alameda Counties. The project is being implemented with a phased approach focused on providing immediate operational benefits within current funding availability. The I-680 Northbound Express Lane – Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR-84. Phase 1 is funded by a combination of State and Sales Tax Measure funds. Alameda CTC retained WMH Corporation (WMH) in December 2015 to prepare the civil design plans for Phase 1.

The California Department of Transportation (Caltrans) is responsible to advertise, award, and administer the civil construction of Phase 1. Phase 1 was advertised on August 14, 2017, with bid opening scheduled on October 3, 2017, and an award by the end of October 2017. As the Engineer of Record, WMH's services will be required to provide design support during construction (DSDC), be available for transition support to the system integration team, and upon completion of the project, prepare the as-built plans. The estimated cost for this effort is \$1,500,000.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and authorize a two-year time extension to June 30, 2021 to provide DSDC (Engineer of Record) services through the completion of Phase 1.

Background

I-680 from SR-237 to SR-84 is the one of the most congested freeways in the San Francisco Bay Area. With the recent economic boom which has revitalized the commute and goods movement in this corridor, the level of traffic congestion and delays within the corridor has increased. Traffic forecasts for the project indicate that traffic congestion is expected to worsen in coming years.

The I-680 Southbound HOV/Express Lane was opened to the public in 2010, and since its opening has reduced the traffic congestion and provided travel reliability for motorists traveling the corridor during the morning commute hours. Currently, heavy afternoon traffic congestion exists on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that the congestion is caused by two bottlenecks: the first near Washington Boulevard and the second at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The I-680 Northbound HOV/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 in the corridor. The project is being implemented with a phased approach focusing on providing immediate operational benefits within current funding availability. The I-680 Northbound Express Lane – Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR84.

To avoid multiple construction contracts, minimize extended inconvenience to the traveling public, and achieve maximum cost efficiency, in addition to the new High Occupancy Vehicle (HOV)/express lane from south of Auto Mall Parkway to SR-84, Alameda CTC and Caltrans have partnered to include as part of the Phase 1 construction package (1) modification of the current limited access toll lanes along the southbound corridor from Andrade Road to SR-262/Mission to be converted to continuous access toll; (2) rehabilitation improvements along northbound I-680 between Auto Mall Parkway and Koopman Road; and (3) components to support the integration of the southbound and northbound toll collection system.

Caltrans is responsible to advertise, award, and administer the civil construction of Phase 1. Phase 1 was advertised on August 14, 2017. Bid opening is scheduled for October 3, 2017 and an award is anticipated by the end of October 2017. Lane Opening target is 2020.

In 2015, under a competitive selection process, Alameda CTC selected WMH to prepare the civil design plans for Phase 1. Due to the complexity of the project, budget for design services from construction through project completion were not included in the contract and deferred until Phase 1 was in a position to be advertised. As the Engineer of Record, WMH's services will be required to provide design support during construction, be available for transition support to the system integration team, and upon completion of the project, prepare the final as-built plans and closeout documentation in 2021. At the time of procurement of professional services for the design phase (original contract), the scope and

duration of design services anticipated during construction was not well defined. Unplanned and unexpected changes occur during the multiyear design and award process that impact the final estimated level of design support needed during the advertisement, award and construction period. With design now complete, the scope and duration of design support anticipated during construction has been estimated to match the project scope and need.

The estimated cost for this effort is \$1,500,000 and will be authorized on a time and materials basis. The Phase 1 project funding plan includes budget from a combination of state TCRP, Measure B, and Measure BB funds to fund design services.

The proposed amendment is for a value of \$1,500,000 for a contract total not-to-exceed amount of \$11,725,405 and a two-year time extension to June 30, 2021. Table A below summarizes the contract actions related to Agreement No. A15-0035.

Table A: Summary of Agreement No. A15-0035			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with WMH (A15-0035) March 2016	Plans, Specifications & Estimate (PS&E) Phase	NA	\$10,225,405
<i>Proposed Amendment No. 1 September 2017 (This Agenda Item)</i>	Provide additional budget and two-year time extension to June 30, 2021 to complete the project	\$1,500,000	\$11,725,405
Total Amended Contract Not-to-Exceed Amount			\$11,725,405

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

Fiscal Impact: The fiscal impact of approving this item is \$1,500,000. The action will authorize Measure BB funds to be used for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY2017-18 Capital Program Budget.

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

This page intentionally left blank