



Programs and Projects Committee Meeting Agenda Monday, May 14, 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:	Trinity Nguyen
Members:	Carol Dutra-Vernaci, Scott Haggerty, Dan Kalb, Rebecca Saltzman, Trish Spencer	Clerk of the Commission:	Vanessa Lee
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. Approve April 9, 2018 PPC Meeting Minutes	1	A
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5. Regular Matters

5.1. Approve Lifeline Transportation Program	7	A
5.2. Interstate 80 Integrated Corridor Mobility Sub-Projects #1 and #6 (PN 1387.001/6): Approval of Amendment No. 3 for Professional Services Agreement A11-0038 with Parsons Transportation Group, Inc. (PTG)	13	A
5.3. I-80 Gilman Interchange Improvements Project (PN 1381000): Approval of Measure BB allocation and Contract Amendment No. 3 to Professional Services Agreement A15-0034 with Parsons Transportation Group, Inc. (PTG)	17	A
5.4. State Route 84 Expressway Widening and State Route 84 / Interstate 680 Interchange Improvements Project (PN 1386.000): Approve Cooperative Agreement 04-2654 with the California Department of Transportation for Final Design / Plans, Specifications & Estimate and Right of Way phases	23	A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, June 11, 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

Mayor Jesse Arreguin

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)	June 7, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	June 11, 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	May 24, 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, April 9, 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 Miley, Commissioner Kalb, and Commissioner Valle.

Commissioner Pilch was present as an alternate for Commissioner Maas.

Subsequent to the roll call:

Commissioner Miley arrived during Item 5.1

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the March 12, 2018 PPC Meeting Minutes

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

Yes: Pilch, Dutra-Vernaci, Haggerty, Saltzman, Spencer, Cutter

No: None

Abstain: None

Absent: Miley, Kalb, Valle

5. Regular Matters

5.1. Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs Update

John Nguyen presented an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. Mr. Nguyen stated that Alameda CTC returns the majority of fund generated by Measure B, BB, and VRF programs back to transit operators, cities, and the county through monthly formula allocations known as Direct Local Distributions (DLDs). Mr. Nguyen provided background information on the DLD programs, local revenues generated, historical direct local distributions, and current fund DLD balances. Mr. Nguyen noted there is a total fund balance of approximately \$93.3 million that is being monitored under the existing Alameda CTC Timely Use of Funds Policy. Mr. Nguyen also covered the discretionary program funds and noted that these funds are programmed through the Comprehensive Investment Plan (CIP). He concluded the update by providing information on next steps and schedule for the programs.

Commissioner Haggerty wanted to know the Measure B sunset year. Mr. Nguyen stated that Measure B ends in 2022.

Commissioner Haggerty asked why the numbers for Measure B and Measure BB do not match if they are both a ½ cent tax. Patricia Reavey stated there are differences in the program level amounts collected due to variances in auditing and collections. Mr. Nguyen explained the DLD programs also contain different formula percentages for the respective Measure B and Measure BB DLD programs.

There was discussion among the Committee members regarding the timely use of funds policy parameters. Commissioner Haggerty noted the fund balances were high and suggested having stronger DLD policy requirements. Commissioner Dutra-Vernaci asked if an additional column could be added to the slide reflecting the 40 percent goal. Mr. Dao stated that staff would include that in future presentations.

This item was for information only.

5.2. 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

Trinity Nguyen recommended that the Commission approve a Professional Services Agreement A18-0029 with HNTB Corporation for Project Initiation Document (PID) Phase Services for the State Route 262 (Mission Boulevard) Cross Connector Project. Ms. Nguyen stated that an RFP was released in November seeking a team to evaluate and develop the alternative steps that can be implemented, and come up with alternatives for this for .6 mile corridor. On January 24, 2018, one proposal was received from HNTB and through the approved process it was concluded that HNTB was the qualified bidder. Ms. Nguyen stated that there is no conflict with the Levine Act and fiscal impact is use of previously allocated funds.

Commissioner Saltzman questioned the reasoning behind only receiving one proposal for this project and asked if we could do research on how to get additional proposals in the future.

There was a public comment on this item made by Lily Mei, Mayor of Fremont sharing her support for the item and noting that the City of Fremont will be approving \$3.6 million of FY2018-19 revenues, to be used for projects at an upcoming meeting.

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

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

5.3. 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&E) Phase Services

Trinity Nguyen 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. 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 WMH Corporation Team did not report a conflict in accordance with the Levine Act.

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

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

5.4. 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

Trinity Nguyen 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. She stated that the proposed administrative adjustments, will allow Caltrans to properly charge and seek reimbursement for the project work performed.

Commissioner Spencer moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following vote:

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

5.5. 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

Trinity Nguyen 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. 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. WMH Corporation did not report a conflict in accordance with the Levine Act and 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.

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

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

5.6. Approval of Administrative Amendment to Project Funding Agreement A10-0027 to extend agreement expiration date

Jhay Delos Reyes 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. The amendment has been reviewed and it has been determined that the request will not compromise project deliverables.

Commissioner Saltzman moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following vote:

Yes: Miley, Pilch, Dutra-Vernaci, Haggerty, Saltzman, Spencer, Cutter

No: None

Abstain: None

Absent: Kalb, Valle

6. Committee Reports

There were no Committee reports.

7. Staff Reports

There were no staff reports.

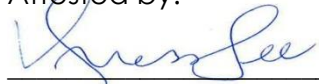
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, May 14, 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

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DATE: May 7, 2018

TO: Programs and Projects Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Approve Lifeline Transportation Program

Recommendation

It is recommended that the Commission approve the proposed Cycle 5 Lifeline Transportation Program, as detailed in Attachment A; and approve amending the Cycle 3 Lifeline Transportation Program to add AC Transit's San Pablo and Telegraph Rapid Bus Upgrade project to its Proposition 1B project list.

Summary

The Metropolitan Transportation Commission (MTC) Lifeline Transportation Program (LTP) provides funding for projects that improve mobility for the region's low-income communities. In January 2018, MTC released the Cycle 5 LTP Guidelines and the Fund Estimate which identified \$4.8 million for Alameda County from a mix of State Transit Assistance (STA) and Federal Transit Administration (FTA) Section 5307 funding. Eligibility for these two fund sources is limited to transit operators. A Total of five (5) project applications were received, requesting a cumulative total of \$8.62 million. The applications were scored by a review panel in accordance with MTC's Cycle 5 LTP Guidelines and a proposed funding recommendation is detailed in Attachment A.

The Cycle 3 LTP, approved in 2012, included Proposition 1B Transit funding, which was allocated by MTC formula directly to transit operators for projects targeted towards low-income communities. This funding was not part of the discretionary Lifeline program; however, Alameda CTC was required to provide board-level concurrence for the Proposition 1B project list submitted by each operator for its share of the formula funding. MTC also requires board-level approval when any new projects are added to a previously-approved/concurred Lifeline Proposition 1B project list.

Background

MTC established the LTP to address the mobility needs of low-income residents of the San Francisco Bay Area. The LTP is intended to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that engages a broad range of stakeholders such as public agencies, transit operators, community-based organizations and residents, and outreach to underrepresented communities.
- Improve a range of transportation choices by adding new or expanded services, including but not limited to: enhanced fixed route transit services, first-and last-mile shuttles, taxi voucher programs, and other eligible projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations, such as countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

LTP projects are selected at the county level based on locally-identified needs. Common transportation gaps/ barriers identified through the local and regional planning efforts are spatial and temporal gaps in fixed route transit, safety and access to transit, and transit affordability. Projects typically funded through the LTP include fixed-route transit, transit stop improvements, youth and senior transportation, community shuttles and mobility management activities.

Cycle 5 Program

As with prior cycles, the region's CMAs continue to serve as the LTP Administrators for the funding distribution and project selection process within their respective counties. Some key attributes of the Cycle 5 program included:

- Fund estimate – MTC provided just two (2) years of revenue for Cycle 5. Prior LTP cycles have included three (3) years of revenue.
- Funding period – The Cycle 5 funding is intended for use in FYs 2018-19 and 2019-20.
- Eligible fund recipients – Transit agencies are the only eligible direct recipients for the two fund sources available for Cycle 5, STA and federal Section 5307.
- Minimum match – MTC requires a minimum 20% local match for LTP funding. Operations projects receiving federal 5307 funds are required to provide a minimum 50% local match.

- Reporting – Funding recipients are to comply with LTP reporting requirements, including performance measures data (e.g., annual ridership), in addition to the reporting requirements of the awarded fund source(s).

Project Selection Process

Applications were solicited through a discretionary call for projects released February 26, 2018. A total of five (5) project applications, requesting a cumulative total of \$8.562 million, were received by the March 23, 2018 due date:

1. AC Transit, Preservation of Existing Service in Communities of Concern: \$3.65M
2. BART, Coliseum BART Elevator Renovation: \$1.44M
3. BART, MacArthur BART Wayfinding Improvement: \$1.9M
4. LAVTA, Route 14 Operations: \$320K
5. Union City Transit, Route 2 Operations: \$1.25M

The applications were scored by an evaluation panel in accordance with MTC's LTP Guidelines and using Alameda CTC's approved criteria and established weight for each criterion as shown in the below table:

Approved Lifeline Cycle 5 Evaluation Criteria and Weight

Project need/goals and objectives	30%
Community-Based Transportation Plan (CBTP) priority	10%
Implementation plan and project management capacity	10%
Project budget/sustainability	10%
Coordination and program outreach	5%
Cost-effectiveness and performance indicators	10%
Demand	10%
Project Readiness	10%
Matching funds above minimum required	5%
Total	100%

The criteria included six (6) MTC standard/ LTP-required evaluation criteria along with three (3) additional county-level criteria. The LTP Cycle 5 applications were evaluated by a six-member review panel which included representatives from: Alameda County Public Health, Central Contra Costa Transit Authority (County Connection), Alameda County Technical Advisory Committee (ACTAC), Alameda County Paratransit Technical Advisory Committee (ParaTAC) and Alameda CTC programming staff. The staff recommendation, detailed in Attachment A, has been

constrained to the amounts available by fund source and primarily considers the review panel's project ranking. It includes at least partial funding for all applicant agencies and four (4) of the five (5) submitted projects. When assigning the level and type of funding, in addition to project rank, considerations included geographic equity and the level of funding needed for a usable segment.

Per MTC direction, due to the uncertainty of forecasting STA revenues, in developing a Cycle 5 program CMAs may program up to 95% of their county's STA fund estimate and are to identify a single contingency project to receive the remaining 5% of estimated STA revenue, if available. Staff recommends directing the 5% STA contingency to AC Transit's project.

Cycle 3 Program Amendment

The Cycle 3 LTP fund estimate included Proposition 1B Transit funding allocated directly to transit operators by MTC formula. Proposition 1B LTP funding was made available for transit capital projects located in Communities of Concern (CoCs) or other low-income communities.

Per MTC's LTP Cycle 3 Guidelines the Proposition 1B projects were not to be scored as part of the LTP Cycle 3 discretionary call for projects. Rather, transit operators were required to submit Proposition 1B project lists to the Alameda CTC for board-level approval/concurrence. AC Transit is requesting to amend its Cycle 3 Proposition 1B project list by moving \$500,000 originally approved for a project in Contra Costa County to the San Pablo and Telegraph Corridors Rapid Bus Upgrade project, which serves CoCs in Oakland and Berkeley. This project has not previously received LTP funding and MTC has requested Alameda CTC concurrence in order to add this project to its LTP Cycle 3 Proposition 1B project list. Contra Costa County concurs with the request.

Next Steps

Approved LTP Cycle 5 programs are due from CMAs to MTC by May 31, 2018. MTC also requires a project-level resolution of local support from all project sponsors awarded Cycle 5 funding. The resolutions are due to Alameda CTC by the end of May 2018.

For the Cycle 3 LTP amendment, MTC approval is scheduled for June 2018 and is contingent upon Alameda CTC's approval/concurrence.

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

Attachments:

- A. Lifeline Transportation Program - Cycle 5 Program Recommendation

Cycle 5 Lifeline Transportation Program - Proposed Program

Lifeline Cycle 5 - Fund Estimate			
STA	STA 5%	FTA Section 5307	Total Funding
\$ 3,273,938	\$ 83,749	\$ 1,514,825	\$ 4,872,512

Sponsor	Project	Description	Lifeline Funding Request	Total Project Cost	Funding Recommendation			Lifeline \$ Recommended	Rank	Notes
					STA	STA (5% Reserve)	FTA Section 5307			
AC Transit	Preservation of Existing Service in Communities of Concern	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	\$ 3,650,000	\$ 35,541,400	\$ 2,051,426	\$ 83,749	\$ 1,514,825	\$ 3,650,000	1	1
LAVTA	Route 14 Operating Assistance	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	\$ 320,000	\$ 1,090,000	\$ 320,000	\$ -	\$ -	\$ 320,000	2	
BART	Coliseum BART Elevator Renovation Project	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	\$ 1,440,000	\$ 1,800,000	\$ 720,000	\$ -	\$ -	\$ 720,000	3	2
Union City Transit	Operations Support for Route 2	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established community of concern in Union City.	\$ 1,252,411	\$ 1,565,514	\$ 182,512	\$ -	\$ -	\$ 182,512	4	
BART	MacArthur BART Wayfinding Improvement Project	The project will update current wayfinding signage with new real-time displays with departure information for transit operations at the MacArthur BART station in Oakland. The updated signage would allow patrons to better plan commutes and train transfers. Approximately 30% of the weekday MacArthur station patrons are low-income.	\$ 1,900,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	4	
Total Requested:			\$ 8,562,411	Total Recommended:	\$ 3,273,938	\$ 83,749	\$ 1,514,825	\$ 4,872,512		

Notes:

1. CMAs are to program up to 95% of the STA fund estimate and identify a single project to receive the remaining 5% which is to be held in reserve by MTC until the actual STA revenue is received. The 5% STA balance is estimated to be \$83,749. If available in the future, it is recommended for AC Transit's project, Preservation of Existing Service in Communities of Concern.
2. In light of a recommendation for partial funding, BART staff confirmed that other funding will be committed to the project to deliver the full project scope of two elevators.

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Memorandum

5.2

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 7, 2018

TO: Programs and Projects Committee

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

SUBJECT: Interstate 80 Integrated Corridor Mobility Sub-Projects #1 and #6 (PN 1387.001/6): Approval of Amendment No. 3 for Professional Services Agreement A11-0038 with Parsons Transportation Group, Inc. (PTG)

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement (A11-0038) with PTG for an additional amount of \$500,000 for a total not-to-exceed amount of \$7,875,523 and an 18-month time extension to provide services for the Construction Phase.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor in partnership with Caltrans and the Contra Costa Transportation Authority for the Interstate 80 (I-80) Integrated Corridor Mobility (ICM) Project which deploys Intelligent Transportation System (ITS) and Traffic Operation System (TOS) elements along the 19.5 mile segment of the I-80 corridor from the San Francisco-Oakland Bay Bridge in Alameda County and Carquinez Bridge in Contra Costa County and on San Pablo Avenue in the Cities of Oakland, Emeryville, Berkeley, Albany, El Cerrito, Richmond, San Pablo, Pinole, Hercules and unincorporated Contra Costa County. ITS and TOS elements such as active traffic management (via the use of lane use and extinguishable message signs), adaptive ramp metering and traffic/traveler information (via the use of changeable message signs and information display boards) installed along I-80 and signal synchronization/transit priority and trail blazer signs installed along San Pablo Road are managed as one integrated system in order to improve travel time reliability, reduce congestion and improve safety.

Shortly after the completion of field construction activities in September 2016 and during the transition into the project warranty/operations phase, software/hardware incompatibility issues unexpectedly appeared and certain components of the ICM

elements failed to function as designed. It is estimated that the time extension and budget increase will be sufficient to close out the Project. The construction phase is funded solely with Corridor Mobility Improvement Account (CMIA) funds from the State.

In March 2012, PTG (formerly Delcan Corporation) was selected through a competitive process to provide System Engineering, Software Development, System Integration and Consulting Services for the projects. Authorization of Amendment No. 3 to Professional Services Agreement No. A11-0038 with PTG for an additional amount of \$500,000 for a total not-to-exceed amount of \$7,875,523 and an 18-month time extension to December 31, 2019 will provide the resources and time necessary to provide System Integration services through the completion of the projects. A summary of all contract actions related to Agreement No. A11-0038 is provided in Table A.

Background

Alameda CTC is the project sponsor in partnership with Caltrans and the Contra Costa Transportation Authority for the I-80 ICM Project which deploys ITS and TOS elements along the 19.5 mile segment of the I-80 corridor from the San Francisco-Oakland Bay Bridge in Alameda County and Carquinez Bridge in Contra Costa County and on San Pablo Avenue in the Cities of Oakland, Emeryville, Berkeley, Albany, El Cerrito, Richmond, San Pablo, Pinole, Hercules and unincorporated Contra Costa County. As many as 270,000 vehicles move through the I-80 Corridor and the ITS and TOS elements such as active traffic management (via the use of lane use and extinguishable message signs), adaptive ramp metering and traffic/traveler information (via the use of changeable message signs and information display boards) installed along I-80 and signal synchronization/transit priority and trail blazer signs installed along San Pablo Road are managed as one integrated system in order to improve travel time reliability, reduce congestion and improve safety.

This \$93 million project is funded with the Statewide Proposition 1B bond (CMIA & Traffic Light Synchronization Program) funds (\$76.7 million), and a combination of funding from Alameda County and Contra Costa County sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project construction was implemented through six construction contracts, as listed below:

- Sub-Project #1: Software & Systems Integration
- Sub-Project #2: Specialty Material Procurement
- Sub-Project #3: Traffic Operations Systems (TOS)
- Sub-Project #4: Adaptive Ramp Metering (ARM)
- Sub-Project #5: Active Traffic Management (ATM)
- Sub-Project #6: San Pablo Corridor Arterial and Transit Improvement Project

Alameda CTC is responsible for the construction administration and management of Projects # 1, 2, 3, and 6, and providing a System Integrator for the I-80 ICM Project. In March 2012, PTG (formerly Delcan Corporation) was selected through a competitive process to provide System Engineering, Software Development, System Integration and Consulting Services for the projects.

Construction began in October 2012 and a ribbon cutting ceremony was held in September 2016 which marked the end of field construction activities. Shortly after, software/hardware incompatibility issues unexpectedly appeared in certain components of the ITS & TOS elements. The proposed amendment will provide additional financial resources for efforts to fix systems that are incompatible and integrate them into the ICM system as initially planned/designed. The proposed amendment is for a value of \$500,000 for a contract total not-to-exceed amount of \$7,875,532.

Staff has negotiated the contract amendment with Parsons Transportation Group based on the level of effort and anticipated to be required to conduct the additional work scope. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and the Consultant. Table A below summarizes the contract actions related to Agreement No. A11-0038.

Table A: Summary of Agreement No. A11-0038			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with PTG, formerly Delcan Corporation (A11-0038) <i>March 2012</i>	System Engineering, Software Development, System Integration and Consulting Services	N/A	\$ 7,375,523
Amendment No. 1 <i>January 2016</i>	Time Extension to December 31, 2017	N/A	\$ 7,375,523
Amendment No. 2 <i>October 2017</i>	Time Extension to June 30, 2018	N/A	\$ 7,375,523
<i>Proposed Amendment No. 3 May 2018 (This Agenda Item)</i>	Provide additional budget and 18-month time extension to December, 31 2019 to complete the project	\$ 500,000	\$ 7,875,523
Total Amended Contract Not-to-Exceed Amount			\$ 7,875,523

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

Fiscal Impact: The fiscal impact of approving this item is \$500,000. The action will authorize previously allocated CMIA funds to be used for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2017-2018 Capital Program Budget.



Memorandum

5.3

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DATE: May 7, 2018

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery
Susan Chang, Project Manager

SUBJECT: I-80 Gilman Interchange Improvements Project (PN 1381000): Approval of Measure BB allocation and Contract Amendment No. 3 to Professional Services Agreement A15-0034 with Parsons Transportation Group, Inc. (PTG)

Recommendation

It is recommended that the Commission approve the following actions related to I-80 Gilman Interchange Improvements Project:

1. Allocate \$3,854,000 of Measure BB funding for the Final Design/ Plans, Specifications & Estimate (PS&E) and Right-of-Way (ROW) phases; and
2. Authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$5,270,000 for a total not-to-exceed amount of \$8,870,000 and a three-year time extension to augment PA&ED phase services and provide Final Design/Plans, Specifications & Estimate (PS&E) phase services.

Summary

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project (Project). The Project proposes to reconfigure the I-80 Gilman Interchange, located in northwest Berkeley near its boundary with the City of Albany to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. This project is a named capital project in the 2014 Transportation Expenditure Plan (TEP) and has an earmark of \$24,000,000 in Measure BB funds. To date, the Commission has approved a total allocation of \$8,146,000 of Measure BB funds for the project as shown in Table A.

In June 2015, PTG was selected by Alameda CTC to provide preliminary engineering, environmental studies, and final design services. Ultimately, Alameda CTC contracted with PTG to provide environmental phase services for \$2,600,000, and included final design/PS&E phase services as an optional task subject to the outcome of the environmental process.

In December 2017, Alameda CTC received \$4,152,000 in funding for this project from the Metropolitan Transportation Commission (MTC) through its 2017 Regional Active Transportation Program (ATP) Augmentation. An additional \$1,000,000 was approved by the Commission on December 7, 2017 as Amendment #2 to the PTG contract to initiate preliminary design services in order to expedite the delivery schedule to comply with the ATP delivery deadline of FY 2018/2019. Since the December 2017 update, the project has gained consensus with the cities of Berkeley and Albany, California Department of Transportation (Caltrans), Golden Gate Fields, and Albany Stroller and Rollers on a single refined alternative for the environmental document. The PA&ED phase is anticipated to be completed by spring 2019.

In February 2018, MTC and the California Transportation Commission (CTC) initiated to defer the delivery of the project to FY 2020/2021 due to the high number of projects anticipated to be delivered in the next two fiscal years. Although this change provides additional time to deliver the project, to account for schedule risks anticipated from the permitting and right of way processes, it is desired to fully execute the optional design task in the PTG contract to initiate final design/PS&E services concurrent with the remaining activities required to achieve environmental clearance.

Authorization of Amendment No. 3 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$5,270,000, for a total not-to-exceed amount of \$8,870,000 and a three-year time extension will provide the resources and time necessary to complete the PA&ED and Final Design/PS&E phases and comply with the funding delivery requirements. A summary of all contract actions related to Agreement No. A15-0034 is provided in Table B. Should PTG become the Project Design Engineer of Record, 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.

Background

Alameda CTC is the implementing agency for the I-80 Gilman Interchange Improvements Project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the Project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation. Features under consideration include roundabouts and a bicycle/pedestrian bridge over I-80.

This project is a named capital project in the 2014 TEP and has an earmark of \$24,000,000 in Measure BB funds. In addition to Measure BB funding, the Project is supported by Federal, State and other Local funds.

To date, the Commission has approved a total allocation of \$8,146,000 of Measure BB funds for the PA&ED, PS&E, and ROW phases. An additional allocation of \$3,854,000 of Measure BB funding is required to allow the project to further the project development through the completion of the PS&E phase.

Table A: Summary of Measure BB Commitment I-80 Gilman Interchange Improvements Project (TEP 29)		
Description	Amount	Balance
Total Measure BB Commitment (2014 TEP)	NA	\$24,000,000
April 2015 Allocation - PA&ED (\$3 M), PS&E (\$3.671 M), ROW(\$1.475 M)	\$8,146,000	\$15,854,000
October 2017 STIP exchange - Construction	\$12,000,000	\$ 3,854,000
Recommended Allocation - PS&E (\$2.929 M), ROW (\$0.925 M) <i>this agenda item – May 2018</i>	\$ 3,854,000	\$ 0
Remaining Programmed Balance		\$ 0

In June 2015, under a competitive selection process, Alameda CTC selected PTG to provide preliminary engineering, environmental studies, and final design services. The resulting Professional Services Agreement No. A15-0034, as approved by the Commission, authorized PTG to provide services for the environmental phase. Final design services were included in the agreement as an optional task dependent on the approval of the environmental document (currently scheduled for spring 2019).

In July 2017, Alameda CTC submitted an application in response to MTC's Cycle 3 ATP call for projects and the Project was awarded \$4,152,000 in funding from the 2017 Regional ATP Augmentation in December 2017. In order to meet the ATP grant's original construction funding allocation deadline of FY 2018/2019, an additional \$1,000,000 was approved by the Commission on December 7, 2017 as Amendment #2 to the PTG contract to provide preliminary design services including advancing the surveys and mapping work, preparing more detailed engineering design, and initiating right-of-way assessments supportable under all options in the environmental document.

Considerable stakeholder engagement has been needed to reach final consensus on the Project, including solidifying the location of the pedestrian overcrossing (POC). This was accomplished through a series of intensive workshops, some of which have been held as frequently as weekly, and involved the participation of key stakeholders, including the cities of Berkeley and Albany, Caltrans, Golden Gate Fields, and Albany Stroller and Rollers. Through this interaction, additional project features were identified to be incorporated into the single environmental alternative that would address the replacement access to Golden Gate Fields and connectivity of the pedestrian and bicycle facilities through the I-80/Gilman Interchange.

In February 2018, the CTC expressed a desire to defer some projects in anticipation of a high number of projects scheduled for delivery in the next two fiscal years. In collaboration with MTC, the ATP funding allocation deadline for this Project was deferred to FY 2020/2021. Although additional time is now available, the permitting and right of way processes include many schedule unknowns. Given the local consensus that has been established around one alternative, initiating final design/PS&E services concurrent with the remaining activities required to achieve environmental clearance would shorten the overall delivery schedule, provide flexibility to account for schedule risks anticipated from the permitting and right of way processes, and ensure that the Project will meet the funding delivery requirements to begin construction in FY 2020/2021.

The proposed amendment is for a total of \$5,270,000 for a contract total not-to-exceed amount of \$8,870,000 and a three-year time extension to September 30, 2021 to provide the resources and time necessary to complete the PA&ED and Final Design/PS&E phases. With the proposed modifications, the contract would continue to exceed the Disadvantaged Business Enterprise (DBE) contract goal of 17 percent. The Project's funding plan includes budget from Measure BB funds for this effort.

In comparison with Alameda CTC's independent estimate, the proposed negotiated contract amendment with PTG to complete the environmental and design phase is fair and reasonable to both Alameda CTC and PTG. Should PTG become the Project Design Engineer of Record, 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. A summary of all contract actions related to Agreement No. A15-0034 is provided in Table B.

<u>Table B: Summary of Agreement No. A15-0034</u>			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with PTG (A15-0034) <i>July 2015</i>	Environmental phase services	NA	\$ 2,600,000
Amendment No. 1 <i>June 2017</i>	Provide a 12-month time extension to September 30, 2018	\$ 0	\$ 0
Amendment No. 2 <i>December 2017</i>	Provide additional budget for preliminary design services	\$1,000,000	\$ 3,600,000
<i>Proposed Amendment No. 3 May 2018 (This Agenda Item)</i>	Provide additional budget for final environmental and design services and a 3-year time extension to September 30, 2021	\$ 5,270,000	\$ 8,870,000
Total Amended Contract Not-to-Exceed Amount			\$8,870,000

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

Fiscal Impact: The action will authorize an additional \$3,854,000 in Measure BB funding for subsequent encumbrance and expenditure and authorize the encumbrance of \$5,270,000 for subsequent expenditure. This amount is included in the Project's funding plan and upon approval, budget will be reflected in the Alameda CTC's FY 2018-2019 Capital Program Budget.

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Memorandum

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DATE: May 7, 2018

TO: Programs and Projects Committee

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

SUBJECT: State Route 84 Expressway Widening and State Route 84 / Interstate 680 Interchange Improvements Project (PN 1386.000): Approve Cooperative Agreement 04-2654 with the California Department of Transportation for Final Design / Plans, Specifications & Estimate and Right of Way phases

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Cooperative Agreement No. 04-2654 with the California Department of Transportation (Caltrans) for the Final Design/Plans, Specification and Estimate (PS&E) and Right of Way (R/W) phases of the State Route 84 (SR-84) Expressway Widening and SR-84 / Interstate 680 (I-680) Interchange (I/C) Improvements Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the SR-84 Expressway Widening and SR-84 / I-680 I/C Improvements Project (Project) in the City of Pleasanton and the 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 a named capital project in the 2014 Transportation Expenditure Plan (TEP) and has an earmark of \$122.0 million in Measure BB funds. To date \$30.5 million of Measure BB funds have been allocated for the Project Approval & Environmental Document (PA&ED), Final Design/PS&E and R/W phases. The project is currently in the 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, released the request for proposals (RFP) #18-0008 in November 2017 and awarded the contract (A18-0030) to WMH Corporation in April 2018.

Caltrans, as owner and operator of the State Highway System (SHS), is responsible to perform oversight for projects that are on the SHS. This Cooperative Agreement establishes the roles, responsibilities, and funding obligations between Alameda CTC and Caltrans for the PS&E and R/W phases. The recommended action would authorize up to \$300,000 for the reimbursement of project work performed by Caltrans.

Background

Alameda CTC is the implementing agency for the PA&ED, PS&E and R/W phases for the 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 I/C. 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 I/C, 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 was released in October 2017 and in anticipation of the approval of the final environmental document, Alameda CTC initiated the selection process to procure consultant services for the Final Design/PS&E Phase. Request for proposals (RFP) #18-0008, released in November 2017, resulted in the selection and award of professional services contract A18-0030 to WMH Corporation in April 2018.

The Project is included in the 2014 Transportation Expenditure Plan (TEP No. 031) with a commitment of \$122.0 million from Measure BB. A total of \$30.5 million in Measure BB funds have been allocated to the project for the Project Approval & Environmental Document (PA&ED), Final Design/PS&E and R/W phases. Table 1 identifies the amount Caltrans will charge and seek reimbursement for the project including processing the PS&E package through the Office Engineer, advertisement, award and approval of the construction contract, and R/W related activities.

TABLE 1: FUNDING SUMMARY				
SOURCE	FUNDING PARTNER	FUND TYPE	CALTRANS REIMBURSEMENT	TOTAL
Local	ALAMEDA CTC	Measure BB (TEP No. 31)	\$300,000	\$300,000
Total:				\$300,000

The proposed Cooperative Agreement, establishes the roles, responsibilities, and funding obligations between Alameda CTC and Caltrans for the Final Design/PS&E and R/W phases of the project and is required to further the delivery of the project.

Fiscal Impact: The action will authorize the encumbrance of \$300,000 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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