



## Programs and Projects Committee Meeting Agenda Monday, October 8, 2018, 12:00 p.m.

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

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

### 2. Roll Call

### 3. Public Comment

### 4. Consent Calendar

Page/Action

4.1. [Approve September 10, 2018 PPC Meeting Minutes](#) 1 A

### 5. Regular Matters

5.1. [Approve the Transportation Fund for Clean Air FY 2018-19 Program](#) 5 A

5.2. [Dublin/Pleasanton Parking Garage Project: Allocation of Regional Measure 2 funds for the Construction Phase](#) 13 A

5.3. [Irvington BART Station: Allocation of Measure BB funds for the Design Phase](#) 27 A

5.4. [Oakland Alameda Access: Approval of Measure BB Allocation and Contract Amendment No. 1 to Professional Services Agreement A14-0051 with HNTB Corporation](#) 33 A

5.5. [Approve the Administrative Amendments to Various Project Agreements to extend agreement expiration dates \(A13-0061, A14-0052, A14-0049\)](#) 41 A

### 6. Committee Member Reports

### 7. Staff Reports

### 8. Adjournment

Next Meeting: Monday, November 19, 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
Bicycle and Pedestrian Community Advisory Committee (BPAC)	October 18, 2018	5:30 p.m.
Alameda CTC Commission Meeting	October 25, 2018	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	November 8, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	November 19, 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 Advisory and Planning Committee (PAPCO)	November 26, 2018	1:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.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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## 1. Pledge of Allegiance

## 2. Roll Call

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

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approve of the July 9, 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, Miley, Saltzman, Spencer, Valle
No:	None
Abstain:	None
Absent:	Kalb

## 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

Trinity Nguyen 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. Ms. Nguyen noted that BART is the project sponsor for this project. She introduced Ian Griffiths and Val Menotti with BART to provide a project overview and scope. Ian Griffiths presented this item and covered the primary and secondary goals of the project, the previous related studies from 2007 through 2017, design options, the outcome of 2016 scoping work, the anticipated project timeline and next steps.

Commissioner Cutter asked how BART will make up for not going to Livermore. Mr. Griffiths stated that this project is relevant and needed regardless of the option at Livermore. This project is supporting additional capacity and should provide a better connection between the Tri-Valley and Silicon Valley.

Commissioner Cutter asked about the transfer point from the Richmond Line. Mr. Griffiths stated that Bay Fair will more than likely be one of the transfer points where the passengers will walk across the platform to another train.

Commissioner Cutter suggested BART make the bridge for underground passage more open. Mr. Griffiths stated that there will be multiple options and the plan is to make it more accessible.

Commissioner Haggerty ask for clarification on decoupling of trains. Mr. Griffiths stated that decoupling will separate the train into two segments and one segment will go south toward the Berryessa and San Jose the other segment will go elsewhere, either San Francisco or Richmond. He noted that if the train originated from San Francisco it will split with one segment going to Berryessa and the other segment going to Dublin/Pleasanton. Mr. Griffiths stated the exact operational plan has not been determined and BART would confirm that in the next phase of work. The project will build the infrastructure to allow for the maximum flexibility for future service needs.

Commissioner Haggerty stated that the purpose of this Measure BB item is to get service to the South Bay. Val Menotti said BART will look at service from the Tri-Valley to the Silicon Valley and that will be part of the service analysis. Commissioner Haggerty stated that BART is not delivering what was promised to voters. Mr. Dao read the project description for the Bay Fair Connection Project. According to the language, one interpretation is that BART must go south. Mr. Dao stated that the action before the Commission is to execute an agreement with BART for a small amount of money for them to look into various options.

Commissioner Maass asked the East versus West platform is dependent upon the abandonment of the rail line and whether the decision will be made by the end of 2019. Mr. Griffiths said once the environmental document is completed (in 2019), a decision would be made on which of the two options should proceed to design. The West Platform option has advantages; however, it does depend upon UP's abandonment of the rail line. Mr. Dao noted that the project has independent utility and BART could pursue discussions with UP independent of Alameda CTC.

Commissioner Saltzman clarified that BART is not committing to the decoupling or a one seat ride; however BART is committing to improving the connection to Tri-Valley and San Jose. It may not be the decoupling, but passengers may walk across the platform to take another train. The funding at this stage will allow for the conversations with stakeholders to develop a project that meets the needs of the region. Mr. Griffiths added that the frequency would be increased.

Amara Morrison read the project description and stated that it is broad enough that BART and the relevant parties may agree to extend to Silicon Valley.

Commissioner Dutra-Vernaci suggested BART have the City of San Leandro involved in the discussion.

Commissioner Saltzman requested BART staff to state their understanding of the questions for them to bring back to the Commission and asked how the project

schedule would be impacted by the follow up actions. Mr. Griffiths stated the project delay would be the amount of time before getting the full Commission approval. Regarding the questions, BART will explain the timed transfer versus a one seat ride and explain the overall system wide operations as related to the project, involve the City of San Leandro in the conversation about the project scope, and clarify the services that would be provided to the southern part of the County as a result of the project.

*Commissioner Spencer moved to defer this item for a future meeting. Commissioner Valle seconded the motion. The motion passed with the following vote:*

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

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

Liz Rutman 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

*Commissioner Haggerty moved to approve this item. Commissioner Spencer 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: Kalb

## **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, November 19, 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

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** October 1, 2018

**TO:** Programs and Projects Committee

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

**SUBJECT:** Transportation Fund for Clean Air (TFCA) FY 2018-19 Program

## Recommendation

It is recommended that the Commission approve the Transportation Fund for Clean Air (TFCA) County Program Manager FY 2018-19 Program. A Commission-approved program is due to the Air District by November 2, 2018.

## Summary

TFCA County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. The Air District annually approves the program's policies and fund estimate. Per the Air District-approved fund estimate for fiscal year (FY) 2018-19, a total of \$2.278 million is available to the Alameda CTC to program to eligible projects by the established deadline of November 2, 2018. Staff recommends the Commission approve the recommended FY 2018-19 TFCA Program (Attachment A).

## Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, transit signal priority, signal timing and travel demand management (TDM) programs. As the designated TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County. A total of 6.25% percent of new revenue is set aside for the Alameda CTC's administration of the program. Per the distribution formula for Alameda County's TFCA funding, 70 percent of

the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which can help facilitate the programming of all available funds ahead of the annual deadline.

### **FY 2018-19 Program Development**

An annual TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Projects proposed for TFCA funding are to be consistent with the Air District's FY 2018-19 TFCA County Program Manager Fund Policies (TFCA Policies) and cost-effectiveness requirements. The Alameda CTC's FY 2018-19 Expenditure Plan Application, which identified \$2,278,840 for programming to eligible projects, was approved by the Commission in February 2018 and by the Air District Board in May 2018. For reference, the Alameda CTC's FY 2018-19 TFCA fund estimate, with share balances by jurisdiction, is included as Attachment B. The Air District's TFCA Policies require the 40% TFCA revenue to be fully programmed on an annual basis. Any unprogrammed balance remaining after the established annual programming deadline may be redirected by the Air District to other projects in the region.

The 2018 Comprehensive Investment Plan (CIP) fund estimate included \$4 million from TFCA which represented two years of estimated TFCA revenue, FYs 2017-18 and 2018-19. Through the 2018 CIP evaluation process, projects for just one full year of TFCA funding could be identified, leaving the second year of revenue, FY 2018-19 funding, unprogrammed at the time the 2018 CIP was adopted. In February 2018, the FY 2018-19 TFCA fund estimate was distributed to the Alameda County Transportation Advisory Committee (ACTAC) representatives along with an initial request to propose candidate projects and provide project information. Over the last several months, staff has worked with ACTAC members to identify candidate projects for the available funding, with a particular focus on finding projects from agencies with higher TFCA balances. The recommended program includes funding for continuation of existing transit and TDM operations and bike facility projects initially evaluated and approved for funding through a prior CIP. The projects and recommended amounts included in the proposed FY 2018-19 Program (Attachment A) are based on TFCA eligibility and cost-effectiveness.

### **Next Steps**

A Commission-approved program of projects is due to the Air District by November 2, 2018. The Alameda CTC will then prepare and execute project-specific funding agreements with project sponsors.

**Fiscal Impact:** TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2018-19 budget.

**Attachments**

- A. Alameda CTC Draft FY 2018-19 TFCA Program
- B. Alameda CTC FY 2018-19 TFCA Fund Estimate

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## TFCA County Program Manager Fund, Draft FY 2018-19 Program

70% Cities/County Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY 18/19 fund estimate)	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Emeryville	South Bayfront Bridge Bike/Ped Overcrossing	Project will construct a 227 foot-long steel tied-arch pedestrian/ bicycle bridge over the UPRR tracks with concrete approach ramps along the east and west sides and constructing Horton Landing Park with a Class 1 path.	\$ 22,100,000	\$ 105,000	\$ (92,988)	\$ 240,810	\$ 105,000	TFCA funds were programmed 7/26/18.
Alameda CTC	Countywide Transportation Demand Management (TDM) Program, FY 2019/20	FY 2019-20 Countywide TDM program operations. The Alameda CTC's TDM program includes Guaranteed Ride Home (GRH); IBike, carpool and transit promotional campaigns; Bike Safety Education classes and Commute Choices website. 30% of the total TDM program cost is assigned to the transit portion of the TFCA fund estimate.	\$ 550,000	\$ 550,000	NA	\$ 55,555	\$ 382,788	
Alameda County	Hesperian Boulevard Class 2 Bike Lanes	In unincorporated Alameda Co., on Hesperian Blvd, from 1-880 overcrossing in San Leandro to A Street in Hayward, install 1.5 miles of new Class 2 bike lanes. Project provides a gap closure in existing facilities. Part of a corridor-wide project that includes pavement rehab, streetscape, landscape and intersection improvements, including upgraded signals, wider sidewalks and enhanced crosswalks.	\$ 24,640,000	\$ 200,000	\$ 598,019	\$ 249,364	\$ 138,000	
Alameda County	East 14th Street Bike Lanes	In unincorporated Alameda Co., on E. 14th St, from 162nd Ave to just north of I-238, install Class 2 and Class 4 bike lanes. This project features a protected bikeway northbound and a buffered bike lane southbound and provides a gap closure. Part of a corridor-wide project that spans one mile of East 14th Street and includes median, signal, streetscape and landscape improvements and enhances transit facilities.	\$ 18,530,000	\$ 200,000	\$ 598,019	\$ 248,758	\$ 123,000	
Oakland	East 12th Street Bikeway	In Oakland, on East 12th St, install bikeway, 35th - 54th Aves, including a two-way Class 4 protected bicycle lane from 40th Ave to 44th Ave. The project will result in a continuous bikeway in the International Blvd corridor from downtown Oakland, through East Oakland and provide a direct connection to Fruitvale BART.	\$ 1,695,000	\$ 200,000	\$ 236,464	\$ 244,669	\$ 140,000	
Oakland	Broadway Shuttle Operations	The Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Ave, weekdays, 7am - 10pm, at 11-16 minute frequencies. Funding is for: FY 2018-19 off-peak service and FY 2019-20 all service hours.	\$ 1,200,000	\$ 700,000	\$ 236,464	\$ 249,902	\$ 534,000	See Notes 1, 2
<b>Subtotal Cities/County (70%) Requested</b>				<b>\$ 1,955,000</b>	Amount Recommended		<b>\$ 1,422,788</b>	
					TFCA 70% Available to Program		<b>\$ 2,318,040</b>	
					Balance		<b>\$ 895,252</b>	

**TFCA County Program Manager Fund, Draft FY 2018-19 Program**

<b>30% Transit Discretionary Share</b>								
<b>Sponsor</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Total Project Cost</b>	<b>Amount Requested</b>	<b>TFCA Share</b>	<b>TFCA Cost-effectiveness (\$ TFCA/ton)</b>	<b>TFCA Recommended</b>	<b>Notes</b>
Alameda CTC	Countywide TDM Program FY 2019/20	FY 2019-20 Countywide TDM program operations.	\$ 550,000	\$ 550,000	NA	\$ 55,555	\$ 164,052	
Cal State East Bay	CSUEB Campus to Hayward BART - 2nd Shuttle Operations	Operations of CSUEB Campus to Hayward BART - 2nd Shuttle, Second shuttle provides free rides to and from CSUEB 7am-7pm, M-F. Funding is for FYs 2018-19 and 2019-20.	\$ 300,000	\$ 300,000	NA	\$ 249,118	\$ 215,000	See Note 1. Concurrence letter provided by AC Transit.
LAVTA	LAVTA Rte 30R/ Rapid Operations	LAVTA Rte 30R/ Rapid provides feeder service for key commute areas in Livermore, Dublin and Pleasanton. Service area includes: Livermore ACE rail station, Dublin/Pleasanton BART Station, Las Positas College, Lawrence Livermore and Sandia National Labs, and other employment centers. Funding is for FYs 2019-20 and 2020-21 operations.	\$ 6,520,000	\$ 500,000	NA	\$ 249,545	\$ 477,000	See Note 1.
<b>Subtotal Transit Discretionary (30%) Requested</b>				<b>\$ 1,350,000</b>	<b>Amount Recommended</b>		<b>\$ 856,052</b>	
					<b>TFCA 30% Available to Program</b>		<b>\$ (39,200)</b>	
					<b>Balance</b>		<b>\$ (895,252)</b>	

<b>TFCA Category</b>	<b>New FY 2018-19 Fund Estimate</b>	<b>Prior Year Adjustments</b>	<b>Funds Available to Program</b>	<b>Amount Requested</b>	<b>TFCA Recommended</b>	<b>Balance <sup>3</sup> (Available less Recommended)</b>
Subtotal 70% Cities/County	\$ 1,317,925	\$ 1,000,115	\$ 2,318,040	\$ 1,955,000	\$ 1,422,788	\$ 895,252
Subtotal 30% Transit	\$ 564,825	\$ (604,025)	\$ (39,200)	\$ 1,350,000	\$ 856,052	\$ (895,252)
<b>Total FY 2018-19 Program</b>	<b>\$ 1,882,750</b>	<b>\$ 396,090</b>	<b>\$ 2,278,840</b>	<b>\$ 3,305,000</b>	<b>\$ 2,278,840</b>	<b>\$ -</b>

**Notes:**

1. Recommendation reflects higher cost-effectiveness limitation for service in Air District defined Community Air Risk Evaluation (CARE) areas.
2. Programming TFCA to the Broadway shuttle is contingent upon the Air District Board's approval of a policy waiver for duplication of service.
3. Any FY 2018-019 TFCA funding unprogrammed by Alameda CTC as of November 2, 2018 may be programmed directly by the Air District.

## Alameda CTC TFCA County Program Manager Fund: FY 2018-19 Fund Estimate

	A	B	C	D	E (B-C+D)	F (A+E)			
Agency	Population (Estimate <sup>1</sup> )	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	79,928	4.86%	4.85%	\$ 63,950	\$ (126,259)	\$ -	\$ 5,046	\$ (121,213)	\$ (57,263)
Alameda County	150,892	9.17%	9.16%	\$ 120,727	\$ 467,626	\$ -	\$ 9,666	\$ 477,291	\$ 598,019
Albany	18,988	1.15%	1.15%	\$ 15,192	\$ (174,637)	\$ -	\$ 124,222	\$ (50,414)	\$ (35,222)
Berkeley	121,238	7.37%	7.36%	\$ 97,001	\$ 91,063	\$ 180,000	\$ 7,821	\$ (81,116)	\$ 15,886
Dublin	59,686	3.63%	3.62%	\$ 47,754	\$ 129,221	\$ -	\$ 3,677	\$ 132,898	\$ 180,652
Emeryville	11,854	0.72%	0.76%	\$ 10,000	\$ 76,316	\$ 180,000	\$ 696	\$ (102,988)	\$ (92,988)
Fremont	231,664	14.08%	14.06%	\$ 185,352	\$ 295,261	\$ 646,000	\$ 14,918	\$ (335,821)	\$ (150,469)
Hayward	161,040	9.79%	9.78%	\$ 128,847	\$ (134,689)	\$ -	\$ 10,068	\$ (124,622)	\$ 4,225
Livermore	89,648	5.45%	5.44%	\$ 71,727	\$ 650,681	\$ 193,000	\$ 5,662	\$ 463,343	\$ 535,069
Newark	45,422	2.76%	2.76%	\$ 36,342	\$ 405,367	\$ -	\$ 2,911	\$ 408,278	\$ 444,620
Oakland	426,074	25.90%	25.87%	\$ 340,898	\$ (51,824)	\$ 100,000	\$ 47,391	\$ (104,434)	\$ 236,464
Piedmont	11,283	0.69%	0.76%	\$ 10,000	\$ 93,509	\$ -	\$ 732	\$ 94,241	\$ 104,241
Pleasanton	75,916	4.61%	4.61%	\$ 60,740	\$ (92,454)	\$ 65,000	\$ 4,929	\$ (152,526)	\$ (91,786)
San Leandro	88,274	5.37%	5.36%	\$ 70,627	\$ 239,452	\$ 130,000	\$ 109,824	\$ 219,276	\$ 289,903
Union City	73,452	4.46%	4.46%	\$ 58,768	\$ 409,130	\$ 136,000	\$ 4,790	\$ 277,920	\$ 336,689
TOTAL 70% Cities/County:	1,645,359	100%	100%	\$ 1,317,925	\$ 2,277,761	\$ 1,630,000	\$ 352,353	\$ 1,000,115	\$ 2,318,040

FY 2018-19 TFCA New Revenue	\$ 1,955,286	(from FY 2018-19 Expenditure Plan)
Less 6.25% for Program Administration	\$ (122,205)	
Subtotal New Programming Capacity	\$ 1,833,081	
FY 2015/16 Program Administration Balance	\$ 4,337	
Calendar Year 2017 Interest Earned	\$ 45,333	
Total New Programming Capacity	\$ 1,882,750	

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 1,882,750	\$ 1,317,925	\$ 564,825
Funds Available from Closed Projects Adjustment	\$ 352,353	\$ 352,353	\$ -
FY 2017-18 Rollover (debit/credit) Adjustment	\$ 43,736	\$ 647,762	\$ (604,025)
Total Adjustments <sup>2</sup>	\$ 396,090	\$ 1,000,115	\$ (604,025)
<b>Adjusted Total Available to Program</b>	<b>\$ 2,278,840</b>	<b>\$ 2,318,040</b>	<b>\$ (39,200)</b>

## Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2017 (released May 2017).
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/17.

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** October 1, 2018

**TO:** Programs and Projects Committee

**FROM:** Vivek Bhat, Director of Programming and Project Controls

**SUBJECT:** Dublin/Pleasanton Parking Garage Project: Allocation of Regional Measure 2 funds for the Construction Phase

## Recommendation

It is recommended that the Commission approve the Initial Project Report (IPR) and Resolution 18-007 to request a Metropolitan Transportation Commission (MTC) allocation of \$7 million in Regional Measure 2 (RM2) funds for the construction phase of the Dublin/Pleasanton Parking Garage Project.

## Summary

The Dublin/Pleasanton Parking Garage project consists of a multi-level parking structure that will accommodate 537 parking spaces at maximum and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project will be implemented by the Alameda County General Services Agency (GSA) on a 2.46 acre parcel of Alameda County owned land that is adjacent to the Dublin/Pleasanton BART station and the I-580 corridor.

The Livermore Amador Valley Transportation Authority (LAVTA) in partnership with the Alameda County General Services Agency (GSA) has already secured a \$20 million grant for this project through the 2018 Transit and Intercity Rail Capital Program (TIRCP). The total cost of the proposed project is estimated at \$34 million. The MTC and Alameda CTC are proposed to provide the remaining funds (\$7 million each for a total of \$14 million) to fully fund the project.

As the RM2 project sponsor, Alameda CTC is required to submit an allocation request of \$7 million for the Construction phase of the Dublin/Pleasanton Parking Garage Project to MTC. Per MTC's RM2 allocation procedures, the request requires an Alameda CTC Commission-approved IPR (Attachment A) and resolution (Attachment B).

## **Background**

The Dublin/Pleasanton Station provides the second largest number of parking spaces in the BART system. However, during the weekday morning commute the parking lot often fills to capacity by 7:30 a.m. causing significant frustration for riders, increased traffic congestion on core freeways during peak commute times, and further environmental impacts from increased fuel consumption.

The Dublin/Pleasanton Parking Garage project consists of a multi-level parking structure that will accommodate 537 parking spaces at maximum and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project will be implemented by the Alameda County General Services Agency (GSA) on a 2.46 acre parcel of Alameda County owned land that is adjacent to the Dublin/Pleasanton BART station and the I-580 corridor. The project will significantly reduce traffic congestion, integrate multiple local and regional transit lines, increase transit access to a number of Bay Area and regional transit agencies, and further reduce Greenhouse Gas (GHG) emissions throughout the area.

The total cost of the proposed project is estimated at \$34 million. LAVTA in partnership with the Alameda County GSA has already secured a \$20 million grant for this project through the 2018 TIRCP. MTC and Alameda CTC are proposed to provide the remaining funds (\$7 million each for a total of \$14 million) to fully fund the project.

At its July 2018 meeting, the Alameda CTC Commission approved programming \$7 million in SB1-Local Partnership Program formula funds and VRF-Transit funds to this project. MTC proposes to program and allocate \$7 million in RM2 funds for this project. MTC's allocation is being proposed from RM2 Capital Project #32 (I-580 Tri Valley Rapid Transit Corridor Improvements; Sponsor Alameda CTC).

As the RM2 project sponsor, Alameda CTC is submitting an allocation request of \$7 million in RM2 funds for the construction phase of the Dublin/Pleasanton Parking Garage Project to MTC. Per MTC's RM2 allocation procedures, the request requires an Alameda CTC Commission-approved IPR and resolution.

Alameda CTC has been working closely with MTC, LAVTA, Alameda County GSA and BART to coordinate technical elements of the project regarding the design and operations, to ensure that users of the new garage have a clear understanding and experience using the garage and accessing BART. Alameda CTC and MTC have proposed several technical considerations to ensure seamless integration with the BART system, from a user's perspective. These conditions include requirements such as wayfinding/ signage to access BART, safety features for pedestrian access, and ensure security treatments and coordination for enforcement. Other considerations include hours of operation and providing priority to existing wait-listed BART patrons. Currently, there are approximately 5,800 names on the monthly permit wait-lists at the Dublin/ Pleasanton and West Dublin/Pleasanton BART stations.

It is recommended that the Commission approve the attached IPR and Resolution 18-007 required to request an allocation of \$7 million in RM2 funds for the Construction phase of the Dublin/Pleasanton Parking Garage Project. Upon approval, Alameda CTC will forward the allocation request to MTC for consideration.

**Fiscal Impact:** The action will authorize the allocation and encumbrance of \$7 million of RM2 funds for subsequent expenditure. This amount will be included in the Alameda CTC FY 2019-20 Capital Program Budget.

#### **Attachments**

- A. RM2 Initial Project Report
- B. Alameda CTC Resolution 18-007

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## Regional Measure 2 Initial Project Report (IPR)

---

**Project Title:**

Dublin/Pleasanton Parking Garage

**RM2 Project No.**

32.3

**Allocation History:**

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

**Total:**      \$**Current Allocation Request:**

IPR Date	Amount Being Requested	Phase Requested
10/25/2018	7,000,000	CON

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **I. OVERALL PROJECT INFORMATION**

#### **A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

Alameda County Transportation Commission / Alameda County General Services Agency

#### **B. Project Purpose**

The Dublin/Pleasanton Parking Garage project will significantly reduce congestion in a high-traffic area, increase ridership to a number of Bay Area transit agencies, and further reduce Greenhouse Gas (GHG) emissions throughout the area. Although the Dublin/Pleasanton Station provides the second largest number of parking spaces in the BART system, the parking lot fills during each morning commute, many times by 7:30am causing significant frustration for riders, increased traffic congestion on core freeways during peak commute times, and further environmental damage from increased fuel consumption. Additionally, the lack of parking capacity has particular negative impacts on low-income individuals as it limits overall access to this originating BART line which promotes further traffic congestion on critical freeway corridors throughout the Bay Area. In partnership, Alameda County GSA will develop a multi-level parking structure that will accommodate nearly 500 transit riders daily and will include electric vehicle charging stations and preferred parking to vanpools to further maximize utilization.

#### **C. Project Description (please provide details)**

☐ **Project Graphics to be sent electronically with This Application**

The Dublin/Pleasanton Parking Garage project consists of a multi-level parking structure that will accommodate more than 500 transit riders daily and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project will be implemented by the Alameda County General Services Agency (GSA) on a 2.46 acre parcel of Alameda County owned land that is adjacent to the Dublin/Pleasanton BART station and on the I-580 corridor.

#### **D. Impediments to Project Completion**

No impediments to project completion have been identified.

#### **E. Operability**

Alameda County GSA, will plan and manage the construction of the project, and also operate, maintain, and own the completed garage for the duration of its use. In future, if use of the structure is no longer needed, the garage could be converted to a functional space that serves the need of the community at that time.

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **II. PROJECT PHASE DESCRIPTION and STATUS**

#### **F. Environmental –**

Does NEPA Apply: ☐ Yes ☒ No

The Environmental Document (Mitigated Negative Declaration) is scheduled to be completed by January 2019.

#### **G. Design –**

The Plans, Specifications & Estimate (PS&E) for the project is targeted for completion by early August 2019. The target date for final design (RTL milestone) is August 2019. The advertisement and award process is expected to be completed by September 2019.

#### **H. Right-of-Way Activities / Acquisition –**

No right of way acquisition or utility relocation is required for this project. The garage is proposed to be constructed on Alameda County owned land.

#### **I. Construction / Vehicle Acquisition -**

Construction of Dublin/Pleasanton Garage Project is expected to start in October 2019. The project is expected to be completed and opened to public by Fall 2020.  
No Vehicle acquisitions for this project.

### **III. PROJECT BUDGET**

#### **J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	600
Design - Plans, Specifications and Estimates (PS&E)	2,600
Right-of-Way Activities /Acquisition (R/W)	400
Construction / Rolling Stock Acquisition (CON)	30,400
Total Project Budget (in thousands)	34,000

#### **K. Project Budget (De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	600
Design - Plans, Specifications and Estimates (PS&E)	2,600
Right-of-Way Activities /Acquisition (R/W)	400
Construction / Rolling Stock Acquisition (CON)	30,400
Total Project Budget (in thousands)	34,000

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **L. Project Budget – Deliverable Segment (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	600
Design - Plans, Specifications and Estimates (PS&E)	2,600
Right-of-Way Activities /Acquisition (R/W)	400
Construction / Rolling Stock Acquisition (CON)	30,400
Total Project Budget (in thousands)	34,000

### **M. Project Budget – Deliverable Segment(De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	600
Design - Plans, Specifications and Estimates (PS&E)	2,600
Right-of-Way Activities /Acquisition (R/W)	400
Construction / Rolling Stock Acquisition (CON)	30,400
Total Project Budget (in thousands)	34,000

## **IV. OVERALL PROJECT SCHEDULE**

<b>Phase-Milestone</b>	<b>Planned (Update as needed)</b>	
	<b>Start Date</b>	<b>Completion Date</b>
Environmental Document	NA	NA
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	October 2018	January 2019
Final Design - Plans, Specs. & Estimates (PS&E)	May 2019	August 2019
Right-of-Way Activities /Acquisition (R/W)	February 2019	May 2019
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	September 2019	November 2020



## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **V. ALLOCATION REQUEST INFORMATION**

#### **N. Detailed Description of Allocation Request**

**Describe the scope of the allocation request. Provide background and other details as necessary.**

This allocation is required for construction phase of the Dublin/Pleasanton Parking Garage Project. Environmental phase is targeted for completion in January 2019 with completion of Design phase in August 2019. Other non-RM2 funding in project include Transit Intercity Rail Capital (TIRCP), Alameda CTC's Vehicle Registration Fee (VRF) and SB-1 Local Partnership Program (formula) funds. The Alameda County Transportation Commission has approved programming of SB1- LPP and VRF funds. Alameda County GSA in partnership with LAVTA has already secured a \$20 million grant for this project, through the 2018 TIRCP program.

Amount being requested (in escalated dollars)	7,000,000
Project Phase being requested	CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	10/25/2018
Month/year being requested for MTC Commission approval of allocation	January /February 2019

#### **O. Status of Previous Allocations (if any)**

#### **P. Workplan**

**Workplan in Alternate Format Enclosed** ☐

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
1	Scoping Phase	PSR	NA
2	PE/ENV	PAED Document	January 2019
3	PS&E	Construction Contract Ready to List	August 2019
4	Right of Way	Right of Way Certification	May 2019
5	Construction	Construction Complete	November 2020

#### **Q. Impediments to Allocation Implementation**

No impediments to allocation implementation have been identified

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **VI. RM-2 FUNDING INFORMATION**

#### **R. RM-2 Funding Expenditures for funds being allocated**

☒ The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included  
**S. Next Anticipated RM2 Allocation Request.**

Not applicable

### **VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

☐ **Governing Board Resolution attached**

☒ **Governing Board Resolution to be provided on or before: 10/25/2018**

### **VIII. CONTACT / PREPARATION INFORMATION**

#### **Contact for Applicant's Agency**

Name: Vivek Bhat

Phone: 510-208-7430

Title: Director of Programming and Project Controls

E-mail: VBhat@alamedactc.org

Address: 1111 Broadway Suite 800, Oakland CA 94607

#### **Information on Person Preparing IPR**

Name: Vivek Bhat

Phone: 510-208-7430

Title: Director of Programming and Project Controls

E-mail: VBhat@alamedactc.org

Address: 1111 Broadway Suite 800, Oakland CA 94607

#### **Applicant Agency's Accounting Contact**

Name: Lily Balinton

Phone: 510-208-7416

Title: Director of Finance

E-mail: LBalinton@alamedactc.org

Address: 1111 Broadway Suite 800, Oakland CA 94607

Revised IPR 120905.doc

**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

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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

**ALAMEDA COUNTY TRANSPORTATION COMMISSION****RESOLUTION 18-007****Allocation Request for the Subproject 32.3:  
Dublin/Pleasanton Parking Garage Project**

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Subproject 32.3: Dublin/Pleasanton Parking Garage Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, describes the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC allocate Regional Measure 2 funds.

Now, Therefore, Be It Resolved, that the Alameda CTC and its agents shall comply with the provisions of the MTC's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that the Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP);

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project;

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;

Resolved, that the Alameda CTC approves the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

Resolved, that the Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC is authorized to submit an application for Regional Measure 2 funds for the Subproject 32.3: Dublin/Pleasanton Parking Garage Project as part of the Project 32: I-580 – Tri-Valley Rapid Transit Corridor Improvements, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC certifies that the project and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations there under; and be it further

Resolved, that there is no legal impediment to the Alameda CTC making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the Alameda CTC to deliver such project; and be it further

Resolved, that Alameda CTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2

funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that the Alameda CTC shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the MTC is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that the Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that the Alameda CTC authorizes its Executive Director, or his designee, to execute and submit an allocation request for the following phase of the following subproject with MTC for Regional Measure 2 funds for a total of \$7,000,000 for the project, purposes and amounts included in the project application attached to this resolution;

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	Allocation Request
	Value in \$ Thousands					
32.3 Dublin/Pleasanton Parking Garage Project	CON	0	7,000	7,000	7,000	7,000
	<b>Total</b>	<b>0</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>	<b>7,000</b>

Resolved, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate;

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein;

**DULY PASSED AND ADOPTED** by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, October 25, 2018 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

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Richard Valle  
Chair, Alameda CTC

---

Vanessa Lee  
Clerk of the Commission



# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** October 1, 2018

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery  
Vivek Bhat, Director of Programming and Project Controls

**SUBJECT:** Irvington BART Station: Allocation of Measure BB funding for the Design Phase

## Recommendation

It is recommended that the Commission approve the following actions related to the Irvington BART Station Project:

1. Allocate \$16,450,000 of Measure BB for the Design Phase; and
2. Approve and authorize the Executive Director to execute a Project Funding Agreement with the San Francisco Bay Area Rapid Transit District (BART) for the Design phase.

## Summary

The City of Fremont, working cooperatively with BART, is the Sponsor of the Irvington BART Station Project (Project) (PN 1432.000), a named project in the 2014 Transportation Expenditure Plan (TEP), TEP No. 17 with a total Measure BB commitment of \$120,000,000. The Project, located in the City of Fremont, will construct a new BART station approximately half way between the existing Fremont BART Station and the Warm Springs/South Fremont Station, just southwest of the intersection of Washington Boulevard and Osgood/Driscoll Roads in the Irvington District.

The Project is situated in the Irvington Town Center, a Transit Oriented Development, and adjacent to the historic Gallegos Winery site. The Project will accommodate the alignment and improvements of the East Bay Greenway Trail that will pass through the Irvington Station and over the BART and UPRR tracks. For additional project details, refer to Attachment A- Project Fact Sheet.

Project Funding Agreement (PFA) A16-0077, approved on March 24, 2016, with the City of Fremont authorized \$2,660,000 of Measure BB for the environmental phase. The City anticipates securing environmental clearance by July 2019 and is now requesting authorization to proceed with the Design phase of the project. The estimated budget

cost for the design phase is \$16,450,000. BART would implement the Design Phase of the Project. A summary of Project Funding Commitments are shown in Table A.

## **Background**

The Irvington BART Station was first studied as part of the Warm Springs extension in 1979 and was first approved by the BART Board in 1992. Most recently, the Irvington Station was planned to be constructed as part of the Warm Springs BART Extension. However, insufficient funding for the station delayed its development until Alameda County voters passed Measure BB in 2014, which specifically included funding for the station.

The City and BART are currently in the planning/environmental phase of the project. The work in this phase will result in the California Environmental Quality Act (CEQA) clearance for two plans:

**The Station Site Plan (SSP).** A site plan is a plan that locates all of the various elements that must fit into the boundary of the station property including the station platform and concourse building, access structures, transit accommodations, parking spaces, utilities, pedestrian and bicycle access facilities, passenger amenities, circulation elements, etc. A SSP for the Irvington BART Station was previously designed as part of the Warm Springs Extension in 2003. The old SSP is now more than ten years old and needs to be re-evaluated to take into account new regulations and information in its design. The existing project-level CEQA clearance for the SSP is a Supplemental Environmental Impact Report certified in June 2003. A final Environmental Impact Study was certified in Oct 2006 for National Environmental Protection Act (NEPA). BART is the CEQA lead and approval of the revised environmental document will be considered by the BART Board of Directors.

**The Station Area Plan.** The plan will address transportation, circulation, urban design, and public infrastructure near the Irvington station site and create a framework for future development and improvements near the station. The Station Area Plan will study areas most likely to be affected by the BART station approximately within a half-mile radius around the station (considered a comfortable walking distance from the BART station). The Station Area Plan will be consistent with existing land uses established in the City of Fremont General Plan and will include development standards and design guidelines that will enhance the neighborhood. The focus of the Station Area Plan will be creating a vibrant, pedestrian-friendly, transit-oriented neighborhood that ensures connectivity to the BART station and encourages transit use.

The City, in cooperation with BART, has achieved the following key milestones:

- Project Scoping and Delivery Plan (completed June 2016 )
- Definition of Project Delivery Roles (Letter of Intent approved in December 2017)
- Developed three site plan alternatives.
- Conducted two community meetings and two community surveys.
- Developed a preferred SSP definition.



- Developed first draft of the Station Area Plan.

Environmental clearance and approvals of the preferred SSP and Station Area Plan is anticipated to be completed July 2019. In order to expedite the delivery of the project, the City is proposing to begin the design phase concurrently with the environmental phase. The estimated cost for the design phase is \$16,450,000.

The resulting project funding agreement would be with BART to implement the design phase.

<b>Table A - Summary of Project Funding Commitments</b>			<b>Commitment Balance</b>
<b>Description</b>	<b>Date Authorized</b>	<b>Amount</b>	
TEP Project Commitment	November 2014	\$120,000,000	<b>\$120,000,000</b>
Preliminary Scoping Allocation (Closed Out)	March 2015	\$86,771	\$119,913,229
Preliminary Engineering/Environmental Phase Allocation (Active)	April 2017	\$2,660,000	\$117,253,229
Design Phase Allocation (This request)	October 2018	\$16,450,000	\$100,803,229
<b>Total Remaining Balance:</b>			<b>\$100,803,229</b>

**Fiscal Impact:** The action will authorize the allocation of \$16,450,000 of Measure BB 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.

#### **Attachment**

- Project Fact Sheet

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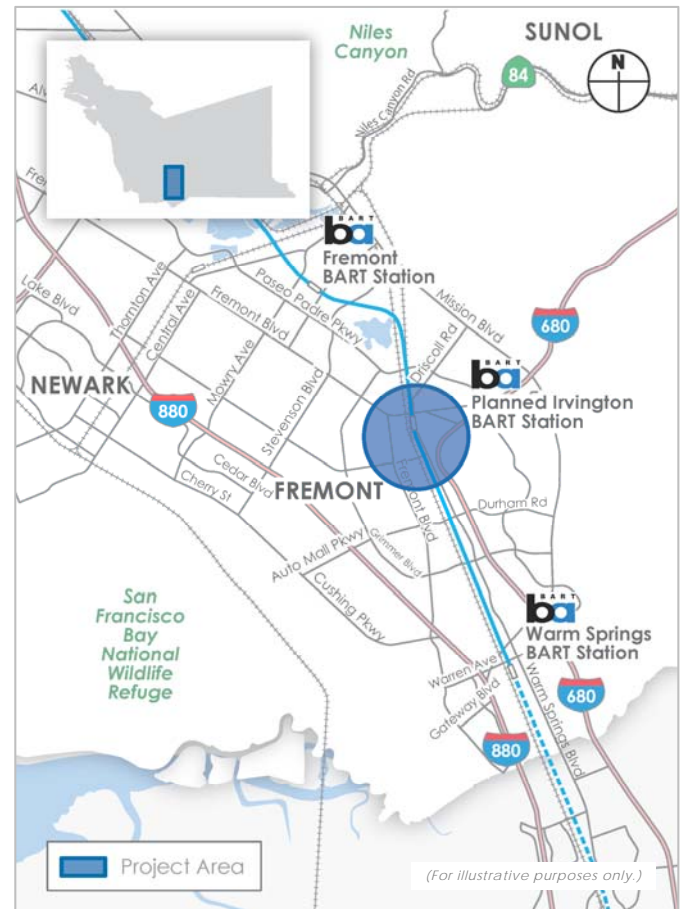
## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in coordination with the City of Fremont and the San Francisco Bay Area Rapid Transit District (BART), proposes to construct the Irvington BART station approximately half way between the existing Fremont BART Station and the Warm Springs/South Fremont Station, southwest of the intersection of Washington Boulevard and Osgood/ Driscoll Roads in the Irvington District.

The project is situated in the Irvington Town Center, a transit oriented development, and adjacent to the historic Gallegos Winery site. The project will accommodate the alignment and improvements of the East Bay Greenway Trail that will pass through the Irvington Station and over the BART and Union Pacific Railroad (UPRR) tracks.

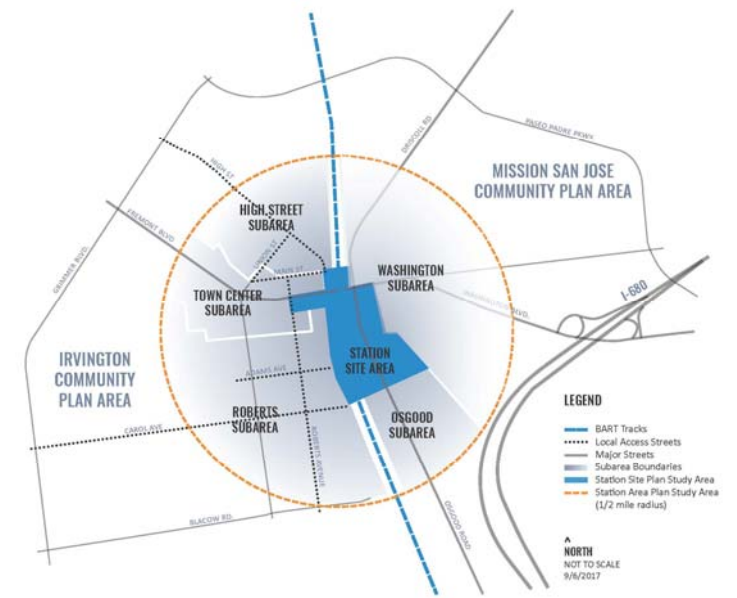
With the successful passage of Alameda County's Measure BB, an additional \$120 million has been committed toward the design and construction phases of the project.

The project is currently in the environmental phase and environmental clearance is anticipated in 2019.



## PROJECT BENEFITS

- Facilitates development of the Irvington Town Center transit-oriented development
- Provides better access to BART
- Increases BART ridership and access for Fremont residents
- Reduces vehicle miles traveled, air pollution and global warming
- Accommodates the East Bay Greenway interregional multimodal trail system



Irvington BART Station Site Plan and Station Area Plan.



Irvington BART Station components.

STATUS

Implementing Agency: City of Fremont/BART

Current Phase: Preliminary Engineering/Environmental

For more information, including other proposed alternatives, visit <https://fremont.gov/2977/Irvington-BART-Station>

PARTNERS AND STAKEHOLDERS

City of Fremont, BART and Alameda CTC

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

Scoping/PE/Environmental	\$2,747
Final Design – Plans, Specifications and Estimates (PS&E)	\$16,000
Right-of-Way (Capital) & Construction	\$145,803
<b>Total Expenditures</b>	<b>\$165,000</b>

Note: Estimate based on the PE/Environmental phase and subject to update as Project progresses in design. Construction costs escalated to mid-year construction – 2024.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$120,000
State	TBD
Regional	TBD
Local	TBD
TBD	\$45,000
<b>Total Revenues</b>	<b>\$165,000</b>

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental Impact Review (EIR)*	Fall 2018	Summer 2019
Final PS&E	Fall 2018	2021
Construction	2022	2025
Revenue Operations	2026	

\*Revalidation of May 2006 California Environmental Quality Act EIR.

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



# Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** October 1, 2018

**TO:** Programs and Projects Committee

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

**SUBJECT:** Oakland Alameda Access Project (PN 1196.000): Approval of Measure BB Allocation and Contract Amendment No. 1 to Professional Services Agreement A14-0051 with HNTB Corporation (HNTB)

## Recommendation

It is recommended that the Commission approve the following actions related to the Oakland Alameda Access Project:

1. Allocate \$5,000,000 of Measure BB funding for the Project Approval and Environmental Document (PA&ED) phase; and
2. Authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$4,593,000 for a total not-to-exceed amount of \$9,493,000 and a 36-month time extension to complete PA&ED phase services.

## Summary

Alameda CTC is the project sponsor for the Oakland Alameda Access Project (Project). The Project, previously known as the I-880 Broadway-Jackson Interchange Project, has been in the planning stages for more than 20 years due to the lack of consensus between key stakeholders. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plan (TEP) and has a combined earmark of \$83,101,000 in Measure funds. To date, the Commission has approved a total allocation of \$8,101,000 of Measure B funds for the Project as shown in Table A (Project Funding Summary).

The Project is located along I-880 between Oak Street and Washington Street in Oakland, including the Webster Tube and Posey Tube, up to Atlantic Ave in Alameda. The Project proposes to remove and modify existing freeway ramps, modify the Posey tube exit, construct a new horseshoe ramp and a Class I bike path, and implement various

complete streets improvements. The Project is currently in the PA&ED phase and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by late 2020. For additional project details, refer to Attachment A - Project Fact Sheet.

In December 2014, HNTB was selected through a competitive process to provide PA&ED phase services to obtain environmental clearance. The lack of stakeholder consensus for a preferred alternative has increased the scope of the services necessary to build stakeholder support for the Project and the improvements necessary to meet the Project's purpose and need. The additional services required for the delivery of the Project include (1) elevation of the environmental document type to Environmental Impact Report (EIR) / "complex" Environmental Assessment (EA), (2) conducting a significantly increased number of agency and stakeholder outreach meetings, (3) advancement of preliminary design, (4) implementation of a pedestrian crossing enhancement at 7<sup>th</sup> and Alice Streets, and (5) the development of a regional multimodal, multi-agency, corridor plan.

Authorization of Amendment No. 1 to Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$4,593,000 for a total not-to-exceed amount of \$9,493,000 and a 36-month time extension to December 31, 2021 will provide the resources and time necessary to provide additional environmental and preliminary engineering services through the completion of the PA&ED phase. A summary of all contract actions related to Agreement No. A15-0034 is provided in Table B.

## **Background**

The Oakland Alameda Access Project, previously known as the I-880 Broadway Jackson Project, has been in the planning stages for more than 20 years. The Project was initially introduced as part of the 2000 Measure B TEP as the I-880 Jackson/Broadway Interchange Project. Due to the lack of consensus between the various stakeholders, agencies, and Caltrans on an acceptable solution, previous iterations of this project have not advanced beyond the Scoping phase. The most recent Project Study Report developed for this project was approved by Caltrans in March 2011. The recommended alternative did not move forward as it did not have the support of the local community, particularly key stakeholders in Chinatown.

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements.

To date, the Commission has approved a total allocation of \$8,101,000 of Measure B funds for the Planning/Scoping and PA&ED phases. An additional allocation of \$5,000,000 of Measure BB funding is required to allow the project to further the project development through the completion of the PA&ED phase. A summary of all project funding actions is provided as Table A.

<b><u>Table A: Summary of Project Funding Actions</u></b>		
<b><u>Oakland Alameda Access Project, formerly known as I-880 Broadway-Jackson Interchange Project</u></b>		
<b>Description</b>	<b>Amount</b>	<b>Balance</b>
2000 Measure B (ACTIA No.10)	\$8,101,000	\$8,101,000
2000 Measure B Allocation to Date – Planning/Scoping (\$3.201M) and PA&ED (\$4.9M)	(\$8,101,000)	\$0
2014 Measure BB (TEP No. 37)	\$75,000,000	\$75,000,000
2014 Measure BB Recommended Allocation – PA&ED Phase October 2018 – <i>(This agenda item)</i>	(\$5,000,000)	\$70,000,000
<b>Remaining Balance</b>		<b>\$70,000,000</b>

The Alameda CTC is the Project Sponsor and Caltrans is the lead agency for environmental review under NEPA and CEQA. In December 2014, under a competitive selection process, Alameda CTC selected HNTB to provide preliminary engineering and environmental studies. The resulting Professional Services Agreement No. A14-0051, as approved by the Commission, authorized HNTB to provide services for the PA&ED phase.

Over the past two years, Alameda CTC has worked closely with Caltrans, the cities of Oakland and Alameda, and local stakeholders in Chinatown, Downtown Oakland, Jack London District, and Alameda, to evaluate over a dozen alternatives and to identify additional project alternatives that all stakeholders could support. To date, only one alternative has successfully emerged through this process that supports the purpose and needs of the Project.

The purpose of the Project is to:

- Improve mobility and reduce traffic congestion for travelers between I-880, the City of Alameda, and downtown Oakland neighborhoods;
- Reduce freeway-bound regional traffic on local roadways and within area neighborhoods;
- Reduce conflicts between regional and local traffic; and
- Improve connectivity for bicycle and pedestrian traffic within the project area.

The Project improvements include:

- Removal and modification of existing freeway ramps.
- Modification of the Posey Tube exit in the City of Oakland.
- Construction of a new horseshoe ramp at Jackson Street below the I-880 viaduct that would connect to the existing North Bound I-880 /Jackson Street on ramp.

- Construction of a Class I bike path from the Posey Tube to a new 6th Street boulevard.
- Implementation of various “complete streets” improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

Additional tasks to support the delivery of the project have recently been identified that were not previously scoped. The proposed amendment will allow for increased efforts in the following areas that were not previously identified:

- In consultation with the California Department of Transportation (Caltrans) as outlined in the Standard Environmental Reference (SER), Volume 1, a “routine” EA determination was elevated to “complex” EA due to strong public controversy of the Project.
- In an effort to create a delicate balance among multiple stakeholders, the team had to produce many design concept variations. As a result, there has been a significant increase in the number of agency and stakeholder outreach meetings and a greater level of effort to build consensus.
- Advancing the preliminary design for a single viable alternative will better position the Project for external funds. In addition, the effort will be expanded to prepare additional topographic mapping on the Alameda side of the Posey and Webster Tubes and conduct additional design-level field surveys to support the design efforts.
- Implementing the initial phase of HAWK (High-intensity Activated cross Walk) at 7<sup>th</sup> and Alice Streets.
- The team will provide a regional strategy to address the broader needs and issues that have arisen during the development of the Project. The goal is to provide an approach to moving those conversations towards developing a multi-modal, multi-agency, regional corridor plan as a part of the next steps to complement the first phase of the project.

Staff has negotiated the contract amendment with HNTB based on the level of effort anticipated to be required to conduct the additional work scope. With the proposed modifications, the contract would continue to exceed the Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise. The Project's funding plan includes budget from Measure BB funds for this effort.

Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and the HNTB. Table B summarizes the contract actions related to Agreement No. A14-0051.



<b>Table B: Summary of Agreement No. A14-0051</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Original Professional Services Agreement with HNTB (A14-0051)  <i>December 2014</i>	Professional engineering services for the PA&ED phase	N/A	\$4,900,000
<i>Proposed Amendment No. 1</i>  <i>October 2018 – (This Agenda Item)</i>	Provide additional budget and 36 month time extension to December, 31 2021 to complete the project	\$4,593,000	\$9,493,000
<b>Total Amended Contract Not-to-Exceed Amount</b>			\$9,493,000

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

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

#### **Attachment**

- A. Project Fact Sheet

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## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland-Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been identified and being environmentally reviewed to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.

## PROJECT NEED

- Motorists experience heavy congestion on local roadways during morning and evening commute hours.
- Local roadways operate at poor levels of service due to high traffic volumes.
- Bottlenecks and delays affect motorists traveling between Posey and Webster Tubes, I-880 and I-980.
- Motorists must take indirect routes on Oakland/Chinatown streets to access the freeway.
- Active multimodal corridors result in vehicle-pedestrian conflicts.
- Poor access/connectivity exists for bicyclists and pedestrians due to the large footprint of I-880.



## PROJECT BENEFITS

- Improves mobility and reduces traffic congestion for travelers between I-880 and I-980, the city of Alameda and downtown Oakland neighborhoods
- Reduces freeway-bound regional traffic on local roadways and within area neighborhoods
- Improves connectivity and safety for bicyclists and pedestrians within the project area
- Reduces conflicts between commute, neighborhood and truck traffic
- Reduces the barrier effect of I-880



Aerial view of Oakland-Alameda Access Project.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Preliminary Engineering and Environmental

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011.
- Public scoping meeting in fall 2017.
- Public hearing meeting in spring 2019.

## PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Alameda, Chinatown and Jack London District

[www.alamedactc.org/oakland-alamedaproject](http://www.alamedactc.org/oakland-alamedaproject)

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$10,929
Final Design (PS&E)	\$9,000
Right-of-Way	\$3,000
Construction	\$88,200
<b>Total Expenditures</b>	<b>\$113,301</b>

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$75,000
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$30,200
<b>Total Revenue</b>	<b>\$113,301</b>

### SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Late 2020
Final Design	Early 2021	Late 2022
Right-of-Way	Early 2021	Late 2022
Construction	Late 2022	Late 2025

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



# Memorandum

5.5

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**DATE:** October 1, 2018

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery  
Angelina Leong, Assistant Transportation Engineer

**SUBJECT:** Approve the Administrative Amendments to Various Project Agreements to extend agreement expiration dates

## Recommendation

It is recommended that the Commission approve Administrative Amendments to Various Project Agreements (A13-0061, A14-0052, A14-0049) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

## Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost and schedule.

The administrative amendment request shown in Table A has been reviewed and it has been determined that the request will not compromise project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment request as listed in Table A.

## Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative

total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended phase/project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment request identified in Table A has been evaluated and is recommended for approval.

**Levine Act Statement:** AECOM Technical Services, Inc. did not report a conflict in accordance with the Levine Act.

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

#### **Attachment**

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	East Bay Regional Park District	Bay Trail – Gilman Street to Buchanan Street Project	A13-0061	A1: 24-month time extension from 10/1/2016 to 10/31/2018 A2: Administrative amendment to update deliverables A3: 14-month time extension from 10/31/2018 to 12/31/2019 ( <i>current request</i> )	1	None
4	Alameda County Public Works Agency	I-880/Mission Boulevard (Route 262) Interchange Completion Project / Right-of-Way Services	A14-0049	A1: 12-month time extension from 12/31/2015 to 12/31/2016 A2: 12-month time extension from 12/31/2016 to 12/31/2017 A3: Budget increase and 12-month time extension from 12/31/2017 to 12/31/2018 A4: 12-month time extension from 12/31/2018 to 12/31/2019 ( <i>current request</i> )	2	None
2	AECOM Technical Services, Inc.	SR 84 Widening from Pigeon Pass to I-680 Project / Project Approval and Environmental Design Phase Services	A14-0052	A1: Budget increase and 6-month time extension from 6/30/2018 to 12/31/2018 A2: 6-month time extension from 12/31/2018 to 6/30/2019 ( <i>current request</i> )	2	None

- (1) Project delays.
- (2) Extended phase/project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).

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