



Programs and Projects Committee Meeting Agenda Monday, June 11, 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 May 14, 2018 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Fiscal Year 2016-17 Measure B, Measure BB, and Vehicle Registration Fee \(VRF\) Program Compliance Summary Reports](#) 7 I

5.2. [I-880 Interchange Improvements \(Winton Avenue/A Street\) Project \(PN 1471000\): Approval of Professional Services Agreement A18-0048 with Kimley-Horn and Associates, Inc. for Project Initiation Document \(PID\) and Project Approval and Environmental Document \(PA&ED\) Phase Services](#) 17 A

5.3. [7th Street Grade Separation East Segment Project: Approval of Professional Services Agreement A18-0049 with HDR Engineering, Inc. for Final Design Plans, Specifications and Estimate \(PS&E\) Phase Services](#) 23 A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, July 9, 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)	July 5, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	July 9, 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	June 28, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	June 25, 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, May 14, 2018, 12:15 p.m.

4.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Kalb and Commissioner Miley. Commissioner Oddie was present as an alternate for Commissioner Spencer.

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 April 9, 2018 PPC Meeting Minutes

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

Yes: Cutter, Dutra-Vernaci, Haggerty, Maass, Oddie, Saltzman, Valle

No: None

Abstain: None

Absent: Kalb, Miley

5. Regular Matters

5.1. Approve Lifeline Transportation Program

Vivek Bhat provided a brief overview of the Lifeline Transportation Program. He stated that the program provides investments in projects that improve mobility for the region's low-income communities. Mr. Bhat stated that the fund sources are a mix of State Transit Assistance (STA) and Federal Transit Administration funding and is limited to transit operators and that this is the last cycle in which the funds will be programmed on a discretionary basis. He noted that last month the Commission approved the programming of Lifeline Transportation Program STA funds on a formula basis starting FY 2018-19. Mr. Bhat turned the presentation over to Jacki Taylor. Ms. Taylor recommended that the Commission approve the proposed Cycle 5 Lifeline Transportation Program 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. For Cycle 5, she reviewed the project selection process and she stated that \$4.8 million was available. Ms. Taylor said applications were solicited through a discretionary call for projects released February 26, 2018 and a total of five project applications, requesting a cumulative total of \$8.562 million were received by the March 23, 2018 due date. She summarized the submitted projects and Lifeline funding recommendations,

clarifying that 5% of the STA funding recommended for AC Transit's project is contingent up on actual STA revenue. Ms. Taylor then reviewed Lifeline Cycle 3 Program Amendment. She closed by reviewing the next steps for Lifeline Cycle 5 and Cycle 3 amendment.

Commissioner Dutra-Vernaci asked what happens to the funding recommendation if the 5 percent of STA revenue for AC Transit's funding is not there. Ms. Taylor said the recommendation for the other projects is not affected by the five percent of the STA, which is \$83,749. If the 5 percent is available, then it will go to AC Transit; if it not available then AC Transit will receive \$83,749 less than the current recommendation.

Commissioner Maass asked whether the project selection process is open to the public or the evaluation made available so that applicants could improve their future applications. Mr. Bhat said there is a process in place wherein sponsors who are not recommended for funding may request a meeting to discuss their application.

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

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

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)

Jhay Delos Reyes recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement with Parsons PTG for and additional amount of \$500,000 for a total not-to-exceed the amount of \$7,875,523 and an 18-month time extension to provide services for the Construction phase. Mr. Delos Reyes stated that 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. He stated that the amendment will use already allocated state funds for the improvement of the Intelligent Transportation System and Traffic Operation System elements. Mr. Delos Reyes stated that the proposed amendment will provide additional financial resources address systems that are incompatible and integrate them into the I-80 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.

Commissioner Haggerty asked how much of the original contract amount, \$7.3M have we spent to date. Mr. Delos Reyes said most of the \$7.3M has been spent. Mr. Dao noted that the contract amount is revenue neutral.

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

Yes: Cutter, Dutra-Vernaci, Haggerty, Maass, Miley, Oddie, Saltzman, Valle

No: None

Abstain: None

Absent: Kalb

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)

Trinity Nguyen recommended the Commission approve two actions for the I-80 Gilman Interchange Improvements Projects as follows: 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. Ms. Nguyen introduced Susan Chang to provide a status of the I-80 Gilman Interchange Project. Ms. Chang noted that this project is a named capital project in the 2014 Transportation Expenditure Plan and has an earmark of \$24 million in Measure BB funds. In addition to Measure BB funding, the Project is supported by Federal, State and other local funds. She stated that PTG was selected by Alameda CTC to provide preliminary engineering environmental studies and final design services. Ms. Chang stated the purpose of the Project along with the feature under consideration, which include roundabouts and a bicycle/pedestrian bridge over I-80. Ms. Nguyen concluded that proposed amendment is for a total of \$5,270,000 for a contract total not-to-exceed the 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. She noted that 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.

Commissioner Cutter asked is there a way to delineate the bicycles and pedestrian paths. Ms. Chang said that bicycle and pedestrian workshops were held and where possible, the project team has clearly delineated the bicycle path from the pedestrian path.

Commissioner Dutra-Vernaci requested that the project location map be included in future memo packets to assist Commissioners who are not as familiar with projects outside of their jurisdictions.

Commissioner Maass asked how much thought has gone toward the homeless population and how this may affect the project going forward. Ms. Chang said that the team is holding workshops with Caltrans to address the homeless situation.

The following public comments were heard on this item:

- Karen Parolek, City of Berkeley Transportation Commissioner, encouraged the Commission to approve staff's recommendations.
- Farid Javandel, with the City of Berkeley, recommended the Commission approve staff's recommendations.
- Jeff Bond, with the City of Albany, expressed support for the project and staff's recommendation to proceed.
- Preston Jordan, of Albany's Strollers & Rollers, expressed support for this project and support of staff recommendations.

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

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

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

Jhay Delos Reyes 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. Alameda CTC is the project sponsor and implementing agent for the project in the City of Pleasanton and the Community of Sunol. 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. Mr. Delos Reyes said that the contract amount is for \$300,000 and is funded by Measure BB.

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

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

6. Committee Reports

There were no Committee reports.

7. Staff Reports

Art Dao stated that Alameda CTC staff participated in the City of Emeryville's bike path opening, Emeryville Greenway. He congratulated the City of Emeryville in this rail to trails project.

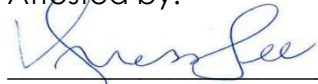
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 11, 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

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www.AlamedaCTC.org

DATE: June 4, 2018

TO: Programs and Projects Committee

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

SUBJECT: FY 2016-2017 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Reports

Recommendation

This item is to provide the Commission with an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Program Compliance for the Fiscal Year 2016-17 (FY16-17) reporting period. This item is for information only.

Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and VRF Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee, reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports which includes a review of the fiscal year's DLD investments, fund balances, and a compliance determination.

Alameda CTC finds the DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY16-17 reporting period.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of FY16-17, Alameda CTC has distributed over

\$1.1B in combined DLD funds to eligible recipients (\$923M in Measure B, \$155M in Measure BB, and \$44M in VRF) for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY16-17, Alameda CTC distributed approximately \$154.5 million in total DLD funds for the respective programs identified in the table below.

Total FY16-17 Fund Distributions By Program (\$ in Millions)				
DLD Program	Measure B	Measure BB	VRF	Total
Local Transportation (Local Streets)	\$ 29.7	\$ 27.0	\$7.4	\$ 64.1
Transit	\$ 28.2	\$ 29.1	\$ -	\$ 57.3
Paratransit	\$ 12.0	\$ 12.1	\$ -	\$ 24.1
Bicycle and Pedestrian	\$ 5.0	\$ 4.0	\$ -	\$ 9.0
Total DLD Funds	\$ 74.9	\$ 72.2	\$7.4	\$154.5

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorizes the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY16-17, which goes from July 1, 2016 to June 30, 2017. The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures, and fund balances
- Publication of a newsletter article, website coverage, and signage
- Performance Metrics including Pavement Condition Index, transit on-time performance, capital vs administrative investments, service effectiveness.
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policies

For the FY16-17 reporting year, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2017 deadline. Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance. The Program Compliance Reports for the Measure B, Measure BB and VRF programs consolidates the recipients' FY16-17 DLD investments, expenditure performances, and financial data into a summary report for the DLD programs. The FY16-17 Program Compliance Summary Reports are on Alameda CTC's website: http://www.alamedactc.org/app_pages/view/4440. Alameda CTC finds all DLD recipients in compliance with the DLD financial reporting and program compliance

requirements. It is noted that the City of Albany's reports are still under review, however, tentative findings have determined the city to be compliant based on the initial data received.

FY16-17 Fund Balances and Performance Monitoring

DLD recipients are required to document expenditure activities to report on the general performance of DLD funds. Key performance metrics monitored through the Annual Program Compliance Reporting process include timely use of funds, Measure BB Local Street and Road (LSR) investments towards bicycle/pedestrian improvements, pavement condition index, transit on-time performance, and paratransit related service implementation.

For timely use of funds monitoring, the recipients' collective FY16-17 ending fund balance by funding program totals \$94.1M (\$45.6M in Measure B, \$39.8M in Measure BB, and \$8.7M in VRF). The balance has increased from the past fiscal year by approximately \$8M. To encourage the expeditious use of DLD funds, Alameda CTC's Timely Use of Funds Policy on DLD funds requires recipients to actively use their fund balances funds. This policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for that year, for four consecutive years, starting with fiscal year 2016-17. Alameda CTC is currently monitoring the fund balance to revenue ratio to verify DLD recipients are in compliance with the policy by fiscal year 2019-20. The individual recipient's fund balances by program are included in the Program Compliance Summary Reports and attached herein for reference (Attachment A).

Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan's requirement that mandates 15 percent of LSR DLD funds be spent on bicycle/pedestrian related improvements. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 19 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment B). Measure BB recipients are committed to using LSR funds towards local transportation improvements benefiting all modes. Alameda CTC's performance metric for LSR DLD recipients also requires a minimum PCI of 60 (Fair Condition) for local roadways. Most DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. A summary of jurisdictions PCI is included in Attachment C.

For transit performance, Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Transit operators are within +/- 6 percent from their agency's goal. Transit operators with a

below on-time performance are revisiting service routes, circulation patterns, and capital investments to improve the annual on-time performance. The transit on-time performance summary is included in Attachment C.

The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated paratransit services and city-based non-mandated paratransit programs that provide vital transportation options for seniors and people with disabilities. In general, the primary paratransit performance metrics monitored are the number of one-way trips, passenger ridership, and the cost effectiveness of those trips. The paratransit programs implemented by a jurisdiction may vary from another jurisdiction's services based on the particular local paratransit service needs. The recipient's programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. The Program Compliance Summary Report provides a synopsis of the individual DLD recipient paratransit programs and the performance accomplishments by service type.

Alameda CTC finds the DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY16-17 reporting period. Recipients have provided sufficient documentation to determine the eligible uses and accomplishments of DLD funds, and have met performance metrics or provided an explanation/action plan to improve performance. Alameda CTC will continue to monitor recipients' compliance with DLD requirements in the next Annual Program Compliance reports due in December 2018.

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

Attachments:

- A. DLD Program Summary of Fund balances
- B. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- C. Performance Summary - PCI and on-time performance

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

(As of the end of Fiscal Year 2016-17)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$4,406,923	\$4,859,416		\$9,266,339
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$942,696	\$104,279		\$1,046,975
ACE	\$1,159,643	\$2,829		\$1,162,472
Alameda County	\$1,649,615	\$5,358,820	\$630,825	\$7,639,260
City of Alameda	\$3,774,892	\$1,709,082	\$457,525	\$5,941,499
City of Albany	\$721,377	\$789,379	\$48,753	\$1,559,509
City of Berkeley	\$2,496,351	\$3,922,745	\$1,037,275	\$7,456,372
City of Dublin	\$842,263	\$755,108	\$207,516	\$1,804,887
City of Emeryville	\$1,024,966	\$351,899	\$179,404	\$1,556,269
City of Fremont	\$3,154,838	\$1,290,623	\$524,480	\$4,969,941
City of Hayward	\$4,773,849	\$4,101,603	\$1,020,835	\$9,896,287
City of Livermore	\$2,706,144	\$1,780,069	\$1,154,634	\$5,640,847
City of Newark	\$832,684	\$718,569	\$203,027	\$1,754,280
City of Oakland	\$12,493,323	\$9,510,040	\$1,262,281	\$23,265,644
City of Piedmont	\$73,181	\$238,316	\$4,931	\$316,429
City of Pleasanton	\$1,424,633	\$1,760,556	\$760,937	\$3,946,126
City of San Leandro	\$2,313,732	\$1,410,222	\$571,850	\$4,295,804
City of Union City	\$821,847	\$1,112,775	\$633,988	\$2,568,610
Total	\$45,612,959	\$39,776,331	\$8,698,261	\$94,087,551

Notes:

1. The table above reflects total fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2016-17 Audited Financial Statements. City of Albany reports are pending final submittal/review.

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Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicylists/pedestrians.

Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$456,276	\$144,496	32%	Yes
City of Alameda	\$2,482,513	\$506,561	20%	Yes
City of Albany ²	\$175,875	\$163,325	93%	Yes
City of Berkeley	\$2,785,610	\$1,093,810	39%	Yes
City of Dublin	\$230,000	\$66,830	29%	Yes
City of Emeryville	\$270,859	\$45,130	17%	Yes
City of Fremont	\$4,444,139	\$842,788	19%	Yes
City of Hayward	\$2,133,222	\$330,525	15%	Yes
City of Livermore	\$644,467	\$143,349	22%	Yes
City of Newark	\$521,154	\$370,728	71%	Yes
City of Oakland	\$16,030,930	\$2,023,924	13%	No
City of Piedmont	\$648,414	\$135,024	21%	Yes
City of Pleasanton	\$539,183	\$110,554	21%	Yes
City of San Leandro	\$1,965,907	\$350,000	18%	Yes
City of Union City	\$733,359	\$220,600	30%	Yes
Total	\$34,061,908	\$6,547,643	19%	Yes

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.
2. Estimates for City of Albany are based on most current data submitted to Alameda CTC.
3. Revenue and expenditure figures may vary due to number rounding.

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DLD Performance Summary

Fiscal Year 2016-17 Performance Monitoring

Pavement Condition Index (PCI): Alameda CTC's performance metric for DLD LSR recipients requires a minimum PCI of 60 (Fair Condition) for local roadways.

Jurisdiction:	PCI Score	PCI Score > 60?
Alameda County	71	Yes
City of Alameda	71	Yes
City of Albany	59	No
City of Berkeley	59	No
City of Dublin	85	Yes
City of Emeryville	79	Yes
City of Fremont	71	Yes
City of Hayward	70	Yes
City of Livermore	76	Yes
City of Newark	76	Yes
City of Oakland	56	No
City of Piedmont	64	Yes
City of Pleasanton	78	Yes
City of San Leandro	56	No
City of Union City	82	Yes

Transit On-Time Performance: Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved.

Jurisdiction:	On-Time Performance Goal	On-Time Performance Actual	Goal Achieved?
AC Transit	72%	69%	No
ACE	95%	94%	No
BART	95%	89%	No
LAVTA	85%	81%	No
Union City Transit	90%	94%	Yes
WETA	95%	89%	No

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 4, 2018

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery
Minyoung Kim, Senior Transportation Engineer

SUBJECT: I-880 Interchange Improvements (Winton Avenue/A Street) Project (PN 1471000): Approval of Professional Services Agreement A18-0048 with Kimley-Horn and Associates, Inc. for Project Initiation Document (PID) and Project Approval and Environmental Document (PA&ED) Phase Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0048 with Kimley-Horn and Associates, Inc. (Kimley-Horn) for a not-to-exceed amount of \$4.0 million to provide services for the PID and PA&ED Phase Services.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Interstate 880 (I-880) Interchange Improvements (Winton Avenue/A Street) Project (PN 1471000) in the City of Hayward. The project proposes to improve I-880/Winton Avenue and A Street interchanges by enhancing safety, providing congestion relief, and implementing Complete Streets features. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers.

The Alameda CTC selection process to procure consultant services for the PID and PA&ED phases of the project began in April 2017 with Commission approval to release the request for proposals (RFP). The RFP sought professional services to obtain an approved PID, Project Report, and Environmental Document as part of the PID and PA&ED phases.

RFP #18-0012 was released in February 2018. Proposals were received from five (5) firms, and an independent selection panel composed of representatives from the City of Hayward and Alameda CTC reviewed the proposals and shortlisted three (3) firms. Interviews were

conducted on April 11, 2018, and at the conclusion of the evaluation process, Alameda CTC selected Kimley-Horn as the top-ranked firm.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated the contract with Kimley-Horn 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 \$4.0 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 48 months.

Kimley-Horn is a certified local business enterprise (LBE) and their proposal included a commitment to 97% LBE and 40% small local business enterprise (SLBE) participation. The Executive Director concurs with this recommendation.

Background

Alameda CTC is the implementing agency for the PID and PA&ED phases for the I-880 Interchange Improvements (Winton Avenue/A Street) Project (PN 1471000) in the City of Hayward. The project proposes to improve I-880/Winton Avenue and A Street interchanges by enhancing safety, providing congestion relief, and implementing Complete Streets features. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers.

The City of Hayward prepared a feasibility study for the I-880/Winton Avenue interchange in May 2016. The next phase of the project will expand upon the feasibility study and prepare a combined scoping document for both locations and concurrently begin work to support the environmental process.

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 #18-0012 was released in February 2018. A pre-proposal meeting was held in February 2018 and was attended by 30 firms. Alameda CTC received five (5) proposals on March 13, 2018 from the following firms:

- AECOM USA, Inc.
- Kimley-Horn and Associates, Inc. (Kimley-Horn)
- Michael Baker International, Inc.
- Quincy Engineering, Inc.
- Rajappan and Meyer Consulting Engineers, Inc.

An independent selection panel composed of representatives from the City of Hayward and Alameda CTC reviewed the proposals and shortlisted three (3) firms. Consultant interviews were conducted on April 11, 2018. Proposers were scored on the following criteria: understanding the required scope of work, expertise and approach, management and

staffing plan, and interview effectiveness. At the conclusion of the evaluation process, Alameda CTC selected Kimley-Horn as the top-ranked firm.

After a thorough review of the submitted cost proposal in comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated with Kimley-Horn and reached an 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 \$4.0 million is fair and reasonable to both the Alameda CTC and the consultant and includes the services necessary to complete the PID and PA&ED phases for the project. The estimated duration to complete this work is 48 months.

Kimley-Horn is a certified LBE and their proposal included a commitment to 97% LBE and 40% SLBE participation.

The I-880 Interchange Improvements (Winton Avenue/A Street) Project is in the 2014 Transportation Expenditure Plan (TEP No. 040) with a commitment of \$1.8 million for Planning/Scoping and \$3.5 million for Preliminary Engineering and Environmental.

Levine Act Statement: The Kimley-Horn Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact for approving this item is \$4.0 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 adopted FY2017-18 Capital Program Budget.

Attachment:

- A. Project Fact Sheet

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Interstate 880 Interchange Improvements (Winton Avenue/A Street) 5.2A

JUNE 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), will implement improvements at the Winton Avenue and A Street interchanges along the Interstate 880 (I-880) corridor.

Alameda CTC intends to initiate project scoping and environmental clearance for the interchanges concurrently to enable the project to pursue funding for subsequent phases as part of the project delivery. Project development for the subsequent phases and viable project phasing options will be determined based on the traffic analysis conducted during the environmental phase and potential future funding availability.

Proposed improvements include reconfiguring the I-880 interchange at Winton Avenue to provide direct access to the Southland Mall and implement Complete Streets features, and reconstructing the I-880/A Street interchange to widen A Street from five to six lanes and provide additional lane capacity for potential future freeway widening. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers.

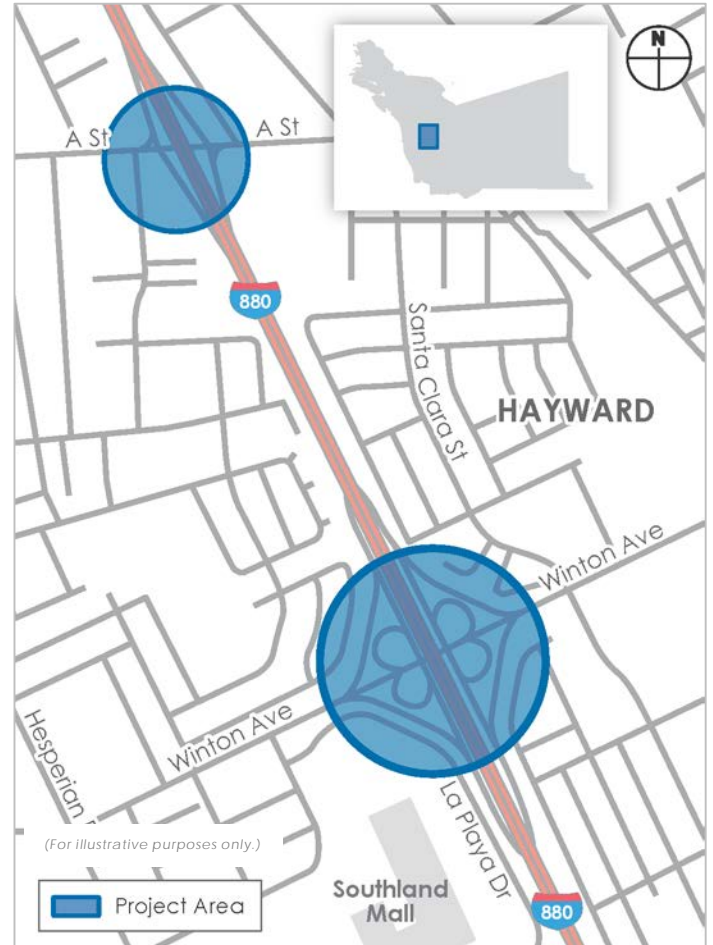
PROJECT NEED

I-880/Winton Avenue Interchange

- The interchange has an inadequate four-quadrant cloverleaf configuration with ramps running freely onto Winton Avenue without stopping.
- Pedestrians and bicyclists must cautiously look for fast-moving vehicles when crossing the uncontrolled ramps, along Winton Avenue.
- The weaving movement of vehicles heading to Southland Mall via the westbound Winton left-turn lane and through traffic creates congestion and queues along the off-ramp, affecting freeway operations.

I-880/A Street Interchange

- Congestion during peak periods affects both directions.
- Vehicular queues in the two adjacent left-turn lanes cause operational and safety issues.
- The existing underpass provides non-standard design features and lacks bicycle lanes.



PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Provides additional lane capacity for potential future freeway widening
- Improves truck turning maneuvers
- Enhances safety
- Provides direct access to Southland Mall



Current interchange at I-880/Winton Avenue.

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

Planning/Scoping	\$1,808
PE/Environmental	\$3,500
Final Design (PS&E)	TBD
Right-of-Way	TBD
Construction	TBD
Total Cost Estimate	TBD

Note: Cost estimates for the subsequent work will be determined during the PE/Environmental phase.



Preliminary interchange geometric at the I-880/Winton Avenue interchange.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$5,308
Federal	TBD
State	TBD
Local	TBD
TBD	TBD
Total Revenues	\$5,308

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- [Feasibility Study](#) for the I-880/Winton Avenue interchange was completed in May 2016.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the City of Hayward

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

SCHEDULE BY PHASE

	Begin	End
Scoping and Preliminary Engineering/ Environmental	June 2018	Fall 2021
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Project delivery for the subsequent project development to be determined.



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: June 4, 2018

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: 7th Street Grade Separation East Project / (PN 1442001): Approval of Professional Services Agreement A18-0049 with HDR Engineering, Inc. for Final Design / Plans, Specifications and Estimate (PS&E) Phase Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to negotiate and execute Professional Services Agreement A18-0049 with HDR Engineering, Inc. to provide services for the Final Design / Plans, Specifications and Estimate (PS&E) Phase of the 7th Street Grade Separation East Project for a value within the allocated PS&E phase budget and subject to the approval of the contract package by the California Department of Transportation (Caltrans).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Global Opportunities at the Port of Oakland (GoPort) Program. In partnership with the Port of Oakland (Port) and the City of Oakland, Alameda CTC proposes a package of landside transportation improvements within and near the Port that are critical to State and the San Francisco Bay Area regional economy. The overall GoPort Program of projects includes the 7th Street Grade Separation East Project, the 7th Street Grade Separation West Project, Port Utility Relocation Project, and the Freight Intelligent Transportation Systems Project. The 7th Street Grade Separation East Project proposes to reconstruct the existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve the shared pedestrian / bicycle pathway.

The Alameda CTC selection process to procure consultant services for the PS&E phase of the project began in February 2018 with Commission's approval of the PS&E phase allocation (\$22 million) and authorization to release the request for proposals (RFP). The

RFP sought professional services to obtain a Ready to-List (RTL) package in early 2020 and design support services during construction as an optional task.

RFP #R18-0013 was released in March 2018, and two proposals were received in response to the RFP by the proposal due date of March 30, 2018. An independent selection panel comprised of representatives from the City of Oakland and Alameda CTC reviewed the proposals submitted. Interviews were conducted for both firms on April 27, 2018, and at the conclusion of the evaluation process, Alameda CTC selected HDR Engineering, Inc. as the top-ranked firm.

At its May 2018 meeting, the California Transportation Commission awarded \$175 million of Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds for the construction of the 7th Street Grade Separation East Project. The construction funding must be allocated by FY 2019/2020. It is imperative that the PS&E consultant contract be executed as soon as possible to ensure that the funding delivery deadline will be met.

Staff has reviewed the submitted cost proposal and compared to Alameda CTC's independent cost estimate and assumptions. It is anticipated that an executable contract package will be completed by the end of June. The contract is funded with a combination of state and local funds and is subject to a pre-award conformance review audit by Caltrans prior to final execution of the contract and commencement of work. This process is estimated to take 30 days once a final package is submitted to Caltrans for review.

Should HDR Engineering, Inc. 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.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the Oakland Army Base (OAB) to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as the third busiest port in California and the top ten container port in the nation. In addition, the Port of Oakland is a major export port in the United States supporting a balance of imports and exports.

In partnership with the Port of Oakland (Port) and the City of Oakland, Alameda CTC proposes a package of landside transportation improvements within and near the Port that are critical to State and the San Francisco Bay Area regional economy. The overall GoPort program of projects includes the 7th Street Grade Separation East Project (7SGSE), the 7th Street Grade Separation West Project (7SGSW), Port Utility Relocation Project (PUR), and the Freight Intelligent Transportation Systems Project (FITS). The GoPort program of projects would help maintain and expand the Port of Oakland's global

competitiveness, sustain its future growth potential and operational efficiency, and support economic development and growth strategies. See Attachment A.

At a total estimated cost of \$515.0 million, the funding needs for GoPort is very significant. Most external funds are competitive and require detailed applications and analysis, including benefits to cost, risk assessments, and local funding matching capability. The Commission's actions to allocate funding and authorize staff to procure the resources necessary to advance the delivery of the GoPort has yielded over \$207 million in external funding for the GoPort. The most significant funding award to date is from Senate Bill 1 (SB1) which totals \$195.98 million (\$7.98 million in Local Partnership Program (LPP) formulaic funds for the 7SGSE, \$175 million from the Trade Corridor Enhancement Program (TCEP) for the 7SGSE, \$12 million from TCEP for the FITS). The current funding summary for the GoPort has been provided in Attachment B.

The 7SGSE is one critical element of the GoPort program which Alameda CTC will implement in partnership with the Port of Oakland and City of Oakland. The 7SGSE proposes to reconstruct the existing railroad underpass between west of I-880 and Maritime Street to increase clearance for trucks and improve the shared pedestrian / bicycle pathway. The project will provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations. These improvements are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port. This project will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex while also generating benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system. See Attachment C.

The 7SGSE is currently in the Environmental and Preliminary Engineering phases. The required California Environmental Quality Act (CEQA) environmental process has been cleared and the National Environmental Protection Act (NEPA) clearance is anticipated by fall 2018. The 7SGSE has an estimated cost of \$252 million. The PA&ED and PS&E phases have a total budget of \$27 million and is funded as follows: \$24.02 million of Measure BB, \$7.98 million state LPP. See Attachment D for the full 7SGSE funding summary.

In February 2018, the Commission allocated \$22 million of Measure BB funding for the PS&E phase of the project and authorized the initiation of contract procurement to obtain engineering services for the final design and preparation of the PS&E for the 7SGSE. A mandatory pre-proposal meeting was held in March 2018, and was attended by 31 firms. Alameda CTC received two (2) proposals on March 30, 2018 from the following firms:

- HDR Engineering, Inc.
- Rail Surveys and Engineers, Inc. (RSE Inc.)

An independent Selection Review Panel comprised of representatives from the City of Oakland and Alameda CTC reviewed the proposals and determined that both proposals were responsive and met the requirements necessary to proceed to the next stage of the procurement process. Interviews were conducted with both firms on April 27, 2018, and the Selection Review Panel established scores for the two firms. In the panel's final rankings, HDR Engineering, Inc. was selected as the top-ranked firm with an aggregate score of 85.5 points and RSE Inc. was the second ranked firm with an aggregate score of 83.3 points.

RSE Inc. filed a Notice of Protest with Alameda CTC after being informed that HDR Engineering, Inc. was selected as the top-ranked firm. RSE's protest contends that the procurement process was fundamentally unfair. Pursuant to the Bid Protest Procedure set forth in the RFP, Alameda CTC staff conducted an investigation regarding the allegations set forth on RSE's Notice of Protest. Staff, in conjunction with Wendel Rosen, thoroughly reviewed and evaluated the procurement process, and concluded that Alameda CTC conducted a fair, open, and competitive qualifications-based selection process pursuant to the requirements of the RFP and applicable law. The results of the investigation was conveyed to RSE, Inc., along with the documents requested by RSE in its Notice of Protest, including interview questions sheet and summary scoring results, excepting only certain materials that are exempt from disclosure under the Public Records Act. Alameda CTC's written report regarding the bid protest was also provided to the Commission Chair and Vice-Chair, as required by the Bid Protest Procedure.

As of the date of this staff report, RSE has not provided any response to Alameda CTC's evaluation of RSE's protest. If RSE responds to the bid protest evaluation, final action on RSE's bid protest will either be taken by the Chair and/or Vice Chair prior to the Commission meeting or the Commission will be requested to take a final action on the bid protest as part of the Commission's action regarding this item, pursuant to the Bid Protest Procedure. The disposition of the bid protest depends in part on whether RSE submits a written response, or if they instead respond by commenting at the PPC meeting,

Alameda CTC has reviewed the submitted cost proposal and compared to Alameda CTC's independent cost estimate and assumptions. Following staff's determination that RSE's bid protest was without merit, Alameda CTC has initiated negotiations with HDR Engineering, Inc. It is anticipated that an executable contract package will be completed by the end of June reflecting a value within the budget approved by the Commission and for a 24 month duration.

Should HDR Engineering, Inc. 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.

The SB1 funding awards for the 7SGSE includes numerous accountability and transparency funding requirements including providing regular and timely reporting on project progress to the CTC. A key requirement tied to the \$175 million of SB1 TCEP funds

for the construction of the 7SGSE is that the project must meet the construction funding allocation deadline of FY 2019/2020. It is imperative that the PS&E consultant contract be executed as soon as possible to ensure that the funding delivery deadline will be met. Additionally, as this contract is funded with a combination of state and local funds, it is subject to a pre-award conformance review audit by Caltrans prior to final execution and commencement of work. This process is estimated to take 30 days once a final package is submitted to Caltrans for review.

Levine Act Statement: The HDR Engineering, Inc. team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize expenditure of previously allocated Measure BB and LPP funds and has been adopted in the FY 2018/19 Capital Program Budget for the 7SGSE Project.

Attachments:

- A. GoPort Project Fact Sheet
- B. GoPort Cost/Funding Summary
- C. 7SGSE Project Fact Sheet
- D. 7SGSE Cost/Funding Summary

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Global Opportunities at the Port of Oakland (GoPort) 5.3A

JUNE 2018

PROGRAM OVERVIEW

GoPort is a program of projects to improve truck and rail access to the Port of Oakland, one of the nation's most vital seaports. It consists of four components:

- 7th Street Grade Separation West Segment (7SGSW):**
 Realign and grade separate the intersection of 7th Street and Maritime Street and construct a rail spur underneath to improve the access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- 7th Street Grade Separation East Segment (7SGSE):**
 Replace existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve shared pedestrian/ bicycle pathway.
- Freight Intelligent Transportation Systems (FITS) and Technology Master Plan:**
 Apply ITS, signal systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road, and other technologies to cost-effectively manage truck arrivals and improve incident response.
- Port Utility Relocation (PUR):**
 Relocate and upgrade utilities in support of the Oakland Army Base Master Plan development and the roadway improvement along 7th Street and Maritime Street.



PROGRAM NEED

- The Port of Oakland (Port) is one of the top 10 busiest container ports in the U.S., handling 99% of regional containerized goods in Northern California.
- The Port has capacity to support increased freight demands, but severe landside access inefficiencies constrain growth potential.
- Significant traffic congestion occurs within the Port, particularly along Maritime Street, 7th Street, and Middle Harbor Road, due to substantial gate down time required for train crossings at major intersections. Truck queues can take more than one hour and 45 minutes to clear.
- Lengthy queues on the streets with as many as 50 trucks have wait times of up to three hours to enter into marine terminals.
- Idling trucks in long queues cause growing local and regional concerns regarding air quality and greenhouse gas emissions.
- There is limited multimodal access to commercial developments and recreational facilities adjacent to the San Francisco Bay.

PROGRAM BENEFITS

- Congestion relief:** Upgrade technology and infrastructure to minimize and manage truck wait times, manage truck congestion, and improve traffic circulation
- Efficiency:** Improve Port and Rail Yard efficiencies, intermodal yard connectivity, and expand near-dock use of rail and intermodal facilities
- Sustainability:** Reconstruct Bay Trail segment on 7th Street and Maritime Street and reduce emissions/carbon footprint
- Economic stimulation:** Reduce shipping costs, improve Port competitiveness and create jobs



Maritime Street at-grade rail crossing south of 7th Street, March 2016.



Aerial view of the Port of Oakland, March 2016.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- ~\$53 million has been allocated from the Measure BB funds for the environmental and final design phases of the program.
- The PUR, 7SGSW and 7SGSE projects cleared California Environmental Quality Act (CEQA) through the 2002 Oakland Army Base Area Redevelopment Plan Environmental Impact Report (EIR) and the FITS project through the 2010 Maritime Utilities Upgrade Project Initial Study/Negative Declaration (IS/ND) with separate subsequent Addendums in 2012. The FITS, 7SGSW and 7SGSE projects are currently pursuing Categorical Exclusions (CE) as part of the National Environmental Policy Act (NEPA) clearance.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, California Department of Transportation, Union Pacific Railroad, BNSF Railway, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$ 15,000
Final Design (PS&E)	\$ 46,000
Right-of-Way	\$ 59,000
Construction	\$ 395,000
Total Expenditures Estimate	\$ 515,000

Note: Estimate basis in 2016 dollars.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 53,020
Federal	\$ 11,570
State	\$ 7,980
Senate Bill 1 (TCEP) ¹	\$ 187,456
TBD	\$ 254,974
Total Revenues To Date	\$ 515,000

¹ Trade Corridor Enhancement Program.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Fall 2018
Final Design	Fall 2018	Winter 2019
Construction	Spring 2020 ²	Winter 2023

² Construction related to utility relocation and FITS may begin in spring 2019.

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

GoPort Program Cost/Funding Summary

	Cost Estimate (millions)					Programmed Funds (millions)					Potential Funds (millions)			
	7SGSE	7SGSW	FITS	PUR	Total	Alameda CTC ¹	State SB1 LPP	SB1 TCEP	Federal	Total	Additional Alameda CTC	State SB1	Other ²	Total
Environmental	\$15.00				\$15.00	\$15.00				\$15.00			\$0.00	\$0.00
Design	\$22.00		\$24.00		\$46.00	\$38.02	\$7.98			\$46.00			\$0.00	\$0.00
Right of Way				\$59.00	\$59.00					\$0.00			\$59.00	\$59.00
Construction	\$225.00	\$146.00	\$24.00		\$395.00			\$187.46	\$11.57	\$199.02		\$112.31	\$83.67	\$195.98
Totals:					\$515.00	\$53.02	\$7.98	\$187.46	\$11.57	\$260.02	\$0.00	\$112.31	\$142.67	\$254.98

Funding Timeline:

March 2016	\$33.0 million allocated by Alameda CTC (\$15 million – PE/Env, \$18 million – design).
September 2017	\$1.824 million award to Port of Oakland from U.S. Department of Homeland Security ("DHS") Fiscal Year 2017 Port Security Grant Program. Caltrans approves Alameda CTC request to repurpose \$21,364 federal earmarked funds to construction phase of Project.
October 2017	\$9.72 million award to Alameda CTC from Federal Highway Administration (FHWA) Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Program.
January 2018	\$20.02 million allocation request for design phase by Alameda CTC. \$7.98 million SB1 Local Partnership Program (LPP) Programming approved and \$907,000 allocated by the California Transportation Commission (CTC). Submittal of TCEP Cycle 1 application for FITS and 7SGSE Capital Component (estimated award request \$188 million).
February 2018	\$20.02 million allocated by Alameda CTC for design phase.
May 2018	~\$188 million of competitive SB1 Trade Corridor Enhancement Program (TCEP) awarded by CTC for FITS and 7SGSE.
TBD	TCEP Cycle 2 application for 7SGSW (estimated award request \$112 million).

Notes:

1. All funds have been allocated.
2. Other potential funds includes RM3, future federal grants, and contribution in-kind from stakeholders.

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PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

PROJECT NEED

- Support regional economic development and Port growth potential
- Minimize likelihood of freight infrastructure failure
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians
- Support safe transportation system operations



PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities



7th Street, approaching Union Pacific Railroad bridge from the east.



Truck stuck at the 7th Street underpass.



Existing multi-use path and damage to the 7th Street underpass.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental / Preliminary Engineering

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- The project is pursuing a Categorical Exclusion (CE) as part of the National Environmental Policy Act (NEPA) clearance.
- NEPA clearance anticipated in fall 2018.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Department of Transportation, Union Pacific Railroad, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$ 5,000.0
Final Design (PS&E)	\$ 22,000.0
Construction ¹	\$ 225,000.0
Total Expenditures	\$ 252,000.0

¹ Includes right-of-way cost.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 19,020.0
State (SB 1 LPP) ²	\$ 7,980.0
State (SB 1 TCEP) ³	\$ 175,000.0
Federal	\$ 0.4
TBD	\$ 49,999.6
Total Revenues	\$ 252,000.0

² Senate Bill 1 Local Partnership Program (LPP).

³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Winter 2020
Right-of-Way	Fall 2018	Winter 2020
Construction	Spring 2020	2022

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

7th Street Grade Separation East (7SGSE) Cost/Funding Summary

	Cost Estimate (millions)		Programmed Funds (millions)					Potential Funds (millions)		
	7SGSE	Total	Alameda CTC	State SB1 LPP	SB1 TCEP	Federal	Total	Additional Alameda CTC	Other ¹	Total
Environmental	\$5.00	\$5.00	\$5.00				\$5.00		\$0.00	\$0.00
Design	\$22.00	\$22.00	\$14.02	\$7.98			\$22.00		\$0.00	\$0.00
Construction	\$225.00	\$225.00			\$175.00	\$0.0004	\$175.00		\$50.00	\$50.00
Totals:		\$252.00	\$19.02	\$7.98	\$175.00	\$0.00	\$202.00	\$0.00	\$50.00	\$50.00

Funding Timeline:

March 2016	\$33.0 million allocated by Alameda CTC (\$15 million – PE/Env, \$18 million – design) for GoPort Program.
September 2017	Caltrans approves Alameda CTC request to repurpose \$389 federal earmarked funds to construction phase.
January 2018	<p>\$20.02 million allocation request for design phase by Alameda CTC (estimated \$14.02 million for 7SGSE).</p> <p>\$7.98 million SB1 Local Partnership Program (LPP) Programming approved and \$907,000 allocated by the California Transportation Commission (CTC).</p> <p>Submittal of Trade Corridor Enhancement Program (TCEP) Cycle 1 application for 7SGSE Capital Component (award request \$175 million).</p>
February 2018	\$20.02 million allocated by Alameda CTC for design phase (estimated \$14.02 million for 7SGSE).
May 2018	\$175 million of competitive SB1 TCEP awarded by CTC for construction of 7SGSE.

Notes:

1. Other potential funds includes RM3, local, and contribution in-kind from stakeholders.

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