



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember Ruth Atkin

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Acting Mayor Jeff Wieler

City of Pleasanton
Mayor Jerry Thorne

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, November 14, 2016, 12:15 p.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

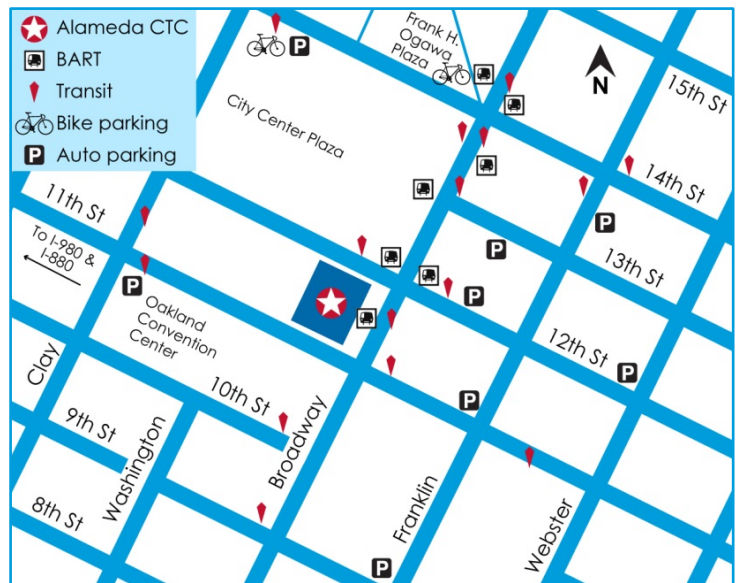
Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



Programs and Projects Committee Meeting Agenda Monday, November 14, 2016 12:15 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Carol Dutra-Vernaci, Union City

Vice Chair: Mayor Pauline Cutter, City of San Leandro

Commissioners: Luis Freitas, Scott Haggerty, Dan Kalb, Peter Maass, Nate Miley

Ex-Officio Members: Bill Harrison, Rebecca Kaplan

Staff Liaison: Trinity Nguyen

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [Approval of the October 10, 2016 Meeting Minutes](#)

1 A

5. Programs and Projects

5.1. [Approve Alameda CTC Resolution 16-010 authorizing the programming of \(1\) \\$7.063 million Federal One Bay Area Grant funds for the Alameda Countywide Safe Routes to School Program, and \(2\) up to \\$920,000 in Measure B Bicycle and Pedestrian Countywide Discretionary Funds to be used as local matching funds.](#)

5 A

5.2. [Approve and authorize the Executive Director to execute Amendment No. 6 to the Professional Services Agreement No. A08-017.WMH with WMH Corporation for an additional amount of \\$200,000 for a total not-to-exceed amount of \\$7,257,319 and an 18-month time extension to provide design services to implement replacement planting.](#)

13 A

5.3. [Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for an additional amount of \\$30,000 for a total not-to-exceed amount of \\$1,763,914 to provide System Manager Services through the project completion.](#)

17 A

5.4. [Approve Administrative Amendments to Various Project Agreements \(A07-011.BKF.PH2, A08-017.TYLIN, A10-013, A14-0049, A99-0003, A09-006, AA07-0001, A10-0027\) in support of the Alameda CTC's Capital Projects and Program delivery commitments.](#)

21 A

6. Staff Reports (Verbal)

7. Committee Member Reports

8. Adjournment

Next Meeting: January 9, 2017

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



Programs and Projects Committee Meeting Minutes Monday, October 10, 2016, 12:15 p.m.

4.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Harrison.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. PPC Meeting Minutes: Approval of the September 12, 2016 Meeting Minutes

Commissioner Freitas moved to approve the Consent Calendar. Commissioner Haggerty seconded the motion. The motion passed with the following vote:

Yes: Dutra-Vernaci, Cutter, Miley, Kalb, Freitas, Maass, Haggerty, Kaplan

No: None

Abstain: None

Absent: Harrison

5. Programs and Projects

5.1. Approve the Transportation Fund for Clean Air (TFCA) FY 2016-17 Program

Jacki Taylor recommended that the Commission approve the Transportation Fund for Clean Air (TFCA) FY 2016-17 Program. She said that TFCA funding is generated by a regional four dollar vehicle registration fee collected by the Air District and as the TFCA County Program Manager for Alameda County, Alameda CTC is responsible for annually programming the revenue generated in Alameda County for this program. She also said that Alameda CTC is required to provide a Commission-approved program of projects to the Air District by November 18, 2016. Jacki stated that for the FY 2016-17 program, a total of \$2.097 million is available and that the recommended projects, shown in Attachment A, were evaluated on an individual basis for program eligibility and cost-effectiveness, in conformance with current Air District Policies and guidance. Jacki provided highlights of the FY 2016-17 TFCA program and concluded by noting that there was a late change to the recommendation for the Broadway Shuttle program that was not included in the PPC staff report that will be reflected in the Commission item. She noted that any TFCA funding award for the Broadway Shuttle will be contingent upon the Air District's approval of a TFCA policy waiver, scheduled for November. She also noted that regional TFCA funding was recently allocated to the Broadway Shuttle through the Air District's Spare the Air program which will lower the amount of funding the shuttle can receive through the county's TFCA program.

Commissioner Cutter asked if an option to have AC Transit operate smaller shuttle routes is something that can be addressed through the TFCA program. Jacki stated that the discussion should be had outside of the context of the TFCA program as the issue isn't program specific. Art Dao stated that transit operation efficiency issues could be vetted at a future transit committee meeting.

Commissioner Kaplan moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following vote:

Yes: Dutra-Vernaci, Cutter, Miley, Kalb, Freitas, Maass, Haggerty, Kaplan

No: None

Abstain: None

Absent: Harrison

5.2. Receive an update on the Alameda CTC's Measure B, Measure BB and Vehicle Registration Fee Programs

John Nguyen presented the committee with an update on status of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. He stated that over 50% of net revenues are returned to source as "Direct Local Distributions" (DLDs) and provided information on Measure B/BB/VRF Historical DLD Distributions. John also stated that in FY 14/15, DLD recipients received \$90M in DLD funds, and expended a total of \$79M and he reviewed the fund balances. John concluded by reviewing the Timely Use of Funds Policies and next steps including the programming of all local discretionary funding as part of Alameda CTC's Comprehensive Investment Plan.

This item was for information only.

5.3. Receive an update on the Alameda CTC's Capital Program

Trinity Nguyen presented the committee with an overview and update on the Alameda CTC Capital Program including highlights of the projects implemented by the 1986 Measure B and 2000 Measure B, the funds leveraged by the capital program, including details on the funds from the Prop 1B Highway Program, and the Measure BB capital funding categories. Trinity identified the significant project milestones completed since January 2016 and the milestones remaining for the year. At the program level, in addition to reviewing projects that utilize innovation and technology, Trinity provided an overview of the risk management strategies and how these strategies are applied to a variety of project situations.

Commissioner Dutra-Vernaci wanted more information on the functionality of the roundabouts. Trinity provided information on use and safety components of the roundabouts.

Commissioner Cutter inquired about the closeout activities for the I-880 Southbound HOV – South Segment project and the status of the landscape work at the Marina and Davis interchanges. Trinity responded that landscape work is

planned to begin at the Davis Interchange followed by the Marina Interchange and the highway. Additionally, Commissioner Cutter requested clarification on the implementation strategy for the East Bay Green Way. Trinity confirmed that environmental would be cleared for the entire length of the project and that those segments that would not be impacted by right-of-way (either railroad or BART) could proceed provided jurisdictions had the ability to accept the maintenance responsibilities.

This item was for information only.

5.4. Adopt Alameda CTC Resolution 16-008 which authorizes the Executive Director to accept the completed construction contract pending submittal of closeout documents with Steiny and Company, Inc. for the I-80 ICM Project #6 – San Pablo Corridor Arterial and Transit Improvement Project

Trinity Nguyen recommended that the Commission adopt Alameda CTC Resolution 16-008 which authorizes the Executive Director to accept the completed construction contract pending submittal of closeout documents with Steiny and Company, Inc. for the I-80 ICM Project #6 – San Pablo Corridor Arterial and Transit Improvement Project. She stated that Steiny and Company, Inc. has completed all contract work in accordance with the plans and specifications with the exception of providing some final closeout documentation. The Construction Manager has recommended the acceptance of the completed contract pending submittal of the remaining close-out documents.

Commissioner Kaplan moved to approve this item. Commissioner Cutter seconded the motion. The motion passed with the following vote:

Yes: Dutra-Vernaci, Cutter, Miley, Kalb, Freitas, Maass, Haggerty, Kaplan
No: None
Abstain: None
Absent: Harrison

6. Staff Reports

Art said that every two years MTC presents their Top 10 Most Congested Corridors. He said that historically, Alameda County has six of the most congested corridors in the bay area, but this year there are only three. Art reviewed the corridors in Alameda County that were on the list and updated the committee on MTC's proposed funding plans to address congestion in the County.

Commissioner Cutter asked if there was a study of the affordability of express lanes for low income populations. Art stated that staff monitors usage on the lane and will conduct an after study to quantify the collected data.

7. Committee Reports

There were no committee member reports.

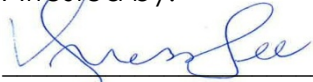
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, November 14, 2016 @12:15 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 7, 2016

SUBJECT: Alameda County Safe Routes to Schools Program

RECOMMENDATION: Approve Alameda CTC Resolution 16-010 authorizing the programming of (1) \$7.063 million Federal One Bay Area Grant funds for the Alameda Countywide Safe Routes to School Program, and (2) up to \$920,000 in Measure B Bicycle and Pedestrian Countywide Discretionary Funds to be used as local matching funds.

Summary

Alameda County's Countywide Safe Routes to School (SR2S) Program is a countywide program that promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. The program began in 2006 as a pilot program funded with a Caltrans SR2S grant and Measure B funds and was not implemented by Alameda CTC. With the inclusion of federal funds for the program in 2010, Alameda CTC determined that the program should be implemented in-house and delivered through a competitively bid consultant procurement process.

At its July 2016 meeting, the Commission approved the One Bay Area Grant program Cycle 2 (OBAG 2) programming principles for Alameda County. The recommendation included \$5,990,000 OBAG 2 funds for the SR2S program. Through the federal OBAG Cycle 1, the Metropolitan Transportation Commission (MTC) programmed an additional \$1,073,000 of Regional SR2S funds for Alameda County. Collectively, \$7,063,000 in federal funds are available for the SR2S program over the next five years of OBAG 2 from FY 2017-18 to FY 2021-22.

Staff recommends approving Resolution 16-010 (Attachment A) which includes programming \$7,063,000 of federal OBAG funds and a local match component of \$920,000 Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF). Upon approval of the programming action, the SR2S program will be amended into MTC's 2017 Transportation Improvement Program (TIP) for approval by the Federal Highway Administration's (FHWA).

This is strictly a programming action to meet a rigid federal programming process deadline. The overall strategic vision for the delivery and implementation of the countywide SR2S Program will be brought to the Commission for consideration in Spring of 2017.

Background

Alameda County's SR2S Program is a countywide program that promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. The program began in 2006 as a pilot program, funded with a Caltrans SR2S grant and Measure B funds and was not implemented by Alameda CTC. As part of the MTC's Climate Initiatives program in 2010, the program received federal funding to implement and expand the program. With the inclusion of federal funds for the program, Alameda CTC determined that the program should be implemented in-house and delivered through a competitively bid consultant procurement process. In 2011, Alameda CTC hired a consultant to support the implementation and growth of the SR2S program in Alameda County. The current program is administered by Alameda CTC and funded with Federal OBAG funds, and local Measure B CDF as matching funds to the federal dollars.

At its July 2016 meeting, the Commission approved the OBAG 2 programming principles for Alameda County. The recommendation included programming \$5,990,000 of OBAG 2 funds for the SR2S program. Through the federal OBAG Cycle 1, MTC programmed an additional \$1,073,000 of Regional SR2S funds for Alameda County. Collectively, \$7,063,000 in federal funds are available for the SR2S program over the next five years of OBAG 2 from FY 2017-18 to FY 2021-22.

The current contract for implementation of the SR2S program will end in June 2017 and there will be an open and competitive Request for Proposals (RFP) process in early spring 2017 to select contractor(s) for program operations from FY 2017-18 to FY 2021-22.

In preparation of the development and release of the new RFP, a chronology of programming actions need to be fulfilled at the local, regional and federal levels as listed in Table 1:

Table 1: SR2S Program - Programming Actions and Timelines

Action	Date
Deadline for Alameda CTC to submit a TIP amendment request	11/1/16
Alameda CTC approves programming of SR2S funds and OBAG Resolution of Local Support	12/1/16
MTC approves revision to Reso. 4035 (OBAG 1) and Reso. 4202 (OBAG 2) to reflect the SR2S programming	12/21/16
MTC approval of TIP amendment	12/21/16
Alameda CTC RFP Strategic Vision, Policies, Scope of Work to Commission	Jan/Feb 2017

Action	Date
Final FHWA approval of TIP amendment (<i>Est. 8 wks after MTC approval</i>)	Feb/Mar 2017
Submit Request for Authorization to expend Federal funds to Caltrans Local Assistance	Feb/Mar 2017
Release RFP for new contract	Feb/Mar 2017
Issue Notice to Proceed for new contract	July 1, 2017

Staff recommends approving Resolution 16-010 (Attachment A) which includes programming of \$7,063,000 federal OBAG funds and a local match component of \$920,000 Measure B Bicycle and Pedestrian CDF.

This is strictly a programming action to meet a rigid federal programming process deadline. The overall strategic vision for the delivery and implementation of the countywide SR2S Program will be brought to the Commission for consideration in Spring of 2017. Upon approval of the programming action, the SR2S program will be amended into MTC's 2017 Transportation Improvement Program (TIP) for Federal Highway Administration's (FHWA) approval.

Fiscal Impact: The programming of \$7,983,000 of grant funds (Federal OBAG \$7,063,000, and local Measure B matching funds \$920,000) will be included in the 2018 Comprehensive Investment Plan (CIP) which will be presented to the Commission in late spring 2017. The project funds will also be included in the Agency's FY2017-18 Budget.

Attachment

- A. Resolution No. 16-010 Programming of Federal OBAG and local match funds

Staff Contact

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

[Jacki Taylor](#), Associate Program Analyst

This page intentionally left blank

**ALAMEDA COUNTY TRANSPORTATION COMMISSION****Commission Chair**

Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair

Mayor Bill Harrison,
City of Fremont

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

City of Alameda

Mayor Trish Spencer

City of Albany

Mayor Peter Maass

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember Ruth Atkin

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember Dan Kalb

City of Piedmont

Acting Mayor Jeff Wieler

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

RESOLUTION 16-010

**Authorizing the filing of an application for funding assigned to MTC and
committing any necessary matching funds and stating assurance to
complete the project**

WHEREAS, Alameda County Transportation Commission (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$7,063,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Alameda Countywide Safe Routes to School Program (herein referred to as PROJECT) for the One Bay Area Grant Program Cycles 1 and 2 (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit

an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular meeting of the Commission held on December 1, 2016 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 7, 2016

SUBJECT: I-880 Southbound High Occupancy Vehicle Lane – South Segment Project (PN 1376.001): Contract Amendment to Professional Services Agreement No. A08-017.WMH with WMH Corporation

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 6 to the Professional Services Agreement No. A08-017.WMH with WMH Corporation for an additional amount of \$200,000 for a total not-to-exceed amount of \$7,257,319 and an 18-month time extension to provide design services to implement replacement planting.

Summary

The I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project located in the City of San Leandro is an Alameda County Transportation Commission (Alameda CTC) project funded by the State of California Proposition 1B Transportation Bond Program approved by California voters in November 2006. The South segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. WMH Corporation was selected in October 2008 to provide preliminary and final design services for the South Segment Project.

The South Segment Project was opened to the public in October 2015 and closeout activities are underway. In addition to completing project as-built plans and fulfilling funding documentation requirements, a commitment to provide for replacement planting for the highway planting impacted by the project was made during the environmental approval process. The estimated cost for the additional design work is \$200,000.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and authorize an 18-month time extension to allow WMH Corporation to provide the design services necessary to implement the replacement planting project commitments.

Background

The I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project located in the City of San Leandro is an Alameda County Transportation Commission (Alameda CTC) project funded by the State of California Proposition 1B Prop 1B) Transportation Bond Program approved by California voters in November 2006. The South segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. WMH Corporation was selected in October 2008 to provide preliminary and final design services for the South Segment Project.

The South Segment Project was opened to the public in October 2015 and closeout activities are underway. In addition to completing project as-built plans and fulfilling funding documentation requirements, a commitment to provide for replacement planting for the highway planting impacted by the project was made during the environmental approval process. Preliminary concepts were prepared by the WMH team in 2012; however, due to the drought conditions in the recent years and the need to ensure that existing funding would be sufficient to complete the South Segment Project, it was determined that the replacement planting would be performed after the construction work was substantially completed and clearer drought condition design requirements were adopted by Caltrans. The estimated additional budget for WMH to prepare a phased design for the replacement planting at the Davis and Marina Interchanges and along the freeway between the interchanges is \$200,000.

The project funding plan for the South Segment Project includes Federal Demonstration (Demo) funds, State Prop 1B funds, and various local contributions including Measure B, CMA-TIP, and City of San Leandro (City) funds for the Construction Phase. The proposed amendment would be funded by \$160,000 of Demo and \$40,000 of City funds for a total value of \$200,000 and a contract total not-to-exceed amount of \$7,257,319. With the proposed increase, the utilization of Disadvantaged Business Enterprise (DBE) firms would increase and assist Alameda CTC towards meeting the overall program goal.

Staff has negotiated the contract amendment with WMH Corporation based on the level of effort anticipated to conduct the additional work scope. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and the Consultant. Table A below summarizes the contract actions related to Agreement No. A08-017.WMH.

Upon approval of this amendment, Alameda CTC would move forward to engage Caltrans to provide oversight and to request the obligation of Federal Demonstration funds for the design work. Anticipated Commission actions required to further this work include authorization to advertise and award the resulting construction contract to implement the replacement planting work and authorization to engage a consultant team to provide construction management services.

Table A: Summary of Agreement No. A08-017.WMH			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with WMH Corporation (A08-0017.WMH) March 2009	Final Design Services – Prepare Plans, Specifications and Estimate (PS&E)	NA	\$4,181,365
Amendment No. 1 May 2010	Final Design Services – Additional Layouts and Staging Concept Development	\$ 782,850	\$ 4,964,215
Amendment No. 2 February 2011	Final Design Services – Suppl. Closure/Detour Analysis	\$ 683,104	\$ 5,647,319
Amendment No. 3 May 2012	Final Design Services – Additional Design Services	\$ 630,000	\$ 6,277,319
Amendment No. 4 November 2012	Design Support - Provide design support services during construction (DSDC)	\$ 500,000	\$ 6,777,319
Amendment No. 5 March 2015	Provide additional DSDCs for locally funded change orders	\$ 280,000	\$ 7,057,319
<i>Proposed Amendment No. 6, Nov 2016 (This agenda item)</i>	Provide additional budget and 18-month time extension to June 30, 2018 to complete replacement planting work	\$200,000	\$ 7,257,319
Total Amended Contract Not-to-Exceed Amount			\$ 7,257,319

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

Fiscal Impact: The fiscal impact of approving this item is \$200,000. The action will authorize the encumbrance of additional project funding (\$160,000 Demo, \$40,000 City) for subsequent expenditure. This budget is included in the appropriate project funding plans and will be reflected in the Alameda CTC mid-year FY 2016-2017 Capital Program Budget Update.

Staff Contact

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

This page intentionally left blank



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 7, 2016

SUBJECT: I-580 Express Lanes (1373.000): Contract Amendment to Professional Services Agreement A11-0033 with CDM Smith, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for an additional amount of \$30,000 for a total not-to-exceed amount of \$1,763,914 to provide System Manager Services through the project completion.

Summary

The I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore is an Alameda County Transportation Commission (Alameda CTC) project initiated by the 2000 Measure B. To support Alameda CTC in the performance of its responsibilities as the implementing agency, the Commission, at its July 2011 meeting, authorized the contract with CDM Smith, Inc. (CDM Smith, formerly Wilbur Smith Associates Inc.) for System Manager Services for the I-580 and I-680 Northbound Express Lanes. For the I-580 Express Lanes Project, CDM Smith, Inc. was tasked to review and approve the revised toll system design submitted by the Toll System Integrator (TSI), redevelop the System Engineering Management Plan and the Concept of Operations, oversee the toll system installation and system testing after the lanes were open to traffic, and issue the System Approval on behalf of Alameda CTC. Tasks for the System Acceptance, including punch list items were included in the new System Manager contract authorized by the Commission in February 2016.

The System Approval was scheduled to be achieved by May 2015 (within 90 days of lane opening). As the TSI was unable to demonstrate full functionality of the system for the required 30-day continuous test period, CDM Smith did not recommend System approval by Alameda CTC until September 20, 2016. Additionally, due to procurement delays, the new System Manager contract was just finalized September 2016. With only five months until the System Acceptance date of February 22, 2017, the new System Manager is not in a position to perform the System Acceptance task. The estimated cost for CDM Smith to perform the System Acceptance task is \$30,000.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and allow CDM Smith to provide the support necessary for Alameda CTC authorize System Acceptance.

Background

Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, Alameda CTC implemented the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton. This project, initiated by the 2000 Measure B, constructed lanes in the eastbound and westbound directions. It also included the implementation of an electronic toll system (ETS) that will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee if they choose to use the lanes. Tolls will be collected through All Electronic Toll collection method by the use of FasTrak®/FasTrak® flex. The toll system will include a violation enforcement system (VES) to implement automated toll evasion violation enforcement which is expected to curtail toll evasions.

To support Alameda CTC in the performance of its responsibilities as the implementing agency, the Commission, at its July 2011 meeting, authorized the contract with CDM Smith, Inc. (CDM Smith, formerly Wilbur Smith Associates Inc.) for System Manager Services for the I-580 and I-680 Northbound Express Lanes.

For the I-580 Express Lanes Project, CDM Smith was tasked to review and approve the revised toll system design submitted by the Toll System Integrator (TSI), redevelop the System Engineering Management Plan and the Concept of Operations, oversee the toll system installation and system testing after the lanes were open to traffic, and issue the System Approval on behalf of Alameda CTC.

In February 2016, immediately after the opening of the I-580 Express Lanes, CDM Smith began the task of overseeing the system testing process for the Project. The System Approval was scheduled to be achieved by May 2015 (within 90 days of lane opening). As the TSI was unable to demonstrate full functionality of the system for the required 30-day continuous test period, CDM Smith did not recommend System approval by Alameda CTC until September 20, 2016.

Concurrently, in February 2016, Alameda CTC initiated the procurement process for the new System Manager contract to provide System Acceptance services for the I-580 Express Lanes Project and to provide System Manager Services for the I-680 Express Lanes from the design phase through the acceptance phase. Due to the complexities of the I-680 Northbound Express Lane Project, the new System Manager Services contract was not fully executed until September 2016.

The System Acceptance services requires monitoring the TSI for the remainder of the Warranty Period, which ends February 22, 2017, and ensuring that all remaining punch-list

items are addressed. Upon successful completion of all punch-list items, at the end of the Warranty Period, Final System Acceptance is granted and the construction phase is deemed completed. With only five months until the Warranty Period ends, the new System Manager is not in a position to perform the System Acceptance task. The estimated cost for CDM Smith to perform the System Acceptance task is \$30,000.

The proposed amendment is for a value of \$30,000 for a contract total not-to-exceed amount of \$1,763,914 and would be funded with previously allocated Measure B funds available for the project. Staff has negotiated the contract amendment with CDM Smith based on the level of effort and anticipated to be required to conduct the additional work scope. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and CDM Smith. Table A below summarizes the contract actions related to Agreement No. A11-0033.

Table A: Summary of Agreement No. A11-0033			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with CDM Smith, Inc. (A11-0033) December 2011	System Manager Services for closed access toll facilities	NA	\$1,433,934
Amendment No. 1 July 2015	3-year time extension (until August 28, 2018)	\$0	\$1,433,934
Amendment No. 2 February 2016	System Manager Services for continuous access toll facilities	\$299,980	\$1,733,934
Proposed Amendment No. 3, February 2016 (<i>This Agenda Item</i>)	System Manager Services for continuous access toll facilities	\$30,000	\$1,763,914
Total Amended Contract Not-to-Exceed Amount			\$1,733,914

Levine Act Statement: CDM Smith, Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$30,000. The action will authorize 2000 Measure B funds to be used for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2016-2017 Capital Program Budget.

Staff Contact

[Liz Rutman](#), Express Lane Operations and Maintenance

This page intentionally left blank



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	November 7, 2016
SUBJECT:	Approval of Administrative Amendments to Various Project Agreements (A07-011.BKF.PH2, A08-017.TYLIN, A10-013, A14-0049, A99-0003, A09-006, AA07-0001, A10-0027)
RECOMMENDATION:	Approve Administrative Amendments to Various Project Agreements (A07-011.BKF.PH2, A08-017.TYLIN, A10-013, A14-0049, A99-0003, A09-006, AA07-0001, A10-0027) 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 as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance 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 fiscal impact.

Attachments

A. Table A: Administrative Amendment Summary

Staff Contact

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

[Angelina Leong](#), Assistant Transportation Engineer

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
I-580 Corridor Closeout						
1	BKF Engineers	I-580 Westbound HOV Lane Widening Project Phase 2	A07-011.BKF.PH2	A1: Budget increase and 9-month time extension from 6/30/2009 to 3/30/2010 A2: Budget increase A3: Budget increase and 18-month time extension from 3/30/2010 to 9/30/2011 A4: Budget increase and time extension from 9/30/2011 to 12/31/2015 A5: Budget increase A6: Budget increase A7: Budget increase A8: Budget increase and 12-month time extension from 12/31/2015 to 12/31/2016 A9: 12-month time extension from 12/31/2016 to 12/31/2017 <i>(current request)</i>	2	None
2	TYLIN International CCS	I-580 EB Auxiliary Lanes	A08-017.TYLIN	A1: Budget increase A2: Budget increase and 12-month time extension from 12/31/2011 to 12/31/2012 A3: Budget increase and 3-year time extension from 12/31/2012 to 12/31/2015 A4: 12-month time extension from 12/31/2015 to 12/31/2016 A5: 12-month time extension from 12/31/2016 to 12/31/2017 <i>(current request)</i>	2	None
3	Alameda County Public Works	I-580 Westbound HOV Lane R/W Closeout	A10-013	A1: 12-month time extension from 12/31/2011 to 12/31/2012 A2: Budget increase and 3-year time extension from 12/31/2012 to 12/31/2015 A3: 24-month time extension from 12/31/2016 to 12/31/2017 <i>(current request)</i>	2	None

I-880/Mission Boulevard (Route 262) Corridor Closeout						
4	Alameda County Public Works	I-880/Mission Boulevard (Route 262) Interchange-R/W Closeout	A14-0049	A1: 12-month time extension from 12/31/2015 to 12/31/2016 A2: 12-month time extension from 12/31/2016 to 12/31/2017 <i>(current request)</i>	2	None
5	Parsons Brinckerhoff, Inc.	Mission Boulevard (Route 262)/I-880 Interchange Reconstruction and Freeway Widening -R/W Closeout	A99-0003	A1: Budget increase A2: Budget decrease and time extension to 6/30/2009 A3: Budget increase A4: Budget increase and 4-year time extension from 6/30/2009 to 6/30/2013 A5: Budget increase and 30-month time extension from 6/30/2013 to 12/31/2015 A6: 12-month time extension from 12/31/2015 to 12/31/2016 A7: 12-month time extension from 12/31/2016 to 12/31/2017 <i>(current request)</i>	2	None
Webster Street SMART Corridor Closeout						
6	TJKM	Webster Street SMART Corridor Management	A09-006	A1: Budget increase and 12-month time extension from 12/31/2010 to 12/31/2011 A2: Budget increase and 12-month time extension from 12/31/2011 to 12/31/2012 A3: 12-month time extension from 12/31/2012 to 12/31/2013 A4: Budget increase and 6-month time extension from 12/31/2013 to 6/30/2014 A5: Budget increase and 6-month time extension from 6/30/2014 to 12/31/2014 A6: 12-month time extension from 12/31/2014 to 12/31/2015 A7: 12-month time extension from 12/31/2015 to 12/31/2016 A8: 12-month time extension from 12/31/2016 to 12/31/2017 <i>(current request)</i>	2	None

General Projects						
7	TYLIN International CCS	East-West Connector	AA07-0001	A1: Budget increase and 23-month time extension from 6/22/2009 to 5/13/2011 A2: Budget increase and 5 year 7-month time extension from 5/13/2011 to 12/31/2016 A3: Retention adjustment A4: 18-month time extension from 12/31/2016 to 6/30/2018 (<i>current request</i>)	1	None
8	BART	BART Warm Springs Extension	A10-0027	A1: Phase reallocation A2: Budget decrease and 12-month time extension from 12/31/2015 to 12/31/2016 A3: 6-month time extension from 12/31/2016 to 6/30/2017 (<i>current request</i>)	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