



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Thomas Blalock

City of Alameda
Mayor Marie Gilmore

City of Albany
Vice Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor Tim Sbranti

City of Emeryville
Vice Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Larry Reid

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, September 8, 2014, 12:00 p.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

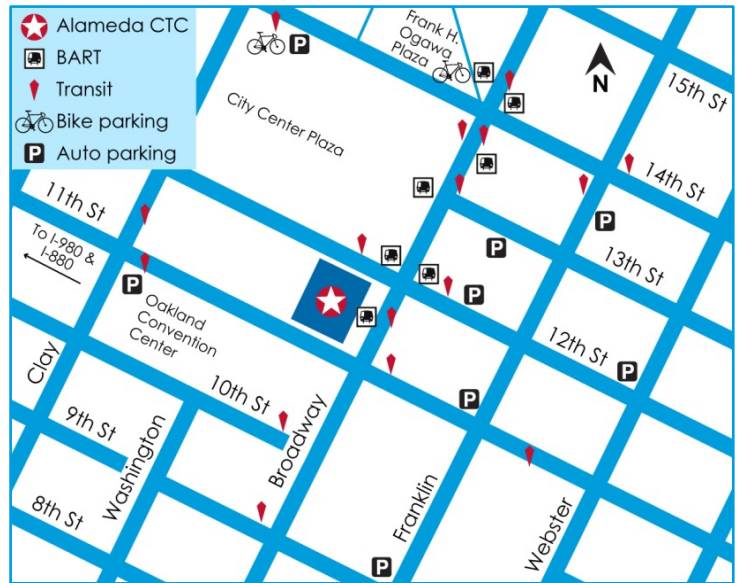
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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 8, 2014, 12 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Vice Mayor Larry Reid, City of Oakland

Vice Chair: Mayor Bill Harrison, City of Fremont

Commissioners: Ruth Atkin, Laurie Capitelli, Carol Dutra-Vernaci, Luis Freitas, Nate Miley

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [July 14, 2014 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the July 14, 2014 meeting minutes.

4.2. [California Transportation Commission August 2014 Meeting Summary](#)

5 I

5. Programs

5.1. [FY 2014-15 Transportation Fund For Clean Air \(TFCA\) Program](#)

11 A

Recommendation: Approve (1) the FY 2014-15 TFCA program, including a five-year period for TFCA-eligible operations and expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year period for TFCA-eligible expenditures for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Alameda CTC Resolution 14-007(Revised) to reflect TFCA funding for the EBBRT project.

5.2. [Measure B Special Transportation for Seniors and People with Disabilities \(Paratransit\) Gap Grant Cycle 5 Funding](#)

21 A

Recommendation: Approve Gap Grant funding for Ala Costa Centers

5.3. [Regional Measure 2 Program Update](#)

25 I

5.4. Transportation Expenditure Plan (TEP) Update (Verbal)

I

6. Projects

6.1. [I-580 Express Lanes Project \(PN 720.4/724.1\): Contract Amendments to Professional Services Agreements with Electronic Transaction Consultants Corporation \(Agreement No. A09-007 and Agreement No. A13-0092\)](#)

37 A

Recommendation: Authorize the Executive Director to execute amendments to Professional Services Agreements in support of

automated toll violation services for the I-580 Express Lanes:
 1) Amendment No. 2 to Agreement No. A09-007 with Electronic Transaction Consultants Corporation (ETCC) for an additional not-to-exceed amount of \$2,760,000 for a total not-to-exceed amount of \$12,492,086 and a contract time extension to November 30, 2016 to accommodate new scope of services; and 2) Amendment No. 1 to Agreement No. A13-0092 with ETCC for an additional not-to-exceed amount of \$535,000 for a total not-to-exceed amount of \$3,299,405 and a contract time extension to November 30, 2016 to accommodate new scope of services.

- | | | | |
|------|--|----|---|
| 6.2. | <u>Route 84 – Expressway Widening (624.1/624.2): Contract Amendment to the Professional Services Agreement (Agreement No. A05-004) with URS Corporation</u> | 45 | A |
| | Recommendation: Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A05-0004 with URS Corporation for an additional not-to-exceed amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a contract time extension to June 2018. | | |
| 6.3. | <u>I-880/Broadway - Jackson Interchange Improvements Project(610.0): Professional Services Contract for the Project Approval and Environmental Document (PA/ED) Phase</u> | 49 | A |
| | Recommendation: 1) Approve the top ranked firm, and 2) Authorize the Executive Director, or a designee of the Executive Director, to negotiate a Professional Services Agreement with the top ranked firm for the Project Approval and Environmental (PA&ED) Phase of the I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0). | | |
| 6.4. | <u>Time Extension Only Amendments</u> | 53 | A |
| | Recommendation: Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and Program delivery commitments. | | |

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: October 13, 2014

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



Programs and Projects Committee Meeting Minutes Monday, July 14, 2014, 12 p.m.

4.1

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

1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present with the exception of Larry Reid.

Commissioner Kirk Brinkham was present as an Alternate for Commissioner Ruth Atkin.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. June 9, 2014 PPC Meeting Minutes

4.2. California Transportation Commission June 2014 Meeting Summary

Commissioner Capitelli moved to approve the Consent Calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Reid absent).

5. Programs

5.1. Public Transportation Modernization, Improvement, and Service Enhancement Account FY2014-15 Allocation Request

Vivek Bhat recommended that the Commission authorize the Executive Director, or his designee, to submit an allocation request for FY 2014-15 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds. He stated that PTMISEA funding will be used to enhance and expand the functionality and reliability of the San Joaquin Regional Rail Commission's fare collection system.

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

5.2. Transportation Expenditure Plan (TEP) update (Verbal)

Tess Lengyel provided an update on the TEP. She stated that we received unanimous support from all cities in Alameda county and the Board of Supervisors also unanimously supported the plan and acted to place the measure on the ballot. Tess stated that there was a press conference held on July 8, 2014 to cover details on the new measure and she concluded by presenting the committee with the full economic analysis report of the TEP.

This item was for information only.

6. Projects

6.1. I-680 Sunol Express Lane – Northbound Project (PN 721.0): Allocation of \$1 million in Measure B funding to ACTIA 08B

Gary Sidhu recommended that the commission allocate \$1 million in Measure B funding to the I-680 Sunol Express Lane – Northbound Project (ACTIA 08B), and 2) Authorize the Executive Director, or his designee to encumber the allocated funds. He stated that the requested \$1 million Measure B funds will be used to conduct traffic and other engineering studies to determine the scope of improvements needed for the I-680/SR 84 Interchange to accommodate future traffic volumes.

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

6.2. I-680 Southbound Express Lane (PN 950.0) – Contract Amendments to the Professional Services Agreements with Novani LLC (Agreement No. A09-028), Electronic Transaction Consultants Corporation (Agreement No. A08-001) and CDM Smith (Agreement No. A04-007)

Trinity Nguyen recommended that the Commission authorize the Executive Director, or designee, to enter into a new contract with the Alameda County Public Works Agency (Agreement No. 14-0049), for a total not-to-exceed budget of \$100,000, for right-of-way and closeout activities for the I-880/Mission Blvd. (Route 262) Interchange Completion Project. She stated that this action would allow ACPWA to return to the project to perform the necessary right-of-way closeout activities for the successful completion of the project.

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

6.3. Webster Street SMART Corridor Project (PN 740.0): Contract Amendments to the Professional Services Agreements with TJKM Transportation Consultants, Inc. and Harris and Associates

Raj Murthy recommended that the Commission approve and authorize the Executive Director to execute amendments for the following Professional Service Agreements in support of the Webster Street SMART Corridor Project: 1) Amendment No. 5 to Agreement No. A09-006 with TJKM Transportation Consultants, Inc. for an additional not-to-exceed budget of \$26,000 for system integration and for a six month time extension 2) Amendment No. 6 to Agreement No. 10-010 with Harris and Associates for additional not-to-exceed budget of \$32,000 for additional construction management services. Raj stated that additional system integration is needed to address unanticipated field conditions beyond the initial estimate and the amendment to TJKM Transportation Consultants contract is needed to complete this additional work.

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

**6.4. I-880 North Safety and Operational Improvements at 23rd and 29th Avenues
Project (PN 717.0): Reallocation of Measure B Funds and Authorization to Encumber
Right of Way Phase Funds**

Stefan Garcia recommended that the Commission approve an \$2.5 million increase to the right of way phase budget and authorize the Executive Director, or designee, to perform contractual actions relative to the use of the right of way phase budget for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project, authorize the Executive Director, or designee to negotiate and execute a Cooperative Agreement for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project with Caltrans to implement utility relocations by Contract Change Order (CCO) for a total not-to-exceed amount of \$2.3 million, and 3) Approve the reallocation of \$200,000 of Measure B funds from Sub-Project 27B (PN 791.0) to 27C (PN 717.0). Stephan stated that the shift of \$200,000 of Measure B funds from Sub-Project 27B (PN 791.0 – I-80 ICM Project) to Sub-Project 27C (PN 717.0) would make an additional \$200,000 available for encumbrance and subsequent expenditure to fund right of way and utility relocation activities.

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

7. Closed Session

7.1. A Closed Session was held pursuant to California Government Code section 54956.9 (c) Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for Route 84 Expressway - South Segment Project (PN 624.2) – One(1) Item

7.2. Report on Closed Session

Pamela Schock Mintzer reported out that 7.1 was an informational item, and that no action was taken in the Closed Session.

8. Staff Reports

There were no staff or committee member reports.

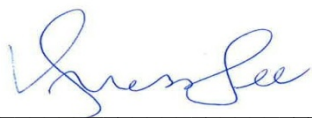
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, September 8, 2014 @12:00 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

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 2, 2014

SUBJECT: California Transportation Commission August 2014 Meeting Summary

RECOMMENDATION: Receive an update on the August 2014 CTC Meeting.

Summary

The August 2014 California Transportation Commission (CTC) meeting was held in San Jose. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the August 2014 CTC meeting.

Background

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti and Carl Guardino.

Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the August 20, 2014 CTC meeting.

1. 2014 Active Transportation Program

CTC adopted the 2014 Active Transportation Program (ATP) Statewide (50%) and Small Urban & Rural (10%) components. The 2014 ATP includes two years of programming for FYs 2014-15 and 2015-16, with \$368 million in funding capacity for the following program components:

- Statewide (50% or \$184 million)
- Small Urban & Rural (10% or \$37million)
- Large MPO (40% or \$147 million)

The CTC received approximately 770 project applications statewide requesting an estimated \$1 billion in Active Transportation Program funds. Of these, 32 applications were submitted by

Alameda County jurisdictions requesting approximately \$35 million. Four (4) projects from Alameda County were included on the list of recommended projects.

Agency	Project Title	ATP funds Recommended (\$1,000s)
Alameda CTC	East Bay Greenway	2,656
Albany	Complete Streets Implementation for San Pablo Ave. and Buchanan St.	335
Oakland	International Blvd. Pedestrian Lighting and Sidewalk Repair	2,481
Oakland	LAMMPS/ Laurel Mills, Maxwell Park and Seminary Active Transportation Connection	3,598
	Total	9,070

Outcome: Projects not selected for programming in the statewide competitive component will be forwarded to the respective Metropolitan Planning Organizations (MPO) for consideration in the regional program. CTC staff expects to bring forward MPO programming recommendations at the November 12, 2014 Commission meeting.

2. Traffic Congestion Relief Program (TCRP)/ I-680 HOV Lane Sunol Grade Project

CTC amended TCRP Project 4.0 (Route 680; add northbound (NB) and southbound (SB) HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties) to re-allocate \$22.5 million previously allocated TCRP funds based on project savings. It is proposed to reprogram and re-allocate \$1,120,000 of TCRP savings to Design (\$1,100,000), R/W Support (\$10,000), and R/W Capital (\$10,000) for the SB follow-up landscaping contract. The remaining \$20,874,000 in TCRP savings is proposed to be programmed and re-allocated to Design (\$7,000,000) and Construction (\$13,874,000) for the NB HOV lanes contract. CTC also reprogrammed \$1.5 million Tier 2 TCRP funds for the NB contract and changed the implementing agency for the design phase from Caltrans to Alameda County Transportation Commission. The NB project will be phased depending upon the availability of funds.

Outcome: Re-allocation of TCRP funds will allow Alameda CTC to implement design phase.

3. State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements Phase 2 (On Route 238 from the south city limits to Industrial Parkway, and on Route 92 from Watkins Street to Santa Clara Street)

CTC approved allocation of \$2 Million for the LATIP Route 238 Corridor Improvements project Phase 2.

Outcome: Allocation will address PS&E (Design) of Phase 2 and preliminary design work for Phase 3 (Construct various pavement, sidewalk, median, traffic signal, and landscaping improvements on Route 185 from A Street to the north city limits).

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Attachments

- A. August 2014 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Vivek Bhat](#), Senior Transportation Engineer

This page intentionally left blank

August 2014 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 Active Transportation Program (ATP)	Approval of 2014 Active Transportation Program (ATP) Statewide and Small Urban & Rural components.	Approved
Caltrans	Traffic Congestion Relief Program (TCRP)/ I-680 HOV Lane Sunol Grade Project	Amend TCRP Project 4.0 (Route 680; add northbound(NB) and southbound (SB) HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties) to: 1) Re-allocate \$22.5 million based on project savings - It is proposed to reprogram and re-allocate \$1,120,000 of TCRP savings to Design (\$1,100,000), R/W Support (\$10,000), and R/W Capital (\$10,000) for the SB follow-up landscaping contract. The remaining \$20,874,000 in TCRP savings is proposed to be programmed and re-allocated to Design (\$7,000,000) and Construction (\$13,874,000) for the NB HOV lanes contract; 2) Reprogram \$1.5 million Tier 2 TCRP funds for the NB contract; and 3) Change implementing agency for the design phase from the Department to the Alameda County Transportation Commission.	Approved
Caltrans	State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements Phase 2 (On Route 238 from the south city limits to Industrial Parkway, and on Route 92 from Watkins Street to Santa Clara Street)	Approve allocation of \$2 Million for the LATIP Route 238 Corridor Improvements project	Approved

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_08/000_ETAPdf

This page intentionally left blank



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 2, 2014

SUBJECT: FY 2014-15 Transportation Fund for Clean Air (TFCA) Program

RECOMMENDATION: Approve (1) the FY 2014-15 TFCA program, including a five-year period for TFCA-eligible operations and expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year period for TFCA-eligible expenditures for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Alameda CTC Resolution 14-007(Revised) to reflect TFCA funding for the EBBRT project.

Summary

TFCA funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund eligible projects that result in the reduction of motor vehicle emissions. A total of \$3.348 million is available to program for FY 2014-15 by the Alameda CTC. The staff recommendation includes: (1) Approval of the FY 2014-15 TFCA program of projects, as detailed in Attachment A, including a five-year period for both operations and TFCA expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year TFCA expenditure period for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Approval of Alameda CTC Resolution 14-007(Revised) to reflect \$925,000 of TFCA programmed for the EBBRT project.

Background

TFCA funding is generated by a \$4.00 vehicle registration fee collected by the Air District. Eligible projects are to result in the reduction of motor vehicle emissions and achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the revenue generated in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The

remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis.

The development of the annual TFCA program includes the following considerations:

- The total amount of available TFCA is required to be completely programmed on an annual basis.
- The eligibility and cost-effectiveness requirements of the program.
- A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

FY 2014-15 Program

A recommended FY 2014-15 TFCA program, totaling \$3.348 million is included as Attachment A. The FY 2014-15 TFCA available funding was almost twice the typical annual amount due to the return of funding initially programmed to the Air District in FY 2012-13 for its Port Truck Drayage Program. This allowed for the consideration of programming larger amounts of TFCA to individual projects, including a total of \$1.2 million for Bay Area Bike Share expansion in the cities of Berkeley and Oakland and \$925,000 for AC Transit's EBBRT project. The funding recommendations for these projects require exceptions to the TFCA County Program Manager Fund Policies (TFCA Policies) or other actions, as follows:

- The TFCA Policies limit the use of TFCA funding for operations to two years. For the Bay Area Bike Share expansion projects, staff is recommending a five-year period for operations and TFCA-eligible expenditures, in order to align the TFCA funding with the five-year warranty for the bikes and station equipment, which is consistent with guidance provided by Air District staff. To facilitate the extended period, staff has requested the Air District grant an exception to the TFCA Policies. The Air District Board is scheduled to consider the exception request in September 2014. Additionally, since MTC is coordinating the funding for the expansion of the Bay Area Bike Share program to the East Bay, it's anticipated that the Alameda CTC will enter into a TFCA funding agreement directly with MTC for the Berkeley and Oakland projects.
- For the AC Transit EBBRT project, staff is recommending an extended, four-year TFCA expenditure period to align with the project schedule. The standard TFCA expenditure period is two-years, but the Air District's TFCA Policies do allow for an extended expenditure period, if approved at the time of programming.

Additionally, the recommended amount is intended to reduce the Alameda CTC's overall funding commitment to the EBBRT project, memorialized through Alameda CTC Resolution 14-007. It is recommended that Resolution 14-007 be revised, as proposed in Attachment B, to reflect the TFCA funding.

Next steps

The Alameda CTC is required to provide a Commission–approved program of projects to the Air District by November 21, 2014. The Alameda CTC will subsequently enter into project-specific funding agreements with project sponsors. Once a funding agreement is executed, eligible project costs as of July 3, 2014 will be eligible for reimbursement.

Fiscal Impact: The fiscal impact of this item is \$3.348 million which was included in the budget adopted for FY 2014-15.

Attachments

- A. TFCA County Program Manager Fund, FY 2014-15 Program
- B. Alameda CTC Resolution14-007, Revised

Staff Contacts

[Stewart Ng](#), Deputy Director of Programming and Projects

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

This page intentionally left blank

TFCA County Program Manager Fund, FY 2014-15 Program

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness	Amount Recommended	Notes
70% Cities/County Share								
Alameda County	Chabot Road Class 2 Bike Lanes	Install Class 2 Bike Lanes on Lake Chabot Road between Middleton Avenue and E. 14th Street, closing a gap in existing bike facilities.	\$ 240,000	\$ 240,000	\$ 290,477	\$89,538	\$ 74,000	
Berkeley/MTC	Bay Area Bike Share Expansion to Berkeley	Expand the regional Bay Area Bike Share program to the City of Berkeley. Berkeley's service area will consist of 400 bicycles circulating among 34 stations in an area including Downtown Berkeley, UC Berkeley, Upper Shattuck Avenue, North Berkeley, West Berkeley, Lower Adeline Avenue, Telegraph Avenue Corridor, College Avenue Corridor and will be contiguous with Oakland's planned service area. Budget includes 5 years of operations.	\$ 10,485,106	\$ 317,000	\$ 263,708	\$33,468	\$ 317,000	A 5-year expenditure period is requested. See Notes 1, 2, 4.
Dublin	Village Parkway Bike Lanes and Bicycle Detection	Install Class 2 bike lanes on Village Parkway from Dublin Boulevard to Amador Valley Boulevard, including enhanced bicycle detection at Amador Valley Boulevard and Dublin Boulevard intersections and a protected left-turn phase on Village Parkway at Brighton Drive.	\$ 120,000	\$ 100,000	\$ 240,249	\$89,590	\$ 90,000	
Fremont	Downtown Fremont Arterial Management	Signal timing and coordination of the three busiest corridors in the City of Fremont. The three corridors consist of Mowry Avenue, Stevenson Boulevard, and Fremont Boulevard from downtown Fremont to I-880. Project will upgrade existing traffic signal equipment and add new equipment to enhance the operation of traffic signal coordination and traffic monitoring system.	\$ 440,000	\$ 440,000	\$ 534,614	\$72,963 to \$89,280	\$ 430,000	Fremont Blvd segment is cost-effective up to \$125K of TFCA.
Hayward	West "A" Street Arterial Management - Video Detection	Project provides traffic signal retiming and coordination along "A" Street at 10 intersections between Mission Boulevard and Hesperian Boulevard, including upgrading existing controllers and closing the gap between the existing signal interconnect system to allow communications between the Traffic Operations Center (TOC) and the on-street controllers. This project was previously funded (TFCA project 14ALA05). This request is to cover additional costs associated with the inclusion of video detection at 4 intersections, which was not anticipated to be needed at the time of the original request.	\$ 259,000	\$ 50,000	\$ (469,101)	\$58,348	\$ 50,000	Additional funding for TFCA project 14ALA05.
Oakland	Oakland Broadway "B" Shuttle Peak Hour Operations	The Free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Avenue at 11-16 minute frequencies. The TFCA request is for the eligible peak hour service for FY 2014-15.	\$ 769,441	\$ 41,487		\$89,936	\$ 41,500	Project has an additional \$219K of Regional TFCA.
Oakland	Oakland CityRacks Phase 11	Purchase and installation of approximately 200 bike racks throughout Oakland. Racks hold 2 bicycles each, resulting in approximately 400 bikes accommodated. This request will fund phase 11 of Oakland's ongoing citywide bike rack program.	\$ 88,000	\$ 88,000	\$ 746,565	\$43,838	\$ 88,000	
Oakland/MTC	Bay Area Bike Share Expansion to Oakland	Expand the regional Bay Area Bike Share program to the City of Oakland. Oakland's service area will consist of 700 bicycles circulating among 70 stations in an area including Downtown Oakland, Lake Merritt neighborhoods, Telegraph Ave corridor, Broadway corridor, West Oakland, Jack London Square, and Fruitvale and will be contiguous with Berkeley's planned service area. Budget includes 5 years of operations.	\$ 18,757,521	\$ 900,000		\$54,334	\$ 900,616	A 5-year expenditure period is requested. See Notes 1, 3, 4.
Subtotal Cities/County (70%) Requested:			\$ 2,176,487	\$ 2,176,487			\$ 1,991,116	
							TFCA 70% Available:	
							Difference:	
							\$ 2,643,536	
							\$ 652,420	

TFCA County Program Manager Fund, FY 2014-15 Program
TFCA County Program Manager Fund, FY 2014-15 Program, continued

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness	Amount Recommended	Notes
30% Transit Discretionary Share								
AC Transit	Zero-Emission Bus Purchase for Broadway Shuttle	Purchase of six zero-emissions buses to replace the fleet for the Oakland Broadway Shuttle service. The TFCA funds will provide local match to FTA funds that are covering the incremental cost of the zero-emissions buses over hybrid-electric buses.	\$ 8,200,000	\$ 405,000	NA	\$ 817,834	\$ 0	Project is not cost-effective for TFCA.
AC Transit	East Bay Bus Rapid Transit (BRT)	The BRT system includes dedicated bus lanes, bus signal priority and real time bus arrival information, bus fare collection system, stations, and other passenger amenities along Broadway and International Boulevard/E 14th Street in Oakland to E 14th Street in San Leandro.	\$ 179,000,000	\$ 925,000	NA	\$ 89,250	\$ 925,000	A 4-year expenditure period is requested.
CSU East Bay	CSUEB to Hayward BART - 2nd Shuttle, Peak Hour Operations	FY 14/15 operations for second shuttle between California State University East Bay and the Hayward BART Station, 10am - 7 pm, M-F.	\$ 536,000	\$ 159,000	NA	\$ 89,852	\$ 145,000	
LAVTA	Route 8 Peak Hour Operations	Route 8 serves the Pleasanton area, connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 114,000	\$ 84,000	NA	\$ 89,406	\$ 66,000	
LAVTA	Route 12 Peak Hour Operations	Route 12 serves the Cities of Dublin, Livermore and Pleasanton, spanning the Tri-Valley East to West, and connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 210,000	\$ 128,000	NA	\$ 89,999	\$ 112,000	
LAVTA	Route 15 Peak Hour Operations	Route 15 serves the City of Livermore, providing a vital connection between residential, commercial and regional transit destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 120,000	\$ 109,000	NA	\$ 89,713	\$ 109,000	
Subtotal Transit Discretionary (30%) Requested:			\$ 1,810,000			Amount Recommended:	\$ 1,357,000	
						TFCA 30% Available:	\$ 704,580	
						Difference:	\$ (652,420)	

TFCA Category	Amount Available	Amount Requested	Amount Recommended	Difference
70% Cities/County	\$ -	\$ 2,176,487	\$ 1,991,116	\$ 652,420
30% Transit Discretionary	\$ -	\$ 1,810,000	\$ 1,357,000	\$ (652,420)
Totals	\$ -	\$ 3,986,487	\$ 3,348,116	\$ -

Notes:

1. Requires Air District approval of an exception to the FYE15 TFCA County Program Manager Policies to allow for a 5-year operations period. Policy #7 limits operations funding to 2 years.
2. The Berkeley bike share project is eligible for up to \$850K of TFCA funding if project is operated for five years. Sponsor may request balance in future TFCA cycles.
3. The Oakland bike share project is eligible for up to \$1.4 million of TFCA funding if project is operated for five years. Sponsor may request balance in future TFCA cycles.
4. For the Bay Area Bike Share expansion projects in Berkeley and Oakland, the TFCA funding agreement will likely be directly with MTC, a co-sponsor of the Bay Area Bike Share program.

**ALAMEDA COUNTY TRANSPORTATION COMMISSION****RESOLUTION 14-007- REVISED****AC Transit Sponsored East Bay Bus Rapid Transit (EBBRT)
Project Funding Plan****Commission Chair**

Supervisor Scott Haggerty, District 1

Commission Vice ChairCouncilmember Rebecca Kaplan,
City of Oakland**AC Transit**

Director Elsa Ortiz

Alameda CountySupervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Director Thomas Blalock

City of Alameda

Mayor Marie Gilmore

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

City of Emeryville

Vice Mayor Ruth Atkin

City of Fremont

Mayor Bill Harrison

City of Hayward

Councilmember Marvin Peixoto

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

City of Piedmont

Mayor Margaret Fujjoka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

WHEREAS, the Alameda CTC agreed to prioritize programming for the AC Transit sponsored East Bay Bus Rapid Transit (EBBRT) Project in Oakland and San Leandro, previously identified through the MTC adopted Resolution 3434 on September 23, 2008, and through the Alameda County Congestion Management Agency (ACCMA) Resolution 08-018; and

WHEREAS, the Alameda CTC has been a project sponsor, partner and funding agency for over \$48 million of Measure B, federal and state funds for rapid transit corridor improvements and over \$25 million of Measure B to the overall funding to bus rapid transit projects; and

WHEREAS, AC Transit has identified an overall EBBRT project cost of \$178 million (including contingencies) and funding from \$75 million of FTA Small Starts, \$3.1 million of FTA 5309, \$44.9 of RM2, \$9.4 of Measure B, \$14.595 million of STIP, \$3.9 million of PTMISEA, \$0.2 million of federal OBAG funds, and \$.3 million of AC Transit District funds; and

WHEREAS, AC Transit has identified an overall EBBRT project construction cost of \$97.9 million (within the overall EBBRT project cost); and

WHEREAS, AC Transit identified a need of up to \$40 million of funds for the construction phase of the EBBRT project from the Alameda CTC, and its predecessor agencies, and requested Regional Transportation Improvement Program (RTIP) funds, as well as other fund sources, to be considered to support the EBBRT project; and

WHEREAS, the Alameda CTC has approved programming of \$12.695 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to support the EBBRT project; and

WHEREAS, AC Transit has identified the need for an additional \$26.65 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to complete the EBBRT project funding plan so the project can be advertised for the construction phase contract; and

WHEREAS, a project funding plan has been identified that includes \$12.15 million of Regional Measure 2 (RM2) funds to the EBBRT project, that were previously identified for the Line 72R Improvements/Richmond Parkway Project; and

WHEREAS, a project funding plan has been identified that includes \$0.6 million of RM2 funds to the EBBRT project, that were previously identified for the Express Bus South Project; and

WHEREAS, a project funding plan has been identified that includes \$6.0 million of Transit Performance Initiative (TPI)- Incentive Program funds, that are identified for enhancing transit productivity and ridership; and

WHEREAS, a project funding plan has been identified that includes \$7.9 million of AB664 Net Bridge Toll Revenue (AB664) funds, that were previously identified for state of good repair programs; and

WHEREAS, AC Transit and the funding partners have agreed to proceed with the EBBRT project using the funding plan detailed above.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will prioritize programming RTIP funds, to the Line 72R Improvements project, up to \$12.15 million, to account for RM2 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting TPI - transit productivity and ridership projects, up to \$4.0 million, to account for TPI funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting state of good repair programs, up to \$7.9 million, to account for AB664 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will commit to program 33% of future RTIP funding cycles, up to \$12 million in a cycle, starting with the 2016 STIP for the Line 72R, TPI and state of good repair projects in order to fully repay the project funding, which will be no more than total of \$24.05 million; and

BE IT FURTHER RESOLVED, that in the event the local transportation sales tax administered by the Alameda CTC is augmented, additional funds identified for the EBBRT will offset payments required for the Line 72R, TPI and state of good repair projects, and the funding partners (Alameda CTC, AC Transit and MTC) may reconsider the funding plan detailed in this resolution; and

BE IT FURTHER RESOLVED, the Alameda CTC and/or AC Transit may propose exchanges or substitute projects or fund sources that will advance funding to support the EBBRT project and/or the Line 72R, TPI and state of good repair projects; and

BE IT FURTHER RESOLVED, the Alameda CTC has identified \$925,000 of Transportation Fund for Clean Air (TFCA) County Program Manager Funding as a substitute fund source to support the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC's programming of \$925,000 of TFCA to support the EBBRT project will reduce the total Alameda CTC funding commitment to AC Transit in support the EBBRT, Line 72R, TPI and/or the state of good repair projects from no more than total of \$24.05 million to no more than a total of \$23.125 million; and

BE IT FURTHER RESOLVED, no repayment is required for the \$0.6 million of RM2 funds previously identified for the Express Bus South Project or \$2.0 million of TPI funds identified for the EBBRT project, and

BE IT FURTHER RESOLVED, that if the construction contract is awarded below the current project cost estimate, the funding required for the Line 72R, TPI and state of good repair projects will be reduced by a like amount; and

BE IT FURTHER RESOLVED, that AC Transit will provide regular reporting, in an approved Alameda CTC format, on the status of the project, including, schedule, cost estimate (including all contingency) and funding plan, and will provide updates at the 65%, 95% and Ready to List (RTL) milestones of the design; and

BE IT FURTHER RESOLVED, that AC Transit will include a reasonable level of contingency in the funding plan that is consistent with construction contract industry standards; and

BE IT FURTHER RESOLVED, any project that is proposed to receive programming from the Alameda CTC will be required to submit information required to establish project eligibility and that the project is able to use the funds as required by the funding agency; and

BE IT FURTHER RESOLVED, that this resolution will replace the programming commitment for the EBBRT project detailed in ACCMA Resolution 08-018 ; and

BE IT FURTHER RESOLVED, that no additional programming commitments are required from the Alameda CTC for the EBBRT project or any other activity related to the project.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, September 25, 2014 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

This page intentionally left blank



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 2, 2014

SUBJECT: Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Funding

RECOMMENDATION: Approve Gap Grant funding for Ala Costa Centers

Summary

The 2000 Measure B Transportation Expenditure Plan (TEP) provides funds for special transportation for seniors and people with disabilities (Paratransit). A total of 10.45% of net revenues is allocated for Americans with Disabilities Act (ADA) mandated and non-mandated services to improve transportation for individuals with special transportation needs. Within this amount, 1.43% of net Measure B revenues provide discretionary (competitive) grant (Gap Grant) funds to reduce differences that might occur based on the geographic residence of individuals needing paratransit services.

The Ala Costa Centers is requesting \$7,500 in Gap Grant funds for the purchase a medium-sized non-accessible van that would carry 12 ambulatory passengers. The van will be used for functional life skills programs for children and young adults with developmental disabilities. The Paratransit Advisory and Planning Committee (PAPCO) recommends the Alameda CTC approve the Measure B Paratransit Gap Grant funding.

Background

The 2000 Measure B TEP allocates 10.45% of net revenues for special transportation for seniors and people with disabilities. These revenues fund operations for ADA mandated services, city-based paratransit programs, and gap services or programs to reduce the difference in services based on the geographic residence of individuals needing special transportation services. From the 10.45% overall amount classified for special transportation services for seniors and people with disabilities, 1.43% of net Measure B revenues provide discretionary funds to fill gaps in paratransit services.

At its January 24, 2013 meeting, the Alameda CTC Commission approved the Paratransit Gap Grant Cycle 5 Program Guidelines, covering a period from July 1, 2013 to June 30, 2015. The Cycle 5 Gap Grant Program encouraged local agencies and non-profits to submit proposals/applications that support multi-jurisdictional approaches and non-traditional transportation options, such as volunteer driver and taxi programs as well as mobility management types of activities which improve consumers' ability to access services and/or

improve coordination between programs.

Through the Cycle 5 program, approximately \$2 million was allocated to projects through a competitive call-for-projects. The Cycle 5 program also allocated a total of \$150,000 annually, for FYs 2013-14 and 2014-15, to the following three (3) categories, as follows:

- \$50,000 for matching funds to assist applicants in acquiring non-Alameda CTC grants;
- \$50,000 for capital purchasing funds to assist applicant in making a capital purchase; and
- \$50,000 for Paratransit Implementation Guidelines assistance.

This is the first request for FY 2014-15 for a capital purchase.

Ala Costa Centers

The mission of Ala Costa Centers is to empower children and young adults with developmental disabilities to find, use, and express their unique skills and talents while supporting their families. Ala Costa was started in 1972 as an alternative to institutionalizing children with special needs. Ala Costa works closely with each student's school, parent, therapist, and case worker in order to provide the highest level of effective support to address goals. Unlike other organizations of its kind, Ala Costa provides programs for both children and adults, providing a seamless transition of support from graduation into adulthood. Ala Costa's Centers are located in Oakland, Berkeley and Alameda, serving youth throughout Alameda County.

In June 2014, the Ala Costa Centers requested up to \$15,500 in Gap Grant funds to facilitate purchasing a medium sized non-accessible van that accommodates twelve ambulatory passengers to replace a similar van that was stolen in March 2014. Although the police recovered the van, it was not repairable.

A van is needed to transport students to the centers and for activities such as travel training and group trips. There is currently a lack of public transportation options that would allow clients to access the Oakland site, which is located on a steep hill that lacks sidewalks in some areas. The van would be in service 15 hours a week during the school year and 40 hours a week in the summer, averaging 24 one-way trips per day.

Staff has reviewed the application for eligibility and appropriateness for Gap funding. Although capital funds have not previously been provided for a non-accessible vehicle, the Alameda CTC has approved operational funding for programs that are not always wheelchair accessible (e.g. taxi subsidies and volunteer driver programs), but do serve seniors and people with disabilities. At its July 28th meeting, PAPCO recommended Commission approval for up to \$15,500 of Cycle 5 Gap Grant funding to Ala Costa Centers towards the purchase of a vehicle.

By this time, Ala Costa's programs had been without a vehicle for four months and had decided that they could not wait to purchase a new vehicle. They purchased a vehicle in early August for \$23,000, using a total of \$15,500 of secured matching funds and are

requesting a total of \$7,500 in Gap Grant funding for the remaining balance on the purchase price.

Fiscal Impact: The fiscal impact for approving this item is \$7,500 of Gap Grant funding. This amount has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

Staff Contacts

[Stewart Ng](#), Deputy Director of Programming and Projects

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

This page intentionally left blank



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 2, 2014

SUBJECT: Regional Measure 2 Program Update

RECOMMENDATION: Receive an update on the Program.

Summary

This item is to receive early and preliminary directions from the Commission for staff to work with regional transportation partners on the future development of an expenditure plan for potentially available future bridge toll revenues.

The MTC's Regional Measure 2 (RM2) Bridge Toll Program reached its 10th anniversary in March 2014. Of the \$1.5 billion in capital program funds approved for RM2, a majority of the funds have been allocated, with about \$225 million associated with 19 projects remaining to be allocated. MTC approved a program delivery strategy for remaining capital projects in May 2014. At some point in the future, the RM2 toll revenue generated will be sufficient to cover the costs associated with the program. The California Streets and Highway Code (Section 30914) states that if additional funds are available after the funding obligations of the initially identified projects, that MTC may identify an expenditure plan that would be submitted for a legislative action.

Based on the structure of the RM2 program, staff is seeking input and direction to guide initial coordination with our regional transportation partners and representatives on the MTC Commission, on programming principles and priorities to pursue, in the event that additional RM2 programming capacity for projects and programs becomes available.

Background

In 2004, voters in 7 counties of the Bay Area (Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano) passed RM2, raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This dollar was defined to fund transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004).

RM2 established the Regional Traffic Relief Plan (June 2004) and identified specific transit operating assistance and capital projects and programs eligible to receive RM2

funding(California Streets and Highway Code Section 30914(c)). The Bay Area Toll Authority (BATA) is responsible for the collection of the bridge tolls and MTC is responsible for administering the RM2 program. The approved Capital Program provided \$1.5 billion to 36 projects. Annually, up to 38 percent of the total annual RM 2 revenues (approximately \$48 million per year) is provided for operations of commuter rail, express and enhanced bus, and ferry services with allocations to be made on an annual basis with the transit operations program dedicating up to \$1.6 billion in operating funds to 14 projects (cumulatively through 2040).

Discussion

The RM2 funds are generated from seven Bay Area toll bridges. Three of the bridges (San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge and Dumbarton Bridge), that have a direct connection to Alameda County account for about 57% of overall annual toll crossings. The travel patterns of the bridge users on 5 (of the 7) Bay Area toll bridges (three previously identified, the Richmond-San Rafael and Carquinez Bridge) represent about 83% of all annual toll crossings, and are all in corridors that result in a substantial number of trips on the Alameda transportation system. These travel patterns in Alameda County are consistent with data that shows users traveling to, from and within Alameda County, as well as a substantial number of trips that are traveling through our county to reach a final destination, representing almost 25% of the trips made on the Alameda County system. The level of usage of the bridges by Alameda County residents, as well as the number of trips through the county, support the justification of RM2 investments in the bridge corridors in Alameda County.

RM2 is eligible to fund transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. Projects and programs that provide new travel options (including transit options), increase capacity in bridge corridors, and create seamless and safe transit connections all support the goal of the RM2 program. Project candidates for future RM2 funds should be able to demonstrate a nexus to travel along one of the 7 toll bridge corridors and consistency with the countywide transportation plan (CWTP), the long-range policy document that guides transportation investments, programs and policies and advocacy for all of Alameda County. The Alameda CWTP identifies a constrained list of prioritized projects and programs with \$9.5 billion dollars of yet to be approved funding. It is assumed that the RM2 program will have additional programming capacity for capital projects that will ultimately be supported by the 62% capital portion of the approximately \$125 million per year generated by RM2 in the future years.

In the current Regional Traffic Relief Plan (June 2004, about \$1.5 billion in capital projects are identified, with about \$425 million (28%) providing direct benefits to the Alameda County transportation system. The same plan identified an operating program of about \$1.6 billion with about 50% of the programs directly benefiting Alameda.

Projects to Consider

In Alameda County, many projects and programs could provide new travel options (including transit options), increase capacity in bridge corridors, and support seamless and safe transit connections that would be consistent with the RM2 program goals. In reviewing the priorities that were previously approved in the 2004 Regional Traffic Relief Plan as well as the current CWTP, general themes to be considered include:

Major Highway Corridors Connecting to Toll Bridges

Our existing corridors have limited options for expansion. Projects that result in improvements to recurring congestion points and/or that improve the operation efficiency of a corridor should be considered along relevant travel corridors.

Transit

Transit trips have a significant role in travel patterns related to toll bridges and the overall travel patterns in Alameda County and the Bay Area. Improvements that directly impact transit options along the relevant travel corridors, as well as improvements for all modes to access the transit options should be considered. Per the California Streets and Highway Code (Section 30914), the replacement vehicle needs for the services that are operated with the assistance of the 38% operations portion of the RM2 funds will also be required to be addressed in any new capital programming.

Freight

The Port of Oakland is the primary freight facility for the County, Region and Northern California. With its location at the foot of the San Francisco-Oakland Bay Bridge and at the intersection of the I-80 and I-880/580 freight corridors, all Port of Oakland freight is impacting the Alameda County transportation system, and the travel corridors that are also relied upon to access the toll bridges.

Attachment D includes additional details on projects that could be included within the aforementioned categories. Planning effort are also underway that will provide further study and recommendations on specific aspects of the transportation network, including freight, transit and arterials. This is in addition to the existing plans related to bicycle and pedestrian plans. As additional information becomes available, it can be incorporated into this discussion. Many of the proposed projects or types of projects are also supported by the 2014 Transportation Expenditure Plan (TEP). Consistent with the Alameda CTC support for multiple travel modes, projects should be approached with the consideration for the complete streets approach.

Fiscal Impact: This item is for information only. There is no significant fiscal impact expected to result from the recommended action.

Attachments

- A. RM2 Regional Traffic Relief Plan: List of Capital Projects (2004)
- B. RM2 Regional Traffic Relief Plan: List of Operational Projects (2004)
- C. Map of State-Owned Toll Bridges
- D. Candidate Projects for Additional RM2

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

RM 2 Regional Traffic Relief Plan: List of Capital Projects

5.3A

Project Number	Description	RM 2 Funding (Dec. 2013)
1	BART/Muni Connection at Downtown San Francisco Stations	\$ 3,000,000
2	San Francisco Municipal Railway (Muni) Metro East Third Street	\$ 30,000,000
3	Muni Waterfront Historic Street Car Expansion	\$ 10,000,000
4	Dumbarton Rail Bridge New Commuter Service	\$ 44,000,000
5	Vallejo Intermodal Station	\$ 28,000,000
6	Solano County Express Bus Intermodal Facilities	\$ 20,000,000
7	Solano County Corridor Improvements near the Interstate 80/Interstate 680 Interchange	\$100,000,000
8	Interstate 80 Eastbound High-Occupancy-Vehicle (HOV) Lane Extension at Carquinez Bridge	\$ 37,174,544
9	Richmond Parkway Park-and-Ride Facility	\$ 16,000,000
10	Sonoma-Marin Area Rail Transit District (SMART) Extension to Ferry Service at Larkspur Landing or San Quentin	\$ 36,500,000
11	U.S. 101 Greenbrae Interchange/Larkspur Ferry Access Improvements	\$ 63,500,000
12	Interstate 680 HOV Lane Improvement	\$ 15,000,000
13	Commuter Rail Extension to East Contra Costa County (e-BART)	\$ 96,000,000
14	Amtrak "Capitol Corridor" Improvements in Interstate 80/Interstate 680 Corridor	\$ 25,000,000
15	Central Contra Costa BART Crossover Track	\$ 25,000,000
16	Completion of new Benicia-Martinez Bridge	\$ 50,000,000
17	Regional Express Bus North	\$ 20,000,000
18	TransLink® Transit Fare Smart Card Integration	\$ 22,000,000
19	Real-Time Transit Information	\$ 20,000,000

RM 2 Regional Traffic Relief Plan: List of Capital Projects (continued)

Project Number	Description	RM 2 Funding (Dec. 2013)
20	Safe Routes to Transit (Pedestrian and Bicycle Access)	\$ 22,500,000
21	BART Tube Seismic Strengthening	\$ 33,801,000
22	New Transbay Terminal/Downtown Caltrain Extension in San Francisco	\$150,000,000
23	BART Oakland Airport Connector	\$115,199,000
24	Alameda-Contra Costa Transit District (AC Transit) Rapid Bus	\$ 65,000,000
25	Regional Ferry System Expansion: Alameda/Oakland/Harbor Bay	\$ 12,000,000
26	Regional Ferry System Expansion: Berkeley/Albany	\$ 12,000,000
27	Regional Ferry System Expansion: South San Francisco	\$ 12,000,000
28	San Francisco Downtown Ferry Terminal Environmental Review and Spare Vessels	\$ 48,000,000
29	Regional Express Bus South	\$ 22,000,000
30	Interstate 880 North Safety Improvements	\$ 10,000,000
31	BART Extension to Warm Springs	\$186,000,000
32	Interstate 580 Rapid Transit Corridor Improvements	\$ 65,000,000
33	Regional Rail Master Plan	\$ 6,500,000
34	Integrated Transit Fare Program to Develop Zonal Monthly Pass	\$ 1,500,000
35	Promotion of Commuter Benefits for Transit Users	\$ 5,000,000
36	Caldecott Tunnel Fourth Bore	\$ 50,500,000
37	BART Transit Capital Rehabilitation	\$ 24,000,000
38	38 Regional Express Lane Network	\$ 4,825,455
39	Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road	\$ 8,000,000

RM 2 Regional Traffic Relief Plan: List of Operational Projects

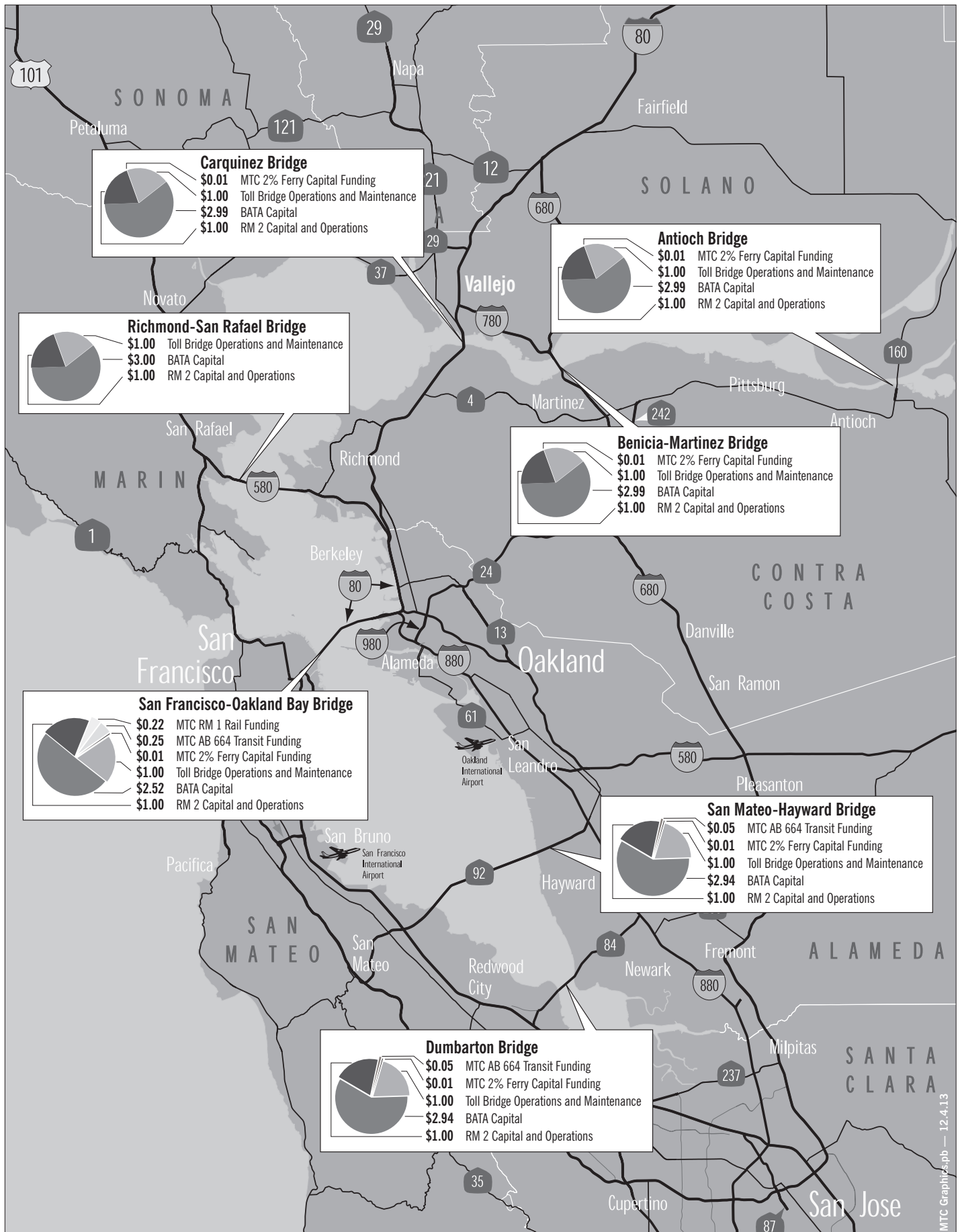
5.3B

Project Number	Description	Annual RM2 Funding
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	\$ 2,100,000
2	Napa Vine Service to Vallejo Intermodal Terminal	\$ 390,000
3	Regional Express Bus North Pool	\$ 3,400,000
4	Regional Express Bus South Pool	\$ 6,500,000
5	Dumbarton Bus	\$ 5,500,000
6	Water Transit Authority, Alameda/Oakland/Harbor Bay	\$ 6,400,000
7	Water Transit Authority, Berkeley/Albany	\$ 3,200,000
8	Water Transit Authority, South San Francisco	\$ 3,000,000
9	Vallejo Ferry	\$ 2,700,000
10	Owl Bus Service on BART Corridor	\$ 1,800,000
11	Muni Metro East (Phase 1 - IOS)	\$ 2,500,000
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Avenue	\$ 3,000,000
13	Clipper® (\$20 million for start-up operations)	—
14	WTA System	\$ 3,000,000
Total Operating Funds		\$43,490,000

This page intentionally left blank

Map of State-Owned Toll Bridges and Breakdown of a Typical \$5 Toll

5.3C



This page intentionally left blank

Attachment D

Candidate Projects for Additional RM2

Major highway corridors that also serve transit services

- 84 Corridor (Dumbarton) --Route 84 HOV On ramp
- 580 Corridor Improvements
 - 580/680 Interchange
 - Transit Expansion and Connection to Livermore Valley
 - Parallel Route Improvements – Dublin Boulevard
- 880 Corridor
 - Interchange Improvements in Oakland
 - Interchange Improvements between I-238 and Alvarado Niles Boulevard
 - High Occupancy Vehicle Lane Gap Closure and Express Lane Implementation
- 80 Corridor -- Interchange Improvements in Albany, Berkeley, and Emeryville
- 92 Corridor -- Clawiter Interchange Improvements

Transit

- Transit Core Capacity Investment
- BART Metro Program Investment
- BART Station Modernization Program Investment
- Express Bus Expansion
 - Fruitvale BART Rapid Bus
 - Grand/MacArthur BRT
 - College/Broadway Corridor Transit Priority (Line 51)
- Access to transit (including PDAs)
 - Warm Springs BART Station
 - Dublin/Pleasanton BART Stations
 - East Bay Greenway
- Ferry system expansion and additional operations in Alameda County

Freight

- Outer Harbor Intermodal Terminal
- 7th Street Improvements
- Oakland Army Base

This page intentionally left blank



Memorandum

6.1

1333 Broadway, Suites 220 & 300, Oakland, CA 94612

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 2, 2014

SUBJECT: I-580 Express Lanes Project (PN 720.4/724.1): Contract Amendments to Professional Services Agreements with Electronic Transaction Consultants Corporation (Agreement No. A09-007 and Agreement No. A13-0092)

RECOMMENDATION: Authorize the Executive Director to execute amendments to Professional Services Agreements in support of automated toll violation services for the I-580 Express Lanes:

1. Amendment No. 2 to Agreement No. A09-007 with Electronic Transaction Consultants Corporation (ETCC) for an additional not-to-exceed amount of \$2,760,000 for a total not-to-exceed amount of \$12,492,086 and a contract time extension to November 30, 2016 to accommodate new scope of services; and
2. Amendment No. 1 to Agreement No. A13-0092 with ETCC for an additional not-to-exceed amount of \$535,000 for a total not-to-exceed amount of \$3,299,405 and a contract time extension to November 30, 2016 to accommodate new scope of services.

Summary

The I-580 Express Lane Project proposes to implement congestion pricing on I-580, from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Boulevard/Foothill Road in the westbound direction, to reduce traffic congestion and provide travel reliability within the corridor.

Electronic Transaction Consultants Corporation (ETCC) has been retained by Alameda CTC as its System Integrator to implement the electronic toll collection system. To implement electronic toll collection, the System Integrator is required to develop the backbone for traffic data collection, congestion pricing, communication and enforcement.

Automated toll violation enforcement will support the implementation of the near continuous, also referred to as "more-open", access design which will be employed on the I-580 Express Lanes. Design details for toll violation implementation were in the preliminary stages when the last ETCC contract amendments were approved in July 2013. Staff has been working with regional agencies to implement consistent toll violation enforcement within the Bay Area Express Lane network and have recently reached

consensus to employ automated toll violation enforcement on the I-580 Express Lanes. This enforcement method involves emerging technologies to curb toll violation. Staff reached consensus with regional partners and ETCC on a scope of services to fully implement automated toll violation enforcement and now proposes to include the new scope via amendments to ETCC's contracts (A09-007 and A13-0092 for I-580 eastbound and westbound System Integration). In addition, the amended scope of services for training, equipment in hand (spare equipment) and warranties were deferred until such time the full scope for automated toll violation was developed. These items will be included in the amended ETCC contracts to continue system operations beyond the opening of the facility to the general public.

Background

The I-580 Express Lanes Project proposes to convert the newly constructed eastbound High Occupancy Vehicle (HOV) Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

The express lane facility combines HOV and congestion pricing strategies to allow single occupancy vehicles (SOVs) access to HOV lanes for a fee when time savings is of a value, while maintaining optimal travel conditions within the HOV lane and air quality benefits through carpooling. For the most part, the express lanes will have a "near continuous" access configuration, which will look and feel like an HOV lane, where traffic can move in and out of the express lanes anywhere along the corridor. Where heavy traffic weave movements are expected, a buffer separation will be provided between the express and general purpose lanes to restrict access.

The current ETCC contracts (A09-007 for eastbound I-580 System Integration and A13-0092 for westbound I-580 System Integration) include scope of services for data collection, communication, dynamic pricing (real-time congestion pricing model), trip building based on toll transponder read, and hardware equipment for license plate capture (LPR). The scope also includes optical character recognition (OCR) software that will recognize the license plate characters and store them for further processing. The new or augmented scope will include the design, development, testing and implementation of an image capture review system (ICRS) that will use these images as part of a trip building process, when no transponder is read at the toll gantries. The image-based trip will be processed to possibly charge a toll when a matching account (an account match with the license plate number) is found or process a toll violation when no matching account is found. This ICRS process is expected to curtail toll violation and reduce revenue leakage.

Staff has been working with ETCC to develop a detailed scope of services for ICRS. The scope includes required system design, hardware, software, integration, testing, and communications network changes to incorporate the images into the trip building process, field installation, training and maintenance. Although the ICRS will be integrated

seamlessly with the dynamic processing system, new logic/business rules will be added for Alameda CTC to allow transponder to license plate matching on a trip-by-trip basis to avoid duplication between transponder-based and image-based trips.

In addition to the ICRS scope of services, the System Integrator will have to provide training, procure and maintain equipment/materials in hand and provide technical support and troubleshooting during the first-year warranty period prior to the agency accepting full responsibility of the toll facility operations. Staff deferred these services, including similar services for the base scope until the ICRS scope was fully developed and all hardware and software needs were fully evaluated.

I-580 Express lane will utilize the RCSC services for responding to customer inquiries and processing tolls and violation penalties. Staff has been working with Bay Area Toll Authority (BATA) to memorialize the regional customer service center (RCSC) scope of services. BATA is concurrently negotiating the scope of services with its contractor for the services. Their negotiations are expected to last until end of this calendar year. Any change to the RCSC scope will impact the business rules and ETCC's toll system interaction with the RCSC. To accommodate minor revisions to business rules and associated system design revisions, staff recommends inclusion of a contingency budget.

The table below outlines the cost breakdown of the proposed new scope of services.

Scope	I-580 EB Agmt. (A09-007)	I-580 WB Agmt. (A13-0092)
Image Capture Review System	\$1,740,000	
Test Bench Simulator	\$75,000	
Spare Equipment	\$345,000	\$190,000
Warranty Period	\$400,000	\$345,000
<i>Contingency</i>	<i>\$200,000</i>	
	\$2,760,000	\$535,000

ETCC will complete the new scope of services by October 15, 2015. This will enable the express lane facility to be opened to public in November 2015.

The project financial plan includes sufficient Measure B, Tri-valley Transportation Development, Regional Measure 2 and Interstate Maintenance Discretionary fund capacity to support these two amendments to the ETCC agreements.

Staff recommends that the Commission authorize the Executive Director to take all necessary contractual actions to amend ETCC's contracts to extend the termination date and include additional system integration services.

Fiscal Impact: The recommended action will authorize the executive director to execute amendments to ETCC Professional Services Agreements and subsequent expenditure, in the amount of \$3,295,000. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY2014-15 Operating and Capital Program Budget.

Attachments

- A. Summary of Agreement A09-007
- B. Summary of Agreement A13-0092

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Kanda Raj](#), Project Controls Team

Summary of Agreement No. A09-007			
Contract Status	Work Description	Value	Total Not-to-Exceed Value
Original Contract	System integration for five limited ingress/egress access configuration, including system interaction with regional customer service center	\$6,319,027	\$6,319,027
Amendment No. 1	Revised toll system implementation (system integration) scope of services, based on near continuous access configuration	\$3,413,059	\$9,732,086
<i>Proposed Amendment No. 2*</i>	<i>Include new scope for automated toll violation enforcement, spare parts and warranty period services</i> <ul style="list-style-type: none"> • Amount • Time extension to November 30, 2016 (original contract expiration September 30, 2015) 	\$2,760,000*	\$12,492,086*
Total Amended Contract Not-to-Exceed Amount			\$12,492,086*

*- Subject to Commission's approval on September 25, 2014

This page intentionally left blank

Summary of Agreement No. A13-0092			
Contract Status	Work Description	Value	Total Value, as amended
Original Contract	System integration for near continuous access implementation, including system interaction with regional customer service center	\$2,764,405	\$2,764,405
<i>Proposed Amendment No. 1*</i>	<i>Include new scope for automated toll violation enforcement, spare parts and warranty period services</i> <ul style="list-style-type: none"> • Time extension to November 30, 2016 (original contract expiration September 30, 2015) 	\$535,000*	\$3,299,405*
Total Amended Contract Not to Exceed Amount			\$3,299,405*

*- Subject to Commission's approval on September 25, 2014

This page intentionally left blank



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 2, 2014

SUBJECT: Route 84 – Expressway Widening (624.1/624.2): Contract Amendment to the Professional Services Agreement (Agreement No. A05-004) with URS Corporation

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A05-0004 with URS Corporation for an additional not-to-exceed amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a contract time extension to June 30, 2018.

Summary

The Alameda CTC is the implementing agency for the project development phase of the State Route 84 (SR84) Expressway Widening Project, North and South Segments (PN:624.1/624.2) from Jack London Boulevard to Ruby Hill Drive. The Alameda CTC retained URS Corporation to provide the necessary project development services to secure environmental approval, to complete the civil design, permitting and right-of-way acquisition, and to provide design support during construction for the project.

As a result of delays caused by right of way/utility issues, including drawn out negotiations with property owners and condemnation processes, the project has been subjected to changes in design standards and environmental requirements. The requested Amendment No. 3 to Agreement No. A05-0004 for an additional amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a contract time extension for two years to June 30, 2018 will allow URS Corporation to complete the extensive right-of-way acquisition process, address changes in design standards, perform environmental document revalidation and environmental permit updates and provide required design support during construction.

Background

The Alameda CTC retained URS Corporation to provide the necessary project development services to secure environmental approval, to complete civil design, permitting and right-of-way acquisition, and to provide design support during construction for the project for the SR84 Expressway Widening Project. The project will widen the existing two lane highway facility, from Jack London Boulevard to Ruby Hill Drive, to a four lane limited access controlled facility and will be delivered as two

construction packages: the North Segment, from Jack London Boulevard to north of Concannon Boulevard and the South Segment, from north of Concannon Boulevard to Ruby Hill Drive. Construction for the North Segment has just been completed. The South Segment is currently in the design and right-of-way acquisition phases.

As a result of delays caused by right of way/utility issues, including drawn out negotiations with property owners and in some cases, condemnation processes, the project has been subjected to changes in design standards and environmental requirements. The following additional required work was either not included in the original scope of the contract or significantly increased from the anticipated level of effort in the original scope:

- Update the 95% plans and specifications, previously submitted to Caltrans in 2012, to reflect the recently updated Caltrans design standards.
- Update right-of-way requirements and appraisal maps for certain parcels and update environmental technical studies, reports, environmental document and various permits to reflect the City of Livermore's scenic route requirements which impacted the underground and overhead strategies for the relocation alignment of the PG&E 60kV electrical transmission line in the environmentally sensitive areas in the vicinity of Ruby Hill.
- Increase right-of-way efforts including updating of appraisal reports and revising offers to reflect changing real estate market values, participating in extended negotiations and invoking the condemnation process.
- Development of a joint trench design for several relocated utilities and provide design coordination effort among various utility owners.
- Provide a higher level of design support during construction to address construction issues such as more complex utility relocations.

Due to the additional work described above and project phasing, the construction contract for the South Segment is now expected to complete in late 2017 with project closeout into summer 2018. The new schedule for the South Segment is as follows:

- Construction contract award – September 2015
- Construction complete - October 2017
- Project Closeout complete – June 2018

Table A shown on the following page provides a summary of the existing and proposed contract actions to Agreement No. A05-0004.

Staff recommends the execution of Amendment No. 3 to the Professional Services Agreement No. A05-0004 with URS Corporation for an additional not-to-exceed amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a time extension to June 30, 2018 to allow URS to complete the extensive right-of-way acquisition process, address changes in design standards, perform environmental document revalidation and environmental permit updates and provide a higher level of design support during construction.

Table A: Summary of Agreement No. A05-0004			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with URS Corporation (A05-0004) March 1, 2005	Project Approval and Environmental Clearance (PA&ED)	N/A	\$2,500,000
Amendment No. 1 July 26, 2007	Design, Right-of-Way Engineering and Design Services During Construction	\$8,750,000	\$11,250,000
Amendment No. 2 May 26, 2011	Additional Design, Right-of-Way Engineering and Right-of-Way Acquisition services	\$2,500,000	\$13,750,000
<i>Proposed</i> Amendment No. 3	Additional Design and Right-of-Way Engineering Acquisition services, Utility Design and Coordination Services and Design Services During Construction (This Agenda Item) <ul style="list-style-type: none"> • Amount • Time extension to June 30, 2018 (original contract expiration June 2016) 	\$1,000,000	\$14,750,000
Total Amended Contract Not-to-Exceed Amount			\$14,750,000

Fiscal Impact: The fiscal impact for approving this item is \$1,000,000. The action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Susan Chang](#), Project Controls Team

This page intentionally left blank



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 2, 2014

SUBJECT: I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0): Project Approval and Environmental Document (PA&ED)Phase

RECOMMENDATION: 1) Approve the top ranked firm and, 2) Authorize the Executive Director, or a designee of the Executive Director, to negotiate a Professional Services Agreement with the top ranked firm for the PA&ED Phase of the I-880 /Broadway-Jackson Interchange Improvement Project (PN 610.0).

Summary

Alameda CTC is the sponsor of the I-880/Broadway-Jackson Interchange Improvement Project, which proposes to identify access and operational improvements between I-880, I-980 and local Oakland streets; including access to and from the Posey/Webster Tubes which connect Oakland and the City of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges.

On June 30, 2014, Alameda CTC issued a Request for Proposals (RFP) to retain a consultant to provide professional engineering services for the Project Approval & Environmental Document (PA&ED) Phase of the I-880/Broadway-Jackson Interchange Improvement Project. An optional pre-proposal meeting was held at the Alameda CTC offices on July 17, 2014, and by the proposal deadline of August 11, 2014, seven firms submitted proposals in response to the RFP.

The Selection Review Panel, comprised of representatives from Alameda CTC, the Cities of Oakland and Alameda, and Caltrans District 4, evaluated the proposals and shortlisted five firms to be interviewed. At the conclusions of the interview process, the Selection Review Panel recommended that HNTB Corporation (HNTB) to be selected as the top ranked firm.

Upon approval of HNTB as the top ranked firm, staff will review the consultant's cost proposal and negotiate and finalize the terms and conditions of the agreement. Should negotiations with the top ranked firm be successful, staff anticipates to return to the Commission in October with a recommendation to award the contract.

Background

The I-880/Broadway-Jackson Interchange Improvement Project is a 2000 Measure B capital project (ACTIA 10). The Project goal was to improve access to I-880 from Alameda and Oakland. A Caltrans Project Study Report (PSR) was prepared to identify and analyze several configuration options. The PSR was developed in collaboration with the Cities of Alameda and Oakland, and Caltrans. On January 27, 2011, in anticipation of the PSR's impending approval, the Commission authorized the Executive Director to issue a RFP for professional services to obtain environmental clearance for the Project. Due to concerns raised by members of the Oakland Chinatown Community and the lack of full consensus on the approved PSR, further Project development was suspended.

In September 2013, in an effort to move the Project to the next phase of development, and at the City of Alameda's request, the Commission approved the formation of an ad-hoc Project Advisory Committee (PAC). In addition to guiding the Project direction, the PAC provided a forum to address community concerns and build consensus.

The first PAC meeting was held in December 2013, and staff was directed to seek community stakeholder input on their needs for the Project. A community stakeholder meeting was held on January 29, 2014 to receive input on issues related to traffic, pedestrian safety and other transportation needs, to be addressed by a comprehensive traffic study for the area. Meeting participants included representatives from the Asian Health Services/Oakland Chinatown Coalition and the Chinatown Chamber of Commerce.

On June 30, 2014, Alameda CTC issued RFP No. A14-0051 for the I-880/Broadway-Jackson Interchange Improvement Project PA&ED Phase. Proposers were requested to submit proposals with the objective of delivering an approved Project Report and Environmental Document for the Project which could be certified by Caltrans and endorsed by the Cities of Alameda and Oakland, and by the community. Proposals were also to reflect the need for close coordination with the development of the Alameda CTC's Downtown Oakland Comprehensive Circulation Study. Under the requirements of Measure B and locally funded procurements, the Alameda CTC Local Business Contract Equity Program (LBCE) requirements were applied. Rankings would be established based upon an evaluation of the consultants' technical proposals against pre-established criteria outlined in the RFP and an Interview Stage.

An optional pre-proposal meeting was held at the Alameda CTC offices on July 17, 2014. 54 attendees, representing over 40 firms, were present at the event. Of the 40 firms, 28 were Local Business Enterprise (LBE) certified firms, 8 were Small Local Business Enterprise (SLBE) certified firms and 4 were Very Small Local Business Enterprise (VSLBE) certified firms. Alameda CTC received proposals from the following seven firms:

- AECOM
- CH2M Hill
- HNTB Corporation
- Parsons Transportation Group

- Rajappan & Meyer Consulting Engineers
- TYLIN International
- WMH Corporation

The Selection Review Panel, comprised of representatives from Alameda CTC, the Cities of Oakland and Alameda, and Caltrans District 4, evaluated the seven proposals and shortlisted five firms to be interviewed. Interviews were conducted on August 28, 2014, and at the conclusion of the interviews, the firms were ranked as follows:

Rank 1	HNTB
Rank 2	AECOM
Rank 3	CH2M Hill (Tied)
Rank 3	WMH Corporation (Tied)
Rank 5	Parsons Transportation Group
Rank 6	TYLIN International
Rank 7	Rajappan & Meyer Consulting Engineers

The Selection Review Panel selected HNTB as the top ranked firm because the team demonstrated a clear understanding of the Project and its challenges, offered solutions to overcome the challenges and presented a work plan addressing issues critical to ensuring a successful outcome for the Project. In addition to their technical strengths, HNTB, a certified LBE firm, demonstrated a firm commitment to the Alameda CTC LBCE program, with the proposed team committing 88 percent of the contract to LBE certified firms.

HNTB did not report a conflict with the Levine Act.

Staff Recommendation

Based on the Selection Review Panel's evaluation, staff recommends the approval of HNTB as the top ranked firm and authorization for the Executive Director, or a designee of the Executive Director, to negotiate a Professional Services Agreement with HNTB to complete the PA&ED phase of the I-880/Broadway-Jackson Interchange Improvement Project. Should negotiations with the top ranked firm be successful, staff anticipates to return to the Commission in October with an award recommendation.

Fiscal Impact

No significant impact.

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Trinity Nguyen](#), Senior Transportation Engineer

This page intentionally left blank



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 2, 2014

SUBJECT: Time Extension Only Amendments

RECOMMENDATION: Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements with local, regional, state, and federal entities, as required, to provide the services 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.

Two agreements have been identified with justifiable needs for a time extension and are recommended for approval.

Background

Through the life of an agreement, situations may arise that warrant the need for a time extension. The most common and justifiable reasons include (1) project delays and (2) extended project closeout activities.

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the listed agreements as shown in Table A (Attachment A).

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Trinity Nguyen](#), Sr. Transportation Engineer

This page intentionally left blank

A. Table A: Contract Time Extension Summary

Index No.	Agreement No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code	Fiscal Impact
1	A05-0005	AC Transit	East Bay Bus Rapid Transit Project/Environmental and Design	A1: Additional budget and time for Environmental A2: Phase funding adjustment A3: Additional budget for Environmental A4: Added Design scope and associated budget A5: Additional budget and time for Design A1: Include Federal funds in project	1 year	2	None
2	04-2167	Caltrans	I-580 Westbound HOV Lane/Environmental, Design and Right-of-way		1 year	2	None

- (1) Project delays.
(2) Extended project closeout activities.

This page intentionally left blank