



Programs and Projects Committee Meeting Agenda Monday, November 19, 2018, 12:00 p.m.

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

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

4.1. [Approve October 8, 2018 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Express Lanes Program: Approval of Amendment No. 2 to Professional Services Agreement A16-0075 with HNTB for System Manager Services](#) 7 A

5.2. [East Bay Greenway: Approve Release of Request For Proposal \(RFP\) for Preliminary Engineering Services and Authorize negotiations with the top ranked firm](#) 15 A

6. Committee Member Reports

6.1. Committee Chair's Referral: Presentation from Cyber Tran International Inc. 1

7. Staff Reports

8. Adjournment

Next Meeting: Monday, January 14, 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
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.m.
Alameda County Technical Advisory Committee (ACTAC)	January 10, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	January 14, 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.
Independent Watchdog Committee (IWC)	January 14, 2019	5:30 p.m.
Alameda CTC Commission Meeting	January 24, 2019	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	January 28, 2019	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	February 21, 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).



1. Pledge of Allegiance

2. Roll Call

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

Subsequent to the roll call:

Commissioner Kalb arrived during item 5.1. Commissioner Miley and Commissioner Spencer arrived during item 5.2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the September 10, 2018 PPC Meeting Minutes

*Commissioner Dutra-Veranci moved to approve the consent calendar.
Commissioner Saltzman seconded the motion. The motion passed with the following vote:*

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

5. Regular Matters

5.1. Approve the Transportation Fund for Clean Air FY 2018-19 Program

Jacki Taylor recommended the Commission approve the Transportation Fund for Clean Air (TFCA) County Program Manager FY 2018-19 program of projects. Ms. Taylor stated that the Alameda CTC is required to program the TFCA revenue received from the Bay Area Air Quality Management District (Air District) on an annual basis. The FY 2018-19 TFCA Expenditure Plan Application identifies \$2.78 million of funding available for projects and a Commission-approved program is due to the Air District by November 2, 2018.

Commissioner Dutra-Vernaci asked that for cities that receive discretionary funds, whether these projects are reviewed by the Commission. Ms. Taylor said that all projects submitted for TFCA funds go through the same review process regardless of the type of TFCA funding is recommended.

Commissioner Maass asked if the calculations for emission reduction criteria is the same for the city projects and the discretionary projects the Commission is funding

directly. Ms. Taylor said that this criteria is specific for TFCA funding. Mr. Bhat stated that all TFCA projects are evaluated and the Air District specifies the requirements for each project type.

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

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

No: None

Abstain: None

Absent: Miley, Spencer

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

Vivek Bhat recommended the Commission approve the initial project report and Resolution 18-007 to request a Metropolitan Transportation Commission (MTC) allocation of \$7 million in Regional Measure 2 funds for the construction phase of the Dublin/Pleasanton Parking Garage Project. This project proposes a multi-level parking structure that will accommodate 537 parking spaces. The project will be implemented by the Alameda County General Services Agency (GSA) on land owned by Alameda County that is adjacent to the Dublin/Pleasanton BART station and the I-580 corridor. Mr. Bhat noted that the total cost of the project is estimated at \$34 million. Alameda County GSA in partnership with the Livermore Amador Valley Transit Authority (LAVTA) has secured a \$20 million grant for this project through the 2018 Transit and Intercity Rail Capital Program (TIRCP). MTC and Alameda CTC will provide \$7 million each of the remaining funds to fully fund the project.

Commissioner Maass asked if people use taxi, transit and shared ride transportation to access the Dublin/Pleasanton BART station. Mr. Bhat stated that he believes that people are using those services and as part of the TIRCP grant LAVTA was also going to provide an additional \$500,000 to analyze transit access to the BART station. Mr. Bhat stated that Alameda CTC funded a project called Dublin GO, which subsidizes the cost of users to use Transportation Network Companies to access the station.

Commissioner Haggerty asked what does coordination for enforcement mean. Mr. Bhat said that the garage will be operated by Alameda County they will coordinate with external enforcement agencies such as BART and Dublin police.

Commissioner Kalb asked are there plans to build additional housing near the proposed garage. Commissioner Saltzman said currently BART has no plans for any additional development.

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

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

5.3. Irvington BART Station: Allocation of Measure BB funds for the Design Phase

Trinity Nguyen recommended that the Commission approve the following actions related to the Irvington BART Station Project:

- Allocation of \$16,450,000 of Measure BB for the design phase; and
- Authorize the Executive Director to execute a Project Funding Agreement with BART for the design phase.

Ms. Nguyen stated that the City of Fremont with BART is the sponsor of the Irvington BART Station project. 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.

Commissioner Cutter said that in the Planning, Policy and Legislation Committee it was noted that the ridership on BART and AC Transit is declining. She asked whether the decline is system wide and/or location specific. Ms. Lengyel stated that the Performance Report showed an overall system wide decline. Mr. Dao added that the decline is also during off-peak travel.

Commissioner Dutra-Vernaci asked what funding sources are available to fill the \$45 million shortfall of the project. Mr. Dao stated that 2014 Expenditure Plan identified, not allocated, \$120 million maximum for the project. The negotiated project funding agreement will require that the City and BART, secure the necessary funds to fully fund the project and that the source of those funds will not be from the sales tax program. These conditions are consistent with what is required of sponsors on other projects and the premise that measure funds should be used to leverage external funds. Alameda CTC will work closely with the City of Fremont and BART to identify external funding sources for the project.

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

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

5.4. Oakland Alameda Access: Approval of Measure BB Allocation and Contract Amendment No. 1 to Professional Services Agreement A14-0051 with HNTB Corporation

Trinity Nguyen recommended the Commission approve the following actions related to the Oakland Alameda Access project:

- Allocate \$5,000,000 of Measure BB funding for the project approval and environmental documents (PA&ED) phase; and
- Authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement 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.

Ms. Nguyen noted that the Oakland Alameda Access project is a named project in both 2000 Measure B and 2014 Measure BB and HNTB has been retained in 2014 to provide PA&ED phase services to obtain environmental clearance. She stated that this project was previously known as the I-880 Broadway Jackson project and has been in the planning stages for more than 20 years. Ms. Nguyen introduced Susan Chang who has been selected to move this project forward. Ms. Chang reviewed the project history, project complexities, need for a contract amendment and the milestones to date.

Commissioner Dutra-Vernaci asked for a description of a High Intensity Activated Crosswalk (HAWK). Ms. Chang stated that a HAWK is a traffic control device used to stop road traffic and allow pedestrians to cross safely.

Public comments were heard from the following in support of the project and want the Commission to approve the funding:

- Jessica Chen, City of Oakland Councilmember
- Dave Campbell, Bike East Bay
- Ed Manasse, City of Oakland
- Rochelle Wheeler, City of Alameda

Commissioner Miley asked who the lead is on the Environmental Document. Ms. Chang stated that Caltrans is the lead for the California Environmental Quality Act (CEQA) and the National Environmental Quality Act (NEPA) with delegated authority from the Federal Highway Administration. Mr. Dao stated that with the approval of this item from the Commission, Alameda CTC will receive guaranteed environmental clearance from HNTB and the Project Manager.

Commissioner Kalb 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: None

5.5. Approve the Administrative Amendments to Various Project Agreements to extend agreement expiration dates (A13-0061, A14-0052, A14-0049)

Angelina Leong recommended that the Commission approve administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

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

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

6. Committee Reports

There were no Committee reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, 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 • 510.208.7400 • www.AlamedaCTC.org

DATE: November 13, 2018

TO: Programs and Projects Committee

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

SUBJECT: I-680 and I-580 Express Lanes (PN 1369.000, 1386.000, 1486.000): Approval of Contract Amendment No. 2 to Professional Services Agreement A16-0075 with HNTB Corporation

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 to Professional Services Agreement A16-0075 with HNTB Corporation (HNTB) for an additional amount of \$525,000 for a total not-to-exceed amount of \$1,525,000 and a 24-month time extension to complete System Manager Services related to the I-580 and I-680 Express Lanes.

Summary

In addition to operating and maintaining the I-580 Express Lanes and the I-680 Sunol Southbound Express Lane, Alameda CTC is the project sponsor for the Interstate 680 (I-680) Sunol Express Lanes Project currently under construction. The project will construct a 9-mile Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84, and convert the existing southbound controlled-access express lane to an open-access facility to provide consistency with the new northbound express lane. Alameda CTC is also the project sponsor of the SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements Project, which includes extending the southbound I-680 express lane to the north by two miles.

In coordination with Alameda CTC staff, a System Manager provides technical oversight of the Toll System Integrator (TSI) during the design, development, testing, and implementation of the toll system. In addition, a System Manager may provide support during operations to ensure key performance metrics are met throughout the life of the toll system and program support relating to express lane system expansion efforts.

In July 2016, HNTB was selected through a competitive process to provide System Manager Services for the I-680 Sunol Express Lanes Project, with optional tasks to provide support

services for the I-680 and I-580 express lanes currently in operation. The contract was subsequently amended administratively to add special conditions relating to Personally Identifiable Information. Staff recommend that the scope of work be expanded to include System Manger support related to the SR-84/I-680 Interchange Improvements Project, as well as augmented oversight of the TSI for the I-680 Sunol Express Lanes project. A 24-month time extension is recommended to ensure System Manager Services are provided for the I-680 Sunol Express Lanes Project through the operational testing and warranty period, which is now scheduled to be nearly two years later than anticipated when this contract was originally procured.

Authorization of Amendment No. 2 to Professional Services Agreement No. A16-0075 with HNTB for an additional amount of \$525,000 for a total not-to-exceed amount of \$1,525,000 and a 24-month time extension to June 30, 2022 will provide the resources and time necessary to provide System Manager Services for the I-680 express lanes corridor. A summary of all contract actions related to Agreement No. A16-0075 is provided in Table A.

Background

The I-680 Sunol Express Lanes Project is a significant element of the Alameda CTC Capital Program. In June 2016, The Alameda CTC selected Kapsch TrafficCom USA, Inc. (Kapsch) as the TSI for the I-680 Sunol Express Lanes; in July 2016, Alameda CTC selected HNTB as the express lanes System Manager. HNTB has been providing oversight of the TSI during the toll system design phase, and will continue providing oversight throughout implementation, testing, and the warranty period. The current contract term is from August 29, 2016 through June 30, 2020.

In July 2018, the majority of the toll system design and implementation oversight was shifted from the Alameda CTC capital projects team to the express lanes team, with HNTB providing additional TSI contract support services. HNTB also provided support services for both the I-680 and I-580 express lanes operations, and additional services are recommended to support the extension of the I-680 southbound express lane in conjunction with the SR-84/I-680 Interchange Improvements project. These activities are presented below.

I-580 Express Lanes Support:

- The I-580 Express Lanes Upgrade project was approved by the Commission in March 2018. Procurement of a TSI requires extensive technical expertise such as that provided by a System Manager. HTNB was engaged through a task order to provide support services to develop the scope of work for the project, which included over 1,600 technical requirements. HNTB also provided technical support throughout the procurement.

I-680 Express Lanes Support:

- As a first step in implementation of the new toll system, and to accommodate the construction impacts associated with the projects, Kapsch implemented an interim toll system for the existing I -680 Southbound Express Lane in October 2017. Oversight of the Kapsch team was performed by HNTB under a task order for operations support services.
- In 2017, the State of California adopted a new Automatic Vehicle Identification specification, the International Standards Organization 18000-63, known as the 6C protocol. That action mandates that all toll operators in California perform all updates needed to enable their toll systems to recognize vehicles with 6C transponders by January 1, 2019. Alameda CTC staff executed a task order with Kapsch to perform this update. Staff recommend expanding HNTB's scope of work to include oversight of the implementation and testing of this system update.
- The SR-84/I-680 Interchange Improvements Project includes a two-mile extension of the existing I-680 Southbound Sunol Express Lane limits to the north. Toll systems are designed to be modular and can easily accommodate additional expansions. In a future action, staff will recommend that the Kapsch contract be amended to design and implement the additional tolling infrastructure and expand the toll system currently being designed for I-680. With the 65% design plans scheduled to be completed in March 2019, staff need to engage Kapsch in contract negotiations in the next few months. Assistance from HNTB is needed to develop the scope of work for the design, development, implementation, and testing of the expansion to the toll system and negotiating with Kapsch for a fair and reasonable price for this expansion. Since the expansion will not be constructed until 2022, the implementation and testing activities will be separate from the current I-680 Express Lanes Project implementation and testing.
- At the time of the contract award to HNTB, express lane operations were anticipated to begin in spring 2019. The current construction schedule reflects express lane operations beginning in fall 2020. After opening, operational testing is conducted to verify that the system performs under live operations to the standards required by the TSI contract. This typically takes three months but could take longer, and is followed by a 270-day warranty period. Throughout the operational testing and warranty period, the System Manager monitors the TSI and supports staff in operating the express lanes. A contract extension to June 30, 2022, is recommended to ensure HNTB staff resources are available throughout the warranty period.

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 goal of 70% Local Business Enterprise but would reduce the Small Local Business Enterprise (SLBE) participation from 31% to 17%. This is primarily due to specialized expertise needed

for preparing the additional TSI scopes of work for the I-580 and I-680 projects. When only the I-680 Express Lanes Project is considered, the SLBE participation is over 25%.

Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and HNTB. Table A summarizes the contract actions related to Agreement No. A16-0075.

Table B: Summary of Agreement No. A16-0075			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with HNTB (A16-0075) December 2014	System Manager Services	N/A	\$1,000,000
Amendment No. 1 August 2018	Addition of Special Conditions Relating to Personally Identifiable Information	N/A	\$1,000,000
<i>Proposed Amendment No. 2 December 2018 – (This Agenda Item)</i>	Provide additional budget and 24-month time extension to June 30, 2022 to complete the project	\$525,000	\$1,525,000
Total Amended Contract Not-to-Exceed Amount			\$1,525,000

Levine Act Statement HNTB reported a conflict with the Levine Act regarding Robert Raburn, BART's Alternate on the Commission. If Mr. Raburn is present as BART's representative at the Commission meeting, he will be required to recuse himself from the vote on this matter pursuant to the Alameda CTC Conflict of Interest Code. If Commissioner Saltzman is present at the meeting, however, Mr. Raburn's Levine Act conflict will have no impact on the vote.

Fiscal Impact The fiscal impact for approving this item is \$525,000, which was included in the various projects' funding plans. Upon approval, the budget will be reflected in Alameda CTC's FY 2018-2019 Capital Program Budget.

Attachments:

- A. I-680 Sunol Express Lanes Project Fact Sheet
- B. SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements Project Fact Sheet



Interstate 680 Sunol Express Lanes (Phase 1 and Phase 2)

5.1A

AUGUST 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), environmentally cleared the construction of a high occupancy vehicle (HOV)/express lane on northbound Interstate 680 (I-680) from the State Route 237 (SR-237) interchange in Santa Clara County to north of the State Route 84 (SR-84) interchange in Alameda County. The project was split into two phases to expedite the delivery. Phase 1 broke ground in April 2018.

Phase 1 (From State Route 262 (SR-262) to SR-84.)

- Widen the freeway to accommodate the HOV/express lane together with several auxiliary lanes to facilitate the smooth and safe transition of traffic between local streets and the freeway between interchanges.
- Add a new 9-mile HOV/express lane and associated improvements between Auto Mall Parkway and SR-84, providing congestion relief in the corridor.
- Upgrade the I-680 Southbound Express Lane access configuration from controlled access to a near continuous access configuration.
- Modify bridge crossings.
- Construct retaining walls to accommodate the widening.
- Repave the full project limits.

Phase 2 (Will widen from SR-262 to the County line.)

- Construct HOV/high occupancy toll lanes in the northbound direction on I-680 from the county line south of SR-262.
- Construct nearly five miles of HOV/express lane along the I-680 corridor through widening, along with other necessary improvements, including structure widening/modification and retaining walls.



PROJECT NEED

- I-680 at the Sunol grade is one of the top 10 most congested freeway corridors in the Bay Area.
- Two primary bottlenecks on this project are SR-238 to Andrade Road and SR-262 to Washington Boulevard.
- Queues near Andrade Road begin to form at 2 p.m. or earlier most weekdays and extend beyond Scott Creek Road (nearly 10 miles) by the peak afternoon commute.
- Travel time delay contributes to diverted traffic on Calaveras Boulevard, Mission Road and Mission Boulevard.

PROJECT BENEFITS

- Reduces congestion
- Accommodates current and future increases in traffic
- Provides state-of-the-art technology that allows for improved enforcement, greater reliability and faster travel speeds in the general purpose lanes.



Interstate 680 northbound.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Phase 1 - Constructon

- Project approval and environmental clearance were complete in summer 2015.
- The construction contract was awarded in late November 2017.
- Construction on Phase 1 began in March 2018 and is expected to continue through fall 2020

PROJECT DOCUMENTS

Project web page: <http://www.alamedactc.org/680express>

Environmental Impact Report/Environmental Assessment (EIR/EA)

Draft: http://www.dot.ca.gov/dist4/documents/680nbhovlane/680_NB_Express_Lane_DED_Nov2014.pdf

Final EIR/EA with finding of no significant impact (FONSI):

http://www.dot.ca.gov/d4/documents-environmental/680nbhovlane/680final/Report-I-680_NB_Express_Lane_FED_July2015.pdf

PARTNERS AND STAKEHOLDERS

Caltrans, California Transportation Commission, FHWA, cities of Pleasanton, Fremont and Milpitas, and the Santa Clara Valley Transportation Authority

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

COST ESTIMATE BY PHASE¹ (\$ x 1,000)

	Phase 1	Phase 2
Scoping	\$75 ¹	(See footnote 1)
Preliminary Engineering/ Environmental	\$8,039 ¹	(See footnote 1)
Final Design (PS&E)	\$17,111	\$10,000
Right-of-Way	\$4,770	\$5,000
Construction	\$205,789	\$115,000
Total Expenditures	\$235,784	\$130,000

¹ Combined cost estimate for Phase 1 and Phase 2.

FUNDING SOURCES (\$ x 1,000)

	Phase 1	Phase 2
Measure BB	\$40,000	TBD
Measure B	\$137,500	TBD
State (TCRP) ²	\$20,874	TBD
State (SHOPP) ³	\$37,410	TBD
Total Revenues	\$235,784	\$130,000

² Transit Cooperative Research Program.

³ State Highway Operations and Protection Program.

SCHEDULE BY PHASE⁴

	Begin	End
Preliminary Engineering/ Environmental (EIR/EA)	September 2011	July 2015
Final Design	August 2015*	June 2017*
Right-of-Way	August 2015*	June 2017*
Advertisement/Award	Summer 2017*	Fall 2017*
Construction	Fall 2017*	Spring 2020*

*These dates are for Phase 1 only.

⁴ Phase 2 work is contingent upon coordination with the Santa Clara Valley Transportation Authority's implementation of the northbound express lane from the county line to SR-237.



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

5.1B

SEPTEMBER 2018

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.



DATE: November 13, 2018

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery
Minyoung Kim, Project Manager

SUBJECT: East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001): Approve Release of Request for Proposal (RFP) for Preliminary Engineering Services and Authorize negotiations with top ranked firms

Recommendation

It is recommended that the Commission approve the following actions related to the East Bay Greenway (Lake Merritt BART to South Hayward BART) project:

1. Approve the release of a request for proposals (RFP) for Professional Services to provide the preliminary engineering services; and
2. Authorize the Executive Director to negotiate with the top ranked firms.

Summary

The Alameda CTC is the project sponsor for the East Bay Greenway: Lake Merritt BART to South Hayward BART project (Project), a named capital project under 2014 Transportation Expenditure Plan - Gap Closure on Three Major Trails. The Project is currently in the Project Approval and Environmental Document (PA&ED) phase. As the lead agency for California Environmental Quality Act (CEQA), the Commission adopted the Initial Study/Mitigated Negative Declaration (IS/MND) in March 2018. The National Environmental Policy Act (NEPA) Categorical Exclusion (CE) approval is anticipated in November 2018.

In order to progress the delivery of the Project, staff recommends advancing the long-lead tasks of preliminary engineering prior to the final design phase, which is anticipated to begin in Summer 2019. Tasks would include the data collection, mapping, and right-of-way assessment.

Upon approval of this item, staff intends to release the RFP in December 2018 and expects to return to the Commission in May 2019 with an award recommendation. The resulting contract would be funded by Measure BB, which has been included in the Alameda CTC Adopted FY 2018-19 Capital Program Budget.

Background

The Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16 miles and traverse the cities of Oakland, San Leandro, and Hayward, as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The Project is currently in the PA&ED phase. As the lead agency for CEQA, the Commission adopted the IS/MND in March 2018 pursuant to Section 15074 of the CEQA Guidelines. Caltrans will be asked to approve the corresponding CE under NEPA in November 2018. The environmental clearance approach for the Project incorporates the phased implementation of the 16-mile corridor on a segment-by-segment basis to allow design, and eventual project construction, to proceed once constraints, such as right-of-way availability, jurisdictional readiness, and funding are resolved. Right-of-way availability has the most impact on the final Project features. The environmental documents addressed both options below.

- **Rail-to-Trail** option assumes that the Union Pacific Railroad (UPRR) Oakland Subdivision would no longer have active rail service and the full 80-100 foot wide right-of-way is available for the Project.
- **Rail-with-Trail** option assumes the minimum possible encroachment into UPRR right-of-way while still constructing a continuous facility alongside the rail. This concept requires encroachment into UPRR right-of-way for approximately six miles.

In July 2018, Alameda CTC submitted an ATP Cycle 4 grant application, seeking funding for the final design phase of the segment from San Leandro BART to South Hayward BART. The ATP Cycle 4 grant awards will be announced in January 2019 for the statewide program and June 2019 for the Metropolitan Planning Organization (MPO) selected projects. Such grant application included flexibility for the Rail-to-Trail option should the full right-of-way from UPRR become available.

Commission's approval to release the RFP and authorization to negotiate with top ranked firms will provide the resources for the preliminary engineering services in advance of the final design phase, which is anticipated to begin in Summer 2019. Tasks would include advancing the data collection, mapping, and initiating right-of-way assessments that would be the same for all design options currently under consideration in the environmental document.

Fiscal Impact: The action will authorize the encumbrance in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2018-19 Capital Program Budget.

Attachment:

- A. East Bay Greenway Project Fact Sheet



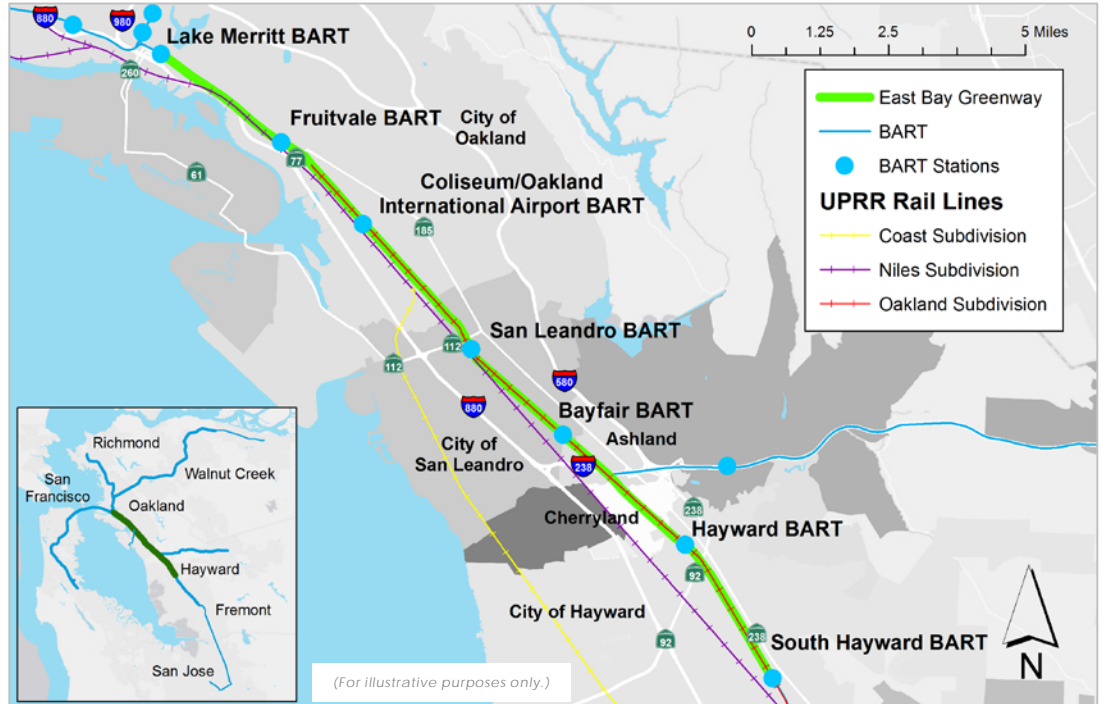
East Bay Greenway: Lake Merritt BART to South Hayward BART 5.2A

SEPTEMBER 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART to South Hayward BART project that proposes to construct a 16-mile regional trail facility along the BART alignment from Oakland to Hayward. The project would consist of Class I multi-use pathways and Class IV protected bikeways as well as lighting, fencing, barrier railings, intersection improvements and crossing treatments, and other features needed to ensure user safety and security.

Much of the project corridor contains an active Union Pacific Railroad (UPRR) line and availability of UPRR right-of-way will determine the ultimate project design. Two design options are under consideration to provide "bookends" for environmental analysis purposes. A Rail-with-Trail option would construct a trail adjacent to the rail line while preserving rail operations. A Rail-to-Trail option would involve abandonment of the rail line and conversion to a trail facility. Both options require some usage of UPRR right-of-way.



PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting Downtown Oakland and South Hayward.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions and BART have adopted specific plans, station area plans and other land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

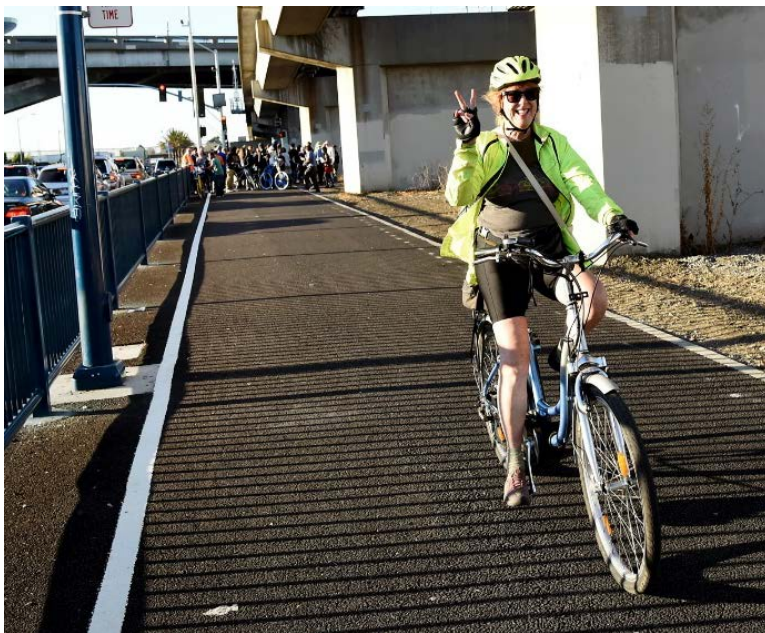
- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- In September 2014, Alameda CTC leveraged available local Measure B and BB funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for the Project.
- Alameda CTC is the lead agency for California Environmental Quality Act (CEQA) and Caltrans is the lead agency for National Environmental Policy Act (NEPA).
- Alameda CTC adopted the CEQA Initial Study/Mitigated Negative Declaration (IS/MND) on March 22, 2018.



Initial East Bay Greenway segment from Coliseum BART to 85th Avenue (funded by Measure WW, TIGER and BAAQMD).

PROJECT DOCUMENTS

For more information on the project, please visit:
www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, BART, East Bay Regional Park District and the California Department of Transportation – lead agency for NEPA clearance

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

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

PE/Environmental	\$6,501
Final Design	\$22,000
Right-of-Way	TBD*
Construction	\$161,000**

* The cost for right-of-way is subject to future discussions with UPRR.
 **2017 estimate.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$3,500
Measure B	\$345
Federal	\$2,656
State	TBD
Regional	TBD

SCHEDULE BY PHASE

	Begin	End
Environmental	Fall 2015	Fall 2018
Final Design (PS&E)	Summer 2019	Summer 2021
Right-of-Way	TBD	TBD
Construction	Late 2021	Late 2023



Project corridor in San Leandro south shared by UPRR – an active freight rail line.