



## Programs and Projects Committee Meeting Agenda Monday, April 9, 2018, 12:00 p.m.

Committee Chair:	Nate Miley, Alameda County, District 4	Executive Director	Arthur L. Dao
Vice Chair:	Peter Maass, City of Albany	Staff Liaison:	<a href="#">Trinity Nguyen</a>
Members:	Carol Dutra-Vernaci, Scott Haggerty, Dan Kalb, Rebecca Saltzman, Trish Spencer	Clerk of the Commission:	<a href="#">Vanessa Lee</a>
Ex-Officio:	Richard Valle, Pauline Cutter		

### 1. Call to Order/Pledge of Allegiance

### 2. Roll Call

### 3. Public Comment

### 4. Consent Calendar Page/Action

4.1. <a href="#">Approve March 12, 2018 PPC Meeting Minutes</a>	1	A
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### 5. Regular Matters

5.1. <a href="#">Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs Update</a>	5	I
5.2. <a href="#">State Route 262 (Mission Boulevard) Cross Connector Project: Approval of Professional Services Agreement A18-0029 with HNTB Corporation for Project Initiation Document (PID) Phase Services</a>	17	A
5.3. <a href="#">State Route 84 Expressway Widening and State Route 84 / Interstate 680 Interchange Improvements Project: Approval of Professional Services Agreement A18-0030 with WMH Corporation for Final Design Plans, Specifications and Estimate (PS&amp;E) Phase Services</a>	21	A
5.4. <a href="#">State Route 84 Expressway – South Segment Project / (PN 1210.002): Approval of Amendment No. 1 to Cooperative Agreement No. 04-2558 with Caltrans for the Construction Phase</a>	25	A
5.5. <a href="#">I-880 SB HOV Lane – South Segment: Approval of Professional Services Agreement A18-0035 with WMH Corporation for Highway Planting Design and Support Services During Construction</a>	29	A
5.6. <a href="#">Approval of Administrative Amendment to Project Funding Agreement A10-0027 to extend agreement expiration date</a>	33	A

### 6. Committee Member Reports

### 7. Staff Reports

## 8. Adjournment

Next Meeting: Monday, May 14, 2018

### Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



## Alameda CTC Schedule of Upcoming Meetings:

### Commission Chair

Supervisor Richard Valle, District 2

### Commission Vice Chair

Mayor Pauline Cutter,  
City of San Leandro

### AC Transit

Board President 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

### City of Alameda

Mayor Trish Spencer

### City of Albany

Councilmember Peter Maass

### City of Berkeley

Councilmember Kriss Worthington

### City of Dublin

Mayor David Haubert

### City of Emeryville

Mayor John Bauters

### City of Fremont

Mayor Lily Mei

### City of Hayward

Mayor Barbara Halliday

### City of Livermore

Mayor John Marchand

### City of Newark

Councilmember Luis Freitas

### City of Oakland

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Dan Kalb

### City of Piedmont

Vice Mayor Teddy Gray King

### City of Pleasanton

Mayor Jerry Thorne

### City of Union City

Mayor Carol Dutra-Vernaci

### Executive Director

Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	May 10, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	May 14, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	April 26, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	May 21, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	June 28, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

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# Programs and Projects Committee Meeting Minutes Monday, March 12, 2018, 12:15 p.m.

4.1

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## 1. Pledge of Allegiance

## 2. Roll Call

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

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approval of the February 12, 2018 PPC meeting minutes

*Commissioner Dutra-Vernaci moved to approve the Consent Calendar.  
Commissioner Maass seconded the motion. The motion passed with the following vote:*

Yes: Miley, Maass, Dutra-Vernaci, Haggerty, Kalb, Saltzman, Spencer, Valle  
No: None  
Abstain: Spencer  
Absent: Cutter

## 5. Regular Matters

### 5.1. Approve East West Connector/Programming/Project Delivery Strategy

Trinity Nguyen requested that the Commission receive an update on the status of the I-880 to Mission Boulevard (Route 238) East West Connector Project (EWC) in the Cities of Union City and Fremont and consider three project delivery and funding options: Build Option, No-Build Option and Deferred Option. Ms. Nguyen provided an overview of the project, the current project status, the project complexities, and the details of the three options. Vivek Bhat provided a detailed analysis of the viability of securing federal, state, regional and local funds for the EWC. Mr. Bhat presented a full funding concept for the most conservative scenario with local funds only.

The following public comments were heard on this item:

- Bob Feinbaum of Bay Area Transportation Working Group made comments regarding opposition for the East West Connector Project.
- Hans Larsen from the City of Fremont, made comments regarding Fremont's position on the project and requesting assurances for each option.
- Victoria Fierce of East Bay for everyone, made comments regarding opposition of the East West Connector Project specifically road expansion.

- Dave Campbell of Bike East Bay, stated that while Bike East Bay is supportive of Measure BB, they are opposed to the process of redirecting bike and pedestrian funding for this project.
- Adina Levin of Friends of Caltrans, expressed strong support of transit options of the Dumbarton corridor including bus and carpool improvements and concern for funding redirecting.
- John Spangler, resident of Alameda, expressed concerns with redirecting funds.
- Pat Piras, Sierra Club, noted that there is an item on the March 12, 2018 IWC agenda to review the item and discuss the project

Commissioner Dutra-Vernaci provided details on the project history and stated that the City of Union City Council has agreed to take the project one step at a time and is requesting that the Commission allow the City of Union City the opportunity to access costs associated with the project.

Commissioner Haggerty asked if the intermodal station funding comes from Measure BB. Mr. Dao noted that the project is named in the Measure BB for station and assess improvements.

Commissioner Saltzman wanted more information on the process associated with each option. Mr. Dao detailed each option and the process for approvals associated with each action.

Commissioner Saltzman wanted to know why NEPA wasn't acquired so that the project could qualify for federal funds. Mr. Dao noted that in 2006, CEQA was acquired due to timing and he noted that the project will not likely attract federal funds.

Commissioner Saltzman wanted to know if there has been consideration for how the with the addition of street improvements, the project can make bike pedestrian access better to BART. Mr. Dao stated that the project should improve bike pedestrian access by building a Class 1 bike lane.

Commissioner Kalb wanted to know if the agency has ever seen proposals from local jurisdictions to change already allocated funds. Mr. Dao outlined the few projects that have requested to use alternate funding sources, than initially approved.

Commissioner Spencer addressed the concerns raised in the letters provided by the advocates and wanted clarification on which option would address those concerns. Mr. Dao provided details on each option and noted the public engagement level for approving any one of the options.

Commissioner Valle moved to approve Option C. Commissioner Haggerty seconded the motion. The motion passed with the following vote:

Yes: Miley, Maass, Dutra-Vernaci, Haggerty, Kalb, Saltzman, Spencer, Valle  
No: None  
Abstain: None  
Absent: Cutter

**5.2. East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001):  
Informational Report Regarding Anticipated Commission Adoption of Initial  
Study/Mitigated Negative Declaration (IS/MND)**

Minyoung Kim presented an update on the East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001) California Environmental Quality Act (CEQA) environmental document, an Initial Study/Mitigated Negative Declaration (IS/MND). To ensure consistency with CEQA requirements, this matter was presented to the Committee solely as an informational report without a request for a recommendation. The Commission will be provided with an opportunity to adopt the IS/MND at its meeting on March 22, 2018.

*This item was for information only.*

**6. Committee Reports**

There were no staff reports.

**7. Staff Reports**

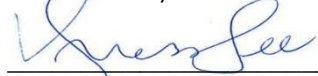
**8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, April 9, 2018 at 12:00 p.m.

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

Attested by:



Vanessa Lee,  
Clerk of the Commission

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 2, 2018

**TO:** Programs and Projects Committee

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
John Nguyen, Senior Transportation Planner

**SUBJECT:** Receive an update on Alameda CTC's Measure B, Measure BB, and Vehicle Registration Fee Programs

## Recommendation

This item is to provide an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. This item is for information only.

## Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 VRF program. Collectively, the programs generate over \$270 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

Alameda CTC returns over half of Measure B/BB/VRF total revenues collected back to the twenty local jurisdictions and transit agencies as DLD funds. Recipients use DLD funds on locally prioritized transportation improvements that improve local access, safety, transit, infrastructure preservation and system reliability. Typical DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. For fiscal year (FY) 2017-18, DLD recipients will receive approximately \$153 million in DLD funds - \$74.0 million in Measure B, \$71.8 million in Measure BB, and \$6.8 million in VRF.

Each year, as part of the Annual Program Compliance Reporting process, Alameda CTC requires DLD recipients to complete Audited Financial Statements and Compliance Reports that summarizes the past fiscal year's financials, expenditures, and program achievements. The reports for the FY 2016-17 reporting period are currently under review. Compliance findings and program achievements will be presented to the Commission in June.

Additionally, Alameda CTC distributes discretionary Measure B/BB/VRF funds through competitive processes, and are subsequently monitored through separate funding agreements with project sponsors. There are currently \$320 million encumbered in active project sponsor agreements.

## Background

The Measure B and Measure BB sales tax programs, and the VRF program provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are returned back to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements. From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs to the end of FY 2017-18, Alameda CTC projects distributing over \$1.2 billion in total DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The Measure B/BB transportation sales tax programs provide the largest source of DLD funds that are distributed by formula from Alameda CTC to the fourteen cities, the County, and five transit agencies serving Alameda County. Measure B/BB DLDs are flexible funding sources that allows Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects. Similarly, VRF program funds are distributed to the fourteen cities and the County by formula, but are used exclusively for locally prioritized street and road improvements that have a relationship to relieving congestion on the roadway system.

For FY 2017-18, Alameda CTC's projections for DLD funding distribution by program category is depicted in Table 1 below.

<b>Table 1: Direct Local Distribution Projections (FY 2017-18)</b>				
<b>DLD Programs</b> <i>(dollars in millions)</i>	<b>MB</b>	<b>MBB</b>	<b>VRF</b>	<b>Total</b>
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$29.3	\$26.8	\$6.8	<b>\$62.9</b>
Mass Transit	\$27.9	\$28.9		<b>\$56.8</b>
Special Transportation for Senior and People with Disabilities ( <i>Paratransit</i> )	\$11.9	\$12.1		<b>\$24.0</b>
Bicycle and Pedestrian Safety	\$4.9	\$4.0		<b>\$8.9</b>
<b>TOTAL</b>	<b>\$74.0</b>	<b>\$71.8</b>	<b>\$6.8</b>	<b>\$152.6</b>

In terms of DLD expenditures, on average, DLD recipients expend annually less than the amount of DLD funds received for a fiscal year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds identified for future and/or larger capital improvements. Per the most recent recipients' financial statements, as of June 30, 2017, there is a collective fund balance of approximately \$93.3 million in DLD funds across all DLD recipients \$45.2 million in Measure B, \$39.3 million in Measure BB, and \$8.8 million in VRF funds (Attachment B). Alameda CTC is monitoring the fund balances starting with fiscal Year 2016-17 ending fund balances under the DLD Timely Use of Funds Policies (approved December 2015). This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. DLD recipients have until the end of fiscal year 2019-20 to draw down fund balances to the 40 percent allowable limit. Alameda CTC provides DLD recipients regular updates on existing DLD fund balances, timely use of funds requirements, and reporting requirements to keep recipients informed and compliant to the program requirements and policies.

To facilitate DLD program compliance monitoring, Alameda CTC requires DLD recipients to complete separate annual Audited Financial Statements and Program Compliance Reports that summarizes the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements. The Audited Financial Statements and Program Compliance Reports for FY 2016-17 were due on December 29, 2017. Alameda CTC staff, in conjunction with the Independent Watchdog Committee (IWC) is currently reviewing the reports, and will provide an update on the DLD fund balances, DLD accomplishments, and overall compliance determination as part of the Annual Program Compliance Summary Reports to the Commission in June.

### Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. To streamline the programming and allocation of these funds, Alameda CTC consolidated the programming into one single process and document known as the Comprehensive Investment Plan (CIP), which covers a five-year programming horizon. On April 27, 2017, the Commission approved the 2018 CIP's programming and allocation recommendations for fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP. The 2018 CIP includes the coordination of local Measure B/BB/VRF funds with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs for selected improvements ranging from capital infrastructure, planning studies, transit operations, and program implementation.

Alameda CTC currently has approximately \$320 million in Measure B/BB/VRF discretionary programs funds in active agreements with various project sponsors. All discretionary grants are paid on a reimbursement basis upon after successful completion of the scope of work contained in funding agreements with the project sponsors. A current list of active Measure B/BB/VRF discretionary funded projects and programs is included in Attachment C. The next programming of discretionary funds is expected to occur in spring 2019 for the 2020 CIP.

**Fiscal Impact:** There is no fiscal impact associated with the requested action.

**Attachments:**

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB/VRF Direct Local Distribution Fund Balances
- C. Measure B/BB/VRF Discretionary Program Summary

**Measure B/Measure BB/Vehicle Registration Fee  
Historical Direct Local Distributions<sup>1</sup>**

<b>Fiscal Year</b>	<b>Measure B</b>	<b>Measure BB</b>	<b>Vehicle Registration Fee</b>	<b>Total</b>
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18 <sup>2</sup>	\$73,954,882	\$71,760,427	\$6,840,000	\$152,555,309
<b>Total</b>	<b>\$996,514,442</b>	<b>\$227,260,199</b>	<b>\$50,689,050</b>	<b>\$1,274,463,691</b>

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2017-2018.

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**Measure B/Measure BB/Vehicle Registration Fee  
Direct Local Distribution Fund Balances**

*(As of the start of Fiscal Year 2017-18)*

<b>Jurisdiction:</b>	<b>Measure B</b>	<b>Measure BB</b>	<b>Vehicle Registration Fee</b>	<b>Total</b>
AC Transit	\$4,406,923	\$4,859,416		<b>\$9,266,339</b>
BART	\$0	\$0		<b>\$0</b>
LAVTA	\$0	\$0		<b>\$0</b>
WETA	\$942,696	\$104,279		<b>\$1,046,975</b>
ACE	\$1,649,615	\$5,358,820		<b>\$7,008,435</b>
Alameda County	\$1,159,643	\$2,829	\$630,825	<b>\$1,793,297</b>
City of Alameda	\$3,774,895	\$1,709,082	\$457,525	<b>\$5,941,502</b>
City of Albany	\$275,120	\$350,879	\$127,231	<b>\$753,230</b>
City of Berkeley	\$2,498,331	\$3,922,745	\$1,037,275	<b>\$7,458,352</b>
City of Dublin	\$842,263	\$755,108	\$207,516	<b>\$1,804,887</b>
City of Emeryville	\$1,024,967	\$351,899	\$179,404	<b>\$1,556,270</b>
City of Fremont	\$3,154,839	\$1,290,623	\$524,480	<b>\$4,969,942</b>
City of Hayward	\$4,773,849	\$4,101,603	\$1,020,835	<b>\$9,896,287</b>
City of Livermore	\$2,706,144	\$1,780,069	\$1,154,634	<b>\$5,640,847</b>
City of Newark	\$832,684	\$718,569	\$203,027	<b>\$1,754,280</b>
City of Oakland	\$12,493,323	\$9,510,040	\$1,262,281	<b>\$23,265,644</b>
City of Piedmont	\$73,181	\$238,316	\$4,931	<b>\$316,429</b>
City of Pleasanton	\$1,424,633	\$1,760,556	\$760,937	<b>\$3,946,126</b>
City of San Leandro	\$2,313,732	\$1,410,222	\$571,850	<b>\$4,295,804</b>
City of Union City	\$821,847	\$1,112,775	\$633,988	<b>\$2,568,610</b>
<b>Total</b>	<b>\$45,168,686</b>	<b>\$39,337,831</b>	<b>\$8,776,739</b>	<b>\$93,283,255</b>

Notes:

1. Measure B/BB/VRF DLD balances are from recipients' FY 2016-17 Audited Financial Statements.
2. The FY 2016-17 Ending Fund Balance is the starting fund balance for FY 2017-18.
3. Dollars are subject to change as Alameda CTC completes its financial review of the statements.

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Agreement			Measure B	Commission	Agreement		
Index	Number	Sponsor	Project Name	Funds Awarded	Approval Date	Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0062	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	6/27/2013	10/31/2019	In Progress
2	A13-0063	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	6/27/2013	10/31/2018	In Progress
3	A17-0083	City of Albany	Buchanan Bikeway Phase III	\$ 600,000	4/27/2017	12/31/2019	In Progress
4	A17-0087	City of Berkeley	Milvia Bikeway Project	\$ 350,000	4/27/2017	12/31/2018	In Progress
5	A17-0096	City of Emeryville	South Bayfront Bridge	\$ 2,000,000	4/27/2017	12/31/2019	In Progress
6	A17-0114	City of Oakland	E. 12th Street Bikeway	\$ 1,500,000	4/27/2017	12/31/2020	In Progress
7	A17-0126	City of Union City	Bicycle and Pedestrian Master Plan Update	\$ 150,000	4/27/2017	12/31/2019	In Progress
8	D17-0001	Alameda CTC	Countywide Bicycle and Pedestrian Planning and Promotion	\$ 357,000	4/27/2017	TBD	In Progress
9	D17-0050	Alameda CTC	Alameda County Safe Routes to School Program (match)	\$ 1,090,000	4/27/2017	12/31/2022	In Progress
Bike/Pedestrian Projects				\$ 7,376,000			
EXPRESS BUS PROGRAM							
1	A14-0026	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	6/27/2013	12/31/2019	In Progress
2	A17-0067	LAVTA	Pilot Transit Program for Last Mile Connections (Go Dublin! Demo Project)	\$ 100,000	7/28/2016	10/31/2018	In Progress
3	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 983,000	4/27/2017	12/31/2020	In Progress
4	A17-0107	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	\$ 1,414,000	4/27/2017	12/31/2019	In Progress
Express Bus Projects				\$ 2,818,000			
PARATRANSIT PROGRAM							
1	A17-0089	Center for Independent Living, Inc	Community Connections: Mobility Management Partnership (FY 17/18 & FY 18/19)	\$ 500,000	4/27/2017	12/31/2019	In Progress
2	A17-0094	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	\$ 296,000	4/27/2017	12/31/2019	In Progress
3	A17-0100	City of Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	\$ 298,000	4/27/2017	12/31/2019	In Progress
4	D17-0002	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	\$ 400,000	4/27/2017	TBD	In Progress
Paratransit Projects				\$ 1,494,000			
TRANSIT CENTER DEVELOPMENT PROGRAM							
1	I13-0011	Alameda CTC	Sustainable Communities Technical Assistance Program	\$ 1,200,000	4/27/2017	6/30/2019	In Progress
2	A17-0082	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$ 88,000	4/27/2017	12/31/2020	In Progress
3	A17-0099	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	\$ 930,000	4/27/2017	12/31/2019	In Progress
TCD Projects				\$ 1,018,000			
ALL ACTIVE PROJECTS SUMMATION							
Measure B Active Projects				\$ 12,706,000			

**Alameda County Transportation Commission**  
**Measure BB Discretionary Program**  
**Active Project Sponsor Agreements**

Index	Agreement Number	Sponsor	Project Name	Measure BB Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
TEP 08: AFFORDABLE STUDENT TRANSIT PASS PROGRAM							
1	Various	Alameda CTC	Affordable Student Transit Pass Programs	\$ 15,000,000	5/25/2016	12/31/2019	In Progress
Student Transit Pass Projects				\$ 15,000,000			
TEP 12: COORDINATION AND SERVICE GRANTS (PARATRANSIT)							
1	A17-0088	Bay Area Outreach Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	\$ 318,000	4/27/2017	12/31/2019	In Progress
2	A17-0092	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	\$ 220,000	4/27/2017	12/31/2019	In Progress
3	A17-0095	City of Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	\$ 70,000	4/27/2017	12/31/2019	In Progress
4	A17-0108	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	\$ 40,000	4/27/2017	12/31/2019	In Progress
5	A17-0110	LIFE Elder Care	VIP Rides Program (FY 17/18 and FY 18/19)	\$ 275,000	4/27/2017	12/31/2019	In Progress
6	A17-0124	Senior Support Program of the Tri-Valley	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	\$ 212,000	4/27/2017	12/31/2019	In Progress
7	D17-0005	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	\$ 500,000	4/27/2017	6/30/2022	In Progress
Paratransit Projects				\$ 1,635,000			
TEP 21: DUMBARTON CORRIDOR AREA TRANSPORTATION IMPROVEMENTS							
1	TBD	City of Fremont	Warm Springs BART Station- West Side Access	\$ 5,000,000	12/7/2017	TBD	In Progress
Dumbarton Corridor Area Projects				\$ 5,000,000			
TEP 26 : CONGESTION RELIEF, LOCAL BRIDGE, SEISMIC SAFETY							
1	A16-0079	City of San Leandro	San Leandro Streets Rehabilitation Project	\$ 3,000,000	3/26/2015	10/31/2018	In Progress
2	A17-0127	City of San Leandro	San Leandro Local Street Rehabilitation	\$ 16,000,000	4/27/2017	12/31/2020	In Progress
3	A17-0043	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements	\$ 41,000,000	7/28/2016	6/30/2019	In Progress
4	TBD	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements - Truck Parking	\$ 5,000,000	4/27/2017	TBD	In Progress
5	TBD	City of Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	\$ 11,200,000	3/24/2016	TBD	In Progress
6	TBD	City of Dublin	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	\$ 3,000,000	3/24/2016	TBD	In Progress
7	TBD	City of Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	\$ 6,600,000	4/27/2017	TBD	In Progress
8	D17-0026	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	\$ 5,000,000	3/24/2016	6/30/2020	In Progress
9	TBD	City of Hayward	Mission Blvd. Phase 2 & 3 (Complete Streets)	\$ 21,500,000	4/27/2017	TBD	In Progress
10	TBD	ACPWA	Hesperian Blvd Corridor Improvement (A St - I880)	\$ 7,000,000	3/24/2016	TBD	In Progress
11	D17-0027	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	\$ 4,000,000	4/27/2017	6/30/2017	In Progress
12	D17-0028	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	\$ 3,000,000	4/27/2017	TBD	In Progress
13	D17-0029	Alameda CTC	University Avenue Multi-Modal Corridor Project	\$ 2,000,000	4/27/2017	TBD	In Progress
14	D17-0030	Alameda CTC	Ashby (SR-13) Avenue Multimodal Corridor Project	\$ 1,000,000	4/27/2017	TBD	In Progress
15	D17-0037	Alameda CTC	Modal Plans Implementation E. 14th and Mission Blvd Corridors	\$ 1,500,000	7/28/2016	6/30/2019	In Progress
16	TBD	City of Alameda	Clement Avenue East Extension and Tilden Way	\$ 2,019,000	4/27/2017	TBD	In Progress
17	TBD	City of Dublin	Dublin Blvd - North Canyons Parkway Extension	\$ 8,288,000	4/27/2017	TBD	In Progress
18	A17-0101	City of Fremont	Safe and Smart Corridors Along Fremont Boulevard	\$ 1,771,000	4/27/2017	12/31/2019	In Progress
19	TBD	City of Hayward	SR-92 Clawiter Whitesell Interchange	\$ 440,000	4/27/2017	TBD	In Progress
20	D17-0053	Alameda CTC	I-880 Davis Street Interchange	\$ 539,940	9/28/2017	6/30/2022	In Progress
Congestion Relief Projects				\$ 143,857,940			
TEP 27: Countywide Freight Corridors							
1	D17-0035	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	\$ 53,000,000	2/1/2018	6/30/2022	In Progress
2	D17-0025	Alameda CTC	Alameda County Rail Strategy Study	\$ 250,000	7/28/2016	6/30/2018	In Progress
3	D17-0051	Alameda CTC	Goods Movement Reduction Program	\$ 3,000,000	4/28/2017	TBD	In Progress
4	TBD	City of Berkeley	Railroad Crossing Safety Improvement Project	\$ 500,000	4/28/2017	TBD	In Progress
Countywide Freight Corridors				\$ 56,750,000			
TEP 41: FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM							
1	D17-0041	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	\$ 300,000	7/28/2016	6/30/2019	In Progress
Freight and Economic Projects				\$ 300,000			
TEP 42: GAP CLOSURE ON THREE MAJOR TRAILS							
1	D17-0021	Alameda CTC	Eastbay Greenway - Lake Merritt to South Hayward	\$ 3,500,000	3/26/2015	9/30/2018	In Progress
2	A17-0091	City of Dublin	Iron Horse Trail Corssing at Dublin Boulevard	\$ 1,770,000	4/28/2017	12/31/2020	In Progress
3	A17-0093	East Bay Regional Parks District	San Francisco Bay Trail - Albany Beach to Buchanan	\$ 642,000	4/28/2017	12/31/2019	In Progress

Alameda County Transportation Commission  
Measure BB Discretionary Program  
Active Project Sponsor Agreements

4	TBD	City of Fremont	Eastbay Greenway Trail Reach 6 (Innovation District to Bay Trail)	\$	5,454,000	4/28/2017	TBD	In Progress
5	A17-0109	City of Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	\$	1,617,000	4/28/2017	12/31/2020	In Progress
Three Major Trails				\$	12,983,000			

TEP 44: BICYCLE AND PEDESTRIAN PROGRAM								
1	A17-0125	City of Union City	Union City Boulevard Bike Lanes Phase 2	\$	6,564,000	4/27/2017	12/31/2020	In Progress
Bicycle and Pedestrian Projects				\$	6,564,000			

TEP 45: COMMUNITY DEVELOPMENT AND INVESTMENT PROGRAM								
1	A17-0098	City of Emeryville	Emery Go Round General Benefit Operations	\$	1,000,000	4/27/2017	12/31/2019	In Progress
2	TBD	City of Fremont	Warm Springs BART Station- West Side Access	\$	25,000,000	4/27/2017	TBD	In Progress
3	A17-0104	City of Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	\$	5,000,000	4/27/2017	12/31/2021	In Progress
4	A17-0113	City of Oakland	27th Street Complete Streets	\$	1,950,000	4/27/2017	12/31/2019	In Progress
5	A17-0115	City of Oakland	East Oakland Community Streets Plan	\$	100,000	4/27/2017	12/31/2019	In Progress
6	A17-0118	City of Oakland	OakMob Transportation Demand Management (TDM)	\$	215,000	4/27/2017	12/31/2020	In Progress
7	A17-0061	City of Oakland	Broadway Shuttle Operations	\$	660,000	4/27/2017	12/31/2019	In Progress
8	A17-0123	City of San Leandro	LINKS Shuttle Operations	\$	420,000	4/27/2017	12/31/2019	In Progress
9	D17-0047	Alameda CTC	Transportation Demand Management (TDM) Program	\$	434,000	4/27/2017	6/30/2019	In Progress
CDIP Projects				\$	34,779,000			

TEP 46: TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM								
1	D17-0117	Alameda CTC	Overall Planning/Monitoring Services	\$	100,000	7/28/2016	12/31/2019	In Progress
2	D17-0052	Alameda CTC	Matching Program For Last Mile Connections Technology Programs	\$	200,000	7/28/2016	12/31/2019	In Progress
3	A17-0117	City of Oakland	MacArthur Smart City Corridor Project, Phase I	\$	1,500,000	4/27/2017	12/31/2019	In Progress
4	D17-0052	Alameda CTC	NexGen Technology Pilot Initiative	\$	1,000,000	4/27/2017	6/30/2022	In Progress
Technology Projects				\$	2,800,000			

ALL ACTIVE PROJECTS SUMMATION								
Measure BB Active Projects				\$	279,668,940			

**Alameda County Transportation Commission**  
**Vehicle Registration Discretionary Program**  
**Active Project Sponsor Agreements**

Index	Agreement Number	Sponsor	Project Name	VRF Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0061	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$ 1,000,000	6/27/2013	10/31/2018	In Progress
2	A17-0086	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$ 750,000	4/27/2017	12/31/2019	In Progress
3	A17-0116	City of Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	\$ 2,500,000	4/27/2017	12/31/2019	In Progress
Bike/Pedestrian Projects				\$ 4,250,000			
TRANSIT PROGRAM							
1	A13-0057	BART	Berkeley BART Plaza & Transit Area Improvements	\$ 3,718,000	6/27/2013	10/31/2018	In Progress
2	A13-0058	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$ 5,730,000	6/27/2013	10/31/2018	In Progress
3	A17-0080	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	\$ 300,000	4/27/2017	12/31/2018	In Progress
4	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 4,018,000	4/27/2017	12/31/2020	In Progress
5	TBD	City of Oakland	Coliseum Transit Hub	\$ 4,846,000	4/27/2017	TBD	In Progress
6	A17-0119	City of Pleasanton	Bernal Ave Park and Ride Lot	\$ 912,000	4/27/2017	12/31/2018	In Progress
7	D17-0042	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan	\$ 300,000	4/27/2017	6/30/2022	In Progress
8	D17-0048	Alameda CTC	Comprehensive Multimodal Monitoring	\$ 1,250,000	7/28/2016	6/30/2021	In Progress
9	D17-0049	Alameda CTC	Corridor Studies Implementation	\$ 2,000,000	4/27/2017	12/31/2018	In Progress
Transit Projects				\$ 23,074,000			
ALL ACTIVE PROJECTS SUMMATION							
VRF Active Projects				\$ 27,324,000			



# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 2, 2018

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery

**SUBJECT:** State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472000): Approval of Professional Services Agreement A18-0029 with HNTB Corporation for Project Initiation Document (PID) Phase Services

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0029 with HNTB Corporation (HNTB) for a not-to-exceed amount of \$1.3 million to provide services for the PID Phase.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the State Route 262 (Mission Boulevard) Cross Connector Project located in the City of Fremont. Mission Boulevard is a major east-west connector that connects commuter and commercial traffic between Interstate 880 (I-880) and Interstate 680 (I-680). Travel demand creates recurring traffic congestion on Mission Boulevard throughout the day on weekdays and weekends impeding the economic vitality of the region. Project benefits include improved traffic operations on Mission Boulevard between I-880 and I-680 by reducing traffic congestion, enhances local and regional economic vitality and improves safety.

The Alameda CTC selection process to procure consultant services for the PID phase of the project began in April 2017 with Commission approval to release the request for proposals (RFP). The RFP sought professional services to develop solutions, complete a comprehensive traffic study and obtain an approved PID for the Project as part of the Planning/Scoping phase.

RFP #18-0009 was released in November 2017. Proposals were received from one (1) firm. An independent selection panel comprised of representatives from the City of Fremont, Caltrans and Alameda CTC reviewed the lone proposal submitted by HNTB and concluded

that the HNTB team is qualified to complete the PID phase tasks. The selection panel further determined that an interview was not necessary and recommended proceeding with negotiations.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with the consultant, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$1.3 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 18 months.

HNTB is a certified local business enterprise (LBE) and their proposal included a commitment to 100% local business enterprise (LBE) and 30% SLBE participation. The Executive Director concurs with this recommendation.

## **Background**

Alameda CTC is the implementing agency for the State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472000). Mission Boulevard is a major east-west connector between I 680 and I 880 that serves significant regional/local commute traffic and freight movement. Due to its proximity to various manufacturing/information technology offices, Warm Springs/South Fremont BART station and Silicon Valley's Golden Triangle region, Mission Boulevard continues to experience recurring traffic congestion throughout the weekday and weekends that impedes the economic vitality of the surrounding business community.

Several studies have previously been conducted including a Conceptual Design Alternative Study, Traffic Forecast Report, Existing Conditions Report, I-680/I-880 Corridor Study, and Mission Boulevard (SR-262) Express Lane Project Feasibility Study. The RFP sought professional services to develop solutions, complete a comprehensive traffic study and obtain an approved PID for the Project as part of the Planning / Scoping phase. The next phase of the project is to obtain Project Approval for the Preliminary Engineering / Environmental phase.

The Alameda CTC selection process to procure consultant services for this phase of the project began in April 2017 with Commission approval to release the RFP. RFP #18-0009 was released in November 2017. A pre-proposal meeting was held on December 2017 and was attended by 23 firms. On January 4, 2018, Alameda CTC received one lone proposal from HNTB.

An independent selection panel comprised of representatives from the City of Fremont, Caltrans, and Alameda CTC reviewed the technical proposal and concluded that the proposed team is qualified to complete the PID phase tasks. The selection panel determined that an interview was not necessary and recommended that Alameda CTC proceed into negotiations with HNTB.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC met and negotiated the contract with HNTB, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. HNTB Corporation is a well-established local firm, and its team is comprised of several certified local and small local firms. HNTB's proposal included a commitment to 100% local business enterprise (LBE) and 30% SLBE participation.

Staff has determined that the negotiated not-to-exceed amount of \$1.3 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to develop solutions, complete a comprehensive traffic study, and obtain an approved PID for the project is 18 months.

The Commission has programmed and allocated a total of \$9.0 million in Measure BB (TEP No. 040) towards the delivery of the project: \$1.5 million for Planning/Scoping, and \$7.5 million for Preliminary Engineering and Environmental.

**Levine Act Statement:** The HNTB Corporation Team did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The action will authorize the encumbrance of \$1.3 million in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2017-18 Capital Program Budget.

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# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 2, 2018

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery

**SUBJECT:** State Route 84 Expressway Widening and State Route 84 / Interstate 680 Interchange Improvements Project / (PN 1386.000): Approval of Professional Services Agreement A18-0030 with WMH Corporation for Final Design / Plans, Specifications and Estimate (PS&E) Phase Services

## Recommendation

It is recommended that the Commission approve the Professional Services Agreement A18-0030 with WMH Corporation to provide professional services for the Final Design / Plans, Specifications and Estimate (PS&E) Phase, Right of Way (ROW) services for ROW Acquisition and Utility Coordination for the State Route 84 (SR 84) Expressway Widening and SR 84 / Interstate 680 (I-680) Interchange Improvements Project for a not-to-exceed amount of \$15.0 million.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for SR 84 Expressway Widening and I-680 Interchange Improvements Project (Project) in the City of Pleasanton and Community of Sunol. The Project proposes to widen SR 84 from two lanes to four lanes from south of Ruby Hill Drive to I-680 and make ramp modifications and other operational improvements to the SR 84/I-680 interchange. The improvements also include extending the I-680 Southbound Express Lane by approximately two (2) miles to the north.

This project is currently in the Project Approval & Environmental Document (PA&ED) phase. In anticipation of the approval of the environmental document, Alameda CTC initiated the selection process to procure consultant services for the Final Design/PS&E phase and released the request for proposals (RFP) #18-0008 in November 2017. One (1) proposal was received and an independent selection panel comprised of representatives from the City of Pleasanton and Alameda CTC reviewed the lone proposal. The panel determined that the WMH Corporation team, was responsive and qualified to perform the required services. The selection panel further determined that an interview was not necessary and recommended proceeding with negotiations.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with the consultant, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$15.0 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 36 months. Should WMH Corporation become the Design Engineer of Record for the Project, an amendment will be required to provide additional budget and time for design support services through construction once the Project is in a position to be advertised.

WMH is a certified small local business enterprise (SLBE) and their proposal included a commitment to 100% local business enterprise (LBE) and 55% SLBE participation. The Executive Director concurs with this recommendation.

## **Background**

Alameda CTC is the implementing agency for the PA&ED, PS&E and Right of Way phases for the SR 84 Expressway Widening and SR 84 / I-680 Interchange Improvements Project (Project) (PN 1386.000). The Project proposes to widen SR 84 from two lanes to four lanes from south of Ruby Hill Drive to I-680 and make ramp modifications and other operational improvements to the SR 84/I-680 interchange. The improvements also include extending the I-680 Southbound Express Lane by approximately two (2) miles to the north.

The proposed improvements are expected to alleviate existing and projected traffic congestion to improve SR 84 as a regional connection between I-680 and I-580, consistent with other local and regional planning and programmed projects, improve traffic circulation between SR 84 and I-680, and in the vicinity of the SR 84/I-680 interchange, improve safety for motorists and cyclists on this segment of SR 84, and complete the statutory designation of this segment of SR 84 as an expressway facility.

This project is currently in the PA&ED phase. The Draft Environmental Impact Report / Environmental Assessment (DEIR/EA) was released for public review and comments in October 2017. Public meetings to discuss the DEIR/EA were held in November 2017. Approval of the Final EIR/EA is expected in May 2018.

In anticipation of the approval of the environmental document and in order to maintain the delivery momentum, Alameda CTC initiated the selection process to procure consultant services for PS&E services in November 2017. A pre-proposal meeting was held in December 2017 and was attended by 23 firms. Alameda CTC received one (1) proposal on January 4, 2018 from WMH Corporation.

An independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposal. The panel evaluated the proposal submitted by WMH Corporation and determined that the proposal was responsive and the WMH Corporation team is qualified to perform the services required. The selection panel further determined that an interview was not necessary and recommended proceeding with negotiations.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC met and negotiated the contract with WMH Corporation, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$15.0 million is fair and reasonable to both the Alameda CTC and the consultant and includes the services necessary to complete the Final Design / PS&E Phase, ROW Acquisition and Utility Coordination for the project. This amount represents 10% of the estimated construction capital cost and is within the normal range of costs for similar projects. The estimated duration to complete this work is 36 months. Should WMH Corporation become the Design Engineer of Record for the Project, an amendment will be required to provide additional budget and time for design support services through construction once the Project is in a position to be advertised.

WMH Corporation is a well-established local firm, and its team is comprised of several certified local and small local firms. The WMH Corporation proposal included a commitment to 100% local business enterprise (LBE) and 60% SLBE participation.

The SR 84 Expressway Widening and SR 84 / I-680 Interchange Improvements Project is included in the 2014 Transportation Expenditure Plan (TEP No. 031) with a commitment of \$122.0 million. Funds necessary for the Final Design / PS&E phase and ROW Phase work were programmed and allocated in April 2017 as part of the 2018 Comprehensive Investment Plan.

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

**Fiscal Impact:** The action will authorize the encumbrance of \$15.0 million in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2017-18 Capital Program Budget.

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# Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 2, 2018

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery

**SUBJECT:** State Route 84 Expressway – South Segment Project / (PN 1210.002):  
Approval of Amendment No. 1 to Cooperative Agreement No. 04-2558 with Caltrans for the Construction Phase

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 1 to Cooperative Agreement No. 04-2558 with Caltrans to administratively adjust funding between capital and support work within the Construction Phase budget.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the State Route 84 Expressway Project. The Project, located in the City of Livermore, widens the existing two-lane highway facility, from Jack London Blvd. to Stanley Blvd. to a six-lane facility and Stanley Blvd. to Concannon Blvd. to a four-lane, limited-access controlled facility. The Project is being delivered as two construction packages: the North Segment, from Jack London Blvd. to Concannon Blvd. and the South Segment, from Concannon Blvd. to Ruby Hill Drive. Construction of the North Segment was completed in June 2014. The South Segment is in the construction phase and is anticipated to be open to traffic in late 2018.

The total construction cost for the South Segment is \$56,005,000 which is funded by; \$47,030,000 million from the State Transportation Improvement Program (STIP)-Regional Improvement Program (RIP), and \$8,975,000 of Alameda County Measure B and other local funds (as shown in Table 1). Coop 04-2558, executed in March 2015, confirmed Alameda CTC's role as the implementing agency for environmental, design, right-of-way acquisition, and utility relocation, and authorized Caltrans to administer the construction phase of the project. As a result of project bid savings, in July 2015, Caltrans and Alameda CTC partnered to apply the savings from the STIP-RIP capital savings towards eligible capital work including right-of-way, utility, and landscape. No provision was made to reflect the associated support costs.

This follow up administrative action adjusts the budget into the proper phase so that Caltrans may properly charge and seek reimbursement for the project work performed.

## **Background**

The State Route 84 Expressway Project is part of the State Route 84 Transportation Corridor Improvements between Interstate 580 in Livermore and Interstate 680 in Pleasanton/Sunol. This corridor is being improved as a series of projects along the corridor in partnership with Alameda CTC, Caltrans, and the cities of Livermore and Pleasanton.

The State Route 84 Expressway Project is being delivered as two construction packages: the North Segment, from Jack London Blvd. to Concannon Blvd. and the South Segment, from Concannon Blvd. to Ruby Hill Drive.

The North Segment, approximately 1.6 miles, widened Route 84 to six lanes from Jack London Blvd. to Stanley Blvd. and to four lanes from Stanley Blvd. to Concannon Blvd. Caltrans advertised, awarded, and administered the construction contract for the North Segment which was completed in June 2014. The total project cost was approximately \$36.6 million.

The South Segment, approximately 2.4 miles, continues the widening of State Route 84 from two lanes to four lanes from Concannon Blvd. to Ruby Hill Drive in the City of Livermore. The project is currently in the construction phase and is anticipated to be open to traffic in late 2018.

The total construction cost for the South Segment is \$56,005,000 which is funded by \$47,030,000 million from the STIP-RIP, and \$8,975,000 of Alameda County Measure B and other local funds (as shown in Table 1).

In March 2015, Alameda CTC and Caltrans entered into Coop 04-2558 Coop which confirmed Alameda CTC's role as the implementing agency for environmental, design, right-of-way acquisition, and utility relocation, and authorized Caltrans to administer the construction phase of the South Segment. In July 2015, as a result of project bid savings, Alameda CTC requested Caltrans to apply the \$4.683 million of savings from the STIP-RIP construction capital to right-of-way and utility work. Caltrans has partnered with Alameda CTC to apply the savings towards eligible capital work including right-of-way, utility, and landscape. No provision was made to reflect the support costs associated with this work.

The proposed administrative adjustments, reflected in Table 1, will allow Caltrans to properly charge and seek reimbursement for the project work performed.

**Fiscal Impact:** There is no fiscal impact associated with the requested action.

## **Attachment:**

A. Table 1: Funding Summary

**TABLE 1: FUNDING SUMMARY ORIGINAL**

			CALTRANS		
SOURCE	FUNDING PARTNER	FUND TYPE	CONST. SUPPORT	CONST. CAPITAL	TOTAL
State	ALAMEDA CTC	State Transportation Improvement Program (STIP)- Regional Improvement Program (RIP)*	\$7,550,000	\$39,480,000	\$47,030,000
Local	ALAMEDA CTC	Measure B, Other	\$455,000	\$8,520,000	\$8,975,000
Total			\$8,005,000	\$48,000,000	\$56,005,000

**TABLE 1: FUNDING SUMMARY ADJUSTMENT**

			CALTRANS		
SOURCE	FUNDING PARTNER	FUND TYPE	CONST. SUPPORT	CONST. CAPITAL	TOTAL
State	ALAMEDA CTC	STIP-RIP *	\$0	\$0	\$0
Local	ALAMEDA CTC	Measure B, Other	\$400,000	-\$400,000	\$0
Total			\$400,000	-\$400,000	\$0

**TABLE 1: FUNDING SUMMARY REVISED**

			CALTRANS		
SOURCE	FUNDING PARTNER	FUND TYPE	CONST. SUPPORT	CONST. CAPITAL	TOTAL
State	ALAMEDA CTC	STIP-RIP *	\$7,550,000	\$39,480,000	\$47,030,000
Local	ALAMEDA CTC	Measure B, Other	\$855,000	\$8,120,000	\$8,975,000
Total			\$8,405,000	\$47,600,000	\$56,005,000

\* This fund type includes federal funds

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# Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** April 2, 2018

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery

**SUBJECT:** I-880 SB HOV Lane – South Segment (PN 1376001) – Approval of Professional Services Agreement (A18-0035) with WMH Corporation for Highway Planting Design and Support Services During Construction

## Recommendation

It is recommended that the Committee approve a Professional Services Agreement (A18-0035) with WMH Corporation for a not-to-exceed amount of \$250,000 to provide design and support services during construction for replacement highway 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 through a competitive process to provide preliminary and final design services for the South Segment Project. The work was performed under Agreement A08-017.WMH. The current contract value is \$7,057,319 and will expire on June 30, 2018.

The South Segment Project was opened to the public in October 2015. In December 2016, while closeout activities for the mainline work was underway, the Commission authorized \$200,000 (\$160,000 of Demo and \$40,000 of San Leandro funds) to provide design services to implement replacement highway planting identified during the project environmental approval process. In September 2017, the Commission approved the exchange of the project's Federal Demo funds to Measure BB funds. In October 2017, Caltrans enacted additional administrative requirements regarding contract changes

(including amendments and addition of firms) on federal and state funded contracts. Currently all closeout work for the mainline work has been completed and only the highway planting work (100% locally funded) remains.

The requested action would allow for the closeout of the current federalized contract (A08-017.WMH) and the authorization of a new contract (A18-0035) for the effort necessary to deliver the replacement highway planting work through construction -without the additional administrative burdens of reporting and approvals currently required by the federalized contract. The estimated duration to complete the replacement highway planting project is 30 months.

## **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 and contracted to provide preliminary and final design services for the South Segment Project. This work was performed as part of professional services agreement A08-017.WMH. The current contract value is \$7,057,319 and expires June 30, 2018.

The South Segment Project was opened to the public in October 2015. In December 2016, while the closeout work on the mainline project was being completed, the Commission authorized \$200,000 (\$160,000 of Demo and \$40,000 of San Leandro funds) to implement replacement highway planting identified during the project environmental approval process. On December 31, 2016, Caltrans NEPA delegation was suspended. As a result, the environmental document for the replacement highway planting work was not revalidated until June 2017. In September 2017, the Commission approved the exchange of the project's Federal Demo funds to Measure BB funds for this remaining work. In October 2017, Caltrans enacted additional administrative requirements regarding contract changes (including amendments and addition of firms) on federal and state funded contracts. In November 2017, the City of San Leandro requested changes to the planting priority areas for design. A memorandum of agreement was approved in January 2018 authorizing the commitment of San Leandro funds for the design and construction of the replacement highway planting. Given that funding for the construction of the project has been fully identified and authorized by the City of San Leandro, it is recommended to include budget for design support during construction.

The estimated cost for WMH Corporation to prepare a design for the replacement planting for the project and to provide design support during construction is \$250,000. The estimated duration to complete the project is 30 months. The project funding plan for

the South Segment Project includes State Prop 1B funds, and various local contributions including Measure B, Measure BB, CMA-TIP, and City of San Leandro funds. All project funds have been allocated by the Commission to complete the project. The proposed professional services agreement work would be funded by \$200,000 Measure BB and \$50,000 of San Leandro funds, for a total value of \$250,000.

The requested action would allow for the closeout of the current federalized contract (A08-017.WMH) and the authorization of a new contract (A18-0035) for the effort necessary to deliver the replacement highway planting work through construction -without the additional administrative burdens of reporting and approvals currently required by the federalized contract.

Anticipated Commission actions required to further this work include authorization to advertise and award the resulting construction contract to implement the replacement highway planting work and authorization to engage a consultant team to provide construction management services.

**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 \$250,000. The action will authorize the encumbrance of previously allocated Measure BB, and San Leandro funds to be used for subsequent expenditure. This budget is included in the Project's funding plan and in Alameda CTC's Adopted FY 2017-2018 Capital Program Budget.

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# Memorandum

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**DATE:** April 2, 2018

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery  
Jhay Delos Reyes, Project Manager

**SUBJECT:** Approval of Administrative Amendment to Project Funding Agreement A10-0027 to extend agreement expiration date

## Recommendation

It is recommended that the Commission approve an Administrative Amendment to Project Funding Agreement (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 has 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.

## 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 request identified in Table A has been evaluated and is recommended for approval.

**Levine Act Statement:** Not applicable.

**Fiscal Impact:** There is no fiscal impact with the requested action.

**Attachment:**

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	BART	BART Warm Springs Extension/Stage 2 Construction Phase	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 6/30/2018 A4: 12-month time extension to the grant funding agreement deadline from 6/30/2018 to 6/30/2019 ( <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).

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