



Meeting Notice

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

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City of Oakland

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Mayor Margaret Fujjoka

City of Pleasanton
Mayor Jerry Thome

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, May 11, 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

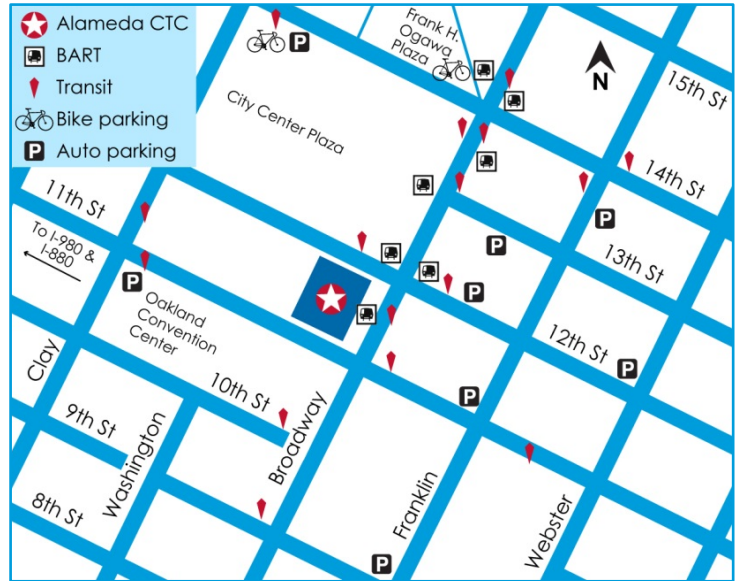
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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.

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Programs and Projects Committee Meeting Agenda

Monday, May 11, 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
Staff Liason: James O'Brien
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [April 13, 2015 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the April 13, 2015 PPC meeting minutes.

5. Programs and Projects

5.1. [2016 State Transportation Improvement Program \(STIP\): Development Schedule and Principles](#)

7 A

Recommendation: Approve the 2016 STIP Development Schedule and Principles.

5.2. [I-680 Southbound Express Lane Operations \(PN 950.0\): Terminate Professional Services Agreement No. A08-001 and Execute New Professional Services Agreement with Electronic Transaction Consultants Corporation](#)

17 A

Recommendation: Approve and authorize the Executive Director to:

- 1) Allocate \$4,500,000 of 2000 Measure B funds to the project;
- 2) Terminate Agreement No. A08-001 with Electronic Transaction Consultants Corporation on June 30, 2015; and
- 3) Execute a new Agreement with Electronic Transaction Consultants Corporation for Operations and Maintenance, and Capital Improvement services for a not-to-exceed amount of \$3,100,000, subject to I-680 Sunol SMART Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget.

6. Staff Reports (Verbal)

7. Adjournment

Next Meeting: June 8, 2015

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



Programs and Projects Committee Meeting Minutes Monday, April 13, 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

The Clerk conducted a roll call. All members were present with the exception of Commissioner Nate Miley.

Subsequent to the roll call:

Commissioner Nate Miley arrived during item 5.3.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. March 9, 2015 PPC Meeting Minutes

4.2. California Transportation Commission March 2015 Meeting Summary

Commissioner Freitas moved to approve the Consent Calendar. Commissioner Kaplan seconded the motion. The motion passed unanimously (Miley absent).

5. Programs and Projects

5.1. Measure BB Master Programs Funding Agreements with Direct Local Distribution Funds Recipients

John Nguyen recommended that the Commission authorize the Executive Director execute Master Programs Funding Agreements with Measure BB Direct Local Distribution Funds recipients. He stated that all jurisdictions must enter into a master funding agreement in order to receive local distribution funding. John concluded by stating that this item was reviewed and recommended by the Alameda County Technical Advisory Committee.

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

5.2. Measure BB Funding Agreements for Measure BB Allocations Approved in March 2015

Tess Lengyel recommended that the Commission authorize the Executive Director to execute Measure BB Funding Agreements with recipient agencies related to allocations approved in March 2015. She stated that approval will allow the Executive Director to enter into project funding agreements necessary to make the allocated funds available for encumbrance and subsequent expenditure related to the scoping efforts along with eligible expenditures related to the individual projects.

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

5.3. City of Oakland Request for Measure BB funds

Tess Lengyel provided an update on the City of Oakland's Request for \$39.2 million of Measure BB funds to be programmed with the approval of the FY 15-16 Measure BB 2-Year Allocation Plan. Tess stated that the Commission discussed a letter from the City of Oakland, dated March 24, 2015 that requested approval of \$39.2 million for three projects in addition to those identified in the FY 15-16 Measure BB 2-Year Allocation Plan. The Commission then took action directing staff to bring the original letter and Alameda CTC's response back to the technical committee and then the PPC for discussion. Tess informed the committee that staff met with the City of Oakland and the Port of Oakland to discuss the project requests and based on the meetings, the City of Oakland's request will be deferred until the submittal for all of the projects in the Countywide Transportation Plan update. The request for project submittals is scheduled for release in June 2015

This item was for information only.

5.4. Measure BB Affordable Student Transit Pass Program

Arun Goel recommended that the Commission authorize the release of a Request for Proposals (RFP) and negotiation with the top ranked firm for program development of a pilot Affordable Student Transit Pass Program (STPP) in Alameda County. He stated the Student Transit Pass Program intends to expand access opportunities to schools on transit by testing different models of possible student transit pass programs for middle-school and high-school students in Alameda County. Arun reviewed the program objectives, consultant assistance and implementation timeline for release of the RFP.

Commissioner Kaplan requested more information on the schedule and timing of the program. Arun stated that funding is not available from the Measure until the end of summer. Tess Lengyel stated that the intent is that the consultant will begin developing the technical analysis so that the program can launch for the 2016 school year.

Commissioner Halliday wanted to know who decides what schools will be in the pilot program. Arun stated that there will be a defined criteria developed and staff will also use technical analysis and input from the consultant team.

Commissioner Halliday moved to approve this item. Commissioner Kaplan

seconded the motion. The motion passed unanimously.

5.5. Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2015-16 Program Guidelines

Jacki Taylor recommended that the Commission approve the FY 2015-16 Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines. She stated that the TFCA guidelines are updated annually, conform to the Air District Board-adopted FY 2015-16 TFCA County Program Manager Fund Policy and reflect Air District guidance and include provisions specific to the administration of Alameda County's TFCA program. Jackie concluded by reviewing minor edits and clarifications to Alameda CTC's guidelines.

Commissioner Kaplan requested more information on the Air District's shuttle policy. Art stated that shuttle funding is based on policy decisions made by the Air District which is based on funding availability.

Commissioner Freitas moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

5.6. I-580 Corridor Projects: Cooperative Agreement Amendments with Caltrans for Additional Funding for Express Lane Implementation

Stefan Garcia recommended that the Commission approve the Cooperative Agreement Amendments with Caltrans (04-2440-3 and 04-2396-4) for additional funding necessary to support Express Lane implementation. He stated that the recommended action would approve the following Cooperative Agreements with Caltrans: I-580 Eastbound HOV Lane Project (PN 720.5): Amendment No. 3 to Cooperative Agreement No. 04-2440 with Caltrans for additional funding of \$800,000; and I-580 Westbound HOV Lane Project (PN 724.5): Amendment No. 4 to Cooperative Agreements No. 04-2396 with Caltrans for additional funding of \$400,000. Stefan stated that amending the cooperative agreements with Caltrans will allow for the completion of the construction of remaining express lanes civil work.

Commissioner Kaplan moved to approve this item. Commissioner Capitelli seconded the motion. The motion passed unanimously.

5.7. I-680 Northbound Express Lane Project (PN 721.0): 2000 Measure B Funding Allocation, Cooperative Agreement, Contract Amendment and two (2) Request for Proposal (RFP) Actions

Susan Chang recommended that the Commission approve the following actions to support delivery of the I-680 Northbound Express Lane Project:

Allocate \$4,500,000 of 2000 Measure B funds to the project; authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A11-0034 with WMH Corporation for an additional \$450,000 for a total not-to-exceed amount of \$7,061,366 for Project Approval / Environmental Document (PA/ED) phase of the project; authorize the release of a RFP and authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for the design (PS&E) phase of the project; authorize the release of a RFP and authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for the System Integration and System Installation Services for the project; and authorize the Executive Director to enter into a Cooperative Agreement with the California Department of Transportation (Caltrans) for the design/PS&E phase of the project. Susan stated that the fiscal impact of the recommended actions will authorize the encumbrance of \$4,500,000 of 2000 Measure B funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2014-15 Operating and Capital Program Budget.

Commissioner Capitelli moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously.

5.8. Webster Street SMART Corridor Project (PN 740.0): Construction Contract Acceptance (Alameda CTC Resolution 15-016)

Connie Fremier recommended that the Commission adopt Alameda CTC Resolution 15-016 which authorizes acceptance of the completed construction contract with Amland Corporation for the Webster Street SMART Corridor Project. She stated that Amland Corporation completed all contract work in accordance with the plans and specifications and the Construction Manager has recommended the acceptance of the completed contract.

Commissioner Cutter moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

5.9. Administrative Amendments to Various Project Agreements

Trinity Nguyen recommended that the Commission authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments. She stated that there were two agreements requesting amendments and there is no significant fiscal impact to the Alameda CTC budget due to this item.

Commissioner Kaplan moved to approve this item. Commissioner Capitelli seconded the motion. The motion passed unanimously.

6. Committee Members

There were no committee member reports.

7. Staff Reports

There were no staff reports.

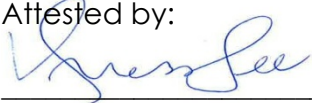
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, May 11, 2015 @12:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

5.1

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

DATE: May 4, 2015

SUBJECT: 2016 State Transportation Improvement Program (STIP): Development Schedule and Principles

RECOMMENDATION: Approve the 2016 STIP Development Schedule and Principles.

Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, any new STIP programming capacity is made available in the last two years of the five year STIP period. The 2016 STIP will cover fiscal years 2016-17 to 2020-21 with 2019-20 and 2020-21 being the two new fiscal years added in the 2016 STIP cycle.

Staff is requesting Commission approval of the programming schedule and principles by which the Alameda County share of the 2016 STIP will be programmed.

Discussion

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

The STIP is composed of two sub-elements: 75 percent of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25 percent going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a proposed program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, the MTC is responsible for developing the regional priorities for the RTIP. The MTC approves the region's RTIP and submits it to the California Transportation Commission (CTC) for inclusion in the STIP.

The California Department of Transportation (Caltrans) is responsible for developing the ITIP. Alameda CTC coordinates with Caltrans District 4 and the MTC to identify potential projects to be included in the ITIP.

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from highs in the \$200 million range to \$0. The Alameda County shares for the last three STIP cycles have ranged from \$10 to \$35 million (Attachment A).

The 2016 STIP Fund Estimate will establish the basis by which the Alameda County Share for the 2016 STIP is determined. The Alameda County share represents the amount of new programming capacity that will be available for Alameda County projects in the 2016 STIP cycle. The CTC is scheduled to approve the final assumptions for the 2016 STIP Fund Estimate in May 2015, the draft Fund Estimate in June 2015 and a final Fund Estimate in August 2015.

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2015. Correspondingly, the counties' proposals are due to the MTC in late October 2015. The 2016 STIP Development Schedule (Attachment B) assumes the Alameda CTC Board will approve Alameda County's 2016 RTIP in October 2015.

As in past STIP cycles, the CTC and MTC are not scheduled to adopt the final STIP policies until late summer. The development of the Alameda County RTIP proposal will have to be closely coordinated with the statewide and regional development of the 2016 STIP policies. The CTC schedule calls for adoption of the 2016 STIP in April 2016.

Staff is requesting Commission approval of the programming schedule and principles by which the Alameda County share of the 2016 STIP will be programmed (Attachment C). The proposed principles for developing the 2016 RTIP Project List include consideration of previously approved STIP commitments. A number of commitments related to the programming of Alameda County STIP shares have been approved beginning with funds programmed in the 2008 STIP cycle. These commitments include MTC Resolution 3434 projects and funds required to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 million of state funded projects.

Some of the previous STIP commitments have been fulfilled, and some remain for consideration in the upcoming 2016 STIP cycle. The summary attached to the proposed principles provides a status of the previously approved STIP commitments. It is anticipated that the previously approved STIP commitments, or portions of those commitments, may be fulfilled by the programming of funds other than STIP funds in the context of the proposed uniform approach to programming all sources of transportation funding available through the Alameda CTC.

The proposed principles for the development of the 2016 STIP are intended to be consistent with the Comprehensive Investment Plan (CIP) process being employed by the Alameda CTC to improve the connection between the planning and programming of transportation funding in Alameda County. The 2016 STIP development cycle will run concurrently with the Countywide Transportation Plan (CTP) Update and CIP processes. The principles for the 2016 STIP development are intended to reflect the goals and objectives established by the policy framework and the CTP/CIP process. The project selection criteria is intended to provide a measure of the degree to which a proposed project, or other activity intended to be funded by funding programmed by the Alameda CTC, achieves or advances the goals and objectives described in the Countywide Transportation Plan.

Fiscal Impact: There is no significant fiscal impact expected to result from the recommended action.

Staff Contacts

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

[Vivek Bhat](#), Senior Transportation Engineer

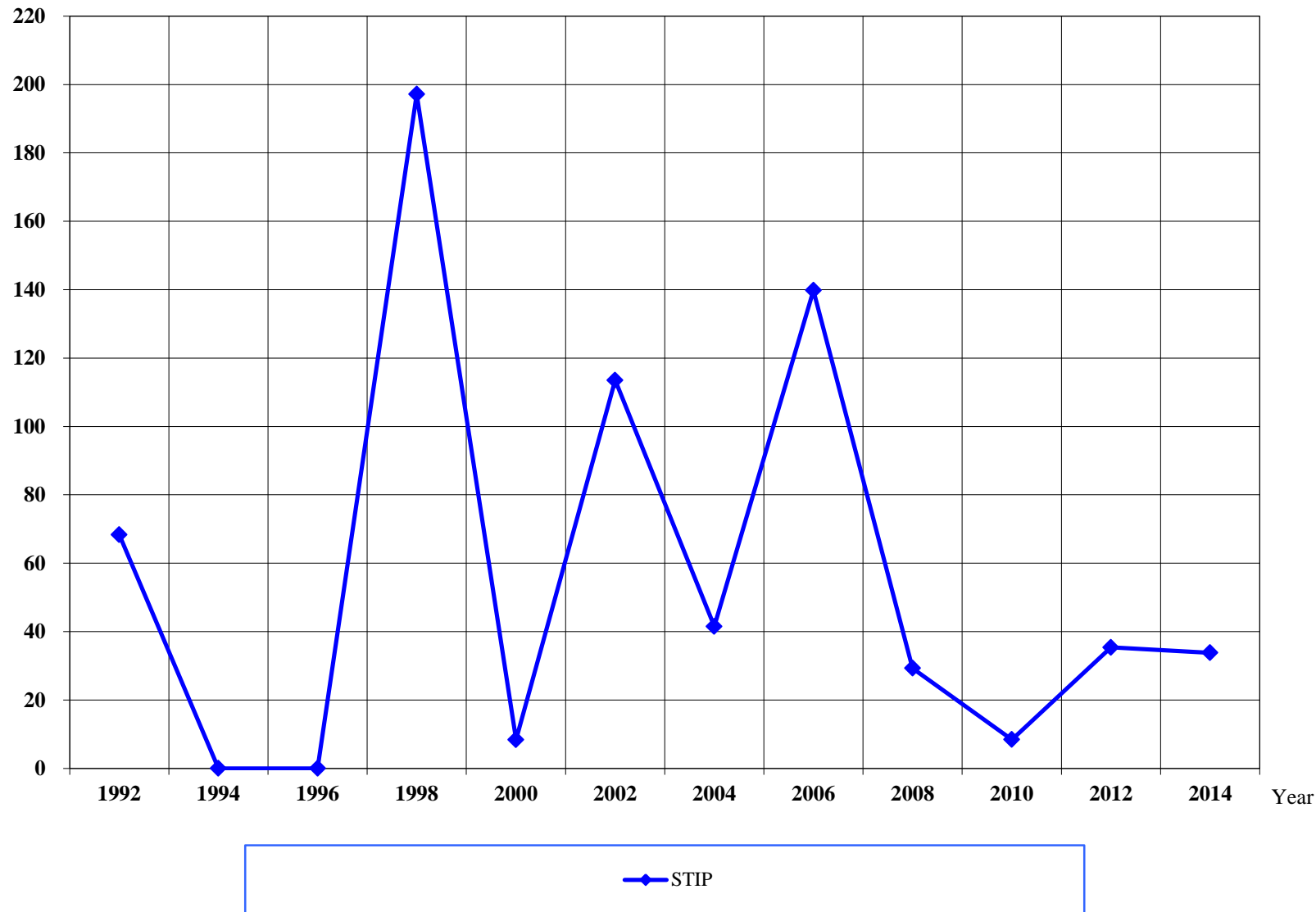
Attachments:

- A. Alameda CTC Historic STIP Programming Levels
- B. Draft 2016 STIP Development Schedule
- C. Draft Principles for the Development of the 2016 STIP Project List

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ALAMEDA CTC HISTORIC STIP PROGRAMMING LEVELS

\$ Millions



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Attachment B

Draft 2016 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
<ul style="list-style-type: none"> • Approve 2016 STIP Schedule • Alameda CTC Approve 2016 STIP Principles 	May 2015	<ul style="list-style-type: none"> • CTC Approve Final Fund Estimate Assumptions
	June 2015	<ul style="list-style-type: none"> • CTC Releases Draft Fund Estimate • CTC Releases Draft STIP Guidelines
	July 2015	<ul style="list-style-type: none"> • MTC Reviews Draft RTIP Policies
	August 2015	<ul style="list-style-type: none"> • CTC Approves Fund Estimate • CTC Adopts STIP Guidelines
<ul style="list-style-type: none"> • Draft RTIP Proposal to Alameda CTC Commission 	September 2015	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies
<ul style="list-style-type: none"> • Final RTIP Proposal to Alameda CTC Committees and Commission 	October 2015	
	November 2015	<ul style="list-style-type: none"> • MTC Approves RTIP
	December 2015	<ul style="list-style-type: none"> • RTIP due to CTC
	April 2016	<ul style="list-style-type: none"> • CTC Adopts 2016 STIP

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Attachment C

Draft Principles for the Development of the 2016 STIP Project List

- All sponsors of currently programmed STIP projects will be required to provide updated project information related to the project definition, status, schedule, cost and funding, and intended benefits.
- It is anticipated that any new funding programmed in the 2016 STIP will be made available in Fiscal Years 2019-20 and 2020-21.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and satisfy all requirements for programming into the STIP.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- Consideration of the following are proposed for the prioritization required for the development of the 2016 STIP project list:
 - ◆ The principles and objectives set forth in the “Policy Framework for Planning, Programming and Monitoring” adopted by the Alameda CTC to improve the connection between the planning and programming related to transportation funding in Alameda County;
 - ◆ Previous commitments for STIP programming approved by the Alameda CTC (as described in the attached Table A);
 - ◆ The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - ◆ Maintaining a balance of projects in various phases of project delivery with viable project implementation strategies based on project-specific information provided by applicants related to the following aspects of project delivery:
 - The current phase of project delivery, i.e. planning/scoping, preliminary engineering/environmental, design, right of way, or construction;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

Table A: Summary of Previously Adopted Alameda County STIP-RIP Remaining Commitments			
Project	Commitment Amount (\$ x 1,000)	Remaining Commitment Amount (\$ x 1,000)	Notes
Alameda County I-Bond Projects	8,000	0	<ul style="list-style-type: none"> • \$8M approved by Alameda CTC July 2012. • Prioritized programming included in previous ACCMA Board actions • \$8M fulfilled in STIP 2014
Route 24 Corridor – Caldecott Settlement Projects	8,000	2,000	<ul style="list-style-type: none"> • \$2M fulfilled in STIP 2008 • \$2M fulfilled in STIP 2010 • \$2M fulfilled in STIP 2014
AC Transit Bus Rapid Transit Project	40,000	13,125	<ul style="list-style-type: none"> • \$40M included with Resolution 08-018 Dec. 2008 • \$23.125 remaining per Revised Reso 14-007 • \$10 million available from Measure BB
I-880 Broadway/Jackson Interchange	3,000	500	<ul style="list-style-type: none"> • \$3M included with Resolution 08-018 Dec. 2008 • \$2.5M fulfilled in 2012 STIP
I-880 Corridor Project	1,900	900	<ul style="list-style-type: none"> • \$1.9M included with Resolution 08-018 Dec. 2008 • \$1M fulfilled in 2012 STIP



Memorandum

5.2

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

DATE: May 4, 2015

SUBJECT: I-680 Southbound Express Lane Operations (PN 950.0) – 2000 Measure B Funding Allocation, Terminate Agreement No. A08-001 and Execute New Professional Services Agreement with Electronic Transaction Consultants Corporation

RECOMMENDATION: Approve and authorize the Executive Director to:

- 1) Allocate \$4,500,000 of 2000 Measure B funds to the project;
- 2) Terminate Agreement No. A08-001 with Electronic Transaction Consultants Corporation on June 30, 2015; and
- 3) Execute a new Agreement with Electronic Transaction Consultants Corporation for Operations and Maintenance, and Capital Improvement services for a not-to-exceed amount of \$3,100,000, subject to I-680 Sunol SMART Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget.

Summary

The Southbound I-680 Express Lane Project ("Project") opened to traffic in September 2010. The Alameda CTC, as the managing agency of the I-680 Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) accepted the final systems for electronic toll system/system integration on April 30, 2012. The Project has since moved into the operation and maintenance phase. The fiscal year (FY) 2015-16 will be the fourth year when the toll funds will support a significant portion of the Project's operating expenses, while part of the operating expenses and all of the capital improvements will be subsidized by Project grant funds (2000 Measure B). This staff report describes the need to allocate the remaining \$4,500,000 of programmed 2000 Measure B funds to the project, terminate the current agreement and enter into a new agreement that supports improved technology and operations of the express lane.

Background

The 2000 Transportation Expenditure Plan includes \$19,697,000 of Measure B funds programmed for the Project. Allocation of remaining \$4,500,000 of the programmed Measure B funds is necessary to support the capital improvements and continued maintenance and operation of the toll facility, included in Action 3 below.

In 2008, Alameda CTC (formerly ACCMA) retained Electronic Transaction Consultants Corporation (ETCC) to provide electronic toll system (ETS)/system integration services, including planning, design, and development/installation of software and hardware to implement toll system for the Project. In addition to the services listed, the consultant service Agreement (A08-001) included 1-year warranty period services and three 1-year optional maintenance services for the facility operation. The Project's ETS design, development and installation were funded by a mixture of federal, state and local funds. Federal and state funds were expended prior to the final system acceptance (on April 30, 2012, as listed above) and closed out by summer 2012.

Due to the unique elements of the technology infrastructure associated with the Express Lanes Project it is customary in the toll industry to assume that the software and the associated integration of the hardware are proprietary to a toll operator (ETCC) and are considered specialty products, customized to incorporate the agency's toll policies and business rules.

Since the Project opened to traffic in September 2010, ETCC, as the agency's toll operator, has been providing field operations and maintenance (O&M) support services that include field preventive and routine maintenance services for the ETS equipment, back office technical support for hardware and software, and software licensing to operate the express lane. Per the direction of the Sunol JPA, the I-680 Southbound express lane will be modified to incorporate the same tolling equipment as planned for the I-580 express lanes to ensure consistency in express lane technology and use by commuters. Due to the new elements, it is recommended that the existing contract be terminated and a new one entered into with the same vendor to ensure seamless continuity for O&M services while the new elements are added to the corridor.

The following describes the history of the agreements and the new elements that will be added to the contract: Since its inception, the Agreement (A08-001) was amended twice, in May 2013 and June 2014 to include scope and budget for continued O&M services. In the June 2014 amendment, the Program and Projects Committee (PPC) approved scope and budget for two fiscal year (FYs 2014-15 and 2015-16) O&M services, and extended the term of the Agreement to June 30, 2016, contingent upon Sunol JPA's approval of its annual operating budget. Since the three year optional operations services have concluded and all non-local fund sources have been expended, staff recommends termination of the existing agreement (A08-001) by June 30, 2015 (one year ahead of the Agreement expiration date) and transfer the remaining O&M scope of services and associated local funding to a new professional services agreement with ETCC for O&M services in FY 2015-16 in order to continue the administration of toll facility operations.

Procuring these necessary O&M services through a standard contracting methods is not recommended, as it would entail budget, schedule and operational impacts associated with having an overlap in services by service providers (vendors), hardware non-

compatibility issues between the vendors, and development of new software and associated timeline for completion, which is expected to take over a year to incorporate project toll policies and business rules.

The proposed new professional services agreement with ETCC will continue to provide the necessary O&M support services that include preventative and routine maintenance services for the electronic toll equipment, back office technical support for hardware and software, and software licensing to operate the express lane. In addition, the services will include necessary capital improvements for ensuring consistency with the I-580 Express Lanes, and a new Disaster Recovery infrastructure. This new Disaster Recovery infrastructure services will support recovery of traffic and revenue data, in the event of any natural disaster, and eventually be leveraged to support a common platform for both the I-580 and I-680 Express Lanes,

The proposed capital improvement modifications would include the necessary modifications for trip building based on toll transponder read with FasTrak flex (also known as switchable) transponder and license plate reads. The scope of services 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, consistent with the implementation of the I-580 Express Lanes. The image-based trip will be processed to possibly charge a toll when a matching account (an account matched with the license plate number) is found, or process a toll violation when no matching account is found. This will be similar to the toll policies, business rules, processes, and procedures for the I-580 Express Lanes. This ICRS process is expected to curtail toll violation and reduce revenue leakage. In addition to developing an ICRS, the capital improvement scope includes procurement of additional hardware, modification of existing hardware, software, installation, integration and testing of toll system; and interface with Bay Area Toll Authority Regional Customer Service Center for toll collection and customer services.

Contract Status	Work Description	Initial Amendment Value	Contract Total
Original Contract (A08-001) December 2008	Provide system integrator phase services, including development of the toll system and installation & commissioning of toll equipment	\$7,364,219	\$7,364,219
Amendment No. 1 May 2013	Supplement budget to provide O&M services for 1-year (FY 2013/14)	\$200,000	\$7,564,219
Amendment No. 2 June 2014	Provide O&M services for 2 years (FYs 2014-15 & 2015-16)	\$1,800,000	\$9,364,219
<i>Subject to approval of Action 1, listed below</i>		<\$1,000,000> ⁽²⁾	\$8,364,219 ⁽¹⁾

Contract Status	Work Description	Proposed Budget	Proposed Contract Total
Proposed New Agreement May 2015	Provide O&M services for 1-year (FY 2015-16)	\$1,000,000 ⁽²⁾	\$3,100,000
	Capital Improvement	\$2,100,000 ⁽³⁾	
Total Proposed Not to Exceed Amount			\$3,100,000

(1) Agreement A08-001 value at early termination

(2) \$1 million was included in the approved Amendment No. 2, proposed to be moved to the new Agreement, contingent upon approval of Sunol JPA's FY 2015-16 Operating Budget

(3) Contingent upon approval of Sunol JPA's FY 2015-16 Capital Budget

Continued ETCC staff services are necessary for field maintenance, back office, and remote support for the dynamic pricing application. The new professional services agreement with ETCC will: 1) Provide contract service for one year, from July 1, 2015 to June 30, 2016, and, 2) include compensation for its O&M services and Capital Improvement in FY 2015-16, for a total not-to-exceed amount of \$3,100,000. Compensation for these services is subject to the approval of the FY 2015-16 Sunol JPA Operating Budget.

Action 1:

Allocate \$4,500,000 of 2000 Measure B funds, made available for encumbrance and subsequent expenditure

Action 2:

Authorize the Executive Director to terminate the Agreement (A08-001) a year earlier than currently stipulated in the Agreement, and move the scope and approved budget to a new agreement, as listed in Action 3, below

Action 3:

Authorize the Executive Director to execute a new professional services Agreement with ETCC to provide services associated for O&M and capital improvements for consistent operation with the I-580 Express Lanes, subject to approval of Action 1, listed above.

Fiscal Impact:

Action 1: This action will encumber \$4,500,000 in Measure B funds for subsequent expenditure.

Action 2: There is no fiscal impact by this action.

Action 3: The action will encumber \$3,100,000 of Project grant and toll revenue funds for subsequent expenditure in FY 2015-16, subject to approval of Sunol JPA's FY2015-16 Operating Budget.

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