



Programs and Projects Committee Meeting Agenda Monday, March 11, 2019, 12:00 p.m.

Committee Chair:	Nate Miley, Alameda County, District 4	Executive Director	Arthur L. Dao
Vice Chair:	Carol Dutra-Vernaci, City of Union City	Staff Liaison:	Gary Huisingh
Members:	Marilyn Ezzy Ashcraft, Scott Haggerty, Rochelle Nason, Rebecca Saltzman, Sheng Thao	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 February 11, 2019 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Dublin Boulevard – North Canyons Parkway Extension \(PN 1483000\): Approval of Project Actions to initiate the Plans, Specifications & Estimate \(PS&E\) Phase](#) 5 A

5.2. [State Route 84 Widening and State Route 84 / Interstate 680 Interchange Improvements Project \(PN 1386.000\): Approval of Contract Amendment No. 2 to Professional Services Agreement A18-0030 with WMH Corporation](#) 11 A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, April 8, 2019

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 ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board President Elsa Ortiz

Alameda CountySupervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember 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 OaklandCouncilmember At-Large
Rebecca Kaplan
Councilmember Shang Thao**City of Piedmont**

Vacant

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Description	Date	Time
Paratransit Technical Advisory Committee (ParaTAC)	March 12, 2019	9:30 a.m.
Paratransit Advisory and Planning Committee (PAPCO)	March 25, 2019	1:30 p.m.
Alameda CTC Commission Meeting	March 28, 2019	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	April 4, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	April 8, 2019	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.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	May 16, 2019	5:30 p.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019	1:30 p.m.
Independent Watchdog Committee (IWC)	July 8, 2019	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, February 11, 2019, 12:00 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Miley and Commissioner Nason. Commissioner Nason arrived during Item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the January 14, 2019 PPC Meeting Minutes

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

Yes: Ashcraft, Cutter, Dutra-Vernaci, Haggerty, Saltzman, Thao, Valle

No: None

Abstain: None

Absent: Miley, Nason

5. Regular Matters

5.1. Approve the 2020 Comprehensive Investment Plan Development Framework

Vivek Bhat recommended that the Commission approve the 2020 Comprehensive Investment Plan (CIP) developmental framework to program and allocate Alameda CTC's administered fund sources. He provided highlights on the CIP including development framework for the 2020 CIP funding sources as well as the development schedule.

Commissioner Saltzman asked when was the next opportunity for projects that didn't get approved to be added to the CIP. Mr. Bhat stated that if it's a named project in the TEP it can be included in the CIP but if it is a program that needs money from a discretionary funding source, it can be included in the next call for projects scheduled to be released in fall 2020.

Commissioner Haggerty asked if there was any more funding going to LAVTA through the CIP. Mr. Dao noted that the needs will be assessed through the CIP process and LAVTA funding will be evaluated.

There was a public comment made by Mayor Lily Mei regarding an amendment made at the technical committee (ACTAC) to allow for jurisdictions to have projects added to the CIP on a case-by-case basis. Mr. Bhat confirmed that there was discussion at the technical committee, regarding programming and

allocating funds to projects on a case by case basis contingent upon countywide priorities, project readiness factors, funding availability and leveraging opportunities.

Commissioner Cutter wanted to know if there was flexibility to change projects that are named in the Transportation Expenditure Plan (TEP). Mr. Dao outlined the expenditure plan amendment process and applicable approvals need to amend the TEP.

Commissioner Haggerty asked if there needed to be a TEP amendment to fund the Valley Link project. Mr. Dao noted that while Valley Link is not an Alameda CTC named project, an amendment would be needed if the project was added to the TEP.

Commissioner Saltzman requested that recommendations made at ACTAC that differ from staff's recommendation be included in the staff reports for the Committee/Commission and if it is not possible to include in staff report, that ACTAC recommendations be made verbally at committee meeting. Staff concurred with Commissioner Saltzman's request. She then moved to approve the item with additional language in staff report on outreach to each jurisdiction to access scope, cost and project readiness and potentially add new projects to the CIP.

Commissioner Saltzman moved to approve the item with the additional information. Commissioner Cutter seconded the motion. The motion passed with the following vote:

Yes: Ashcraft, Cutter, Dutra-Vernaci, Haggerty, Nason, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: Miley

5.2. Approve the Transportation Fund for Clean Air FY 2019-20 Policies, Expenditure Plan Application and Call for Projects

Jacki Taylor recommended that the Commission approve Resolution 19-001 regarding the TFCA County Program Manager (CPM) FY 2019-20 Expenditure Plan Application, due to the Air District by March 4, 2019; and approve the release of a FY 2019-20 TFCA call for projects for approximately \$2.43 million of TFCA funding, as identified in the FY 2019-20 Expenditure Plan Application. She noted that the application is due to the Air District by March 4, 2019, prior to a detailed program of projects and a TFCA call for projects is scheduled for release in early March 2019.

Commissioner Ezzy-Ashcraft requested clarification on the TFCA balance roll-over related to the City of Alameda. Ms. Taylor clarified that futures shares can be borrowed against and cities with a negative balance can still apply.

Commissioner Haggerty requested that staff reach out to jurisdictions regarding the eligibility of electric vehicle charging stations. Staff noted the request.

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

Yes: Ashcraft, Cutter, Dutra-Vernaci, Haggerty, Nason, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: Miley

5.3. Approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority

Patricia Reavey recommended that the Commission approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority. Ms. Reavey noted that Meyers, Nave, Riback, Silver & Wilson, PLC (Meyers Nave) took over general counsel responsibilities for the I-680 Sunol Smart Carpool Lane Joint Powers Authority and were tasked with the review and editing of Sunol JPA governance documents, including the Amended and Restated Joint Powers Agreement, to ensure compliance with requirements and accuracy with how the carpool lane operates today. She noted that Meyers Nave made suggested edits, most of which were administrative in nature; however, one more significant change was in section 9. FUNDING, where the prorated basis in which shortfalls in operational costs or other unfunded obligations will be assessed was changed to 90 percent for Alameda CTC and 10 percent for VTA, from 80 percent for Alameda CTC and 20 percent for VTA. This change better reflects the percentage of lane miles that will be located in Santa Clara County once the I-680 Express Lanes project is fully built end-to-end. She also stated that amendments to the Joint Powers Agreement must be approved by the VTA and the Commission; and that the VTA Board approved the Second Amended and Restated JPA on January 10, 2019.

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

Yes: Ashcraft, Cutter, Dutra-Vernaci, Haggerty, Nason, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: Miley

5.4. Approve Amendment No. 1 to Professional Services Agreement A18-0035 with WMH Corp for Highway Planting Design Services

Trinity Nguyen recommended that the Commission authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A18-0035 with WMH for an additional amount of \$205,000 for a total not-to-exceed amount of \$455,000 to provide design and support services during construction for replacement highway planting. Authorization of Amendment No. 1 to Professional Services

Agreement No. A18-0035 with WMH for an additional amount of \$205,000 for a total not-to-exceed amount of \$455,000 will provide the resources necessary to provide additional design and design support during construction to implement replacement planting at the Marina Blvd. Interchange concurrent with the replacement planting at the Davis St. Interchange.

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

Yes: Ashcraft, Cutter, Dutra-Vernaci, Haggerty, Nason, Saltzman, Thao, Valle
No: None
Abstain: None
Absent: Miley

6. Committee Reports

Commissioner Dutra-Vernaci wanted to make sure that the Committee was aware of CrossBay Transit partner's introductory meetings regarding the Dumbarton Rail Corridor. Meetings will be held in Newark, Fremont, Redwood City and Menlo Park.

7. Staff Reports

Tess Lengyel noted that MTC recommended approval of funding amount for Active transportation program for the Safe Routes to School expansion. She also noted that a project briefing for the San Pablo Project was held before the January Commission meeting and the next briefing is for the East 14th/Mission Blvd project and will be held before the February Commission meeting.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, March 11, 2019 at 12:00 p.m.

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 4, 2019

TO: Programs and Projects Committee

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

SUBJECT: Dublin Boulevard – North Canyons Parkway Extension (PN 1483000):
Approval of Project Actions to initiate the Plans, Specifications &
Estimate (PS&E) Phase

Recommendation

It is recommended that the Commission approve the following actions related to the Dublin Boulevard – North Canyon Parkway Extension Project:

1. Authorize Alameda CTC to be the implementing agency for the PS&E phase;
2. Approve the release of a request for proposals (RFP) for Professional Services to provide PS&E/final design services; and
3. Authorize the Executive Director to negotiate with the top ranked firms.

Summary

The Dublin Boulevard - North Canyons Parkway Extension project would extend Dublin Boulevard in Dublin at its current terminus at Fallon Road to North Canyons Parkway in Livermore. The new 1.5 mile extension runs parallel to the I-580 corridor and traverses through the cities of Dublin and Livermore and unincorporated Alameda County. The project is planned to accommodate four to six travel lanes with medians, includes Class 1 and Class II bike facilities, sidewalks, signalized intersections, and allow for the provision of transit queue jump lanes, in addition to the Transit Signal Priority, for a higher level of transit service.

At an estimated cost of \$147.4 million (excluding indirect impact environmental mitigations), the project would create direct connectivity to five Priority Development Areas (PDAs) in Dublin and Livermore, and also connect to two BART stations; Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College; and various residential and commercial lands outside the PDAs. Additionally, this project is expected to reduce trip lengths by diverting localized inter-city trips from the freeway and providing more efficient and direct access for Dublin and Livermore residents and would enhance regional connectivity by extending the existing reliever road along the north side of I-580 from San Ramon Road/Foothill Road to State Route 84 at Isabel/I-580 interchange.

The Commission as part of the FY 2018 CIP approved \$8.3 million to the City of Dublin to advance this project through the environmental and design phases and it is estimated that a total of \$17.2 million of local Traffic Impact Fees (TIF) will be programmed for the project. Over the past year, Alameda CTC in its oversight role has worked closely with the City of Dublin to pursue both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) approvals for the project. CEQA is anticipated to be approved by May/June 2019 and NEPA by December 2019.

Due to the size and complexity of the project, its regional benefits, its need for multi-jurisdictional coordination, and its potential for leveraging external funds, it is recommended that Alameda CTC be the implementing agency for the project for the PS&E phase.

Upon approval of this item, staff intends to prepare an RFP for design phase services with a target RFP release of May 2019 and subsequent award recommendation in September 2019. The resulting contract would be funded with local and Federal funds. A Memorandum of Understanding between Alameda CTC and the City of Dublin to reflect the roles and responsibilities during the PS&E phase will also be presented to the Commission for approval in September 2019.

Background

In response to the FY 2018 CIP call for projects, the City of Dublin submitted an application for the Dublin Boulevard - North Canyons Parkway Extension project which runs parallel to the I-580 corridor and traverses through the cities of Dublin and Livermore and unincorporated Alameda County. The project would extend Dublin Boulevard in Dublin at its current terminus at Fallon Road to North Canyons Parkway in Livermore. The new 1.5 mile extension would create direct connectivity to five Priority Development Areas (PDAs) in Dublin and Livermore, and also connect to two BART stations; Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College; and various residential and commercial lands outside the PDAs. Additionally, this project is expected to reduce trip lengths by diverting localized inter-city trips from the freeway and providing more efficient and direct access for Dublin and Livermore residents and would enhance regional connectivity by extending the existing reliever along the north side of I-580 from San Ramon Road/Foothill Road to State Route 84 at Isabel/I-580 interchange.

As a result of this competitive process, the Commission ultimately approved \$8.3 million to the City of Dublin to advance this project through the environmental and PS&E phases. A project funding agreement was executed in April 2017 for the environmental phase. In its oversight role, Alameda CTC has worked closely with the City of Dublin to refine the project scope, identify project risks, and strategize on a delivery plan to support the project. The project as currently scoped will accommodate four to six travel lanes with medians, include Class I and Class II bike facilities, sidewalks, signalized intersections, and allow for the provision of transit queue jump lanes, in addition to the Transit Signal Priority, for a higher level of transit service. The current project estimate is \$147.4 million. The project is strongly supported by the local land owners in the vicinity of the Project.

The project is currently in the environmental phase with the City of Dublin as the lead agency. The City of Dublin is also the lead agency for CEQA. The draft Environmental Impact Report is anticipated to be released in March 2019 and CEQA approval in May/June 2019. In September 2017, Alameda CTC recommended \$540,000 of repurposed federal earmark funds be programmed to the project in exchange for a like amount of MBB funds. Federalizing the project would allow project sponsors to pursue federal funding opportunities for future phases. Subsequently, the City of Dublin expanded the environmental work to include NEPA clearance. It is anticipated that Caltrans will approve the Environmental Assessment as part of the NEPA process in December 2019.

The project funding plan includes \$13.0 million in programmed funds from a combination of MBB, Federal, and other local funds. The Cities of Dublin and Livermore also estimate an additional \$12.5 million will be available in future TIF for the project. At a current estimate of \$147.4 million, an additional \$121.9 million will be needed to construct the project. Due to the size and complexity of the project, its regional benefits, its need for multi-jurisdictional coordination, and its potential for leveraging external funds, it is recommended that Alameda CTC be the implementing agency for the PS&E phase on behalf of the City of Dublin. Moving forward with the design phase for the Project would increase the Project's readiness for future funding opportunities as they may become available.

Upon approval of this item, staff intends to prepare the RFP to retain a professional services consultant to provide PS&E/final design services. The target RFP release is May 2019 with a subsequent award recommendation in September 2019. The resulting contract would be funded with local and Federal funds. A Memorandum of Understanding between Alameda CTC and the City of Dublin to reflect the roles and responsibilities during the PS&E phase will also be presented to the Commission for approval in September 2019.

Fiscal Impact: The action will authorize the encumbrance of 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.

Attachment:

- A. Dublin Boulevard – North Canyons Parkway Extension Project Fact Sheet

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Dublin Boulevard – North Canyons Parkway Extension

5.1A

MARCH 2019



(For illustrative purposes only.)

PROJECT OVERVIEW

The Alameda County Transportation Commission, in coordination with the cities of Dublin and Livermore, and Alameda County proposes the Dublin Boulevard -North Canyons Parkway Extension project, a 1.5-mile extension of Dublin Boulevard from Fallon Road in Dublin to North Canyons Parkway in Livermore. The extension of Dublin Boulevard from its current terminus at Fallon Road to the Doolan Road/North Canyons Parkway intersection has been planned since 1984. Dublin's General Plan, the General Plans of the County and Livermore, and Plan Bay Area 2040 all include the extension of Dublin Boulevard. It will enhance multimodal connectivity to various land uses along its route, including connectivity to five Priority Development Areas (PDAs): Dublin Downtown, Transit Center/Dublin Crossing, Town Center, Isabel Avenue/BART Station Planning Area and downtown Livermore area. Improvements on the new extended boulevard include four to six travel lanes, bike lanes and bike path, sidewalks, curb and gutter, and traffic signals.

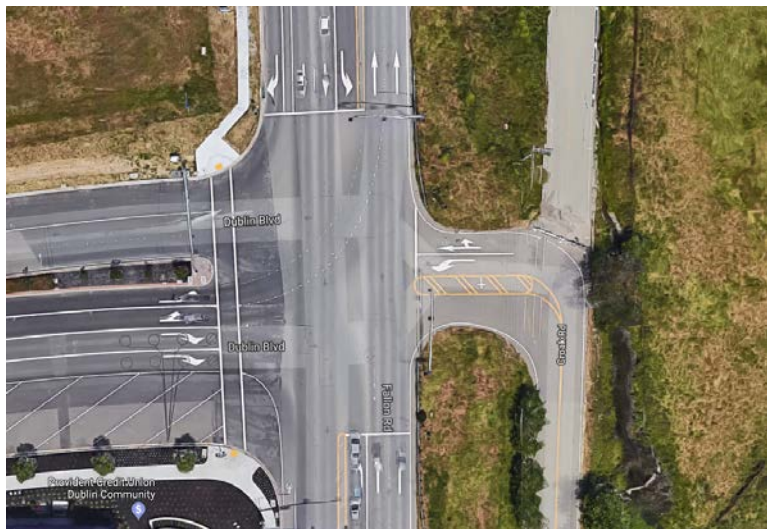
The project also includes transit queue jump opportunities at signalized intersections as well as the Transit Signal Priority throughout its length.

PROJECT NEED

- Address Sustainable Communities Strategies, in particular circulation inside and outside of the five PDAs that are to be connected.
- Address lack of continuous I-580 reliever route from Dublin to Livermore along the north side of I-580.
- Address air quality/greenhouse gas emissions reducing the travel distance for local trips.

PROJECT BENEFITS

- Increase bicycle and pedestrian access and circulation
- Interconnect five Priority Development Areas (PDAs) in Dublin and Livermore
- Improve overall mobility, access, connectivity, safety, and efficiency of the multimodal transportation system for all users, including goods movement
- Connects major destinations in the Tri-Valley area: Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College
- Reduce single-occupancy vehicle trips by providing a transit system along the roadway extension with improved headways during peak demand periods
- Reduces trip lengths for local trips



Beginning of road extension at Dublin and Fallon intersection.

STATUS

Project Sponsor: City of Dublin

Current Phase: Preliminary engineering/environmental

The City of Dublin selected an Alameda CTC-certified Local Business Enterprise firm to provide environmental and design services for the project.

- Dublin published a Notice of Preparation (NOP) on May 18, 2017 to inform the public and responsible agencies that a Draft EIR was being prepared. The NOP was circulated for a 30-day scoping period that concluded on June 19, 2017.
- An environmental scoping meeting to discuss the California Environmental Quality Act (CEQA)/Environmental Impact Report (EIR) was held on May 31, 2017.
- Draft EIR is complete and is under 45 day public review. The National Environmental Policy Act (NEPA) document is currently in development and is 80 percent complete.
- For more detail on this project, go to <https://www.dublin.ca.gov/1919/Dublin-Boulevard-Extension>.

PARTNERS AND STAKEHOLDERS

Alameda County Public Works Agency, Alameda CTC, Metropolitan Transportation Commission, California Department of Transportation, Federal Highway Administration and the cities of Dublin and Livermore



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

Scoping	\$650
PE/Environmental	\$2,793
Final Design: Plans, Specifications and Estimates (PS&E)	\$6,957
Right-of-Way/Utility Relocation	\$30,385
Construction	\$106,604
Total Expenditures	\$147,389

* Costs subsequent to preliminary engineering/environmental (PE/ENV) are subject to revision upon completion of the PE/ENV phase.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$7,748
Federal	\$540
State	\$0
Local	\$17,200
Other	\$0
TBD	\$121,901
Total Revenues	\$147,389

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2016	Spring 2020
Preliminary Engineering/Environmental	Fall 2016	Winter 2019
Final Design (PS&E)	Summer 2019	Summer 2021
Right-of-Way	Winter 2019	Summer 2021
Construction	Spring 2022	Fall 2024

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



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 4, 2019

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery
Jhay Delos Reyes, Senior Transportation Engineer

SUBJECT: State Route 84 Widening and State Route 84 / Interstate 680 Interchange Improvements Project (PN 1386.000): Approval of Contract Amendment No. 2 to Professional Services Agreement A18-0030 with WMH Corporation

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 2 to the Professional Services Agreement No. A18-0030 with WMH Corporation (WMH) for an additional amount of \$1,300,000 for a total not-to-exceed amount of \$16,300,000 to provide professional engineering services for the State Route 84 (SR 84) Expressway Widening and SR 84 / Interstate 680 (I-680) Interchange (I/C) Improvements Project.

Summary

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

This project is a named capital project in the 2014 Transportation Expenditure Plan (TEP) and has an earmark of \$122.0 million in Measure BB funds. The project is currently in the Plans, Specification and Estimate (PS&E) phase. Alameda CTC, through a competitive selection process, selected and awarded contract A18-0030 for PS&E phase services to WMH in April 2018. The Project is fully funded for construction through Regional Measure 3 (RM3), State Transportation Improvement Program (STIP) and Measure BB funds.

Alameda CTC is also the implementing agency for the I-680 Express Lanes from SR 84 to Alcosta Boulevard Project (PN 1490.000), also a named capital project in the 2014 TEP. The I-680 Express Lanes Project is currently in the environmental stage and will require

improvements at the SR 84/I-680 interchange to accommodate the express lanes on I-680. To avoid future throw away costs, it is desirable to include the necessary project infrastructure as part of the SR 84/I-680 I/C project which is anticipated to begin construction in 2021.

Authorization of Amendment No. 2 to Professional Services Agreement No. A18-0030 with WMH for an additional amount of \$1,300,000, for a total not-to-exceed amount of \$16,300,000, will provide the resources necessary for the additional design services required. A summary of all contract actions related to Agreement No. A18-0030 is provided in Table A.

Background

Alameda CTC is the implementing agency for the PS&E and right of way (R/W) phases for the Project. The Project is included in the 2014 Transportation Expenditure Plan (TEP No. 031) with a commitment of \$122.0 million from Measure BB. The Project proposes to widen SR 84 from two lanes to four lanes from south of Ruby Hill Drive to I-680 and make ramp modifications and other operational improvements to the SR 84 / I-680 I/C. The improvements also include extending the I-680 Southbound Express Lane by approximately two (2) miles to the north.

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

The total estimated Project cost is \$234 million and is fully funded from a combination of local, regional, and state funds (see Attachment A). A total of \$30.5 million in Measure BB funds has been allocated to the project for the Project Approval & Environmental Document (PA&ED), PS&E and R/W phases. The construction phase is funded with a combination of funds provided from RM3 - \$85 Million, STIP – approximately \$11.1 Million and Measure BB funds.

The Project obtained California Environmental Quality Act and National Environmental Protect Act clearance with an Environmental Impact Report/Environmental Assessment Environmental Document (ED) as well as Project Approval by Caltrans on May 30, 2018. Caltrans was the lead agency for the ED. The project is currently in the PS&E phase. Request for proposals (RFP) #18-0008, released in November 2017 for PS&E phase services, resulted in the selection and award of professional services contract A18-0030 to WMH in April 2018. WMH is a certified Alameda CTC small local business enterprise.

Alameda CTC is also the implementing agency for the I-680 Express Lane Project which is currently in the environmental phase. The I-680 Express Lane Project proposes improvements along both directions of I-680, and overlaps the limits this Project in the northbound (NB) direction. The overlapping portions would require rework in areas such as widening NB I-680 between the NB on- and off-ramps of SR 84, widening of the Scotts Corner Separation Bridge and Koopman Road Undercrossing, and an extension of a retaining wall along the NB I-680 on-ramp from westbound SR 84. The estimated cost for the additional design efforts associated with these improvements is \$1.3 million. Staff has determined that this negotiated

amount is fair and reasonable to both Alameda CTC and WMH. Addition of this scope to the Project will not affect the construction begin date which is scheduled for early 2021. The contract would continue to exceed the Alameda CTC Local Business Contract Equity program goals. Table A summarizes the contract actions related to Agreement No. A18-0030.

Incorporating the overlapping NB segment of the I-680 Express lane Project in to the design as part of the construction improvements associated with the SR 84 / I-680 I/C Improvements Project would result in significant cost savings and avoid the need for rework and minimize traffic impacts at and within the vicinity of SR 84/I-680 I/C.

Table A: Summary of Agreement No. A18-0030			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with WMH (A18-0030) <i>Approved April 2018</i>	Professional design services for SR 84 Widening and SR 84/I-680 I/C Improvements	N/A	\$15,000,000
Amendment No. 1 (Administrative Amendment) <i>Executed November 2018</i>	Ensure consistency with the San Francisco Public Utilities Commission license agreement	N/A	N/A
<i>Proposed Amendment No. 2 March 2019 – (This Agenda Item)</i>	Provide additional budget to complete the project	\$1,300,000	\$16,300,000
Total Amended Contract Not-to-Exceed Amount			\$16,300,000

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

Fiscal Impact: The action will authorize the encumbrance of an additional \$1,300,000 in previously allocated Measure BB funds. This amount is included in the Project's funding plan and sufficient budget has been included in the Alameda CTC Adopted FY 2018-2019 Capital Program Budget.

Attachment:

- A. State Route 84 Widening and State Route 84 / Interstate 680 Interchange Improvements Project Fact Sheet

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SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements

5.2A

MARCH 2019

PROJECT OVERVIEW

Alameda CTC, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), proposes to conform State Route 84 (SR-84) to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County by:

- Widening SR-84 to accommodate one additional lane in each direction.
- Implementing additional improvements to reduce weaving/merging conflicts and help address the additional traffic demand between I-680 and SR-84.

The project would also improve the SR-84/I-680 interchange operations by:

- Modifying ramps.
- Extending the existing southbound I-680 High Occupancy Vehicle/Express Lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas.

Upon completion, this project will be the final segment in a series of improvements to widen SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.

PROJECT NEED

- SR-84 is congested during peak commute times.
- Interchange congestion affects operations of both SR-84 and I-680 and is projected to worsen.
- Collision rates on SR-84 and the interchange are higher than the state average, and access to SR-84 from driveways and local roads is difficult.
- The undivided roadway and uncontrolled access on SR-84 do not meet expressway standards.

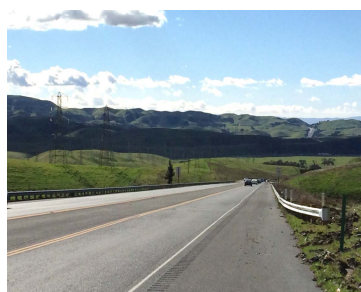


PROJECT BENEFITS

- Improves regional connectivity
- Improves interregional connectivity
- Relieves congestion
- Improves safety



I-680/SR-84 interchange.



SR-84 looking eastbound near Ruby Hill Road.



SR-84 looking westbound near Ruby Hill Road.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design and Right-of-Way

- The Environmental Impact Report (EIR) as part of California Environmental Quality Act (CEQA) clearance and the Environmental Assessment (EA) as part of National Environmental Policy Act (NEPA) clearance were completed on May 30, 2018.
- Final design and right-of-way acquisition work began in the early summer of 2018.

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County, Caltrans, FHWA and the cities of Livermore, Pleasanton and Sunol

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

Preliminary Engineering/Environmental	\$5,756
Final Design	\$18,784
Right-of-Way	\$33,550
Construction	\$176,010
Total Expenditures	\$234,100

Note: Construction cost escalated to mid-year of construction, 2022.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$122,000
Measure B	\$1,046
Local (TVTC) ¹	\$14,940
Regional (RIP) ²	\$11,114
Regional (RM 3) ³	\$85,000
Total Revenues	\$234,100

¹ Local funding includes the Tri-Valley Transportation Council (TVTC).

² Regional Improvement Program (RIP).

³ Regional Measure 3 (RM 3).

SCHEDULE BY PHASE

	Begin	End
Environmental	Spring 2015	Summer 2018
CEQA Clearance	Spring 2015	Summer 2018
NEPA Clearance	Spring 2015	Summer 2018
Final Design	Summer 2018	Summer 2020
Right-of-Way	Summer 2018	Summer 2020
Construction	Winter 2021	Fall 2023

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