Meeting Notice

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

Programs and Projects Committee

Monday, July 13, 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

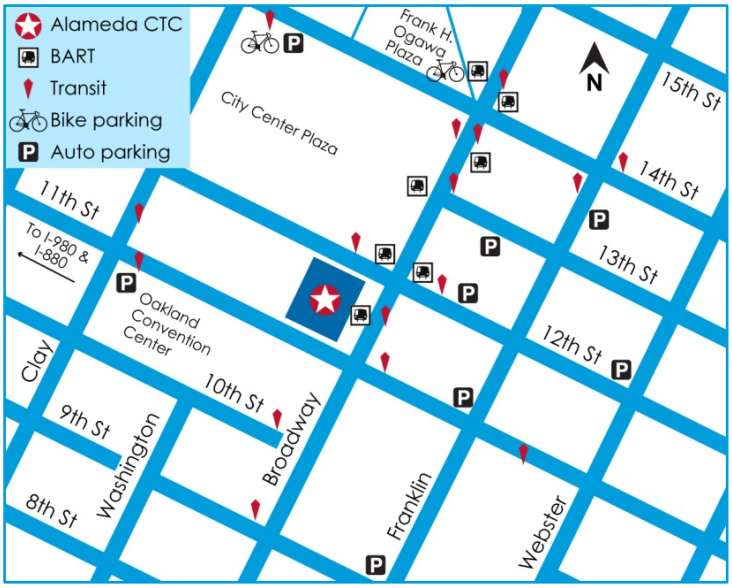
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

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.

Connect with Alameda CTC

www.AlamedaCTC.org

facebook.com/AlamedaCTC
@AlamedaCTC
youtube.com/user/AlamedaCTC

Programs and Projects Committee Meeting Agenda
Monday, July 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**
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 Liasion: James O'Brien
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. **Consent Calendar**

5. **Programs and Projects**

6. **Staff Reports (Verbal)**
7. **Adjournment**

(A = Action Item; I = Information Item)

Next Meeting: September 14, 2015

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

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 Miley and Commissioner Capitelli.

Subsequent to the roll call:
Commissioner Miley arrived during item 5.2.

3. **Public Comment**
There were no public comments.

4. **Consent Calendar**
4.1. May 11, 2015 PPC Meeting Minutes
4.2. California Transportation Commissioner May 2015 Meeting Summary
Commissioner Cutter moved to approve the Consent Calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

5. **Programs and Projects**
5.1. Alameda CTC's Fiscal Year 2015-16 Comprehensive Investment Plan
Tess Lengyel recommended that the Commission approve Alameda CTC's FY 2015-16 Comprehensive Investment Plan. She covered the objective of the CIP as well as the policy principals. Tess stated that the programming in the plan is over 1.2 billion in a five-year horizon. James covered the summary of investments and reviewed the strategic plan assumptions. Tess concluded by provided information on the schedule and next steps.

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

5.2. Measure B/Vehicle Registration Fee Program: Draft Fiscal Year 2013-14 Compliance Report
John Nguyen recommended that the Commission Approve Draft FY 2013-2014 Measure B and Vehicle Registration Fee Program Compliance Reports and the exemption requests from the Timely Use of Funds Policy. John stated that it is required that recipients of Measure B and Vehicle Registration Fee (VRF) Direct Local Distribution funds submit a compliance report and Audited Financial Statement to Alameda CTC annually. He reviewed six requests for exemptions and stated that approval of this item has no fiscal impact.

Commissioner Dutra-Vernaci moved to approve this item. Commissioner Halliday seconded the motion. The motion passed unanimously (Capitelli absent.

5.3. Altamont Commuter Express Baseline Service Plan for Fiscal Year 2015-16

Trinity Nguyen recommended that the Commission approve the Altamont Commuter Express Baseline Service Plan for FY 2015-16. She stated that the service agreement for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRC) calls for SJRRC staff to prepare an annual report on the operation of the ACE service and to identify the funding needs for the coming fiscal year. Alameda CTC's contribution for the annual operating budget is $2,911,000 and will be funded by Measure B and Measure BB Direct Local Distribution (DLD) funds.

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

5.4. Castro Valley Local Area Traffic Circulation Improvements Project (PN 509.0, ACTA No. MB241): Project Funding Agreement with Alameda County

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute a Project Specific Agreement with Alameda County for a not-to-exceed amount of $1,000,000 for the design phase of the project. The Project Funding Agreement would provide up to $1,000,000 of Measure B funds for ACPWA to procure a consultant for the design phase of the project, with a scheduled delivery date of fall 2017.

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

5.5. I-80 Integrated Corridor Mobility Project (PN 791.0): Contract Amendment (Agreement No. A10-0008) with S&C Engineers

Raj Murthy recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A10-0008 with S&C Engineers for an additional not-to-exceed amount of $100,000 for a total not-to-exceed amount of $1,990,750 and for additional time as required by the project schedule. During the course of construction, several unforeseen issues arose that have caused a delay in the completion of the project thus requiring additional construction management services for a longer period of time than originally anticipated.

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

5.6. East Bay Greenway (Coliseum BART to 85th Avenue) Project (PN 635.1): Contract Amendment (Agreement No. A13-0020) with Ghirardelli and Associates

Raj Murthy recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A13-0020 with Ghirardelli and Associates for an additional not-to-exceed amount of $180,000 for a total not-to-exceed amount of $840,000 and additional time as required to complete construction of the project. During the course of construction, several unforeseen issues arose that have caused a delay in the completion of the project. The costs associated with the required additional construction management exceeds the current construction support budget and in order to complete the project, it is estimated that an additional $180,000 will be required to fund the construction support costs.

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

5.7. Safe Routes to Schools Contract Amendment

Arun Goel recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A13-0001 with Alta Planning + Design, Inc. for an additional $600,000 for a total not-to-exceed amount of $5,200,000 for project implementation of the Safe Routes to School Program. Arun stated that the SR2S program was primarily structured around three big events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. The program has seen an increased participation and engagement of students for these events throughout the County. To maintain the enthusiasm generated by these coordinated events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. Arun concluded by reviewing improvements and highlights for the current fiscal year as well as proposed highlights if approved.

There was significant discussion regarding funding opportunities for this project. It was then recommended that the committee deferred the items approval to the full commission.

Commissioner Kaplan moved to defer this item to the full Commission. Commissioner Cutter seconded the motion. The motion passed unanimously (Capitelli absent)

5.8. 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. Trinity stated that the two agreements were with CDM Smith (A04-

007) and BART (A08-0048).

Commissioner Cutter requested that staff update the committee on the procurement process. Art stated that staff would bring information back to the PPC.

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

5.9. I-880 to Mission Boulevard East-West Connector Project (PN 505.0): Contract Amendment (Agreement No. AA07-0001) with TY Lin International

Raj Murthy recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 to the Professional Services Agreement No. A07-0001 with TY Lin International for an additional not-to-exceed amount up to $4,500,000 for a total not-to-exceed amount of $20,357,490 and additional time as required to complete the final design of the project. The fiscal impact of approving this item is $4,500,000. The action will authorize the additional encumbrance of 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 2015-2016 Operating and Capital Program Budget.

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

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, July 13, 2015 @12:00 p.m.
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:

Vanessa Lee,
Clerk of the Commission

DATE:	July 6, 2015
SUBJECT:	California Transportation Commission June 2015 Meeting Summary
RECOMMENDATION:	Receive an update on the June 2015 California Transportation Commission Meeting.

Summary

The June 2015 California Transportation Commission (CTC) meeting was held in Sacramento. Detailed below is a summary of the five (5) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the meeting.

Background

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

Detailed below is a summary of the five agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the June 2015 CTC meeting (Attachment A).

1. 2016 State Transportation Improvement Program (STIP) – Draft Fund Estimate and Guidelines

CTC approved the draft 2016 STIP Fund Estimate and Program Guidelines. The draft Fund Estimate shows an estimated $32 million in available new capacity statewide over the 2016 STIP period (FY 16-17 through FY 20-21). This greatly reduced amount compares to $1.26 billion in available new capacity for the 2014 STIP. Further, due to the reduction of capacity in the first three years of the STIP, currently programmed projects may also be delayed to the last two years of the STIP. The CTC is currently scheduled to hold a STIP Workshop on July 23, 2015 and adopt the Fund Estimate and Guidelines at its August 2015 meeting.

2. State Transportation Improvement Program (STIP) / Downtown Berkeley BART Plaza and Transit Area Improvements project

CTC approved reprogramming $3,726,000 in Regional Improvement Program (RIP) construction funds from the Downtown Berkeley BART Plaza and Transit Area Improvements project to the BART Station Modernization Program project.

The Downtown Berkeley BART Plaza and Transit project is currently programmed for $3,726,000 in RIP construction in FY 2016-17. In order to deliver this project early, BART is proposing to replace $3,726,000 in RIP construction funds with an equal amount of Proposition 1B Public Transportation Modernization, Improvement, Service Enhancement (PTMISEA) funds from the BART Station Modernization Program project.

Outcome: Project delivery for the Downtown Berkeley BART Plaza and Transit project can be implemented beginning FY 2015-16.

3. 2014 Active Transportation Program (ATP) Cycle 1

CTC approved de-programming $7,713,000 in regional ATP funds for the Bay Area Bike Share Expansion Project. MTC also has $3,503,000 currently unprogrammed regional ATP cycle 1 funds as a result of deprogramming the Santa Rosa Jennings Avenue Railroad Crossing project. CTC also approved reprogramming $11,216,000 to new ATP projects on MTC's contingency list.

Outcome: Alameda County jurisdictions receiving reprogrammed ATP cycle 1 funds include: City of Oakland Improvements for Safe Routes to School Project ($1,236,000); City of Oakland High Street/ Courtland Avenue – Ygnacio Avenue Intersection Improvements Project ($1,128,000); Alameda County Ashland Avenue Bicycle and Pedestrian Safe Routes to School Project ($708,000)

4. 2014 ATP / City of Berkeley Safe Routes to School project

CTC approved the allocation of $82,000 ATP funds for the Plans, Specifications and Estimates (PS&E) phase of the City of Berkeley Safe Routes to School project (LeConte Elementary).

Outcome: Allocation will fund the PS&E phase activities of the project.

5. State Transportation Improvement Program (STIP) / East Bay Bus Rapid Transit Project

CTC approved the allocation of $7,995,000 STIP funds for the Construction phase of the East Bay Bus Rapid Transit project.

Outcome: The first two phases of construction were awarded in December 2014 and January 2015; they will relocate utility infrastructure and construct parking lots and intersection improvements related to the project. The third phase of construction will implement all the major portions of the BRT project and is planned to be awarded summer 2015.

Fiscal Impact: There is no fiscal impact.

Attachments

A. June 2015 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

James O'Brien, Interim Deputy Director of Programming and Projects

Vivek Bhat, Senior Transportation Engineer

This page intentionally left blank

June 2015 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2016 State Transportation Improvement Program (STIP) Draft Fund Estimate and Guidelines	Approve 2016 STIP Draft Fund Estimate and Guidelines.	Approved
BART	STIP / Downtown Berkeley BART Plaza and Transit Area Improvements project	Approve reprogramming $3,726,000 in Regional Improvement Program (RIP) construction funds from the Downtown Berkeley BART Plaza and Transit Area Improvements project to the BART Station Modernization Program project	Approved
Caltrans	2014 Active Transportation Program (ATP)	Approve reprogramming $11,216,000 of regional ATP cycle 1 funds to new ATP projects on MTC's contingency list	Approved
City of Berkeley	2014 ATP / City of Berkeley Safe Routes to School project	Approve allocation of $82,000 ATP funds for the Plans, Specifications and Estimates (PS&E) phase of the City of Berkeley Safe Routes to School project (LeConte Elementary)	Approved
AC Transit	STIP/ East Bay Bus Rapid Transit Project	Approve allocation of $7,995,000 STIP funds for the Construction phase of the East Bay Bus Rapid Transit project	Approved

http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015-06/000_ETA.pdf

This page intentionally left blank

DATE:	July 6, 2015
SUBJECT:	Alameda CTC Contracting Process
RECOMMENDATION:	Receive a presentation on the Alameda CTC's Contracting and Procurement Policies and Procedures.

Summary

Staff will present a brief overview of Alameda CTC's Contracting and Procurement Policies and Procedures with a focus on the contract procurement and contract amendment processes for professional services contracts.

Background

In October 2013, the Commission approved the Contracting and Procurement Policies for Alameda CTC. The purpose of Alameda CTC's agency-wide procurement policies is to establish policies, guidelines, and procedures to govern the procurement of goods and services, including administrative, engineering, professional, construction, and other services and to deliver effective and efficient transportation investments while supporting businesses in Alameda County. To most effectively deliver transportation investments and optimize delivery of projects, programs, and administrative services related to transportation, Alameda CTC utilizes a mixture of funding sources, including local sales tax revenues, vehicle registration fees, and other local, regional, state, and federal funding.

The procurement method used by Alameda CTC is dictated by the type of funding utilized to fund each contract. For contracts funded with federal funds, Alameda CTC adheres to the federal procurement process and complies with the U.S. Department of Transportation's Disadvantaged Business Enterprise (DBE) Program which was adopted in accordance with federal regulations contained in 49 C.F.R. Part 26. For contracts funded with Measure B funds or a combination of Measure B and local funds, Alameda CTC follows a procurement process similar to the federal process and applies its own contract equity program, the Local Business Contract Equity (LBCE) Program, in lieu of the federally required DBE Program. An overview of the procurement process for professional services contracts is provided as Attachment A. The procurement process from contract identification to contract execution is typically four months in duration and results in two key deliverables: the advertisement package and the executed contract. A sample Request for Proposal (RFP) package for a federally funded project has been provided as Attachment B.

Professional services contracts for capital projects, due to their complex scopes and longer durations, are likely to encounter situations that do not align with the original project assumptions. If the situation necessitates a change to the terms of the contract, an amendment will be required. The amendment evaluation process is intended, among other things to ensure that the integrity of the procurement process for a fair and competitive selection is not compromised. Amendments that propose to modify contract scope, cost, or time undergo a comprehensive review to determine if the amendment is warranted and feasible, or if some other alternative is preferred. An overview of the process is provided as Attachment C.

Fiscal Impact: There is no fiscal impact.

Attachments:

A. Contract Procurement Flow Chart
B. RFP Project Sample*(hyperlinked to the web)*
C. Amendment Evaluation Process

Staff Contact

James O'Brien, Interim Deputy Director of Programming and Projects

Raj Murthy, Project Controls Team

Trinity Nguyen, Sr. Transportation Engineer

CONTRACT PROCUREMENT FLOW CHART

Initiate Contract

Identify Need For Consultant

Establish contract parameters:
- Scope of work
- Independent cost estimate
- Desired schedule
- Contract Equity Program
- Payment Method

Estimated value >$75,000?

Yes

No

Informal Procurement

Determine Method of Consultant Selection

Consultant Selection

"One-Step, RFP" Method: Request for Proposal, followed by Negotiation

Prepare to Advertise
- Develop schedule for selection
- Develop Request for Proposal (RFP)
- Appoint Consultant Selection Committee
- Obtain Commission approval to advertise

Advertise for Consultants (Issue RFP)

Conduct Proposer's Conference and/or Respond to Submitted Questions

Receive and evaluate Technical Proposals
- Check for responsiveness
- Conduct reference checks
- Score proposals

Develop Final Ranking of Consultants

Notify Consultants of Results

- Request and receive Cost Proposal
- Negotiate Contract with Top-Ranked Consultant [2]
- Obtain Commission approval to award

Develop Contract

Initiate Pre-Award Audit [1]

"One-Step, RFQ" Method: Request for Qualifications, followed by Interviews and Negotiation

Prepare to Advertise
- Develop Schedule for Selection
- Develop Request for Qualifications (RFQ)
- Appoint Consultant Selection Committee
- Obtain Commission approval to advertise

Advertise for Consultants (Issue RFQ)

Conduct Proposer's Conference and/or Respond to Submitted Questions

Receive and Evaluate Statement of Qualifications (SOQ)
- Check for responsiveness
- Conduct Reference checks
- Score submittals

Notify Consultants of Short List

Interview Short Listed Consultants (optional)

Develop Final Ranking of Consultants

Notify Consultants of Results

- Request and receive Cost Proposal
- Negotiate Contract with Top-Ranked Consultant [2]
- Obtain Commission approval to award

Develop Contract

Initiate Pre-Award Audit [1]

"Two-Step, RFQ/RFP" Method: Request for Qualifications, followed by Request for Proposal and Negotiation

Same as "One-Step RFQ" Method

Prepare to Advertise
- Develop Schedule for Selection
- Develop Request for Qualifications (RFQ)
- Appoint Consultant Selection Committee
- Obtain Commission approval to advertise

Advertise for Consultants (Issue RFQ)

Conduct Proposer's Conference and/or Respond to Submitted Questions

Receive and Evaluate Statement of Qualifications (SOQ)
- Check for responsiveness
- Conduct reference checks
- Score submittals

Notify Consultants of Short List

Same as "One-Step RFP" Method

Issue Request for Proposal (RFP)

Conduct Proposer's Conference and/or Respond to Submitted Questions

Receive and Evaluate Technical Proposals
- Check for Responsiveness
- Conduct reference checks
- Score proposals

Develop Final Rankings of Consultants

Notify Consultants of Results

- Request and Receive Cost Proposal
- Negotiate Contract with Top-Ranked Consultant [2]
- Obtain Commission approval to award

Develop Contract

Initiate Pre-Award Audit [1]

Execute Contract

Develop Final Contract

Execute Contract [3]

Payment Method
- *Lump Sum*
- *Cost Plus Fixed Fee*
- *Compensation Per Unit of Work*
- *Retainer*
- *Time and Materials (Specific Rates of Compensation)*

Notes:
1. Required if Federal or State funds will be used.
2. If negotiations fail, proceed to next highest ranked consultant until a contract is successfully negotiated.
3. Proceed with Contract Administration.

Contract Administration
- Issue Notice to Proceed
- Monitor and Control Contract
- Close Out Contract

This page intentionally left blank

AMENDMENT EVALUATION PROCESS

Time Evaluation:
- Will deliverables be compromised?
- Will funding be compromised?
- Are related costs within contract contingency?

Identify need for amendment.

Perform technical evaluation/validation of amendment components.

What will amendment impact?

TIME

SCOPE

BUDGET +

Scope Evaluation:
- Funding source process constraints including:
  - Scope was requested during initial procurement process.
  - Scope ancillary in nature.
  - Impact to utilization requirements.
- Is contract contingency sufficient or will additional contingency be required in the future for known contract risks?

Does request satisfy time evaluation criteria?

YES

NO

Does request satisfy scope evaluation criteria?

NO

YES

Proceed with administrative amendment.

Proceed with administrative amendment.

Are consequences of "do nothing" acceptable?

YES

Amendment not required.

NO

"Do Nothing" Evaluation:
- Project consequences? Delay, cost, etc.
- Public consequences? Safety
- Agency consequences? Non compliance with mandates, public confidence, etc.

Can amendment components be removed to balance contract budget and consequences?

YES

Proceed with administrative amendment.

NO

- If project reserve is insufficient, identify funding source(s) for validated amendment scope.
- Compare option of amending existing contract with option of using other resources beyond current consultant including:
  - In- house staff
  - Other existing contracts, coops, MOU, etc.
  - Pursue a new contract

Is option to amend the preferred option?

Pursue alternate option.

Amendment is justified.

This page intentionally left blank

DATE:	July 6, 2015
SUBJECT:	I-680 Northbound Express Lane Project (PN 721.0): Approval of Professional Services Agreement A15-0035 with WMH Corporation; and Right-of-Way Activities to Support Project Delivery
RECOMMENDATION:	1. Approve and authorize the Executive Director to execute Professional Services Agreement A15-0035 with WMH Corporation for a not-to-exceed amount of $10,500,000 to provide Final Design / Plans, Specifications and Estimates services; and 2. Approve $3,000,000 for the right-of-way phase budget and authorize the Executive Director to perform contractual actions related to the right-of-way phase for the project.

Summary

The Alameda CTC is the implementing agency for the project development phases of the I-680 Northbound Express Lane project (PN 721.0). This project proposes to widen I-680 to construct a Northbound HOV/Express Lane from SR 237 to SR 84 in Santa Clara and Alameda Counties. The 14-mile project is scheduled to obtain environmental approval under California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) in summer 2015. In order to provide accelerated congestion relief in this corridor, staff has developed a conceptual plan to deliver an initial phase of the project (Phase 1 Modified Project), which would eliminate the current bottlenecks that contribute significantly to the daily congestion. The Phase 1 Modified Project will add 8.2 miles of HOV/Express Lane from Auto Mall to SR 84, and its construction phase is anticipated to begin in early 2017.

On April 23, 2015, the Commission authorized staff to release a Request for Proposals (RFP) for the Final Design/ PS&E Phase and proceed with negotiations with the top ranked firm. On May 22, 2015, Alameda CTC issued RFP No. A15-0035 for Professional Engineering Services for the I-680 Sunol Express Lanes Northbound – South Grimmer Blvd. to North SR84 (Phase 1 Modified). Proposals were received from three firms and at the conclusion of the Alameda CTC procurement selection process, WMH Corporation was selected as the top ranked firm. Staff is in final stages of negotiations with WMH Corporation and anticipates that the contract will be ready for execution in August 2015, pending approval of the Caltrans pre-award audit.

Staff recommends that the Commission approve and authorize the Executive Director to 1) execute a Professional Services Agreement for a not-to-exceed amount of $10,500,000 with WMH Corporation to provide Final Design / PS&E services; and 2) approve $3,000,000 for the

right-of-way phase budget and authorize the Executive Director to perform contractual actions related to the right of way phase for the project.

Background

I-680 from SR 237 to SR 84 is the one of the most congested freeways in the San Francisco Bay Area. With the recent economic upturn which has revitalized commute and goods movement in this corridor, the level of traffic congestion and delays has increased. Traffic forecasts indicate that traffic congestion is expected to worsen in the coming years. Given the magnitude of delays that motorists currently experience, a conceptual plan has been developed to deliver an initial construction phase (Phase 1 Modified Project), which will provide operational benefits with minimal construction funds to expedite congestion relief. The Phase 1 Modified Project scope would:

- Add a new northbound HOV/Express Lane between Auto Mall Parkway and SR 84, which will eliminate the two bottlenecks near Washington Boulevard and at the lane drop at the truck scales (located between Sheridan Road and Andrade Road), and
- Incorporate a Caltrans pavement rehabilitation project (from Auto Mall Parkway to SR 84) into the project.

Staff recommends the approval of the following actions to deliver the I-680 Northbound Phase 1 Modified Project:

ACTION 1: Authorize the Executive Director to execute Professional Services Agreement A15-0035 for a not-to-exceed amount of $10,500,000 with WMH Corporation to provide Final Design /PS&E services.

On April 23, 2015, the Commission authorized staff to release a RFP for the Final Design/ PS&E Phase and proceed with negotiations with the top ranked firm. On May 22, 2015, Alameda CTC issued RFP No. A15-0035 for Professional Engineering Services for the I-680 Sunol Express Lanes Northbound – South Grimmer Blvd. to North SR84 (Phase 1 Modified) and held a prep-proposal meeting on June 3, 2015. Proposals were received from three firms: HDR Engineering, Mark Thomas and Company, and WMH Corporation. All three firms were shortlisted. Interviews were held on June 29, 2015 and teams were evaluated by an independent selection panel comprised of Alameda CTC staff and one representative each from Caltrans District 4, The City of Fremont and The Santa Clara County Valley Transportation Authority. Proposers were scored on the following criteria: knowledge and understanding, management approach and staffing plan, qualifications and interview effectiveness. Ultimately, WMH Corporation was selected as the top ranked firm, based on the qualifications of their Project Manager and the firm's knowledge and previous experience. Currently staff is in final stages of negotiations with WMH Corporation and anticipates that a contract will be ready for execution in August 2015, pending approval of the Caltrans pre-award audit. The funding summary for Professional Services Agreement for the Final Design/PS&E Phase is shown in Table A.

TABLE A: Funding Summary- Phase 1 Modified
Professional Service Agreement No. A15-0035 for Final Design (PS&E) Phase

SOURCE	FUNDING PARTNER	FUND TYPE	TOTAL
State	Caltrans	TCRP	$ 6,327,000
Local	Alameda CTC	2000 Measure B	$ 3,650,000
Local	Alameda CTC	Measure BB	$ 523,000
		Total	**$10,500,000**

Levine Act Statement: *The WMH Team did not report any conflict in accordance with the Levine Act.*

ACTION 2: Approve $3,000,000 for the right of way phase budget and authorize the Executive Director to perform contractual actions related to the right of way phase for the project.

As the implementing agency for this project, the Alameda CTC bears the responsibility of addressing all right-of-way issues. Right-of-way tasks are expected to occur during preliminary design, final design, construction, and project closeout phases. Right-of-way agreements are typically entered into with various entities, including Caltrans, utility owners, local agencies, property owners, and support vendors, as required. Staff recommends the approval of $3,000,000 for the right-of-way phase budget and authorization for the Executive Director to perform contractual actions related to the right-of-way phase. Additional budget for right-of-way phase is anticipated for the project in the future. Staff will seek Commission approval for additional budget in the future. Measure B/BB funds have been allocated to date for the current need, and upon approval of this item, will be available for encumbrance and subsequent expenditure. The funding summary for the Right-of-Way Phase is shown in Table B.

TABLE B: Funding Summary - Phase 1 Modified
Right-of-Way Phase Budget

SOURCE	FUNDING PARTNER	FUND TYPE	TOTAL
Local	Alameda CTC	2000 Measure B	$ 1,500,000
Local	Alameda CTC	Measure BB	$ 1,500,000
		Total	**$3,000,000**

Fiscal Impact: These actions will authorize the encumbrance of $10,500,000 and $3,000,000 in Traffic Congestion Relief Program (TCRP), Measure B and Measure BB funding which has been previously allocated. This amount is included in the appropriate project funding plans and sufficient budget has been included in the Alameda CTC Adopted FY 2015-2016 Operating and Capital Program Budget.

Staff Contacts

Raj Murthy, Project Controls Team

Susan Chang, Project Controls Team

DATE:	July 6, 2015
SUBJECT:	I-80 Gilman Interchange Improvement Project (PN 765.0): Approval of Professional Services Agreement A15-0034 with Parsons Transportation Group
RECOMMENDATION:	Approve and authorize the Executive Director to execute Professional Services Agreement A15-0034 with Parsons Transportation Group for $2,600,000 to provide services for the Project Approval and Environmental Document Phase.

Summary

The Alameda CTC is the implementing agency for the I-80 Gilman Interchange Improvement Project (PN 765.0). This project proposes to reconfigure the I-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 potential alternatives and solutions to improve the I-80/Gilman Street interchange.

On March 19, 2015, the Commission approved the release of a Request for Proposals (RFP) for preliminary engineering, environmental studies and final design services. The RFP was issued on May 5, 2015 and proposals were received from four firms: Parsons Transportation Group, Parsons Brinkerhoff, Rajappan & Meyer Consulting Engineers, and Kimley Horn & Associates. At the conclusion of the Alameda CTC procurement selection process, Parsons Transportation Group was selected as the top ranked firm. The estimated duration to complete the PA/ED scope of services is two years.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A15-0034 with Parsons Transportation Group for $2,600,000 to provide services to complete the PA/ED Phase. The Final Design Plans, Specifications and Estimates (PS&E) phase is an optional task, which may be contracted with the PA/ED consultant dependent on the successful outcome and delivery of this phase.

Background

The Alameda CTC is the implementing agency for the I-80 Gilman Interchange Improvement 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 Project Study Report-

Project Development Support (PSR-PDS) document that explored potential alternatives to improve the Gilman Street interchange with I-80 in the City of Berkeley was approved by Caltrans on September 2, 2014. A combination of federal funds and local matching funds were used for the PID phase. The next phase for the project is to perform preliminary engineering and environmental studies followed by final design.

On March 19, 2015, the Commission approved the release a RFP for preliminary engineering, environmental studies and final design services. The RFP was issued on May 5, 2015 and a pre-proposal meeting was held on May 19, 2015. Proposals were received from four firms: Parsons Transportation Group, Parsons Brinkerhoff, Rajappan & Meyer Consulting Engineers, and Kimley Horn & Associates. All four firms were shortlisted. Interviews were held on June 17, 2015 and teams were evaluated by an independent selection panel comprised of Alameda CTC staff and one representative each from Caltrans District 4, and the City of Berkeley. Proposers were scored on the following criteria; knowledge and understanding, management approach and staffing plan, qualifications and interview effectiveness. Ultimately, Parsons Transportation Group was selected as the top ranked firm. Staff negotiated with Parsons Transportation Group to perform the PA/ED phase of the project and anticipates that a contract will be ready for execution in August 2015, pending approval of the Caltrans pre-award audit.

Staff recommends the Commission approve and authorize the Executive Director to execute Professional Services Agreement A15-0034 with Parsons Transportation Group an amount of $2,600,000 to provide services for the PA/ED phase. The Final Design PS&E phase is an optional task, which may be contracted with the consultant dependent on the successful outcome and delivery of the PA/ED phase.

The I-80 Gilman Street Interchange Improvement project is in the 2014 Transportation Expenditure Plan (TEP No. 029) with a commitment of $24,000,000. Funds necessary for professional services for the PA/ED and PS&E phases will utilize a combination of funds included in the FY 2015-16 Measure BB Allocation Plan approved by the Commission at the March 2015 meeting and remaining funds from the previous phase.

Levine Act Statement: The Parsons Transportation Group Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans and sufficient budget has been included in the Alameda CTC Adopted FY 2015-2016 Operating and Capital Program Budget.

Staff Contact:

Raj Murthy, Project Controls Team

David Caneer, Project Controls Team

DATE:	July 6, 2015
SUBJECT:	I-580 Westbound HOV Lane Project (PN 724.4 & 724.5): Approval of Amendment No. 7 to Professional Services Agreement No. A07-011.BKF.Ph2 with BKF Engineers
RECOMMENDATION:	Approve and authorize the Executive Director to execute Amendment No. 7 to the Professional Services Agreement No. A07-011.BKF.Ph2 with BKF Engineers for an additional amount of $350,000 for a total not-to-exceed amount of $15,350,780 for Design Services During Construction.

Summary

The I-580 Westbound High Occupancy Vehicle (HOV) Lane project is one of the Alameda CTC's projects funded by the Proposition 1B Bond (I-Bond) funding approved by the California voters in November 2006. The preliminary engineering, environmental studies were performed as a single project for the entire westbound corridor. The final design and construction was split into two separate contracts to allow for more competitive local bidding. Caltrans is currently administering the construction of both segments, scheduled to complete by the end of 2015.

Staff and the project controls team have determined that additional scope is required during construction to provide design services for locally funded change orders are implementing express lane improvements throughout the corridor. $350,000 is the estimated need for the additional work.

Staff recommends the Commission approve and authorize the Executive Director to execute Amendment No. 7 to the Professional Services Agreement No. A07-011.BKF.Ph2 with BKF Engineers for an additional amount of $350,000 to provide additional contract budget to provide design support through the completion of the construction project and closeout process.

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.

Staff recommends the Commission approve and authorize the Executive Director to execute Amendment No. 7 to Agreement A07-011.BKF.Ph2 with BKF for $350,000. The action would increase the contract not-to-exceed amount as shown in Table A of this report, for 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.

The project funding plan for the I-580 westbound HOV Lane Project includes CMIA, federal earmark, SHOPP, TCRP, CMA TIP, TVTC and Measure B funds for the project development, right of way and construction support phases. Table A below summarizes the contract actions related to Agreement No. A07-011.BKF.Ph2.

Table A: Summary of Agreement No. A07-011.BKF.Ph2

Contract Status	**Work Description**	**Value**	**Total Contract Not-to-Exceed Value**
Professional Services Agreement (PSA) with BKF Engineers (A07-011.BKF.Ph2) July 2007	Project Development Services – Preliminary Engineering, Environmental Clearance, Project Approval & Final Design	$ 2,380,553	$ 2,380,553
Amendment No. 1 May 2008	Final Design Services (Plans, Specs & Estimate)	$ 7,294,089	$ 9,674,642
Amendment No. 2 August 2009	Preparation of PSSR	$ 438,623	$ 10,113,265
Amendment No. 3 April 2010	Final Design Services (Revise PS&E to include major pavement rehabilitation scope)	$ 1,007,515	$ 11,120,780
Amendment No. 4 November 2012	Final Design Services Agreed Lump Sum Completion & Construction Phase Services	$ 2,900,000	$ 14,020,780
Amendment No. 5 January 2013	Final Design Services Adjustment to Agreed Lump Sum Completion	$ 680,000	$ 14,700,780
Amendment No. 6 February 2014	Design Support - Provide design support services DSDC	$ 300,000	$ 15,000,780
Proposed Amendment No. 7 (This Agenda Item)	Provide additional DSDCs for locally funded change orders	$ 350,000	$ 15,350,780
Total Amended Contract Not-to-Exceed Amount			**$ 15,350,780**

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

Fiscal Impact: The fiscal impact of approving this item is $350,000. 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

Raj Murthy, Project Controls Team

Stefan Garcia, Project Controls Team

This page intentionally left blank

DATE:	July 6, 2015
SUBJECT:	East Bay Greenway Project, Segment 7A (PN 635.1): Approval of Amendement No. 3 to Professional Services Agreement No. A10-0026 with HQE and Associates
RECOMMENDATION:	Approve and authorized the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A10-0026 with HQE and Associates for an amount of $25,000 and additional time, to provide services for Closeout and Maintenance Phases of Segment 7A.

Summary

The East Bay Greenway is a regional bicycle and pedestrian trail facility that is included in the Alameda Countywide Bicycle and Pedestrian Plans and is a named project in the Measure BB Transportation Expenditure Plan. The East Bay Greenway will provide inter-jurisdictional active transportation connections and access to BART stations and other key destinations.

Alameda CTC is the sponsor of the East Bay Greenway Project – Segment 7A which is a half-mile segment of the larger East Bay Greenway Trail located between 75th and 85th Avenues. This segment of the alignment is adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland. The project was accelerated to construction to take advantage of a TIGER II grant received by the East Bay Regional Park District in 2012 and demonstrate an initial commitment to the larger East Bay Greenway. The project is currently in construction and nearing completion with remaining work finishing on decorative iron fencing, striping and punch list items.

In accordance with the Memorandum of Understanding (MOU) for the project, Alameda CTC is committed to maintaining the path for 20 years and $350,000 in Measure B funds have been previously allocated for the maintenance. Staff recommends approval of Amendment No. 3 to Agreement A10-0026 with HQE for $25,000 and additional time in order to prepare the necessary as-built drawings of completed construction work and bid documents necessary to procure a path maintenance contractor.

Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75th and 85th Avenues, adjacent to San Leandro Street and beneath the aerial BART tracks in the City of Oakland. The project started construction in October 2013 and is currently in construction. The project is nearing completion with remaining work of decorative iron fence, striping and punch list.

The project is located in the City of Oakland's right of way and the City is the owner/operator of the path. During the project planning and design phase, the City of Oakland determined that it was unable to assume the responsibility for maintenance obligations for the new path improvements. On June 28, 2012, Alameda CTC, BART and the City of Oakland executed an MOU which set forth the above referenced parties understandings and agreements in connection with the maintenance and liability for East Bay Greenway Project – Segment 7A. In accordance with the MOU, Alameda CTC is responsible for maintaining Segment 7A of the path.

Per the MOU, Alameda CTC is required to maintain the path for a period of twenty years and $350,000 in Measure B funds have been allocated for this task. At the February 20, 2014 commission meeting, approval was given to procure a contractor to perform path maintenance for Segment 7A of the East Bay Greenway. An estimated cost of $25,000 is needed for the amendment in order to prepare the necessary as-built drawings and bid documents to procure a contractor for path maintenance. It is recommended that this additional scope be performed under the existing contract by HQE and Associates who is the designer for the project.

Table A provides a summary of Agreement No. A10-0026 with HQE and Associates:

TABLE A: Agreement No. A10-0026 Contract Summary

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with HQE (A10-0026) *September 2010*	Preliminary engineering, environmental studies, and preparing an environmental document.	$500,000	$500,000
Amendment No. 1 *September 2011*	Provide additional budget to prepare plans, specifications and estimate (PS&E)	$477,659	$977,659
Amendment No. 2 *February 2013*	Provide additional budget for design services during construction and a 1 year time extension to March 31, 2014	$35,000	$1,012,659

Amendment No. 3 *February 2014*	Provide additional budget for design services during construction and a 1 year time extension to March 31, 2015	$18,000	$1,030,659
Proposed Amendment No. 4 July 2015 *(This Item)*	Provide additional budget to prepare maintenance bid documents and one year time extension to March 31, 2016	$25,000	$1,055,659
Total Amended Contract Not-to-Exceed Amount			**$1,055,659**

Levine Act Statement: HQE and Associates did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The recommended action will encumber subsequently allocated project funds. This encumbrance amount has been included in the appropriate project funding plan and the Alameda CTC Adopted FY 2015-2016 Operating and Capital Program Budget.

Staff Contact

Raj Murthy, Project Controls Team

Connie Fremier, Project Controls Team

This page intentionally left blank

DATE:	July 6, 2015
SUBJECT:	Approval of Administrative Amendments to Various Project Agreements (A11-0033, A13-0061 and A07-007 Ph3)
RECOMMENDATION:	Approve and 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.

Summary

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

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

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

Background

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

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

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

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

Requests are evaluated to ensure that the associated project deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

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

Attachments

A. Table A: Administrative Amendment Summary

Staff Contact

James O'Brien, Interim Deputy Director of Programming and Projects

Raj Murthy, Project Controls Team

Trinity Nguyen, Sr. Transportation Engineer

A. Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Request	Reason Code	Fiscal Impact
1	CDM Smith Inc.	I-580 and I-680 NB Express Lane Projects	A11-0033	Three-year time extension.	2	None
2	East Bay Regional Parks District	Bay Trail – Gilman to Buchanan	A13-0061	Two-year time extension.	1	None
3	Kimley-Horn Associates	I-80 Integrated Corridor Mobility Project / After Studies, As-Builts and extended close-out activities	A07-007 Ph3	Two-year time extension.	1	None

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

This page intentionally left blank