



Programs and Projects Committee Meeting Agenda Monday, September 10, 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 July 9, 2018 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Bay Fair Connection: Approve Project Funding Agreement A19-0011 with the San Francisco Bay Area Rapid Transit District for the Scoping Phase](#) 7 A

5.2. [Express Lanes Program: Approval of Professional Services Agreement A19-0001 with HNTB Corporation for System Manager and Program Support Services](#) 31 A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, October 8, 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)	October 4, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	October 8, 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)	November 19, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.m.
Alameda CTC Commission Meeting	September 27, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	September 24, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	October 18, 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).



Programs and Projects Committee Meeting Minutes Monday, July 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 and Commissioner Kalb.

Subsequent to the roll call:

Commissioner Miley and Commissioner Kalb arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the May 14, 2018 PPC Meeting Minutes

Commissioner Haggerty 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, Saltzman, Valle
No: None
Abstain: Spencer
Absent: Kalb, Miley

4.2. Approve June 11, 2018 PPC Meeting Minutes

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

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

5. Regular Matters

5.1. Approve 2018 Comprehensive Investment Plan Technical Adjustments

Vivek Bhat stated the Alameda CTC has programming and allocation authority for a number of federal, state, regional and local transportation funding programs, and the programming and allocation for these fund sources are included into a single document known as the Alameda CTC's Comprehensive Investment Plan (CIP). Mr. Bhat stated the most recent CIP, which was the 2018 CIP, was approved by the Commission in April 2017 and included approximately \$405 million of projects programmed over a five-year window between FY17-18 and FY 21-22. From the \$405 million, \$260 million was allocated in the first two-years (FY 17-18 and 18-19). Mr. Bhat

noted since the approval of the 2018 CIP, the Commission has approved individual off cycle allocations that are being captured in the recommended CIP update. Mr. Bhat noted that the recommended updates to the CIP also captured programming adjustments resulting from updated project delivery and funding strategies submitted by Sponsors. The changes amount to approximately \$106 million in additional programming, which included \$102 million in additional allocations. Mr. Bhat requested the Commission approve the 2018 CIP Update, which includes \$106 million of programming adjustments to the current CIP's programming window, fiscal years 2017-18 through 2021-22; and approve the Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners including Baseline Agreements for the Senate Bill 1 programs, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC.

Commissioner Saltzman requested clarification why this item was listed as technical adjustments when there were over \$100 million in changes. Mr. Bhat responded the item refers to programming changes that have already been approved and staff would like to include the changes in the CIP document. Mr. Dao stated that the majority of these programming recommendations were approved by the Commission after the CIP was approved, and staff now wants to combine all the approved items in one document.

Commissioner Saltzman abstained from voting, stating she would like more information on the programming updates included at the Commission meeting.

Commissioner Maass noted that some of the language needed more clarity and the memo's attachments were difficult to read due to the font size. Mr. Bhat stated staff will make the attachments more legible, and will also provide more clarity on the programming actions in the item presented to the Commission.

Commissioner Kalb asked if technical staff at all agencies were consulted and the updates were done in collaboration with them. Mr. Dao answered yes and noted that this item was presented and unanimously approved by the ACTAC on July 5, 2018.

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

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

5.2. Alameda CTC Capital Program Update

Trinity Nguyen presented an update on Alameda CTC's capital program. She reviewed the status of the overall capital program, highlighted upcoming advertisements, and provided details on projects in construction, including risks being managed.

Commissioner Cutter asked whether maintenance on the East Bay Greenway (EBGW) project has been resolved. Mr. Dao answered that City of Oakland Public Works maintains the segment discussed today, but that maintenance for parts not yet completed is still an ongoing issue.

Commissioner Miley stated that the segment of the EBGW in Oakland has basically been taken over by the homeless. Mr. Dao agreed that the homeless crisis is a critical issue that was not faced 10 years ago. He stated that the agency have to figure out how to provide this corridor and address the homeless crisis simultaneously.

Commissioner Miley requested staff to provide how much funding is regional and how much is local for each of the contracts, and the spin-off effect of increasing local jobs and how it's benefitting the economy and community. Ms. Nguyen stated that staff can share these numbers.

Commissioner Maass suggested that the regional park district could take over maintenance, because they have lots of experience dealing with homeless encampments. Mr. Dao replied that this is being explored.

Commissioner Kalb requested that Alameda CTC hold a briefing on the San Pablo Ave Corridor Project, where the commissioners from Oakland, Berkeley, Albany, and AC Transit can come together and meet about the project, get some questions answered and talk about progress. Mr. Dao agreed to hold such a briefing.

Commissioner Miley requested staff to provide the Committee with the Small Local Business participation level and what percentage of the workforce are Alameda County residents. Mr. Dao stated that staff can put that information together.

This item is for information only.

5.3. Interstate 680 Sunol Express Lanes – Phase 1: Approval of Amendment No. 2 to Cooperative Agreement No. 04-2568 with Caltrans for the Plans, Specifications and Estimate Phase

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 to Cooperative Agreement (Coop) No. 04-2568 with the California Department of Transportation (Caltrans) to administratively adjust funding from the Right of Way (R/W) Capital Phase to the Plans, Specifications and Estimate (PS&E) Phase. Mr. Dao stated that \$200 thousand will be moved from an area of savings to an area of cost overrun within the same agreement. Mr. Dao further stated that staff has not brought this before the 680 JPA because this is a typical project-related item.

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

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

5.4. Central Avenue Overpass: Approve Project Funding Agreement A18-0056 with the City of Newark for the Plans, Specifications, and Estimate and Right of Way Phases

Jhay Delos Reyes recommended that the Commission approve and authorize the Executive Director to execute Project Funding Agreement (PFA) A18-0056 with the City of Newark for the Final Design/Plans, Specification and Estimate (PS&E) and Right of Way (R/W) phases of the Central Avenue Overpass Project. Mr. Delos Reyes noted that currently traffic on Central Ave crosses the railroad tracks at-grade and that this project will construct a grade separation bridge over the Union Pacific Railroad tracks.

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

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

5.5. I-880 North Safety and Operational Improvements at 23rd and 29th: Approval of Amendment No. 1 to Cooperative Agreement No. 04-2550 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 (Coop) No. 04-2550 with the California Department of Transportation (Caltrans) to increase budget for the Construction Phase.

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

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

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, September 10, 2018 at 12:00 p.m.

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

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 31, 2018

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Bay Fair Connection: Approve Project Funding Agreement A19-0006 with the San Francisco Bay Area Rapid Transit District for the Scoping Phase

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Project Funding Agreement (PFA) A19-0006 with the San Francisco Bay Area Rapid Transit District (BART) for the Scoping/Planning phase of the Bay Fair Connection Project.

Summary

BART is the Sponsor of the Bay Fair Connection Project (Project) (PN 1433.000), a named project in the 2014 Transportation Expenditure Plan (TEP) with a total Measure BB commitment of \$100,000,000. The Project, located in the City of San Leandro, will modify the BART Bay Fair Station and approaches to add one or more additional tracks and one or more passenger platforms for efficient train service and operational flexibility and will include station modernization, modifications to switches, tracks, crossovers, train control, signaling, and traction power.

The proposed physical infrastructure will make it possible for passengers traveling between Silicon Valley and the Tri-Valley to have either a one-seat ride or a timed transfer (either where the passenger crosses the platform to another train or where the passengers steps off the train, waits one minute to step onto the next train) and to bring trains into service and take trains out of service, couple/decouple them at this station. Two general options are being considered: East Platform placement and West Platform placement. For additional project details, refer to Attachment A- Project Fact Sheet.

Project Funding Agreement (PFA) A16-0003, executed on November 1, 2013 authorized \$100,000 of Measure BB for initial project scoping. BART has completed the project deliverables for this work and is now requesting authorization to proceed with the Scoping/Planning Phase of the project. Staff has reviewed BART's request (Attachment B)

and recommends the approval of PFA A19-0006 in the amount of \$575,000 for the Scoping/Planning Phase. The estimated phase duration is 15 months.

The amount requested is consistent with the Commission's prior allocation action as summarized in Table A, Summary of Project Funding Actions.

Background

BART is nearing capacity at peak times of the day and is expecting vast ridership increase over the next several years. The Bay Fair Connection is a key improvement required for expansion of BART capacity as described in BART Metro, BART's vision for meeting future ridership demand. The suite of BART Metro projects, including Bay Fair Connection, as well as new turnbacks, traction power upgrades, train control modernization, an expanded fleet of train cars, new train storage and maintenance facilities, and other station improvements, will allow for BART service to increase to meet growing demand. Transbay Peak train frequency can increase from up to 23 trains per hour today to 30 trains per hour, and transbay capacity during the peak is estimated to expand from 27,000 passengers per hour today to 45,800 per hour by 2026, an increase of 63%. With these improvements, BART will have sufficient capacity to serve up to ~750,000 riders/day, up from ~430,000/day today, and will improve reliability and mitigate crowding for all passengers.

Within the suite of BART Metro projects, the Bay Fair Connection is necessary because it allows for trains to come into service at Bay Fair in order to serve the core BART system, where demand is the highest. Currently, that is not possible; the closest point where trains can go in and out of service at the Hayward Maintenance Yard, over 10 minutes away. Without the Bay Fair Connection, BART cannot make the most efficient use of its fleet, and therefore cannot meet the BART Metro service vision.

Additionally, the upcoming extensions of BART to Santa Clara county (Silicon Valley) and to Livermore is expected to result in an increasing number of passengers commuting between the Tri-Valley (current Dublin/Pleasanton line) and Silicon Valley (current Fremont Line). By building an additional platform, the Bay Fair Connection will make this a more convenient connection, and preserve flexibility for many potential service options.

In March 2015, as part of the 2016 Comprehensive Investment Plan, the Commission authorized and allocated up to \$100,000 for scoping and project development activities to better define project scope and costs. BART's work for the initial project scoping included an evaluation of two platform placement alternatives: East and West. Key implementation issues for each option were evaluated and preliminary concepts were prepared. The resulting April 2016 technical memo (Attachment C), defines the project and proposes goals for the project improvements.

In summary, the Bay Fair Connection project will add one or more additional tracks and one or more additional passenger platforms to the Bay Fair BART Station in order to accomplish the following goals:

- Build necessary infrastructure for achievement of “BART Metro” service plan to better serve the Core Areas of BART system
- Trains must be able to be brought into service at Bay Fair (through a staging area pocket track)
- Trains must be able to be decoupled at Bay Fair (short trains, turn backs)
- Allow for a seamless and convenient connection between the Tri-Valley and Silicon Valley (e.g. one-seat ride or timed transfer)
- Configure station for maximum system performance and operational flexibility in all directions over the long term
- Modernize station, improve the customer experience; provide expanded facilities for crew

BART is now ready and in position to move forward with the Scoping/Planning phase of the project and has submitted a \$575,000 request to further evaluate and prepare an Implementation and Phasing Plan. The work, which is anticipated to take 15 months to complete, includes the following deliverables:

- Existing Conditions Analysis – draw on previous studies (2008, 2015) reflect new initiatives (Bay Fair TOD, ESP improvements)
- Project Alternatives – including station envelope, operational needs, station area alternatives, and fatal flaw analysis
- Alternatives Evaluation – based on project goals
- Alternatives Development – in combination with evaluation and in response to it – including conceptual engineering, operational analysis, right-of-way "ROW", Risks, and Costs
- Recommendation of Preferred Alternative – based on the outcomes of previous tasks
- Implementation and Phasing – based on availability of funds and operational requirements

Upon completion of the Scoping/Planning phase, BART will return with an update and seek authorization to begin the environmental phase.

Fiscal Impact: The action will authorize the encumbrance of \$575,000 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 2018-19 Capital Program Budget.

Table A - Summary of Project Funding Actions			Commitment Balance
Description	Date Authorized	Amount	
TEP Project Commitment	November 2014	\$100,000,000	\$100,000,000
Preliminary Scoping allocation	March 2015	(\$100,000)	\$99,900,000
Scoping/Planning/Preliminary Engineering/Environmental Phase allocation	April 2017	(\$5,500,000)	\$94,400,000
Closeout A16-0003	July 2017	\$15,447	\$94,415,447
Total Remaining Balance:			\$94,415,447

Table B - Summary of Project Funding Agreements		
Agreement Description	Date Authorized	Agreement Amount
<p>A16-0003: Prepare a Recommendations Memo detailing scope, cost, and schedule for two platform options (West and East).</p> <p>Status-Closed: Completed deliverables on April 2016. Total amount expended: \$84,553</p>	July 2016	\$100,000
A19-0006: Scoping/Planning documents for two platform options (West and East).	September 2018 (This request)	\$575,000

Attachments

- A. Project Fact Sheet
- B. Sponsor Request
- C. Recommendations Memo (April 2016)

PROJECT OVERVIEW

The San Francisco Bay Area Rapid Transit (BART) District, in partnership with the Alameda County Transportation Commission (Alameda CTC), proposes improvements at the Bay Fair station in San Leandro.

The project would modify the BART Bay Fair Station to construct a third station track and second passenger platform. Some switches and tracks would be added. Modifications would be made to train signaling and other related systems. Bay Fair BART rider facilities, such as escalators, elevators, stairs, signs and lighting, would be upgraded to the latest design standards. Different station configurations will be examined for benefits and impacts with results discussed with the public.

Since the successful passage of Alameda County's Measure BB, BART has moved forward with initial scoping efforts to define the project components and delivery plan. Two general station placement options have been identified for further evaluation in the current Scoping/Planning phase and eventual clearance in the subsequent environmental phase.



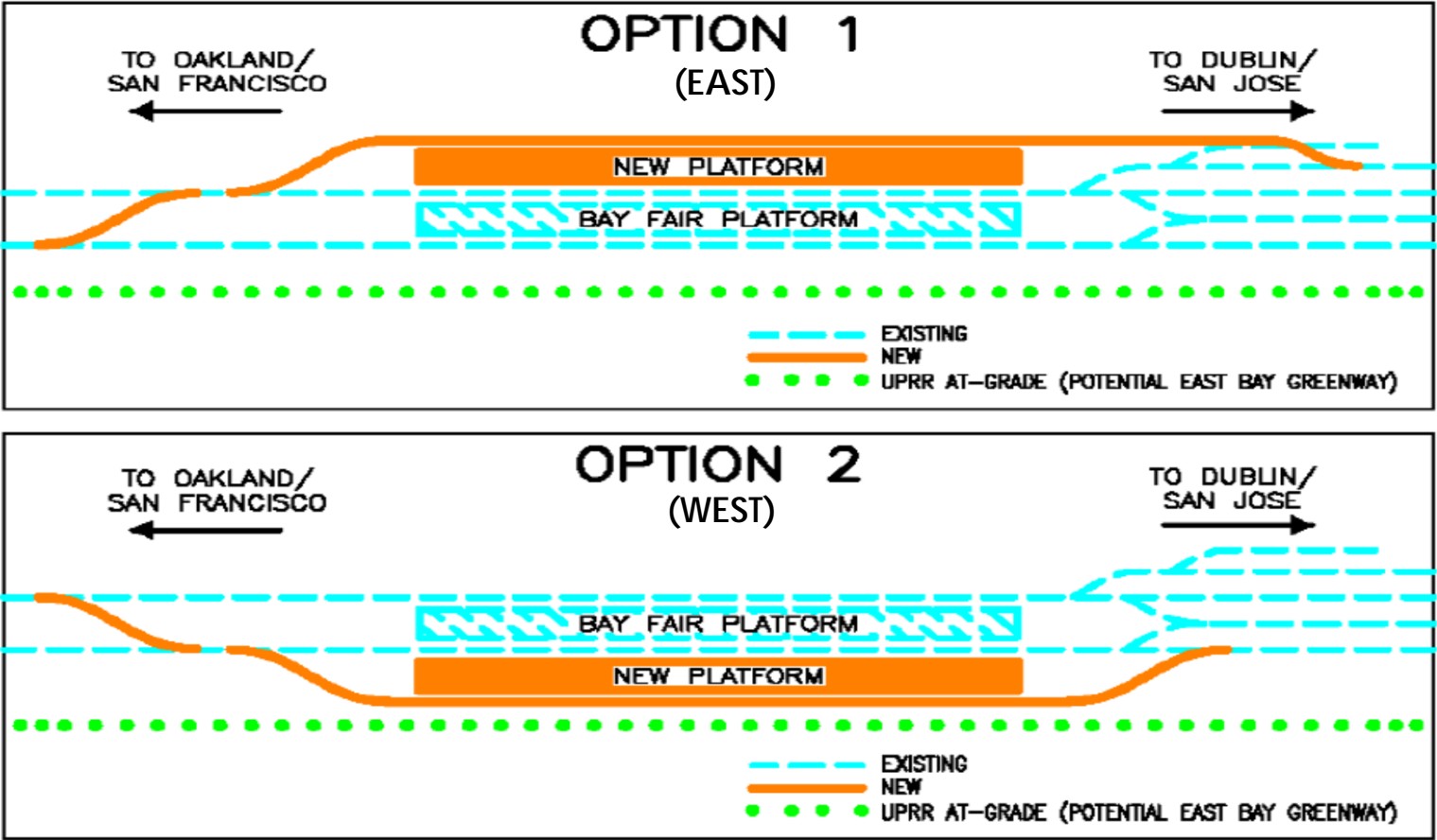
PROJECT NEED

Bay Fair Connection is a key improvement required for:

- The expansion of BART capacity as described in BART Metro, BART's vision for meeting future ridership demand.
- Addressing the increasing Regional and inter-regional congestion in the I-880 Corridor to improve air quality and reduce greenhouse gases and other emissions associated with automobile use.
- A more convenient, effective, and efficient connection to serve the core BART system where demand is highest and preserve flexibility for many potential service options due to an increasing number of passengers commuting between the Tri-Valley (and Silicon Valley).

PROJECT BENEFITS

- Provides new track and station platform to better facilitate transfers between lines.
- Modernizes Bay Fair Station to improve customer experience.
- Ensures reliable train service in Alameda County and elsewhere.
- Travel-time savings for riders transferring at Bay Fair.
- Potential Alameda County Transbay service enhancements nights and weekends



Layout options for station placement and associated station and track layouts.

UPRR- Union Pacific Railroad

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

Scoping/PE/Environmental	\$5,600
Final Design – Plans, Specifications and Estimates (PS&E)	TBD
Right-of-Way	TBD
Utility Relocation	TBD
Construction	TBD
Total Cost ¹	\$200,000-\$250,000

¹Based upon initial scoping completed in April 2016.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$100,000
Regional	\$0
State	\$0
Federal	\$0
Total Revenues	\$150,000

STATUS

Implementing Agency: BART

Current Phase: Scoping/Planning

PARTNERS AND STAKEHOLDERS

BART, City of San Leandro, Alameda CTC, and the Metropolitan Transportation Commission

SCHEDULE BY PHASE

	Begin	End
Initial Scoping	Spring 2015	Spring 2016
Scoping/Planning	Fall 2018	Fall/Winter 2019
Preliminary Engineering/Environmental	Early 2020	Late 2021

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

APPENDIX A**PROJECT CONTROL INFORMATION****Appendix Index**

Appendix A-1	Project Description
Appendix A-2	Project Phase Descriptions
Appendix A-3	Project Milestone Schedule
Appendix A-4	Project Responsibility Checklist
Appendix A-5	Project Funding Summary by Phase and Fund Source
Appendix A-6	Project Phase Cost Detail and Special Considerations
Appendix A-7	Permits/Agreements/Coordinating Agencies

PROJECT DESCRIPTION

Project Title: Bay Fair Connection

Project Description:

The Bay Fair Connection project will add one or more additional tracks and one or more additional passenger platforms to Bay Fair BART Station in order to accomplish the following goals:

- Build necessary infrastructure for achievement of “BART Metro” service plan to better serve the Core Areas of BART system
 - Trains must be able to be brought into service at Bay Fair (through a staging area pocket track)
 - Trains must be able to be decoupled at Bay Fair (short trains, turn backs)
- Allow for a seamless and convenient connection between the Tri-Valley and Silicon Valley (e.g. one-seat ride or timed transfer)
- Configure station for maximum system performance and operational flexibility in all directions over the long term
- Modernize station, improve the customer experience; provide expanded facilities for crew

The scope of the project includes the following stages of work:

Preliminary Scoping (Completed April 2016)

Scoping / Planning (Oct. 2018-Dec. 2019)

- Existing Conditions Analysis – draw on previous studies (2008, 2015) reflect new initiatives (Bay Fair TOD, ESP improvements)
- Project Alternatives – including station envelope, operational needs, station area alternatives, and fatal flaw analysis
- Alternatives Evaluation – based on project goals
- Alternatives Development – in combination with evaluation and in response to it – including conceptual engineering, operational analysis, ROW, Risks, and Costs
- Recommendation of Preferred Alternative – based on the outcomes of previous tasks
- Implementation and Phasing – based on availability of funds and operational requirements

PE/Environmental (2020-2021)

- Preliminary Engineering
- Project Definition
- Initial Reconnaissance and Identification of Issues
- Preparation of the Draft EIR
- Preparation of Responses to Comments
- Project Approvals

PS&E/Final Design (2022-2023)

ROW (2022-2023)

Construction (2024-2026)

Project Map

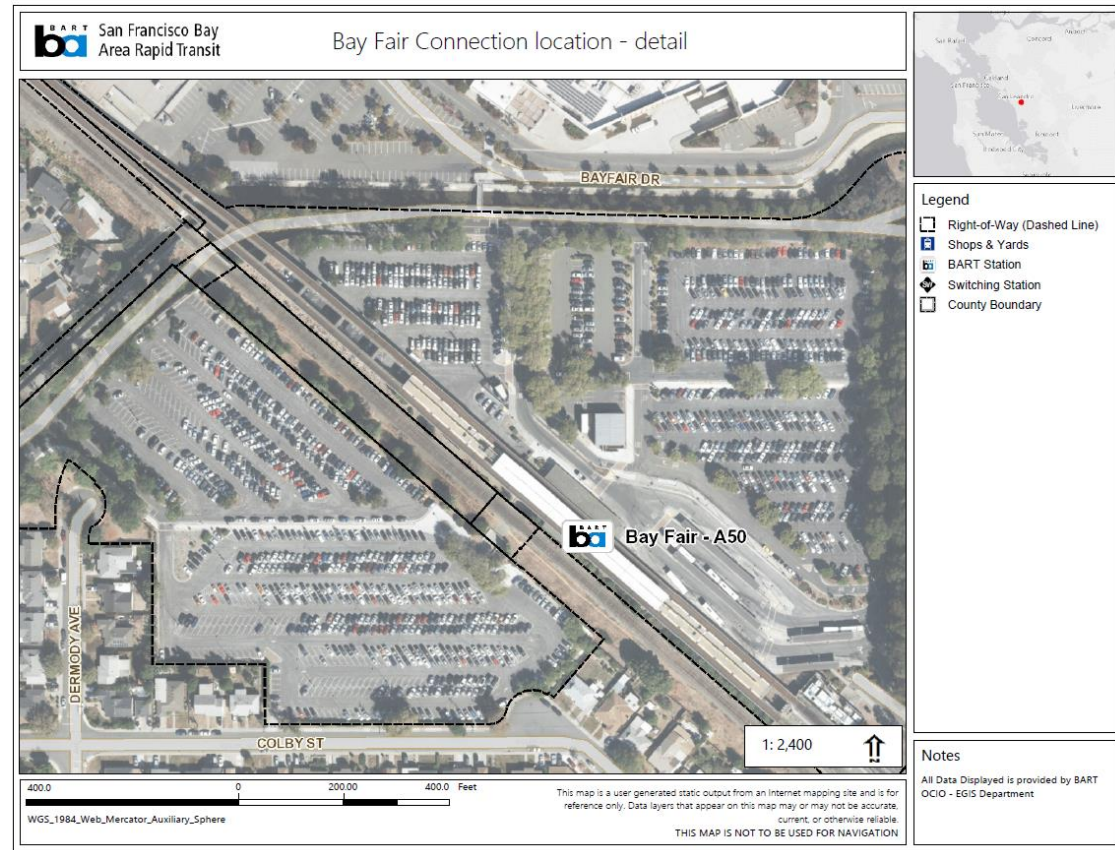
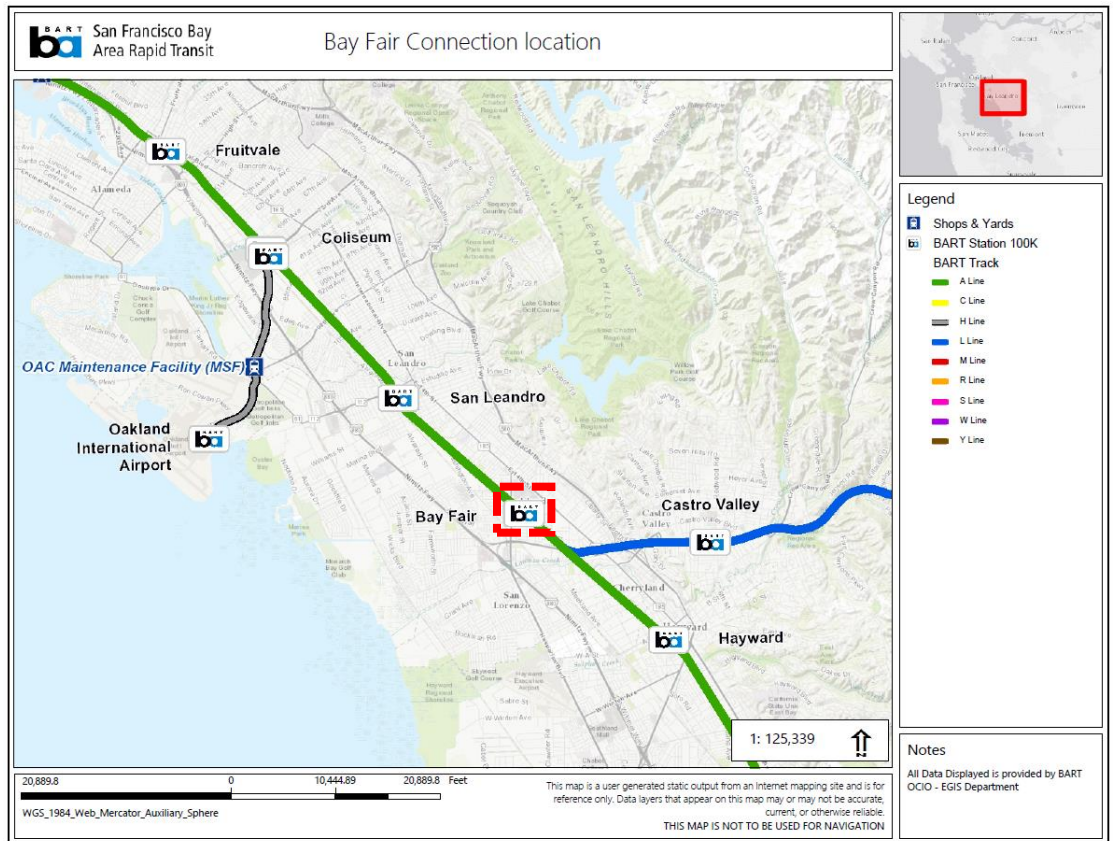


Figure 1 Bay Fair Connection Location

APPENDIX A-2**PROJECT PHASE DESCRIPTIONS**

The ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT are to support the project phase(s) identified and described below:

Scoping / Planning

Task 1 – Project Initiation and Management

Task 2 – Existing Conditions (Station Modernization)

- Review Previous Studies
- Land Use Model
- Service Planning Model
- Capacity & Vertical Circulation
- Preliminary Life Safety Code and Egress Capacity Analyses
- Access Mode Analysis, Circulation, and Local Context
- Universal Access and ADA Compliance
- Safety and Security
- State of Good Repair
- Project Open House
- *Deliverable:* Existing Conditions Report

Task 3 – Project Alternatives (Includes both new platform options and station modernization options)

- Envelope Study
- Station Operations
- Station Area
- Fatal Flaw analysis

Task 4 – Alternatives Evaluation

- Evaluation Criteria
- Evaluation
- *Deliverable:* Evaluation + Alternatives Memo

Task 5 – Alternatives Development

- Conceptual Engineering
- Operational Analysis
- Right-of-Way Requirements
- Risks
- Conceptual Cost Estimate
- *Deliverable:* Preferred Design Concept Drawings, Cost Estimates

Task 6 – Recommendation

- *Deliverable:* Recommendations Memo

Task 7 – Implementation and Phasing Plan

- *Deliverable:* Phasing, Prioritization, & Implementation Plan

Preliminary Engineering / Environmental

Task 8

- Preliminary Engineering, including: Ground Conditions
- Risk Assessment
- Site Investigation (Borings)
- Utility Identification
- Water Table
- Laydown Area
- Parking
- Station Circulation
- *Deliverable:* 20% Design Drawings, 20% Cost Estimates

Task 9

- Project Definition – including working with the project team to identify the proposed project, changes to station operations, the construction scenario, and avoidance and minimization measures such as the BART Facility Standards which can eliminate or reduce physical impacts that might otherwise occur.
- *Deliverable:* Project Definition Memo

Task 10

- Initial Reconnaissance and Identification of Issues – including the scoping process (with a meeting that would be combined with one identified as part of the planning process) and the publication and distribution of a Notice of Preparation (NOP).

Task 11

- Preparation of the Draft EIR – including data collection, impact assessment following the State CEQA Guidelines Appendix G, formulation of mitigation measures, and assessment of project alternatives.
- *Deliverable:* Draft EIR

Task 12

- Preparation of Responses to Comments – including responses to all substantive comments, which could include revisions and corrections to the Draft EIR; the Draft EIR is not proposed to be reprinted.
- *Deliverable:* Responses to Comments

Task 13

- Project Approvals – including submittal of the Final EIR (consisting of the Draft EIR and the Responses to Comments) for distribution by BART; preparation of Findings and a Statement of Overriding Considerations, if needed; and preparation of a Mitigation Monitoring and Reporting Program. Attendance at the BART Board meeting to certify the EIR and adopt the other approval documents is assumed.
- *Deliverable:* Project Approvals / Final EIR

Potential additional activities if NEPA is required:

- Effects on the socioeconomic environment (in addition to the physical environment under CEQA);
- Related regulations and coordination pursuant to Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the Federal Department of Transportation Act; and related Executive Orders (EO), primarily EO 12898 regarding Environmental Justice and EO 13690 regarding floodplain management and climate change;
- A more extensive coordination effort to interact with the Federal Transit Administration (FTA) and other participating agencies under 23 United States Code 193, including those agencies that have jurisdiction over the environmental regulations cited above;
- An equal level of analysis of alternatives (in addition to the proposed project under CEQA);
- Preparation of a Section 508 compliant report (i.e., one that is accessible to those with disabilities, including, for example, visual impairment); and
- Earlier consultation with FTA would be recommended to ensure that the appropriate NEPA/FTA procedural steps are followed, to discuss the possibility of preparing a joint environmental document, and to strategize about whether NEPA clearance could be performed with an EA, rather than an EIS.

APPENDIX A-3

PROJECT MILESTONE SCHEDULE

Phase/Milestone	Begin (Mo/Yr)	End (Mo/Yr)
Scoping / Planning	10/2018	12/2019
Preliminary Engineering/Environmental Studies	01/2020	12/2021
CEQA Approval	04/2020	12/2021
NEPA Approval	04/2020	12/2021
Final Design (Plans, Specifications and Estimate (PS&E))	TBD	TBD
Right-of-Way Acquisition	TBD	TBD
Right of Way Certification	TBD	TBD
Construction	TBD	TBD
Operations	TBD	TBD
Other/non-capital: (describe here)		
Notes:		

Environmental Clearance Status:

	CEQA	NEPA
Environmental Document Type	EIR	EIS
Begin Environmental Process	04/2020	04/2020
Draft Circulation (if known)		
Date of Public Meeting (if known)		
Final Draft Submitted		
Actual Certification Date		
Percent Complete	0%	0%

	2018				2019				2020				2021				2022				2023				2024				2025				2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Scoping / Planning																																				
1 Project Initiation and Management																																				
2 Existing Conditions (Station Modernization)																																				
3 Project Alternatives																																				
4 Alternatives Evaluation																																				
5 Alternatives Development																																				
6 Recommendation																																				
7 Implementation and Phasing Plan																																				
Preliminary Engineering / Environmental																																				
8 Preliminary Engineering – 20%																																				
9 Project Definition																																				
10 Initial Reconnaissance and Identification of Issues																																				
11 Preparation of the Draft EIR																																				
12 Preparation of Responses to Comments																																				
13 Project Approvals / Final EIR																																				
PS&E																																				
Tasks TBD																																				
Right-of-Way																																				
Tasks TBD																																				
Construction																																				
Tasks TBD																																				

APPENDIX A-4

PROJECT RESPONSIBILITY CHECKLIST

Project Responsibility Checklist: The table below identifies specific project responsibilities of the ALAMEDA CTC and the PROJECT SPONSOR for implementing the PROJECT contained in this AGREEMENT.

No.	PROJECT ACTIVITY	ALAMEDA CTC	SPONSOR
1.	Provide Conceptual Geometrics (GAD)		C
2.	Approve Conceptual Geometrics		S
3.	Provide Available Survey Control, Topography & Aerial Survey Data		C
4.	Obtain Permits		C / S
5.	Prepare Engineering Studies & Reports		C
6.	Review Engineering Studies & Reports		C / S
7.	Approve Engineering Studies & Reports		S
8.	Review R/W Requirements (takes, easements, etc.)	-	C / S
9.	Approve R/W Requirements (takes, easements, etc.)	-	S
10.	Prepare R/W Acquisition Permits	-	-
11.	Review R/W Acquisition Permits	-	-
12.	Approve R/W Acquisition Permits	-	-
13.	Acquire R/W	-	-
14.	Prepare Record of Survey	-	-
15.	Review Record of Survey	-	-
16.	Transfer R/W to State	-	-
17.	Locate Existing Utilities	-	C
18.	Coordinate Utilities Relocation with Utilities	-	-
19.	Prepare Utility Agreements	-	-
20.	Review Utility Agreements	-	-
21.	Approve Utility Agreements	-	-
22.	Execute Utility Agreements	-	-
23.	Prepare PS&E and all associated documents	-	-
24.	Review PS&E and all associated documents	-	-
25.	Approve PS&E and all associated documents	-	-
26.	Advertise Construction Contract	-	-
27.	Open Construction Bids and Proposals	-	-
28.	Contract Award Recommendations	-	-
29.	Award Construction Contract	-	-
30.	Administer Construction including Inspection & Surveying	-	-
31.	Review Contract Change Orders (CCO's)	-	-
32.	Approve CCO's	-	-
33.	Design Services During Construction	-	-
34.	Prepare As-Builts	-	-
35.	Close-out Contract	-	-

LEGEND:

C = consultant

S = staff

S/C = staff and contractor/consultant

APPENDIX A-5

PROJECT FUNDING SUMMARY BY PHASE AND FUND SOURCE

PROJECT FUNDING SUMMARY BY PHASE AND FUND SOURCE						
PHASE	Alameda CTC Administered Funds			Other Funds	Total Funding	Reimbursement Ratio Percentage
	Measure BB – Bay Fair Connection					
Planning/Scoping	\$575,000	\$	\$	\$5,000	\$580,000	99%
Preliminary Engineering/ Environmental Studies	\$4,925,000	\$	\$	\$0	\$4,925,000	100%
Final Design (PS&E)	\$	\$	\$	\$	\$	%
Right-of-Way Capital	\$	\$	\$	\$	\$	%
Right-of-Way Support	\$	\$	\$	\$	\$	%
Construction Capital	\$	\$	\$	\$	\$	%
Construction Support	\$	\$	\$	\$	\$	%
Operations	\$	\$	\$	\$	\$	%
Other (describe here)	\$	\$	\$	\$	\$	%
Total Funding	\$5,500,000	\$	\$	\$5,000	\$5,505,000	99.9%

Notes:

1. PROJECT SPONSOR shall be reimbursed eligible costs in the percentage of Total ALAMEDA CTC ADMINISTERED FUNDS to Total Funding per the Reimbursement Ratio Percentage for each phase. Each Alameda CTC Administered Fund amount identified is a not-to-exceed amount. The Reimbursement Ratio is defined as ALAMEDA CTC ADMINISTERED FUNDS over the Total Funding.

APPENDIX A-6
PROJECT PHASE COST DETAIL

This Project Phase Cost Detail summarizes the total cost for each phase with ALAMEDA CTC ADMINISTERED FUNDS obligated in this AGREEMENT.

PROJECT PHASE COST DETAIL					
Planning / Scoping	Measure BB – Bay Fair Connection			Other Local	Total Cost
SPONSOR STAFF COSTS					
Sponsor Staff Time	\$124,000	\$	\$	\$5,000	\$129,000
Sponsor Direct Costs	\$1,000	\$	\$	\$	\$1,000
Sub-total Sponsor Staff Cost	\$125,000	\$	\$	\$	\$130,000
CONTRACT COSTS					
Project Manager / Planning Contract	\$450,000	\$	\$	\$	\$450,000
	\$	\$	\$	\$	\$
	\$	\$	\$	\$	\$
Sub-total Contract Cost	\$450,000	\$	\$	\$	\$450,000
Total Phase Cost <i>(Staff + Contract Costs)</i>	\$575,000	\$	\$	\$5,000	\$580,000
Special Considerations <i>related to funding the breakdown for the phase, e.g. 100% one fund source, certain funds to be expended before others, etc.</i> 1.					

PROJECT PHASE COST DETAIL					
Preliminary Engineering / Environmental	Measure BB – Bay Fair Connection			Other Local	Total Cost
SPONSOR STAFF COSTS					
Sponsor Staff Time	\$990,000	\$	\$	\$	\$990,000
Sponsor Direct Costs	\$10,000	\$	\$	\$	\$10,000
Sub-total Sponsor Staff Cost	\$1,000,000	\$	\$	\$	\$1,000,000
CONTRACT COSTS					
Preliminary Engineering/ Env.	\$3,925,000	\$	\$	\$	\$3,925,000
	\$	\$	\$	\$	\$
	\$	\$	\$	\$	\$
Sub-total Contract Cost	\$	\$	\$	\$	\$
Total Phase Cost <i>(Staff + Contract Costs)</i>	\$4,925,000	\$	\$	\$	\$4,925,000
Special Considerations <i>related to funding the breakdown for the phase, e.g. 100% one fund source, certain funds to be expended before others, etc.</i> 1.					

APPENDIX A-7

PERMITS/AGREEMENTS/COORDINATING AGENCIES

A list of permitting agencies, required agreements and coordinating agencies is included in this appendix.

Per Section I.23 of this AGREEMENT, PROJECT SPONSOR shall obtain all state, local and federal permits and approvals for work, including environmental approvals in accordance with the National Environment Policy Act (NEPA) and the California Environmental Quality Act (CEQA), as applicable. PROJECT SPONSOR will comply with all applicable state and federal laws and regulations.

PERMITS:

- TBD Pending Environmental Document & Alternative Chosen

AGREEMENTS:

- TBD

COORDINATING AGENCIES:

TBD – Likely Agencies Include

- Alameda County Public Works Agency (ACPWA)
- Alameda County Transportation Commission (ALAMEDA CTC)
- Metropolitan Transportation Commission (MTC)
- California Department of Transportation (Caltrans)
- Federal Highway Administration (FHWA)
- City of San Leandro
- Alameda County
- Alameda-Contra Costa Transit District (AC Transit)

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Memorandum

To	Ian Griffiths/Val Menotti, BART	Pages	5
Subject	Bay Fair Connection Recommendations (FINAL)		
From	Lilia Scott/Joy Villafranca/Dick Wenzel/Ken Kalsi, AECOM		
Date	April 29, 2016		

1.0 Introduction

This memorandum summarizes AECOM's recommendations for the Bay Fair Connection, based on the analysis of four Options for an additional platform at the Bay Fair BART station.

The Bay Fair Connection would upgrade the Bay Fair Station facilities and operations to adequately manage increased operational and passenger demand due to implementation of the BART Metro concept to increase service in the system core and the addition of service to Silicon Valley, bring trains in to and out of service at this station, couple and decouple them, and to provide the physical infrastructure to make possible a one-seat or timed transfer (either with the passenger walking across the platform or the passenger stepping off the train, waiting one to two minutes for the next train, and stepping onto that train on the same platform) between the Silicon Valley and the Tri-Valley areas. AECOM analyzed the feasibility of constructing an additional platform on the eastern side of the station in 2012. In 2016, AECOM analyzed the feasibility of constructing an additional platform on the western side of the station (one design iteration only) and updated the 2012 findings for the eastern side. This final deliverable presents the results of the platform analyses and provides recommendations for the next steps of the project.

1.1 Project Overview – Goals and Prior Work/Deliverables

To identify which goals are most critical to BART's long-term vision, the extended project team met early in this project with BART internal stakeholders to identify and develop the project direction. The established primary and secondary project goals are as follows:

1.1.1 Primary

- Build necessary infrastructure for achievement of the BART Metro service plan to better serve the Core Areas;
 - Trains must be able to be brought into service at Bay Fair;
 - Trains must be able to be decoupled at Bay Fair (short trains, turn-backs);
- Allow for a seamless and convenient connection between the Tri-Valley and Silicon Valley (e.g., one-seat ride or timed transfer);
- Configure station for maximum system performance and operational flexibility in all directions over the long term; and
- Modernize station, improve the customer experience; provide expanded facilities for crew changes.

1.1.2 Secondary

- Improve station access at Bay Fair including for buses, pedestrians, and bicycling on both sides of the rail corridor;
- Support implementation of East Bay Greenway;
- Support long-term land use intensification (Transit-Oriented Development) at Bay Fair Station;
- Support provision of special event service at Coliseum Station;
- Minimize disruption during construction period; and
- Preserve Maintenance-of-Way (MOW) access and efficiency.

1.2 Prior Work and Deliverables

In 2008, BART was conducting two studies: a Livermore Extension Programmatic Environmental Impact Report (EIR); and a second study to consider a direct connection between the Castro Valley BART Station and the Hayward BART Station. These two studies were independently managed. The Livermore Extension, if built, would increase the BART ridership between the Tri-Valley and southern Alameda County/Silicon Valley, particularly with the future implementation of the Silicon Valley Rapid Transit (SVRT). BART considered a direct connection between the Dublin (Blue) L-Line and the Fremont (Green and Orange) A-Lines (and future SVRT service), called the Bay Fair Wye. However, the community impacts and costs outweighed the ridership benefit, and the alternative was dropped. Through this process, BART identified another alternative: to construct a second platform at the Bay Fair Station to facilitate trip transfers between the Tri-Valley and southern Alameda County/Silicon Valley. This alternative was called the Bay Fair Connection.

In 2009, BART Operations supported a new South-of-Bay-Fair track schematic and draft operating plan for the Bay Fair Connection. Development of the alternative continued until BART temporarily suspended all work on this study to preserve funding, so that the primary BART-to-Livermore Extension Programmatic EIR could be completed. The Bay Fair Connection analysis resumed in fall of 2010, after completion of the Livermore Extension EIR. AECOM completed a final study memorandum of an East Platform Concept in March 2012.

In 2015, BART requested a follow-on study to complete the initial project scoping phase of the Bay Fair Connection project, consistent with Alameda County Transportation Commission requirements and guidance. The study had three components:

1. Assist BART with completing the Alameda Countywide Transportation Plan funding application, due July 31, 2015, using available data on Alternative 1, Options 1 and 2, Second Platform (East Platform Concept).
2. Further develop the West Platform Concept, Alternative 1, Option 3, in the 2012 memo, and update information for the East Platform Concept, Alternative 1, Options 1 and 2, Second Platform.
3. Prepare a recommendation for the next phase of design based on information developed for each concept, and recommendations for the next phase of design for the Bay Fair Connection project.

1.3 Platform Analyses – Concept Descriptions and Cost Estimates

The analysis identified four options for study:

- Option 1 – Second Platform to the East, Demolish Commercial Building
- Option 2 – Second Platform to the East, Commercial Building to Remain
- Option 3 – Second Platform to the West, Abandon Union Pacific Railroad (UPRR) Tracks
- Option 4 – Second Platform to the West, Relocate UPRR Tracks.

In all options, the Bay Fair Connection provides a travel-time savings over the existing BART system. When a Dublin/Pleasanton train arrives at the new, second Bay Fair Platform, the arriving train operator disembarks from the northern end of the train, while a second train operator boards the southern end of the train and reverses the direction of the train to south-bound. The train operator switch will happen while passengers are off-loading and boarding. The estimated travel-time savings for this alternative is 3.5 minutes over the existing system—currently at 15-minute intervals. Additionally, the alternative has the advantage of potentially allowing passengers to remain on the same train, if the service plan recommends that configuration.

Table 1 (on the second page following) describes the options for a second platform alternative and their potential impacts. Appendix A provides more detailed information about this analysis and the rationale for its resulting recommendations.

1.3.1 East Platform Updated

Option 1. This option proposes constructing a second station platform with approximately 2,690 feet of new track, and demolishing an existing commercial building (24-Hour Fitness) at Bay Fair Mall, just north of the station. The proposed platform dimensions are 700 feet long by 29 feet, 5 inches wide. This option, as currently designed, does not improve train movement flexibility. This project was not scoped to update the Option 1 design.

The design for this option is the same design developed in March 2012. Although the rough-order-of-magnitude cost for Option 1 had been estimated as \$148M, the updated 2016 cost is \$161M.

Option 2. This option proposes to construct a second platform at Bay Fair Station with approximately 1,910 feet of new track, and would avoid demolishing an existing commercial building (24-Hour Fitness) at Bay Fair Mall, just north of the station. The proposed platform dimensions are 700 feet long by 25 feet, 5 inches wide. This option could not improve track movement flexibility due to lack of physical space.

The design for this option is the same as that presented in March 2012. Although the rough-order-of-magnitude cost for Option 2 had been estimated as \$121M, the updated 2016 cost is \$139.5M.

1.3.2 West Platform Analysis

Option 3. This option assumes the UPRR tracks are abandoned and East Bay Greenway is incorporated. In addition to providing conceptual engineering platform layouts in section and plan views, this option estimates implementation costs, describes operational positive and negative

impacts, and defines Right-of-Way (ROW) limits. Improved train movement flexibility could be possible with this option.

This option proposes to construct a platform to the west of the existing platform. It would require ROW acquisition from UPRR and abandoning the UPRR tracks. The East Bay Greenway would run along the former UPRR ROW to the west of the station.

Option 4. This option assumed UPRR tracks are not abandoned, but relocated westward; and East Bay Greenway is incorporated. In addition to providing conceptual engineering platform layouts in section and plan views, this option estimates implementation costs; describes operational positive and negative impacts; and defines ROW limits, which identifies the ultimate ROW takes and limits (demonstrating the preferred case for UPRR abandonment). This option would allow for improved train movement flexibility.

This option proposes to construct a platform to the west of the existing platform. It would require ROW acquisition from UPRR, and relocation of the UPRR tracks. Two new UPRR structures would be required: one over the creek; and one over Thornally Drive.

1.4 Bay Fair Connection Recommendations

Of the Options identified under this project scope, Option 1 (Second Platform to East, Demolish Commercial Building) and Option 3 (Second Platform to West, Abandon UPRR) should be further developed. However, if any uncertainty exists that the UPRR ROW acquisition will not be available, Option 4 (Second Platform to the West, Relocate UPRR) could also be explored. Option 2 (Second Platform to East, Commercial Building Remains) was eliminated due to unacceptable operational impacts and the inability to improve operational flexibility in the trackways.

It should be noted that one additional platform may not be enough given BART's plans for this corridor. The project has identified the need for a more comprehensive evaluation at this station to foster operational flexibility for the BART Metro concept. This would include providing the following operation and maintenance flexibility at this station: the ability to bring trains into service; decoupling trains; and provide maintenance-of-way vehicle storage. The station may be best served with an entirely different design. The timing of these decisions is also uncertain, given the implementation of the East Bay Greenway and the fate of UPRR. Appendix B includes a proposal for an "expanded scope," which leads this project through its current phase; fully explores feasibility options for the station; and provides a preliminary proposal for environmental clearance of the recommended station configuration.

Appendix A – Technical memorandum outlining the process and assumptions of the western and eastern platform engineering and cost estimates (Section III, Platform Analysis)

Appendix B – Expanded Scope

Table 1 – Summary of Options 1 through 4

	Description	Cost in Million Dollars (\$M) per Year 2016 ¹	Escalation in \$M to the Project Start (See Note 3)	ROW Cost (\$M)	Schedule Impacts (Acquisition/Neg. Estimated Delay)	Union Pacific Railroad (UPRR) Tracks	Right of Way impacts	Right of Way impacts – BART Parking	Operating Speed Miles per Hour (mph)	Improved Operating Flexibility	Yard and Maintenance Tracks	Construction Impacts
Option 1	<ul style="list-style-type: none">Additional platform to the eastCommercial building demolished2,690 feet of new track	\$161.0M	\$7.3M	\$10 to \$13		No impact	Demolition of commercial building	Removal of 16 spaces from East Parking Lot	35 mph	Possible but not in current design	<ul style="list-style-type: none">Relocation of maintenance access road south east of the platformConversion of an existing storage siding (TM zone) to a running trackImpacts to current maintenance-of-way (MOW) siding on the east side	<ul style="list-style-type: none">Relocation of telecommunications towerElectrical substation remains with relocation of overhead feeder wires
Option 2	<ul style="list-style-type: none">Additional platform to the eastCommercial building remains1,910 feet of new track	\$139.5M	\$0.0M	\$0		No impact	No impact	Removal of 13 spaces from East Parking Lot	26 mph at north curve; 25 mph at south curve		<ul style="list-style-type: none">Removal of 740 feet of maintenance vehicle trackRelocation of maintenance access road south east of the platformConversion of an existing storage siding (TM zone) to a running trackImpacts to current MOW siding on the east side	<ul style="list-style-type: none">Relocation of telecommunications towerElectrical substation remains with relocation of overhead feeder wires
Option 3	<ul style="list-style-type: none">Additional platform to the westUPRR tracks abandoned2,920 feet of new track	\$141.3M	\$4.2M to \$8.6M	Cost TBD, Acquisition of UPRR ROW	12 to 24 months	<ul style="list-style-type: none">Acquisition of right-of-way (ROW)Tracks abandoned for East Bay GreenwayExisting pedestrian undercrossing connecting the station to the West Parking Lot no longer required	No impact	No impact	35 mph	Yes	No impact	<ul style="list-style-type: none">Pocket track can be used as a mainline track during switch installation to limit disruption
Option 4	<ul style="list-style-type: none">Additional platform to the westUPRR tracks relocated2,920 feet of new track	\$150.1M	\$9.2M	\$20 to \$35 (private property only) + UPRR ROW Relocation (See Note 4)	Two (2) years	<ul style="list-style-type: none">Acquisition and relocation of UPRR tracks4,290 feet of new UPRR trackConstruction of two new structures (one over the creek and one over Thornally Drive)Extension of pedestrian undercrossing to West Parking Lot	Acquisition and demolishing 35 homes, condominium units, and one commercial building	Removal of 125 parking spaces in Bay Fair Station west parking lot.	35 mph	Yes	No impact	<ul style="list-style-type: none">Pocket track can be used as a mainline track during switch installation to limit disruption

¹ The costs above include construction cost, soft costs, contingency, and project reserve.

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 31, 2018

TO: Programs and Projects Committee

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: Express Lanes Program: Approval of Professional Services Agreement A19-0001 with HNTB Corporation for System Manager and Program Support Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A19-0001 with HNTB Corporation (HNTB) for Express Lane System Manager/Program Support Services for the I-580 and I-680 Express Lanes programs for a not-to-exceed amount of \$4.0 million.

Summary

The Alameda CTC operates and maintains both the I-580 Express Lanes and the I-680 Sunol Express Lane, the latter on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). In coordination with Alameda CTC staff, a System Manager provides technical oversight of the Toll System Integrator (TSI) during the design, development, testing, and implementation of the toll system. In addition, a System Manager may provide support during operations to ensure key performance metrics are met throughout the life of the toll system and program support relating to express lane system expansion efforts.

In March 2018, the Commission approved the release of a request for proposals (RFP) for Express Lane System Manager/Program Support Services and authorized the Executive Director to negotiate a professional services agreement with the top ranked firm.

RFP 18-0018 was released on April 20, 2018, and three proposals were received by the proposal due date of June 6, 2018. An independent selection panel comprised of representatives from the Metropolitan Transportation Commission (MTC) and Alameda CTC reviewed the proposals submitted. Interviews were conducted for all three firms on July 25, 2018, and at the conclusion of the evaluation process, Alameda CTC selected HNTB 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 HNTB and reached agreement on hours anticipated to conduct the base task work scope, fees, escalations, and other direct costs. Combined with the independent cost estimate for additional on-call services, 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. This is a 3-year agreement with two one-year optional extensions.

This Agreement will be funded from a combination of I-580 and I-680 Express Lane Toll Revenue funds.

Background

Since the Alameda CTC opened and began operations on its first express lane in the southbound I-680 over ten years ago, the tolling industry has undergone tremendous growth and significant advancements in technology. Alameda CTC's express lanes operations also now includes the I-580 Express Lanes, and by 2021, the I-680 Northbound Express Lanes is anticipated to be in operation. Due to the timing of each project's implementation schedule, the procurement of the System Manager consultant resource has been segmented.

The previous System Manager for I-580 was procured in 2011, and that Agreement expired in August 2018. Alameda CTC is currently procuring Electronic TSI Services for the I-580 Express Lanes as part of a major system upgrade. This upgrade will require the assistance of a System Manager to provide technical expertise relating to toll system design, testing, and deployment; and oversee the TSI, including review and approval of all TSI deliverables. The System Manager may also provide support during operations for items such as performance audits and evaluation of potential liquidated damage assessments relating to the key performance metrics.

In July 2016, the Commission authorized the execution of Professional Services Agreement A16-0075 with HNTB for System Manager Services for the I-680 Northbound Express Lanes implementation. The I-680 Express Lanes scope will culminate in System Acceptance at the end of the one-year warranty period in 2021. Similar to the I-580 Express Lanes, ongoing support during I-680 operations may be needed and would be consolidated under a single System Manager for both Express Lane corridors.

As the Alameda CTC Express Lanes program grows, and as the toll industry changes at a rapid pace, staff will need input from experts in the toll industry in order to make effective recommendations to the Commission. The selected System Manager will provide this support, as needed.

In March 2018, the Commission approved the release of an RFP for Express Lane System Manager/Program Support Services and authorized the Executive Director to negotiate a professional services agreement with the top ranked firm. The RFP was released on April 20, 2018. A pre-proposal meeting was held on May 9, 2018 and was attended by 14 firms

with interest in the RFP. By the proposal due date, June 6, 2018, Alameda CTC received three proposals from the following firms:

- Atkins North America, Inc.
- HNTB
- Traffic Technologies, Inc.

An independent selection panel comprised of representatives from the MTC and Alameda CTC reviewed the proposals submitted. Interviews were conducted for all three firms on July 25, 2018 and, at the conclusion of the evaluation process, Alameda CTC selected HNTB as the top-ranked firm.

After a thorough review of HNTB's cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated the contract with HNTB and reached agreement on hours anticipated to conduct the base task work scope, fees, escalations, and other direct costs. Combined with the independent cost estimate for additional on-call services, staff has determined that the negotiated not-to-exceed amount of \$4.0 million is a fair and reasonable amount for both the Alameda CTC and the consultant for the contract. This is a 3-year agreement with two one-year optional extensions

HNTB is a certified local business enterprise LBE.

System Manager Services are typically included in the I-580 Express Lanes and I-680 Express Lanes fiscal year operating budgets and was also included in the I-580 Express Lanes Expenditure Plan which was adopted in April 2018.

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

Fiscal Impact: This action will authorize the encumbrance of \$4.0 million in I-580 and I-680 Express Lane Toll Revenue funds to be utilized over the next five years. Adequate funding for this contract was included in the Alameda CTC and Sunol JPA budgets adopted for FY18-19, and additional funding will be included in subsequent fiscal year budgets as needed.

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