



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
Supervisor Richard Valle, District 2

AC Transit
Director Elsa Ortiz

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

BART
Director Rebecca Saltzman

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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, July 10, 2017, 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.

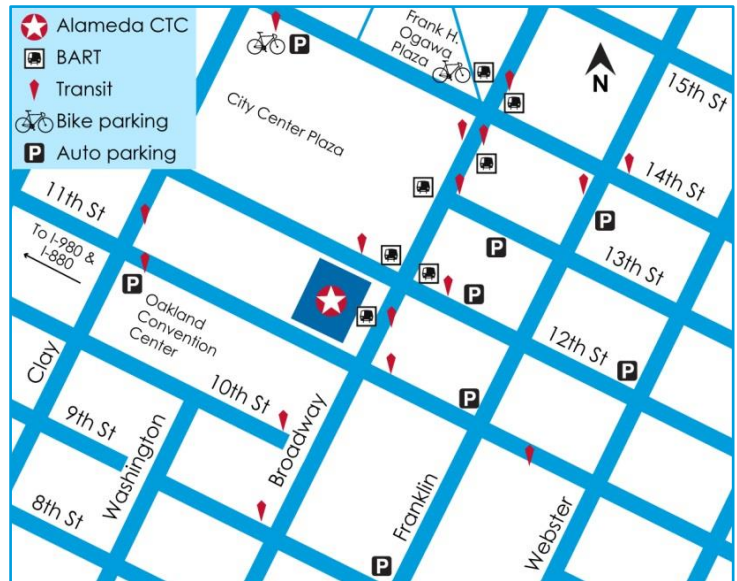
Glossary of Acronyms

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.

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Programs and Projects Committee Meeting Agenda Monday, July 10, 2017, 12:15 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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Chair: Mayor Carol Dutra-Vernaci, Union City
Vice Chair: Mayor Pauline Cutter, City of San Leandro
Commissioners: : John Bauters, Luis Freitas, Scott Haggerty, Dan Kalb, Peter Maass, Nate Miley
Ex-Officio Members: Rebecca Kaplan, Richard Valle
Staff Liaison: Trinity Nguyen
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page A/I

4.1. [Approve the June 12, 2017 PPC meeting minutes.](#)

1 A

5. Programs and Projects

5.1. [Metropolitan Transportation Commission Bay Area Infrastructure Update on I-680 Contra Costa and I-880 Express Lanes.](#)

5 I

5.2. [Update on the Environmental Clearance Phase progress for the East Bay Greenway \(Lake Merritt to South Hayward\) Project.](#)

7 I

5.3. [Allocate \\$11.5 million in Measure BB to the I-80/Ashby Avenue \(SR-13\) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard and expand the procurements for professional services to include subsequent phases.](#)

15 A

5.4. [Approve Administrative Amendments to Various Project Agreements \(A10-0008, A11-0024, A10-0027\) in support of the Alameda CTC's Capital Projects and Program delivery commitments.](#)

23 A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: September 11, 2017

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

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Programs and Projects Committee Meeting Minutes Monday, June 12, 2017, 12:15 p.m.

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the May 8, 2017 Meeting Minutes

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

Yes: Dutra-Vernaci, Cutter, Miley, Maass, Kalb, Bauters, Haggerty, Frietas, Valle, Kaplan

No: None

Abstain: None

Absent: None

5. Programs and Projects

5.1. FY 2015-16 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Reports Update.

John Nguyen presented the FY2015-16 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Reports Update. He provided an overview of the Direct Local Distributions (DLD) and covered program compliance requirements. John also provided information on compliance reporting and the review process as well as fund balances, expenditure history, and the timely use of funds policy. He concluded his report by stating that all DLD recipients submitted compliance reports and audited financial statements and all jurisdictions are in compliance.

Commissioner Maass wanted to know the reasons why the fund balances are growing and not being spent down. John stated that the majority of justifications for not spending down the funding balances were staffing shortages, recipients saving for larger capital improvements, or prioritization of expending external funds and grants first.

Commissioner Dutra-Vernaci asked how do we get the word out to the all the recipients. John stated that there is a compliance workshop held annually which brings together all recipients and informs them of the current policies and balances.

Commissioner Valle asked if there is a list displaying fund balances. Art Dao stated that the list was included in the report and is also on Alameda CTC's website.

This item was for information only.

5.2. Approve and authorize the Executive Director to amend project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, within the total project budget for the close-out of the construction phase of the I-580 Express Lanes Corridor Project.

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to amend project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, within the total project budget for the close-out of the construction phase of the I-580 Express Lanes Corridor Project.

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

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

5.3. Capital Projects Update

Trinity Nguyen provided an update on the Route 84 Expressway, I-880 North Safety and Operational Improvements at 23rd and 29th Avenue, I-680 Sunol Express Lane and the Go Port Projects.

This item was for information only.

6. Staff Reports

There were no staff reports.

7. Committee Reports

There were no committee member reports.

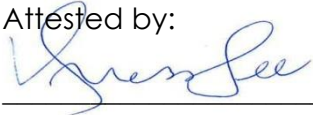
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, July 10, 2017 at 12:15 p.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", is written over a horizontal line.

Vanessa Lee,
Clerk of the Commission

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 3, 2017

SUBJECT: Metropolitan Transportation Commission Bay Area Infrastructure Financing Authority (BAIFA) Update on Express Lanes

RECOMMENDATION: Receive an update from the Metropolitan Transportation Commission on the on Bay Area Infrastructure Financing Authority's express lane projects.

Summary

The Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA) formed a joint powers authority to develop and operate MTC Express Lanes. The joint powers authority, known as the Bay Area Infrastructure Financing Authority (BAIFA), is composed primarily of representatives of the three counties where the express lanes are located: Alameda, Contra Costa and Solano. BAIFA is implementation of the MTC Express Lanes as well as policy and operational decisions such as toll rates, project phasing and use of revenue.

MTC plans to operate 270 miles of the 550-mile Bay Area Express Lanes network, converting 150 miles of existing carpool lanes to Express Lanes and adding 120 miles of new lanes. MTC's next projects are I-680 between Walnut Creek and San Ramon, scheduled to open in late summer 2017; I-880 in Alameda County; I-680 between Walnut Creek and Martinez; and I-80 in Solano County. Staff from MTC will present an update on these regionally significant projects.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 3, 2017

SUBJECT: East Bay Greenway (Lake Merritt to South Hayward) Project Update

RECOMMENDATION: Receive an update on the Environmental Phase progress for the East Bay Greenway (Lake Merritt to South Hayward) Project.

Summary

Alameda CTC is the project sponsor for the East Bay Greenway (Lake Merritt to South Hayward) Project. The Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16-miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland. The project connects seven BART stations as well as downtown areas, schools, and other major destinations.

In September 2014, Alameda CTC leveraged available local funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for the Project. The environmental strategy will include securing environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), with Alameda CTC as the lead agency for CEQA and Caltrans as the lead agency for NEPA. Specifically, the Project seeks to obtain an Initial Study/Mitigated Negative Declaration (IS/MND) and a Categorical Exclusion (CE) determination for CEQA and NEPA respectively, by June 2018 when the ATP grant expires.

As the lead agency for CEQA, Alameda CTC is responsible for approving and certifying the Final Environmental Document (FED). This staff report provides an overview of the Project in anticipation of the release of the Draft Environmental Document (DED) in November 2017 and is the first in a series of Project items that will be presented in the coming months in preparation for required Commission Project action under the CEQA process.

The environmental clearance approach for the Project incorporates the phased implementation of the 16-mile corridor on a segment-by-segment basis to allow design, and eventual project construction, to proceed once constraints, such as right-of-way (ROW) availability, jurisdictional readiness, and funding are resolved. This approach will allow those segments with little or no constraints to be constructed early so that localized benefits may be realized as soon as possible.

Background

Alameda CTC is the project sponsor for the East Bay Greenway (Lake Merritt to South Hayward) Project. The Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16-miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland. The project connects seven BART stations as well as downtown areas, schools, and other major destinations.

In September 2014, Alameda CTC leveraged available local funds and was awarded \$2.6 million in state ATP funding towards the environmental clearance for the Project. The ATP grant requires Project environmental clearance by June 2018.

Environmental Clearance Approach

Alameda CTC is leading the preparation of an Environmental Document with an anticipated release in November 2017. Alameda CTC is the lead agency for CEQA and Caltrans is the lead agency for NEPA. The Project seeks to obtain an IS/MND and a CE determination for CEQA and NEPA respectively.

Since the initiation of the environmental phase, Alameda CTC has developed conceptual designs to support the environmental analysis and prepared over ten different technical studies to determine the extent of environmental impacts. Key considerations that will be further evaluated and discussed as the Project proceeds are as follows:

- UPRR ROW availability – approximately 12.5 miles of the Project corridor are shared by the Oakland Subdivision which is an active rail line and an asset to the Union Pacific Railroad. Its availability for the Project is unknown and may be subject to larger regional rail discussions.
- Hazardous materials/contamination – soils adjacent to railroad tracks are often contaminated with hazardous substances. The Project would have to assume the costs and risks associated with appropriate testing and disposal of any contaminated soils generated from the project footprint.
- Facility ownership, operations, and maintenance – prior to implementation of the project, local jurisdictions would need to agree to accept ownership of the facility, including any right-of-way acquired for the Project. Each local jurisdiction would also need to agree to be responsible for operations and maintenance.

Under a conventional approach, the above items would be finalized along with a defined build alternative to obtain certification of environmental clearance. Given the variations in the time required to resolve issues and the cost factors along the 16-mile corridor, the environmental clearance approach for the Project allows for a phased implementation on a segment-by-segment basis so that longer lead items such as UPRR negotiations and acceptance of maintenance obligations could be secured during the design phase. It also

establishes a project boundary that can accommodate variations in project construction elements as described below.

In general, the bicycle and pedestrian facilities along the corridor will be either a Class I (multi-use path) or Class IV (separated bikeway) as determined by the location and constraints. The Project would also include crossings including traffic control and other modifications to ensure safe and accessible operation; connections to existing sidewalks and pathways along the project corridor; lighting, fencing, barrier railings, and other features needed to ensure safety and security. Landscaping features will vary depending upon each jurisdiction's maintenance and operational needs. It is anticipated that more robust features will be addressed by each jurisdiction through independent local projects.

- **Option 1 – Rail-to-Trail** option assumes that the Oakland Subdivision would no longer have active rail service and the full 80-100 foot wide right-of-way is available for the Project. Under this option, existing railroad bridge structures at creeks and major roadways could be retrofitted as trail crossings, surplus right-of-way not needed for the trail could be repurposed for other uses, and the trail cross section (e.g. width) could be designed in an unconstrained manner.
- **Option 2 – Rail-with-Trail** option assumes that the Oakland Subdivision remains active and a trail is constructed in the corridor alongside the rail. The rail-with-trail option would meet all California Public Utilities Commission (CPUC) requirements for setbacks and assumes that fencing to separate trail users from an active rail line would be provided. The rail-with-trail assumes the minimum possible encroachment into UPRR right-of-way possible while still constructing a continuous facility in the BART/UPRR corridor. This option requires encroachment into UPRR right-of-way for approximately six miles.

The options are identical in the northern 3.5 miles of the project (Lake Merritt BART to 47th Avenue) where no UPRR tracks are present; in the southern 12.5 miles of the project (47th Avenue to South Hayward BART) the options are distinguished by the degree to which they use UPRR ROW.

Project Cost

The Project construction cost is estimated to be approximately \$160 million for either Option 1 or 2 for the length of the corridor. The ROW capital cost will vary significantly between Option 1 and 2 and may be subject to larger regional rail discussions.

Next Steps

Specific upcoming milestones include:

- October 2017 – Presentation to the Commission about findings of environmental studies
- November 2017 – release CEQA document, begin 30-day comment period

- March 2018 – Approval of Final CEQA document by the Commission
- April 2018 – Certification of NEPA document by Caltrans

Following certification of the environmental document, design and construction may proceed on a phased, segment-by-segment basis, subject to funding and right-of-way availability. This approach will allow for localized benefits to be realized as soon as possible.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. East Bay Greenway (Lake Merritt to South Hayward) Fact Sheet
- B. East Bay Greenway (Lake Merritt to South Hayward) Project Corridor map

Staff Contact

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

[Minyoung Kim](#), Project Manager



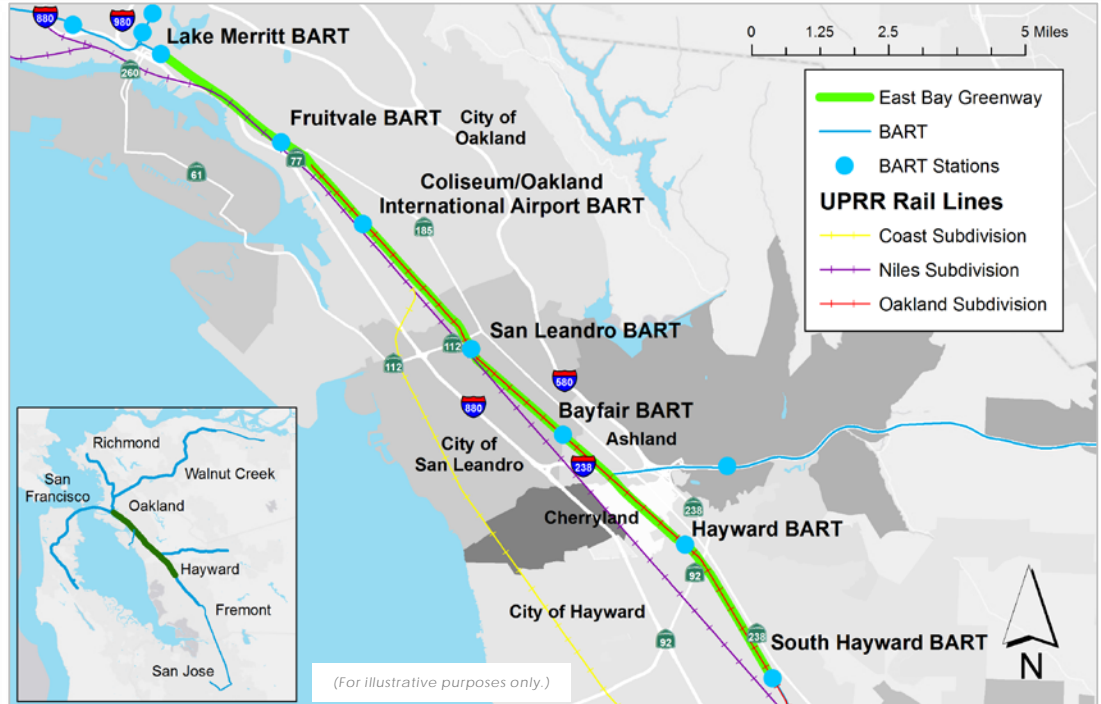
East Bay Greenway: Lake Merritt BART to South Hayward BART

JUNE 2017

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station Project. The project proposes to construct a 16-mile regional trail facility along the BART alignment from Oakland to Hayward. The project would consist of Class I multi-use pathways and Class IV protected bikeways as well as lighting, fencing, barrier railings, intersection improvements and crossing treatments, and other features needed to ensure user safety and security.

Much of the project corridor contains an active Union Pacific Railroad (UPRR) line and availability of UPRR right-of-way will determine the ultimate project design. Two design options are under consideration to provide "bookends" for environmental analysis purposes. A Rail-with-Trail option would construct a trail adjacent to the rail line while preserving rail operations. A Rail-to-Trail option would involve abandonment of the rail line and conversion to a trail facility. Both options require some usage of UPRR right-of-way.



PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting Downtown Oakland and South Hayward.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions and BART have adopted specific plans, station area plans and other land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- Develop conceptual engineering for feasible design options
- Assess and disclose potential environmental impacts and mitigations
- Reach out to UPRR regarding right-of-way availability

PROJECT EVENTS AND PUBLIC INPUT

- Updates on project development have been provided to Alameda CTC and local Bicycle and Pedestrian Advisory Committees (BPACs).
- Comments and feedback can be provided online at www.alamedactc.org/eastbaygreenway.



Project corridor in San Leandro south shared by UPRR – an active freight rail line.

PROJECT DOCUMENTS

Project materials, including past presentations

www.alamedactc.org/eastbaygreenway

Draft Environmental Document

The draft Environmental Document is anticipated in winter 2017.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, BART, East Bay Regional Park District and the California Department of Transportation – lead agency for NEPA clearance

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$	6,501
Final Design	\$	35,000
Right-of-Way	\$	100,000-300,000
Construction	\$	160,000
Total Expenditures	\$	301,501-501,501

FUNDING SOURCES (\$ X 1,000)

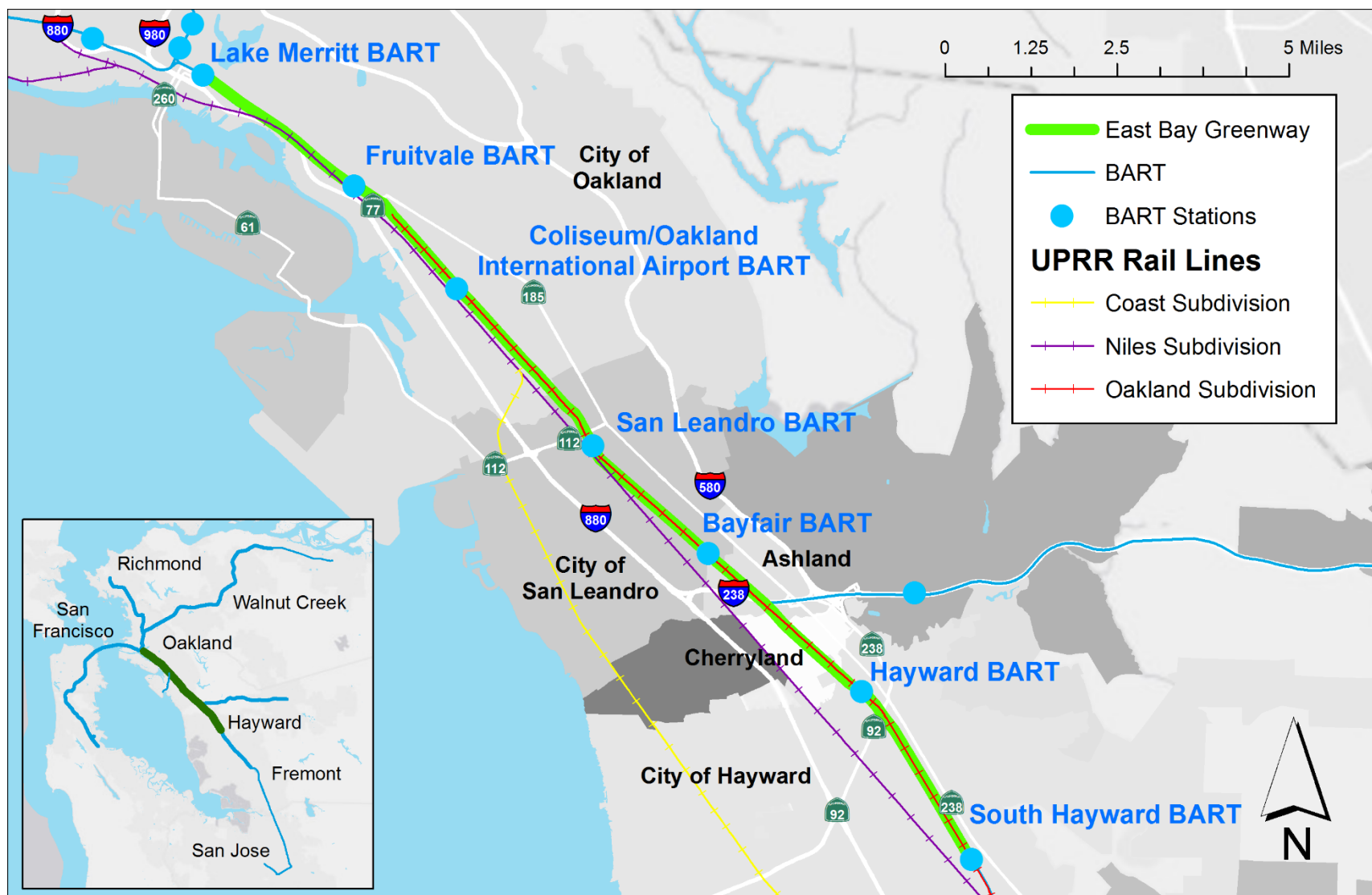
Measure BB	\$	3,500
Measure B	\$	345
Federal	\$	2,656
State	\$	TBD
Regional	\$	TBD
TBD	\$	295,000-495,000
Total Revenues	\$	301,501-501,501

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental (IS-MND/CE)	October 2015	Spring 2018
Final Design (PS&E)	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Information on this fact sheet is subject to periodic updates.

Attachment B: East Bay Greenway (Lake Merritt to South Hayward) Project Corridor Map



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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	July 3, 2017
SUBJECT:	Measure BB Allocation for the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard
RECOMMENDATION:	Allocate \$11.5 million in Measure BB to the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard and expand the procurements for professional services to include subsequent phases.

Summary

In April 2017, the State passed SB 1 which provides significant funding for transportation needs; and as approved, has no expiration date. With this promise of a steady transportation funding source, and the high emphasis on project readiness, the Alameda CTC capital projects delivery strategy has been refocused to bring projects to design completion rather than only environmental clearance.

Alameda CTC is the project sponsor for the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard projects as detailed in the attached factsheets. Both projects are named capital projects in the 2014 Transportation Expenditure Plan and Measure BB funds have been earmarked for the delivery of the projects. A total of \$5.6 million has been allocated as detailed in Table A (Measure BB Project Allocation Summary) and the request for proposals have been released for the approved phases. In light of the need to expedite delivery, it is desired to include services for the subsequent phase into the current solicitation to allow for concurrent phase implementation. This approach is expected to advance the project construction readiness between six months to a year and also reduce costs through gained efficiencies.

Staff recommends the allocation of \$11.5 million in Measure BB, for the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard projects and to include professional services for subsequent phases in the current request for proposals. Subject to this approval, staff anticipates returning in September 2017 with award recommendations. Approved allocations will be reflected in the Comprehensive Investment Plan FY 18/19 Update.

Background

In April 2017, the state passed SB 1 which provides significant funding for transportation projects and as approved has no expiration date. With this promise of a steady transportation funding source, the Alameda CTC capital projects delivery strategy has been refocused to bring projects to design completion rather than only environmental clearance.

The standard approach to project delivery is to deliver phases in series and only start a subsequent phase once the prior phase has been fully completed. This is a conservative approach and allows for clear scope definition and a high level of confidence for project budgeting purposes. This process is highly recommended when a project may have many alternatives, high risk factors, and the funding capacity is set with little to no tolerance. Projects that have limited alternatives, low risk factors, and funding with low to no process constraints, have opportunities to advance delivery by implementing phases concurrently as project scope components are confirmed.

Alameda CTC is the project sponsor for the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard as detailed in the attached factsheets. During the process of initial scoping and risk management, it was identified that due to the limited project design alternatives and limited technical risk factors, concurrent phasing could be applied to the projects. This approach is expected to advance the project construction readiness between six months to a year and also reduce costs through gained efficiencies. Specifically, concurrent phasing allows for:

- Advancing work by scope components to improve efficiencies
- Removing the need for additional procurements
- Reducing review cycles
- Avoiding rework

Both the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard are named capital projects in the 2014 Transportation Expenditure Plan and Measure BB funds have been earmarked for the delivery of the projects. Currently, the Commission has allocated a total of \$5.6 million in Measure BB to the two projects as shown in Table A (Measure BB Project Allocation Summary).

Alameda CTC is in the process of procuring professional services contracts to support the delivery of these projects for the allocated phases. To expedite the delivery of the projects and improve the competitive readiness of the projects for SB1 funding, it is recommended that additional allocations in the amount of \$11.5 million of Measure BB be made. Upon approval of the allocations, the additional phase scope will be incorporated into the project solicitations. Subject to this approval, staff anticipates returning in September 2017 with award recommendations. Approved allocations will be reflected in the Comprehensive Investment Plan FY 18/19 Update.

Table A: Measure BB Project Allocation Summary

Project	Phase	Phase Budget	Allocation Status
I-80/Ashby Avenue (SR-13) Interchange	Scoping / Environmental	\$4.1 million	Allocated
	Design	\$5.5 million	Request
I-680 Express Lanes from SR 84 to Alcosta Boulevard	Scoping	\$1.5 million	Allocated
	Environmental	\$6.0 million	Request

Fiscal Impact: Approval of the recommended action will allocate \$11.5 million of Measure BB funds for subsequent encumbrance and expenditure.

Attachments:

- A. I-80/Ashby Avenue (SR-13) Interchange Improvements Project Fact Sheet
- B. I-680 Express Lanes from SR 84 to Alcosta Boulevard Project Fact Sheet

Staff Contact

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

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Interstate 80/Ashby Avenue (SR-13) Interchange Improvements

JUNE 2017

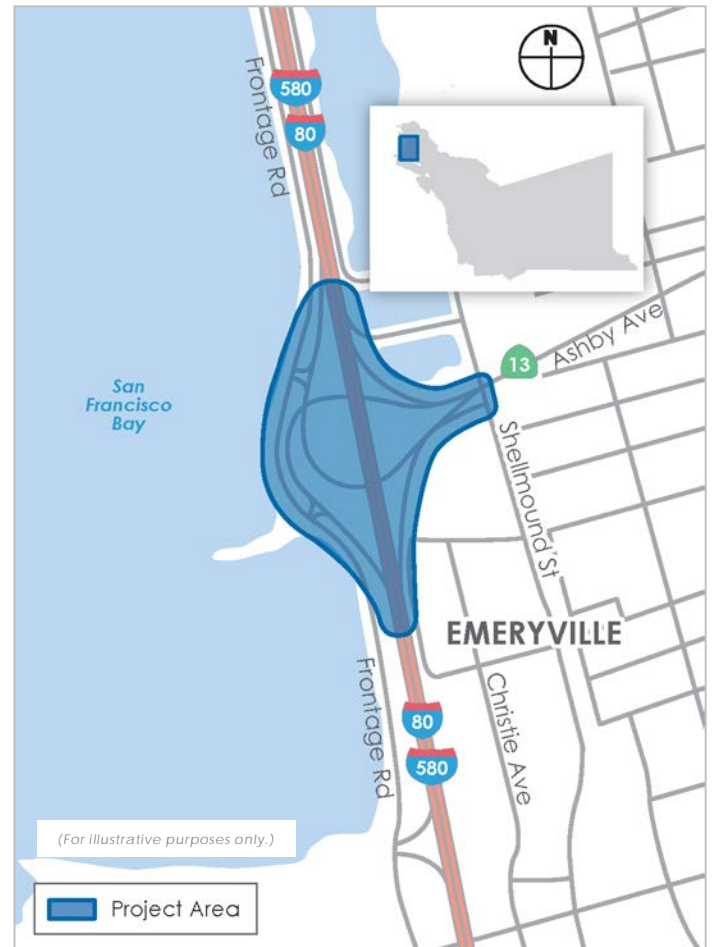
PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Emeryville, proposes to reconstruct the Ashby Avenue interchange, which is bordered by Frontage Road and San Francisco Bay to the west, an industrial/commercial/residential section of Emeryville to the southeast and Berkeley's Aquatic Park to the northeast. Construction on this project to provide a direct connection between westbound Interstate 80 (I-80) and Emeryville by way of Shellmound Street will include:

- A new bridge to replace existing bridges
- A roundabout interchange
- Provision of bicycle and pedestrian access over the I-80 freeway at the Ashby Avenue-Shellmound Street interchange

PROJECT NEED

- The existing I-80/Ashby-Shellmound interchange does not provide access to or from westbound I-80 and Shellmound Street in the City of Emeryville.
- All westbound traffic to access Emeryville must use the Powell Street interchange.



PROJECT BENEFITS

- Improves mobility and reduces congestion on Ashby Avenue at the I-80/Powell Street interchange and at the intersection of Ashby Avenue and 7th Street
- Provides safe access for pedestrians and bicyclists to connect across I-80, linking the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park



I-80/Ashby Avenue interchange from Google Maps.



I-80 freeway looking south approaching the Ashby Avenue exit.



I-80 eastbound Eastshore Freeway approach at the Ashby Avenue exit.

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$ 4,000
Final Design (PS&E)	\$ 5,500
Right-of-Way/Utility	\$ 1,500
Construction	\$ 41,000
Total Expenditures	\$ 52,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 23,000
Federal	\$ TBD
State	\$ TBD
Local	\$ TBD
TBD	\$ 28,700
Total Revenues	\$ 52,000

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- A scoping/feasibility study was completed by the City of Emeryville.
- A request for proposals (RFP) for Project Approval and Environmental Document/Plans, Specifications and Estimates (PA&ED/PSE) is anticipated for release in fall 2017.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the cities of Berkeley and Emeryville

Note: Information on this fact sheet is subject to periodic updates.

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2017	Fall 2019
Final Design	Spring 2019	Winter 2020
Right-of-Way	Spring 2019	Winter 2020
Construction	Summer 2021	Winter 2024

Note: Schedule subject to funding availability.



I-680 Express Lanes from SR-84 to Alcosta Boulevard

JUNE 2017

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard Project, which passes through the community of Sunol and the cities of Dublin and Pleasanton, proposes to construct a 10-mile segment to complete the Express Lane Network through Alameda County.

The Alameda County Transportation Commission (Alameda CTC) has begun initial project scoping and seeks to obtain environmental clearance for the project to enable the project to pursue funding for subsequent phases as part of the project delivery. It is anticipated that the project will be delivered in phases:

Phase 1 will construct southbound high-occupancy vehicle (HOV)/express lanes on I-680 from Alcosta to north of Koopman Road.

Phase 2 will construct northbound (NB) HOV/express lanes on I-680 from SR-84 to Alcosta Boulevard.

Concurrent projects in the area include:

- [SR 84 Widening \(Pigeon Pass to I-680\) and SR 84/I-680 Interchange Improvements](#)
- [I-680 Sunol Express Lanes \(Phase 1\)](#)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a 10-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic from the Central Valley to Silicon Valley, especially in the morning peak period, results in gridlock conditions that last several hours.



PROJECT BENEFITS

- Increases the efficiency of the transportation system on NB I-680 between SR-237 and SR-84 to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



I-680 northbound approaching the Calaveras Road off-ramp.



I-680 northbound approaching the SR-84 off-ramp in Sunol.

COST ESTIMATE BY PHASE (\$ x 1,000)

	Phase 1	Phase 2
Planning/Scoping	\$1,000 ¹	See footnote
PE/Environmental	\$6,500 ¹	See footnote
Final Design (PS&E)	\$15,000	\$12,000
Right-of-Way	\$6,500	\$4,000
Construction	\$241,000 ¹	\$194,000
Total Expenditures	\$270,000	\$210,000

¹ Combined cost estimate for Phase 1 and Phase 2; construction cost estimate for Phase 1 assumes cost of some infrastructure scope elements to accommodate Phase 2 implementation. Construction estimate is projected to the mid-year of construction — 2024.

FUNDING SOURCES (\$ x 1,000)

	Phase 1	Phase 2
Measure BB	\$20,000	TBD
Federal	TBD	TBD
State	TBD	TBD
Local	TBD	TBD
TBD	\$250,000	\$210,000
Total Revenues	\$270,000	\$210,000

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping — Project Study Report-Project Delivery Support (PSR-PDS)

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, community of Sunol and cities of Dublin and Pleasanton

Note: Information on this fact sheet is subject to periodic updates.

SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Summer 2018
Preliminary Engineering/ Environmental	Fall 2017	Fall 2020
Final Design	Spring 2020	Summer 2023
Right-of-Way	Spring 2020	Summer 2023
Construction	Fall 2022	Fall 2026

Note: The schedule is contingent upon funding availability. The schedule for Phase 2 is to be determined.



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 3, 2017

SUBJECT: Approval of Administrative Amendments to Various Project Agreements (A10-0008, A11-0024, A10-0027)

RECOMMENDATION: Approve Administrative Amendment to Various Project Agreements (A10-0008, A11-0024, 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 request shown in Table A have been reviewed and it has been determined that the request will not compromise project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment request 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 project deliverables 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
1	S&C Engineers, Inc.	I-80 Integrated Corridor Mobility (ICM) Project – Construction Management Services	A10-0008	A1: 1-year time extension from 12/31/2013 to 12/31/2014 A2: 1-year time extension from 12/31/2014 to 12/31/2015 A3: Budget increase and 6-month time extension from 12/31/2015 to 6/30/2016 A4: Budget increase and 1-year time extension from 6/30/2016 to 6/30/2017 A5: 6-month time extension from 6/30/2017 to 12/31/2017 (<i>current request</i>)	2	None
2	URS Corporation	I-580 Westbound Express (HOT) Lane Project – Project Approval and Environmental Clearance, Final Design, and Design Support During Construction Services	A11-0024	A1: 3-month time extension from 12/31/2012 to 3/31/2013 A2: Scope addition, budget increase and 33-month time extension from 3/31/2013 to 12/31/2015 A3: Budget increase and 6-month time extension from 12/31/2015 to 6/30/2016 A4: Budget increase and 1-year time extension from 6/30/2016 to 6/30/2017 A5: 6-month time extension from 6/30/2017 to 12/31/2017 (<i>current request</i>)	2	None
3	BART	BART Warm Springs Extension	A10-0027	A1: Phase reallocation A2: Budget decrease and 1-year time extension from 12/31/2015 to 12/31/2016 A3: 6-month time extension from 12/31/2016 to 6/30/2017 A4: 12-month time extension from 6/30/2017 to 6/30/2018 (<i>current request</i>)	2	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).

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