



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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**Executive Director**  
Arthur L. Dao

## Programs and Projects Committee

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

### Mission Statement

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

### Public Comments

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

### Recording of Public Meetings

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

### Reminder

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

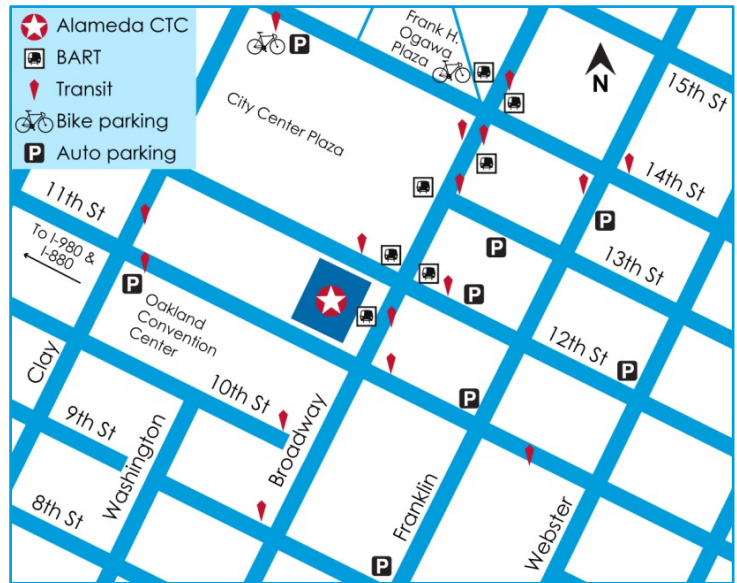
### Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://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](http://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](http://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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# Programs and Projects Committee Meeting Agenda Monday, March 9, 2015, 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:** Mayor Bill Harrison, City of Fremont

**Vice Chair:** Carol Dutra-Vernaci, Union City

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

**Ex-Officio Members:** Scott Haggerty, Rebecca Kaplan

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

## 4. Consent Calendar

Page A/I

### 4.1. [February 9, 2015 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the February 9, 2015 PPC meeting minutes.

## 5. Programs and Projects

### 5.1. [Alameda CTC's Comprehensive Investment Plan FY 15/16 Measure BB 2-Year Allocation Plan](#)

5 A

Recommendation: Approve the Draft FY 15/16 Measure BB 2-Year Allocation Plan.

### 5.2. [Lifeline Cycle 4 Transportation Program](#)

15 A

Recommendation: Approve Cycle 4 Lifeline Transportation Program.

### 5.3. [Countywide Bicycle/Pedestrian Planning and Promotion Measure B Funding Request](#)

23 A

Recommendation: Approve allocation of \$75,000 of Measure B Countywide Bicycle and Pedestrian Safety Funds to Countywide Bicycle/Pedestrian Planning and Promotion.

### 5.4. [I-80 Gilman Project \(PN 765.0\): Project Approval and Environmental Document \(PA/ED\) Phase](#)

27 A

Recommendation: (1) Authorize the release of a Request for Proposals (RFP) for Preliminary Design and Environmental Studies and Final Design Services, and (2) Authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for the Preliminary Design and Environmental Studies and Final Design Services for the project.

### 5.5. [I-880 Southbound HOV Lane Project \(PN 730.1\): Contract Amendment to Professional Services Agreement No. A08-017.WMH](#)

29 A

with WMH Corporation

Recommendation: Approve and authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A08-017.WMH with WMH Corporation for an additional not-to-exceed amount of \$280,000 for a total not-to-exceed amount of \$7,057,319 for Design Services During Construction and additional scope.

**6. Staff Reports (Verbal)**

**7. Adjournment**

**Next Meeting:** April 13, 2015

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



# Programs and Projects Committee Meeting Minutes Monday, February 9, 2015, 12 p.m.

4.1

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## 1. Pledge of Allegiance

## 2. Roll Call

The Clerk conducted a roll call. All members were present with the exception of Commissioner Nate Miley, Commissioner Larry Reid and Commissioner Ruth Atkin.

### Subsequent to the roll call:

Commissioner Nate Miley arrived during Item 5.2

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. January 12, 2015 PPC Meeting Minutes

### 4.2. California Transportation Commission January 2015 Meeting Summary

*Commissioner Freitas motioned to approve the Consent Calendar. Commissioner Capitelli seconded the motion. The motion passed unanimously (Miley, Reid, and Atkin absent).*

## 5. Programs and Projects

### 5.1. Route 84 – Expressway Widening (624.2): Cooperative Agreement with California Department of Transportation (Caltrans) for Construction of the Project

Susan Chang recommended that the Commission authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the construction phase of the Route 84 Expressway Widening South Segment project. She stated that the cooperative agreement is required to move the project forward to construction and will establish roles, responsibilities, and funding obligations between Alameda CTC and Caltrans for the construction phase of the project. The fiscal impact for approving this item is \$8,975,000 and is included in the FY 2014-2015 budget.

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

### 5.2. Draft Master Programs Funding Agreement for Measure BB Direct Local Distribution Funds

Trinity Nguyen recommended that the Commission review a Draft Master Programs Funding Agreement (MPFA). She stated that the MPFA defines the requirements of the direct allocations of funds for the 2014 TEP. The final MPFA will be presented to the Commission for adoption in May 2015 to enable contract execution and flow of funds as soon as funds are received from the State Board of Equalization.

Commissioner Capitelli wanted to know if there was a requirement that AC Transit funding allocations include transit restoration. Art stated that there is no requirement under this agreement.

*Commissioner Freitas moved to approve this item. Commissioner Capitelli seconded the motion. The motion passed unanimously (Harrison, Reid, and Atkin absent).*

### **5.3. Paratransit Program: Revised Funding Formula and Guidelines**

Jacki Taylor recommended that the Commission approve the PAPCO-recommended Funding Formula and the PAPCO-recommended Implementation Guidelines and a 1-year extension to Cycle 5 Gap Grants. She stated that there were revisions to the formula as well as revisions to the guidelines. Naomi Armenta provided specific and detailed information on the PAPCO funding formula and reviewed changes to the guidelines.

Commissioner Miley wanted to know if PAPCO receives information on customer satisfaction. Naomi stated that most providers do a customer satisfaction survey and provide it to PAPCO.

*Commissioner Miley moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously (Harrison, Reid, and Atkin absent).*

### **5.4. Transportation Fund for Clean Air (TFCA) FY 2015-16 Expenditure Plan and Resolution**

Jacki Taylor recommended that the Commission approve the TFCA FY 2015-16 Expenditure Plan and Resolution. She stated that the Resolution and TFCA Expenditure Plan Application are due to the Air District by March 3, 2015. For FY 2015-16, the TFCA Expenditure Plan Application includes approximately \$2 million available for projects and the Alameda CTC will have six months to submit a Commission-approved program of eligible projects after approval of the application.

Commissioner Haggerty wanted to know the definition of relinquished funding. Jacki stated that relinquished funding applies to projects that are completed under budget; funds are de-programmed and then returned to the funding pot.

*Commissioner Kaplan moved to approve this item. Commissioner Capitelli seconded the motion (Harrison, Reid, and Atkin absent).*

### **5.5. Alameda County Three Year Project Initiation Document Work Plan**

Vivek Bhat recommended that the Commission approve a Three-Year Project Initiation Document (PID) Work Plan for Alameda County. He stated that Caltrans has requested the Alameda CTC update the work plan FY 2015-16, 2016-17 and 2017-18. The final list of projects will be submitted to Caltrans after Commission approval.

Commissioner Miley wanted to know if freeway maintenance is included in the work plan. Art stated that it was not included but suggested that staff write a letter

to Caltrans to address this issue within the County.

Commissioner Miley wanted more information on Project #6 in the plan. Vivek stated that the project was proposed by the City of Oakland and will include a bike lane on the underpass of I-580.

*Commissioner Kaplan moved to approve this item. Commissioner Miley seconded the motion. The motion passed unanimously (Harrison, Reid, and Atkin absent).*

#### **5.6. CMA TIP Programming Adjustments**

James O'Brien recommended that the Commission approve reprogramming \$4.9 million from the \$8 million of CMATIP funding currently programmed for the Infrastructure Bond Projects Backfill (Various Projects) (CMATIP Project No. 0104.4) to five projects. He stated that the recommended actions involve three projects currently included in the CMATIP with a combined total CMATIP Programmed Amount of \$24,119,378. The fiscal impact of the recommended actions is the CMATIP funding being made available during the current fiscal year for encumbrance and subsequent expenditure for eligible project expenses.

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

#### **5.7. Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds**

Vivek Bhat recommended that the Commission Adopt Resolution No.15-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance. In addition, it would authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2014-15 TSSSDRA funds. The Alameda CTC's FY 2014-15 allocation from this program is \$38,826 and which will be allocated for the Altamont Commuter Express (ACE) service within Alameda County. The allocations for ACE are made available through the Alameda CTC, whereas agencies such as AC Transit and BART receive their allocations directly.

Commissioner Kaplan wanted to know if there were any other applicants. Vivek stated that the allocation was specific to ACE based on state law.

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

### **7. Committee Members**

There were no committee member reports.

### **8. Staff Reports**

There were no staff reports.

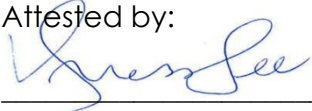
**9. Adjournment/ Next Meeting**

The next meeting is:

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

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

Attested by:



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Vanessa Lee,  
Clerk of the Commission





# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 2, 2015

**SUBJECT:** Alameda CTC's Comprehensive Investment Plan FY 15/16 Measure BB 2-Year Allocation Plan

**RECOMMENDATION:** Approve the Draft FY 15/16 Measure BB 2-Year Allocation Plan.

## Summary

The passage of Measure BB in November 2014 will result in the collection of a new countywide sales tax effective April 1, 2015. The Alameda CTC expects to begin receiving deposits of the proceeds from the sales tax in the July timeframe. The programming and allocations of Measure BB funding are being reviewed and approved as part of the Alameda CTC's Comprehensive Investment Plan (CIP) process which will integrate the planning and programming processes for transportation investments in Alameda County. The CIP process has been approved by the Commission and will begin with a request for project information to initiate the Countywide Transportation Plan process during summer of 2015. The Countywide Transportation Plan will provide the basis for the programming and allocations of funding within the purview of the Alameda CTC, including Measure BB.

The draft FY 15/16 Measure BB 2-Year Allocation Plan (attached) represents the initial allocations of Measure BB funding for certain projects and programs included in the 2014 Transportation Expenditure Plan (TEP). The initial allocations are recommended in advance of the full CIP process because they do not require the prioritization and evaluation processes that comprise the project selection and allocation processes in the CIP. Funding allocated through the Direct Local Distribution (DLD) portions of the TEP will be authorized through the Master Programs Funding Agreements (MPFA) as addressed by the Commission at their February 26, 2015 Commission meeting.

Approval of Measure BB funding procedures through the CIP will establish a framework by which the allocated funds can be encumbered in funding agreements, made available to reimburse eligible project expenditures or expended on eligible project expenditures incurred directly by the Alameda CTC.

## Discussion

In March 2013, Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of policy decisions related to transportation investments in Alameda County. The consolidated processes will allow for the integration of existing planning and programming practices performed by Alameda CTC into a single document that identifies both short and long-term delivery strategies to further the vision and goals established in the Countywide Transportation Plan (CTP).

The “*Comprehensive Investment Plan*” (CIP) is the document that will summarize the outcomes of the planning and programming processes and present funding recommendations for a 5-year horizon. The CIP will include all funding sources under the purview of Alameda CTC decision-making authority, including voter approved funding (1986 Measure B, 2000 Measure B, the new 2014 Measure BB approved in November 2014, and the 2010 Vehicle Registration Fee) and the regional, state and federal funds programmed by the Alameda CTC. The CIP will serve as Alameda CTC’s programming document as well as its strategic plan for the various fund sources administered by the Alameda CTC.

The first CIP is expected to be approved before the end of the current fiscal year concurrently with the Alameda CTC FY 15/16 budget. The first CIP will summarize allocations approved by the Alameda CTC for a variety of fund sources such as Federal Lifeline funding, Transportation Fund for Clean Air (TFCA) Program Manager funding, the two existing sales tax measures (1986 MB and 2000 MB), and the new sales tax, Measure BB approved in 2014. The recommendations for allocations in the first CIP, including the draft FY 15/16 Measure BB 2-Year Allocation Plan, have been developed through an accelerated CTP/CIP process using project status and delivery information currently available to the Alameda CTC (as opposed to using information compiled from a comprehensive request for project and program proposals as planned for the upcoming update of the CTP).

The next request for projects and programs will be the initiation of the 2016 CTP Update scheduled to begin during spring of 2015. The next CIP will build upon the 2016 CTP Update efforts to develop allocation recommendations based on the project selection and prioritization evaluation criteria approved by the Alameda CTC. The next CIP is expected to be approved by the Alameda CTC during 2017.

The draft FY 15/16 Measure BB 2-Year Allocation Plan (attached) represents the initial allocations of Measure BB funding for certain projects and programs included in the 2014 Transportation Expenditure Plan (TEP). The allocations recommended for the initial CIP do not require the prioritization and evaluation processes that will comprise the project selection and allocation processes planned for future updates of the CIP.

The initial allocations of Measure BB funding are each one of three types of allocation based on the method of disbursement for the BB funding and on the type of investment, e.g. capital, programmatic, etc. The three types of allocation are:

- 1) Direct Local Distribution (DLD) allocations disbursed to recipient agencies based on percentages of the actual sales tax receipts;
- 2) Capital project allocations disbursed on a reimbursement basis to implementing agencies incurring eligible costs for projects specifically named in the TEP, including projects selected from multiple-project commitments in the TEP; or
- 3) Program allocations disbursed on a reimbursement basis to implementing agencies incurring eligible costs for projects or programs included in the programmatic, or categorical, line items in the TEP. Program expenditures may include costs incurred for operations, maintenance, providing services, and for capital projects in accordance with the specific allocation and funding agreement requirements.

### **Direct Local Distributions**

The disbursement of the DLD allocations will occur as soon as the Alameda CTC receives deposits of the proceeds of the new sales tax. The first receipts are expected by the end of June 2015. The disbursements will be authorized through the Master Programs Funding Agreements (MPFA) as addressed by the Commission at their February 26, 2015 Commission meeting. Forecast of the DLD amounts for the first five years of revenue collection were presented at the committee and Commission meetings in January 2015. The total DLD amounts for the two years included in the draft FY 15/16 Measure BB 2-Year Allocation Plan are \$68 and \$69 million for FY 15/16 and FY 16/17, respectively.

### **Capital Allocations**

The recommended allocations for capital projects include allocations for various phases of projects specifically named in the TEP with a specified funding amount, herein referred to as, "Named," capital projects; and for capital projects named in TEP line items which represent groups, or categories, of capital projects, referred to as, "Grouped," capital projects. The recommended allocations include allocations for the Scoping, or subsequent, phase of both Named and Grouped capital projects. Once a project, or project phase, of a specific Grouped capital project is identified for allocation, the project, or project phase, is considered equivalent to a Named capital project from a procedural standpoint. All of the Named capital projects in the TEP are included in the draft FY 15/16 Measure BB 2-Year Allocation Plan, with the exception of projects for which funding is already available and being used for ongoing phases.

Allocations for the Scoping phase of Named capital projects are intended to reimburse expenditures incurred by the implementing agency, and/or directly by the Alameda CTC, associated with developing a more detailed project delivery strategy and furthering project development. The minimum deliverable for the Scoping phase funding is a document that lays out a well-defined implementation plan for the project, including a

clear scope definition of the Measure BB funded elements and the overall project including elements funded by non-Measure BB sources. The deliverable should include a schedule by phase and the cost/funding summary also by phase. If the Named capital project has already progressed beyond the Scoping phase, the project is eligible for allocations for subsequent, fully-funded, phases.

Allocations for the Scoping phase of Grouped capital projects are intended for the same purpose as the Named capital projects, but the Grouped capital project deliverables should include additional information related to the intended benefits of the proposed investments. The deliverable for the Scoping phase funding may be used during the CIP evaluation and selection process for the Grouped line items in the TEP.

The draft FY 15/16 Measure BB 2-Year Allocation Plan includes allocations of \$100,000 for the Scoping phase of sixteen Named or Grouped capital projects for a total of \$1.6 million allocated. These funds will be available to develop the deliverables described above and further project development.

The draft FY 15/16 Measure BB 2-Year Allocation Plan also includes Scoping phase allocations for four Grouped capital project line items totaling \$1.45 million. These allocations are intended to provide resources for multiple implementing agencies to prepare the deliverables described above and to bolster the competitiveness of individual projects by developing more detailed project delivery plans and descriptions of intended project benefits. The four Grouped capital project line items are as follows (the amounts per line item are shown in Attachment A):

1. Countywide Freight Corridors (TEP No. 027);
2. I-580 Local Interchange Improvement Program (TEP No. 034);
3. I-880 Local Access and Safety Improvements (TEP No. 040);
4. Gap Closure on Three Major Trails (Eastbay Greenway has separate allocation) (TEP No. 042);

The Scoping phase allocations for the four Grouped capital project line items listed above are available for individual projects up to a maximum of \$50,000 of Measure BB funding per project to be matched 1:1 with other funds for a total cost of \$100,000. In other words, the implementing agency will have to incur \$100,000 of total costs to receive the maximum of \$50,000 from Measure BB. The amounts shown per line item in the draft Allocation Plan represent the cumulative amount available for the \$50,000 grants with the 1:1 matching requirement.

The draft Allocation Plan includes seven allocations for phases of individual capital projects, either Named capital projects or projects identified from a Grouped capital project line item in the TEP, totaling \$37.5 million. Each of the seven projects has progressed beyond the Scoping phase. The seven individual capital projects for which

phase allocations are recommended are as follows (the amounts and phase for each project are shown in Attachment A):

1. Affordable Student Transit Pass Programs (TEP No. 008);
2. Telegraph Ave/East 14th/International Blvd Project (TEP No. 013);
3. I-80 Gilman Street Interchange Improvements (TEP No. 029);
4. SR-84/I-680 Interchange and SR-84 Widening (TEP No. 031);
5. SR-84 Expressway Widening (Pigeon Pass to Jack London) (TEP No. 032);
6. I-680 HOT/HOV Lane from SR-237 to Alcosta (TEP No. 035); and
7. Eastbay Greenway (TEP No. 042)

### **Program Allocations**

The recommended allocations include four Program allocations totaling \$6.5 million. The four Program allocations are as follows (the amounts and phase for each project are shown in Attachment A):

1. Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (TEP No. 012) – This allocation is intended to reimburse expenditures incurred directly by the Alameda CTC for a needs assessment to identify specific investments for this program;
2. Congestion Relief, Local Bridge Seismic Safety (TEP No. 026) - This allocation is intended to provide resources for multiple implementing agencies to prepare the deliverables for the Scoping phase described above and to bolster the competitiveness of individual projects by developing more detailed project delivery plans and descriptions of intended project benefits. This allocation makes funds available for individual projects up to a maximum of \$50,000 of Measure BB funding per project to be matched 1:1 with other funds for a total cost of \$100,000. In other words, the implementing agency will have to incur \$100,000 of total costs to receive the maximum of \$50,000 from Measure BB. The amount shown Attachment A represents the cumulative amount available for the \$50,000 grants with the 1:1 matching requirement;
3. San Leandro Streets Rehabilitation (TEP No. 026) - This is the first specific project identified in the TEP in the Congestion Relief, Local Bridge Seismic Safety program. This allocation is for the Construction phase of the City's Street Rehabilitation Program; and
4. Community Investments That Improve Transit Connections to Jobs and Schools (TEP No. 045) – This allocation is intended to provide resources for multiple implementing agencies to prepare the deliverables for the Scoping phase described above and to bolster the competitiveness of individual projects by developing more detailed project delivery plans and descriptions of intended project benefits. This allocation makes funds available for individual projects up to a maximum of \$50,000 of Measure BB funding per project to be matched 1:1 with other funds for a total cost of \$100,000. In other words, the implementing agency will have to incur \$100,000 of total costs to receive the maximum of \$50,000 from Measure BB. The amount

shown Attachment A represents the cumulative amount available for the \$50,000 grants with the 1:1 matching requirement.

There are four other Programs in the TEP for which no allocations are recommended in the draft FY 15/16 Measure BB 2-Year Allocation Plan. The following four Programs will be considered for allocations in the next CIP cycle during which grant proposal information can be gathered and compiled for each of the Programs:

1. Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds (TEP No. 007);
2. Freight and Economic Development Program (TEP No. 041);
3. Bicycle and Pedestrian Grant Program (TEP No. 044); and
4. Technology, Innovation & Development Program (TEP No. 046);

A summary of the three types of allocations detailed above is included as Attachment B.

**Fiscal Impact:** There is no significant fiscal impact expected to result from the recommended actions. Approval of allocations make the funding available for encumbrance in funding agreements with sponsors, or for costs incurred directly by the Alameda CTC. Expenditures follow those encumbrances which are approved separately from the allocations.

### **Attachments**

- A. Draft FY 15/16 Measure BB 2-Year Allocation Plan Capital Projects and Programs
- B. Summary of Recommended Allocations Capital Projects and Programs

### **Staff Contact**

[Tess Lengyel](#), Deputy Director of Planning and Policy

[James O'Brien](#), Project Controls Team

[Vivek Bhat](#), Senior Transportation Engineer

**Attachment A: Draft FY15/16 Measure BB 2-Year Allocation Plan**

**Capital Projects and Programs**

**March 2015**

<b>TEP No.</b>	<b>TEP Sub No.</b>	<b>Project Title</b>	<b>Project Phase</b>	<b>FY 15/16</b>	<b>FY 16/17</b>	<b>TOTAL 2-Year Allocations</b>
008		Affordable Student Transit Pass Programs	Operations	2,000	0	2,000
012		Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants	Scoping	500	0	500
013		Telegraph Ave/East 14th/International Blvd Project	Construction	0	10,000	10,000
014		Alameda to Fruitvale BART Rapid Bus	Scoping	100	0	100
015		Grand/MacArthur BRT	Scoping	100	0	100
016		College/Broadway Corridor Transit Priority	Scoping	100	0	100
017		Irvington BART Station	Scoping	100	0	100
018		Bay Fair Connector/BART METRO	Scoping	100	0	100
019		BART Station Modernization and Capacity Program	Scoping	100	0	100
021		Dumbarton Corridor Area Transportation Improvements	Scoping	100	0	100
022		Union City Intermodal Station	Scoping	100	0	100
023		Railroad Corridor Right of Way Preservation and Track Improvements	Scoping	100	0	100
024		Oakland Broadway Corridor Transit	Scoping	100	0	100
025		Capitol Corridor Service Expansion	Scoping	100	0	100
026		Congestion Relief, Local Bridge Seismic Safety	Scoping	1,500	0	1,500
026	001	San Leandro Streets Rehabilitation	Construction	0	3,000	3,000
027		Countywide Freight Corridors	Scoping	250		250
029		I-80 Gilman Street Interchange Improvements	Environmental Studies	3,000	0	3,000

# Attachment A: Draft FY15/16 Measure BB 2-Year Allocation Plan

## Capital Projects and Programs

March 2015

TEP No.	TEP Sub No.	Project Title	Project Phase	FY 15/16	FY 16/17	TOTAL 2-Year Allocations
030		I-80 Ashby Interchange Improvements	Scoping	100	0	100
031		SR-84/I-680 Interchange and SR-84 Widening	Environmental Studies	4,000	0	4,000
032		SR-84 Expressway Widening (Pigeon Pass to Jack London)	Construction	0	10,000	10,000
033		I-580/I-680 Interchange Improvements (Study Only)	Scoping	100	0	100
034		I-580 Local Interchange Improvement Program	Scoping	300	0	300
035		I-680 HOT/HOV Lane from SR-237 to Alcosta	Design	5,000	0	5,000
036		I-880 NB HOV/HOT Extension from A Street to Hegenberger	Scoping	100	0	100
038		I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Scoping	100	0	100
039		I-880 Industrial Parkway Interchange Improvements	Scoping	100	0	100
040		I-880 Local Access and Safety Improvements	Scoping	300		300
042		Gap Closure on Three Major Trails	Scoping	600	0	600
042	001	Eastbay Greenway	Environmental Studies	3,500	0	3,500
045		Community Investments That Improve Transit Connections to Jobs and Schools	Scoping	1,500	0	1,500
Total Allocations				24,050	23,000	47,050



## Attachment B: Summary of Recommended Allocations

### Capital Projects and Programs FY 15/16 & FY 16/17

March 2015

<b>2-Year Measure BB Allocation Totals by Allocation Type (\$ x million)</b>				
	<b>DLD Allocations</b>	<b>Capital Allocations</b>	<b>Program Allocations</b>	<b>Total Allocations</b>
<b>Fiscal Year 15/16</b>	67.98	20.55	3.50	<b>92.03</b>
<b>Fiscal Year 16/17</b>	68.79	20.00	3.00	<b>91.79</b>
<b>2-Year Totals</b>	<b>136.77</b>	<b>40.55</b>	<b>6.50</b>	<b>183.82</b>

<b>2-Year Measure BB Allocation Totals by Phase (\$ x million)</b>			
	<b>Capital Allocations</b>	<b>Program Allocations</b>	<b>Total Allocations</b>
<b>Scoping</b>	3.05	3.50	<b>6.55</b>
<b>Environmental Studies</b>	10.50	0.00	<b>10.50</b>
<b>Design</b>	5.00	0.00	<b>5.00</b>
<b>Construction</b>	20.00	3.00	<b>23.00</b>
<b>Operations</b>	2.00	0.00	<b>2.00</b>
<b>Totals</b>	<b>40.55</b>	<b>6.50</b>	<b>47.05</b>

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 2, 2015

**SUBJECT:** Cycle 4 Lifeline Transportation Program

**RECOMMENDATION:** Approve Cycle 4 Lifeline Transportation Program.

## Summary

The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Alameda County. A total of approximately \$8.6 million was made available through the discretionary portion of the Cycle 4 Lifeline Program. Seven project applications were received, requesting a total of approximately \$11.6 million. The applications were scored by a review panel and a proposed funding recommendation is detailed in Attachment A.

The Cycle 4 Lifeline Program also included approximately \$8.9 million of Proposition 1B funds, distributed to eligible transit operators in the county by formula. Consistent with the Metropolitan Transportation Commission (MTC) guidance, the projects proposed for Proposition 1B funding were screened to ensure they met Lifeline Program requirements but were not scored. The proposed projects (Attachment B) require the concurrence of the Alameda CTC before being transmitted to MTC for approval.

It is recommended the Commission approve the Cycle 4 Lifeline Transportation Program as detailed in Attachment A and provide concurrence for the Proposition 1B projects as detailed in Attachment B.

## Background

MTC established the Lifeline Transportation Program in 2006 to address the mobility needs of low-income residents of the San Francisco Bay Area. The program is intended to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Expand the range of transportation choices by adding a variety of new or expanded services.

- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations.

Lifeline projects are selected at the county level, based on MTC program guidelines, and are tailored to meet locally identified needs, including fixed-route transit, transit stop improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities.

The Cycle 4 Programming fund estimate for Alameda County included approximately \$8.6 million from State Transit Assistance (STA) and Section 5307/Job Access and Reverse Commute (JARC) sources (discretionary program) with an additional \$8.9 million of Proposition 1B funds going to eligible transit operators in the county by formula.

The evaluations of the project applications for the discretionary program were based on the Commission-approved scoring criteria and weighting for the Cycle 4 Lifeline program as detailed in the below table:

<b>Alameda CTC Approved Lifeline Cycle 4 Evaluation Criteria:</b>	<b>Weight</b>
Project need/goals and objectives	30%
Project is a Community-Based Transportation Plan (CBTP) priority project.	10%
Implementation plan and project management capacity	10%
Project budget/sustainability	10%
Coordination and program outreach	5%
Cost-effectiveness and performance indicators	10%
Demand	10%
Matching funds above minimum required	5%
Project Readiness	10%
<b>Total</b>	<b>100%</b>

The Lifeline applications were evaluated by a review panel which included a transit representative (from outside Alameda County), an ACTAC member, Alameda CTC planning and programming staff, and representatives from MTC's Policy Advisory Council and Alameda County Public Health. The review panel met in February to discuss the applications. The recommended program, detailed in Attachment A, has been constrained to the amounts available by fund source, reflects the review panel's project ranking, and includes at least partial funding for all projects. When assigning the level and type of funding, staff primarily considered project rank, but may have also included

considerations for project status, level of funding for a usable segment (or time period of operations), eligibility by fund source and the total amount of funding requested.

Per MTC direction and due to the uncertainty of forecasting STA revenues, the Cycle 4 Lifeline Program STA amount is constrained to 95 percent of Alameda County's total STA target of \$6,981,256. The 5 percent un-programmed STA balance is currently estimated at \$349,062 and could vary based on MTC's final fund estimates. Staff recommends directing the actual 5 percent STA balance to AC Transit's Additional Preservation of Existing Services (Project Rank#4).

Unlike previous cycles of the Lifeline Transportation Program, eligibility for the funds available through Cycle 4 program is restricted to transit operators. Non-profits and local government agencies were allowed to apply for funding as long as they can partner with an entity that is an eligible direct recipient that is willing to pass-through the funds. There are currently two (2) projects in the recommended program that have listed AC Transit as the direct recipient pass-through agency for Cycle 4 funds. The AC Transit Board is scheduled to consider sponsorship for these projects in March 2015. In the event in which AC Transit Board chooses not to act as the direct recipient pass-through agency for these projects, the two sub-recipient sponsors would need to partner with another eligible transit operators with Alameda County in order to receive the funds.

The Cycle 4 Lifeline Program also included approximately \$8.9 million of Proposition 1B funds going to eligible transit operators in the county by formula. Consistent with MTC guidance, the projects proposed for Proposition 1B funding were screened to ensure they met Lifeline Program requirements but were not scored. The proposed projects require the concurrence of the Alameda CTC before being transmitted to MTC for approval.

The Cycle 4 Lifeline Program will be forwarded to MTC upon Commission approval. Resolutions of Local Support for the Lifeline Program are required for each project recommended for funding and are due to the Alameda CTC by the end of April 2015.

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

## **Attachments**

- A. Cycle 4 Lifeline Transportation Program - Proposed Final Program Recommendation
- B. Cycle 4 Lifeline Transportation Program - Proposition 1B Transit Funding Requests for Alameda County

## **Staff Contact**

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

[Vivek Bhat](#), Senior Transportation Engineer

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**Cycle 4 Lifeline Transportation Program - Proposed Final Program**

Proposed Final Program for Cycle 4:						Funding Recommendation (by fund source)		
Rank	Sponsor	Project/Program	Description	Project Type <sup>2</sup>	Funding Request	STA <sup>1</sup>	JARC	Total Lifeline \$ Recommended
1	AC Transit <sup>3</sup>	Preservation of Existing Services in Communities of Concern	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of Concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 31, 40, 45, 62, 98, 800 and 801. Request is for 3 years of service.	A	\$ 5,000,000	\$ 3,583,129	\$ 1,416,871	\$ 5,000,000
2	Oakland Public Library, City of Oakland <sup>4</sup>	A Quicker, Safer Trip to the Library to Promote Literacy	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately 7 classes per week to the library by bus. Request is for 3 years of program operations.	A,B	\$ 249,813	\$ 249,813	-	\$ 249,813
3	Alameda County Public Works <sup>5</sup>	Ashland and Cherryland Transit Access Improvements	This capital project will close gaps in existing sidewalks to improve the pedestrian access to transit routes, and subsequently to jobs, in the Ashland and Cherryland unincorporated areas. The project areas are along 164th Avenue between 14th St and Liberty Ave and on Blossom Way between Meekland and Haviland Aves. The project will also provide needed bus shelters.	C	\$ 450,000	\$ 450,000	-	\$ 450,000
4	AC Transit <sup>6</sup>	Additional Preservation of Existing Services in Communities of Concern	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 1/1R, 14, 73, and 88. Request is for 3 years of service.	A	\$ 3,583,466	\$ 1,740,785	-	\$ 1,740,785
5	LAVTA	WHEELS Route 14 Operating Assistance	The WHEELS Route 14 provides essential transportation service to residents and employees of the Central District of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 2 years of service.	A	\$ 517,500	\$ 388,467	\$ 129,033	\$ 517,500

Cycle 4 Lifeline Transportation Program - Proposed Final Program

Proposed Final Program for Cycle 4:					Funding Recommendation (by fund source)			
Rank	Sponsor	Project/Program	Description	Project Type <sup>2</sup>	Funding Request	STA <sup>1</sup>	JARC	Total Lifeline \$ Recommended
6	City of Oakland <sup>5</sup>	City of Oakland Broadway Shuttle	The B Shuttle provides a key “last-mile” link in downtown Oakland to AC Transit’s Uptown Transit Center, two BART stations, Amtrak Capitol Corridor and the SF Bay Ferry. The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Daytime service runs between Embarcadero West (Jack London Square) and Grand Avenue. After 7pm, service runs between Jack London Square and 27th Street. Request is for 3 years of program operations.	A	\$ 1,216,105	\$ -	\$ 405,368	\$ 405,368
7	Union City Transit, City of Union City	Operations Support for Route 2	Service operations for Route 2, the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor. The route runs six days a week from approximately 5:15am to 10pm weekdays and 7:30am to 7pm on Saturdays. The Lifeline request is for 3 years of service.	A	\$ 681,000	\$ 220,000	\$ -	\$ 220,000
Total Recommended					\$ 11,697,884	\$ 6,632,194	\$ 1,951,272	\$ 8,583,466
Lifeline Amount Available						\$ 6,632,194	\$ 1,951,272	\$ 8,583,466
Amount Requested Over/Under Amount Available						\$ -	\$ -	\$ -

Notes:

1. This amount is 95% of the total STA target of \$6,981,256. Programming up to 95% per MTC direction.

2. A =Transit Operations; B = Program Operations; C = Capital; D = Other.

3. For Cycle 4 Lifeline Program, funding requests are limited to a maximum of \$5 million per project.

4. BART has agreed to be the FTA sponsor for the STA funds.

5. AC Transit to confirm Sponsorship in March 2015

6. The 5% unprogrammed STA balance is \$349,062. If available in the future, is recommended for AC Transit Additional Preservation of Existing Service.



**Cycle 4 Lifeline Transportation Program - Proposition 1B Transit Funding Requests for Alameda County**

PROJECT INFO								
Index	Project Sponsor	Project Title	Project Description	Prop. 1B eligible plan:	Total Project Cost	Lifeline Prop 1B Request	Local Match	Local Match %
1	LAVTA	Transit Center Upgrades and Improvements	Repair and improve facilities and external amenities at the Livermore Transit Center.	LAVTA SRTP	\$ 157,950	\$ 125,625	\$ 32,325	20%
		How Project is consistent with the goals of the Lifeline Program: The Transit Center Upgrades and Improvement project will improve upon existing rider facilities at the Livermore Transit Center. The Transit Center serves as an intermodal local and regional connection providing residents with access to jobs, services, and community opportunities. LAVTA's 2007 ridership study shows that 41% of Wheels riders report a household income below \$15,000. For riders identifying transit as their sole mode of transportation, the low income ridership number rises to 58%. LAVTA's justification is derived from this demographic ridership data rather than strict geographic data. Although only a small portion of the total service area qualifies as low income, multiple LAVTA ridership surveys demonstrate that LAVTA ridership is made up of primarily low-income, transit-dependent residents. he project is consistent with the LAVTA 2012 Short Range Transit Plan (p.34).						
LAVTA Total:					\$ 157,950	\$ 125,625	\$ 32,325	
2	BART	19th Street Wayfinding & Lighting	Project will provide wayfinding signage throughout 19th Street Station and LED pedestrian lighting at 19th Street Station entrances. Distribute 100+ signs at the street, concourse, mid-platform, and lower platform levels at 19th Station. This is almost double the number of signs required at most BART stations, as this station has an extra platform level. Project will also include six street-level station identification pylons; and real-time transit displays and transit information displays at the concourse level.	BART SRTP/CIP	\$ 2,590,000	\$ 2,072,000	\$ 518,000	20%
		How Project is consistent with the goals of the Lifeline Program: Enhanced wayfinding signage and lighting will improve safety and security at this station that is within a Community of Concern. The wayfinding signage improvements will help to better direct BART and bus riders to elevators and to the most appropriate exits for their destinations, while also identifying alternate routes when popular exits become overcrowded. Real-time transit information boards will provide patrons with up-to-time arrivals to prevent riders from having to unnecessarily rush to catch the next train. Better lighting and improved signage were mentioned in several CBTPs for safety and security reasons, including: Cherryland, Ashland, South Hayward CBTP; South & West Berkeley CBTP; Central & East Oakland CBTP; Alameda CBTP; and BART Environmental Justice Access to BART Report.						
BART Total:					\$ 2,590,000	\$ 2,072,000	\$ 518,000	
3	AC Transit	Fiscal Year 2016 Vehicle Replacement	Replace 37 40' Urban Diesel Buses and 29 60' Articulated Diesel Buses	AC Transit's 2010 SRTP	\$ 44,909,232	\$ 4,299,828	\$ 40,609,404	90%
		How Project is consistent with the goals of the Lifeline Program: Newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. This strategy meets the criteria of increased reliability of AC Transit service as discussed in multiple CBTPs. This replacement would allow for new buses to be used District-wide. Approximately 88 percent of AC Transit's service area is in Alameda County.						
AC Transit Total:					\$ 44,909,232	\$ 4,299,828	\$ 40,609,404	
Grand Total:					\$ 47,657,182	\$ 6,497,453	\$ 41,159,729	

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# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 2, 2015

**SUBJECT:** Countywide Bicycle/Pedestrian Planning and Promotion Measure B Funding Request

**RECOMMENDATION:** Approve allocation of \$75,000 of Measure B Countywide Bicycle and Pedestrian Safety Funds to Countywide Bicycle/Pedestrian Planning and Promotion.

## Summary

It is recommended that the Alameda County Transportation Commission (Alameda CTC) authorize the use of \$75,000 in Measure B Countywide Bicycle and Pedestrian Safety Funds to contribute towards the local and regional funding for Countywide Bicycle/Pedestrian planning and promotion, which includes planning, education/encouragement, technical assistance, and data collection/monitoring activities.

Since 2007, Alameda CTC and its predecessor agencies have supported a range of countywide bicycle/pedestrian programs including support for the Bike to Work Day campaign and associated encouragement advertising campaigns, hosting webinars and speakers on bicycle/pedestrian planning for local staff, data collection including a bicycle/pedestrian count program, and developing technical resources. The proposed Measure B funding would contribute toward implementing countywide bicycle/pedestrian planning and promotional efforts including program management, advertising, and performing bicycle/pedestrian counts to encourage and track levels of bicycling and walking. Additionally, Alameda CTC staff would provide in-kind support, through staffing and existing consultant contracts, which would be dedicated primarily to the advertising campaign. Prior performance evaluation indicates that Bike to Work Day and campaigns that encourage biking are effective at raising awareness about bicycling and walking for everyday transportation and for health, thereby achieving countywide goals.

## Discussion

Alameda CTC conducts a number of activities in the areas of countywide bicycle and pedestrian planning, encouragement/promotion, technical assistance, and development of technical resources. The allocation of \$75,000 in Measure B Bicycle and Pedestrian

Safety Countywide Discretionary Funds will continue to support these activities for FY14/15. These activities include:

- Management, design, development, and deployment of the *I Bike!* and *I Walk!* bicycling and walking encouragement campaigns
- Coordination and support of the annual Bike to Work Day event
- A bicycle and pedestrian count program including annual manual intersection counts and deployment/maintenance of automated trail counters
- Hosting speakers and webinars for continuing professional education of Alameda CTC and local agency staff
- Development of other bicycle/pedestrian technical resources as needed

Bike to Work Day and associated bike month campaigns and activities are a central part of Alameda CTC's countywide bicycle/pedestrian planning and promotion. On May 14, 2015, Alameda County residents and employees will participate in the region's 21<sup>st</sup> annual Bike to Work Day event. This statewide event encourages people to bicycle to work and school, and promotes safe bicycle riding. Over the years, the event has grown to include events and promotions on the day of Bike to Work Day and also many events leading up to this day during the month of May.

Based on counts at energizer stations, the number of bicyclists participating in Bike to Work Day in Alameda County has been steadily increasing since 2006, as shown below:

- |                            |                           |
|----------------------------|---------------------------|
| • 5,350 cyclists in 2007   | • 11,083 cyclists in 2011 |
| • 6,682 cyclists in 2008   | • 11,601 cyclists in 2012 |
| • 10,000+ cyclists in 2009 | • 12,109 cyclists in 2013 |
| • 9,799 cyclists in 2010   | • 15,315 cyclists in 2014 |

Last year's Bike to Work Day 2014 and the many other events leading up to it were a success, as demonstrated by the following:

- Increases in participating bicyclists by 56% from 2010 to 2014.
- Increases in the number of energizer stations available to bicycle commuters
- Over 1,200 businesses receiving materials about Bike to Work Day and the related events.
- Continuing the successful Bike to Market Day, with over 8 participating East Bay markets.
- The City of San Leandro and Oakland hosting its annual City Council ride on Bike to Work Day.
- Over 700 cyclists participating in the Bike Away from Work Party.
- Continuing Bike-In Movie Nights, a popular set of events leading up to Bike to Work Day.
- Awarding the Bike-Friendly Business Awards for small, large, retail and non-retail employers.

Beginning in 2014, Alameda CTC revamped the bicycling encouragement advertising that it developed in conjunction with Bike to Work Day. Until then, the campaign had been called *Ride Into Life* and has now been updated to be called the *I Bike!* campaign.

**Fiscal Impact:** This action would allocate \$75,000 from the Measure B Countywide Bicycle and Pedestrian Safety Funds that will be reflected in the mid-year budget update of the Alameda CTC Fiscal Year 2014-2015 Operating and Capital Program Budget.

### **Staff Contact**

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

[John Nguyen](#), Project Controls Team

[Matt Bomberg](#), Assistant Transportation Planner

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# Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 2, 2015

**SUBJECT:** I-80 Gilman Interchange (PN 765.0): Preliminary Design and Environmental Studies

**RECOMMENDATION:** 1) Authorize the release of a Request for Proposals (RFP) for Preliminary Design and Environmental Studies (PAED) with an option to include final design services, and 2) Authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for the preliminary engineering and environmental services for the project.

## Summary

The Alameda CTC is the implementing agency for the I-80 Gilman Interchange project (PN 765.0). This project proposes to reconfigure the Interstate 80 / Gilman interchange, located in northwest Berkeley near its boundary with the City of Albany. The Alameda CTC completed the Project Initiation Document (PID) to establish alternatives and a preferred solution to improve the Gilman Street interchange.

Upon Commission approval, a RFP for professional services to perform preliminary engineering and environmental phase activities is expected to be issued in April 2015. The RFP will have an option to include final design services at a later time. Staff anticipates returning to the Commission in June 2015 with an award recommendation. The estimated duration to complete the scoping and environmental phases is two years.

## Background

The Alameda CTC is the implementing agency for the I-80 Gilman Interchange project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened and merging and turn conflicts are minimized. A PID document to explore alternatives and determine a preferred solution to improve the Gilman Street interchange with I-80 in the City of Berkeley was approved by Caltrans in October 2014. The next phase for the project is to perform preliminary engineering and environmental approval. Upon approval of this item, Alameda CTC will release an RFP for these services and select a highest ranked firm using Alameda CTC procurement policies. The RFP will also have an option to include final design services to the contract at a later time.

The I-80 Gilman Project is a named project in the 2014 Transportation Expenditure Plan with a committed amount of \$24 million. It is anticipated that the funds necessary for preliminary engineering and environmental studies will be allocated in the Comprehensive Investment Plan at the time of contract award.

**Fiscal Impact:** There is no fiscal impact for approving this item.

**Staff Contact**

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

[Raj Murthy](#), Project Controls Team





# Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 2, 2015

**SUBJECT:** I-880 Southbound HOV Lane Project (PN 730.1): Contract Amendment to Professional Services Agreement No. A08-017.WMH with WMH Corporation

**RECOMMENDATION:** Approve and authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A08-017.WMH with WMH Corporation for an additional not-to-exceed amount of \$280,000 for a total not-to-exceed amount of \$7,057,319 for Design Services During Construction and additional scope.

## Summary

The I-880 Southbound High Occupancy Vehicle (HOV) Lane – Hegenberger to Marina project is one of the Alameda CTC's projects funded by the I-Bond funding approved by the California voters in November 2006. The preliminary engineering and environmental studies for the entire length from Hegenberger Road to Marina Boulevard, i.e. the north and south segments, were performed under a separate contract. The final design for each of the segments was split into separate contracts with WMH Corporation selected to provide the design services for the south segment from Davis Street to Marina Boulevard.

Staff and the project controls team have determined that additional scope is required during construction to provide design services for locally funded change orders that provide for local street improvements at both the Marina Boulevard and Davis Street interchanges. \$280,000 is the estimated need for the additional work.

The recommended action would increase the contract not to exceed amount as shown in Table A of this report, to provide additional contract budget to provide design support through the completion of the construction project and closeout process. The additional funds will be metered out as needed by task order, and will only be accessible to the consultant with prior written approval by the Alameda CTC.

## Background

As the project sponsor, Alameda CTC agreed to implement the project development and right of way phases for the I-Bond projects in Alameda County, and therefore in turn is responsible for providing supporting design services during construction (DSDC). The Alameda CTC has cobbled together local, regional, state and federal funding from a

number of sources to fund the project development, right of way and construction support phases of the I-Bond projects.

The project funding plan for the I-880 southbound HOV Lane – Hegenberger to Marina Project includes federal STP/CMAQ, CMA TIP, local funds from the City of San Leandro, and Measure B funds (as proposed under a separate item on this agenda) for the project development, right of way and construction support phases. Table A below summarizes the contract actions related to Agreement No. A08-0017.WMH.

<b>Table A: Summary of Agreement No. A08-017.WMH</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Professional Services Agreement (PSA) with WMH Corporation (A08-0017.WMH) executed March 2009	Final Design Services – Prepare Plans, Specifications and Estimate (PS&E)	NA	\$4,181,365
Amendment No. 1 May 2010	Final Design Services – Additional Layouts and Staging Concept Development	\$ 782,850	\$ 4,964,215
Amendment No. 2 February 2011	Final Design Services – Suppl. Closure/Detour Analysis	\$ 683,104	\$ 5,647,319
Amendment No. 3 May 2012	Final Design Services – Additional Design Services	\$ 630,000	\$ 6,277,319
Amendment No. 4 November 2012	Design Support - Provide design support services during construction (DSDC)	\$ 500,000	\$ 6,777,319
<b>Proposed</b> Amendment No. 5 (This Agenda Item)	Provide additional DSDCs for locally funded change orders	\$ 280,000	\$ 7,057,319
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$ 7,057,319</b>

**Fiscal Impact:** The fiscal impact of approving this item is \$280,000. 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

[Stefan Garcia](#), Project Controls Team