



Programs and Projects Committee Meeting Agenda Monday, April 8, 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 March 11, 2019 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Bay Fair Connector Project Update](#) 5 I

5.2. [Approve the State Transportation Assistance County Block Grant Distribution Formula and Lifeline Transportation Program Cycle 5 update](#) 9 A

5.3. [State Route 262 \(Mission Boulevard\) Cross Connector Project \(PN 1472.000\): Approval of Contract Amendment No. 1 to Professional Services Agreement A18-0029 with HNTB Corporation](#) 23 A

5.4. [Express Lanes Program \(PN 1486002\): Approval of Professional Services Agreement A19-0015 with C&M Associates, Inc. for Toll Revenue Forecasting Services](#) 31 A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, May 13, 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 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
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 Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng 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 Program Plan Review Subcommittee (PPR)	April 22, 2019	9:30 a.m.
Alameda CTC Commission Meeting	April 25, 2019	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	May 9, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	May 13, 2019	9:00 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.
Alameda CTC Commission Retreat	May 30, 2019	9:30 a.m.
Paratransit Advisory and Planning Committee (PAPCO)	June 24, 2019	1:30 p.m.
FAC Audit Committee	June 27, 2019	4:30 p.m.
Independent Watchdog Committee (IWC)	July 8, 2019	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 10, 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.

Commissioner McPartland was present as an alternate for Commissioner Saltzman.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the February 11, 2019 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, Ezzy-Ashcraft, Haggerty, McPartland, Nason, Thao, Valle

No: None

Abstain: None

Absent: None

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

Trinity Nguyen stated that 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. Ms. Nguyen stated that as part of the 2018 Comprehensive Investment Plan, the Commission approved \$8.3 million to the City of Dublin to advance this project through the environmental and design phases. She noted that the project is a 1.5 mile extension that will run parallel to the I-580 corridor and go through the cities of Dublin, Livermore and unincorporated Alameda County. Ms. Nguyen stated that it is recommended that Alameda CTC be the implementing agency for the PS&E phase on behalf of the City of Dublin.

Commissioner Dutra-Vernaci noted that this project is very expensive considering it's for 1.5 miles. Obaid Khan, the City's Project Manager, stated that the right of way and environmental mitigation costs are two major components contributing to the overall project cost.

Commissioner Ezzy-Ashcraft asked who will determine if the number of travel lanes will be four or six. Mr. Khan said that the number of lanes are four in some locations and six in others. He further noted that the draft EIR that was recently released has the details on where there will be four lanes and where there will be six lanes.

Commissioner Ezzy-Ashcraft asked will the project include bicycle accessible buttons to change signals. Mr. Khan stated this decision will be determined in the design phase of 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, Ezzy-Ashcraft, Haggerty, McPartland, Nason, Thao, Valle

No: None

Abstain: None

Absent: None

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

Jhay Delos Reyes stated that 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. Mr. Delos Reyes stated that the project is fully funded for construction through Regional Measure 3 (RM3), State Transportation Improvement Program and Measure BB funds. He noted that Alameda CTC is the implementing agency for the PS&E and right of way phases for the project.

Commissioner Ezzy-Ashcraft asked if the RM3 litigation will be completed by the time the project begins construction in 2021. Mr. Dao said if RM3 does not go through by the time the project is ready to begin construction, Alameda CTC may request to use its own funds, through a letter of no prejudice, to advance the construction and

once the RM3 funds are available, the Metropolitan Transportation Commission would reimburse Alameda CTC.

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

Yes: Cutter, Dutra-Vernaci, Ezzy-Ashcraft, Haggerty, McPartland, Nason,
Thao, 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, April 8, 2019 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: April 1, 2019

TO: Programs and Projects Committee

FROM: Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Bay Fair Connection Project Update

Recommendation

This item is to provide the Commission with an update on the Bay Fair Connection project. This item is for information only.

Summary

At the September 2018 meeting, the Commission requested that BART, the project sponsor for the Bay Fair Connection Project, perform additional outreach and coordination to address concerns regarding lack of communication with the City of San Leandro and other stakeholders about the project scope and uncertainty surrounding the coordination of the proposed improvements with existing and future BART operations and service patterns. The additional outreach and coordination is complete and BART is ready to proceed with additional scoping and planning activities.

BART is the Sponsor of the Bay Fair Connection Project (Project) (PN 1433.000), a named project in the 2014 Transportation Expenditure Plan (TEP) with a total Measure BB commitment of \$100 million. The Project, located in the City of San Leandro, will modify the Bay Fair BART Station and its approaches to accommodate one or more additional tracks and passenger platforms at the junction of the San Francisco, Fremont and Dublin/Pleasanton BART lines (See Attachment A: Project Fact Sheet).

The project is intended to provide for efficient train service and operational flexibility as ridership increases and new destinations are added to the existing BART lines. The planned improvements include station modernization and modifications to switches, tracks, crossovers, train control, signaling, and the traction power system.

The proposed physical infrastructure will make it possible for passengers traveling between Silicon Valley and the Tri-Valley to have either a one-seat ride or a timed transfer (either where the passenger crosses the platform to another train or where the passengers steps off the train, waits one minute to step onto the next train). The planned

improvements will also allow for bringing trains into service, taking trains out of service, and for coupling/decoupling them in the Bay Fair station area. Two general options are being considered: East Platform placement and West Platform placement.

Background

The BART Bay Fair Connection Project is a named capital project included in the 2014 Transportation Expenditure Plan with a Measure BB commitment of \$100 million.

In March 2015, as part of the 2016 Comprehensive Investment Plan, the Commission allocated up to \$100,000 for scoping and project development activities to better define project scope and costs (and authorizing PFA A16-0003). BART's work for the initial project scoping included an evaluation of two platform placement alternatives: East and West. Key implementation issues for each option were evaluated and preliminary concepts were prepared. BART has completed the project deliverables for PFA A16-0003.

Project Funding Agreement No. A19-0006 authorizes an additional \$575,000 for continued scoping and planning activities. While considering approval of PFA A19-0006 in September 2018, the Commission required additional outreach and coordination as a pre-requisite for beginning activities funded through PFA A19-0006. BART has performed the additional outreach and coordination.

Table A below shows a summary of the Measure BB funding commitment and the encumbrances to date for project activities.

Table A: Summary of Project Measure BB Funding Commitment BART Bay Fair Connection Project		
Description	Encumbered Amount	Commitment Balance
TEP Project Commitment (November 2014)	N/A	\$ 100,000,000
A16-0003: Scoping Phase PFA (March 2015) (Committed amount adjusted at closeout)	\$ 84,553	\$ 99,915,447
A19-0006: Scoping Phase PFA (September 2018)	\$ 575,000	\$ 99,340,447

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

Attachment:

- A. Project Fact Sheet

PROJECT OVERVIEW

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

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

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



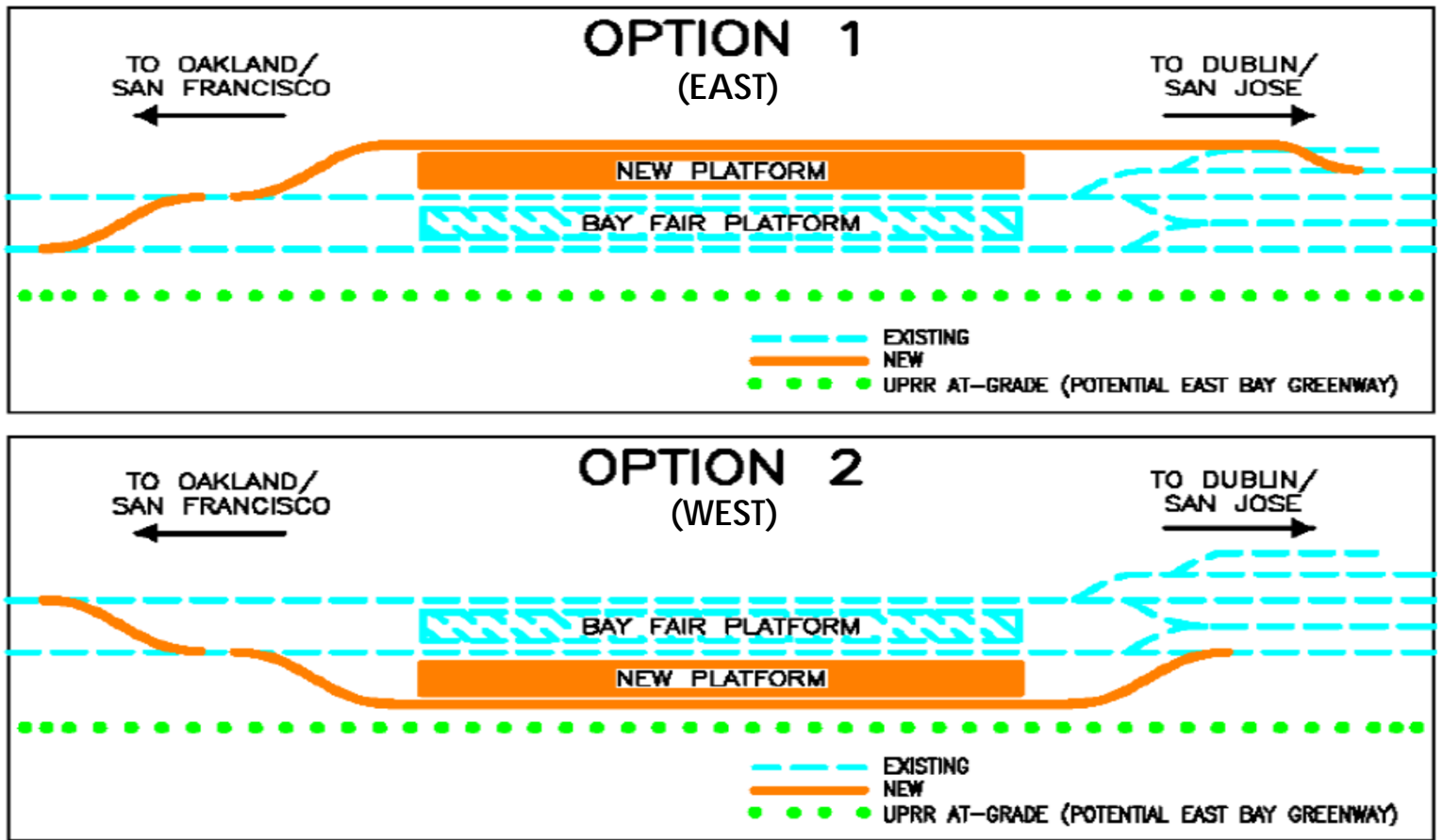
PROJECT NEED

Bay Fair Connection is a key improvement required for:

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

PROJECT BENEFITS

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



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

UPRR- Union Pacific Railroad

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

Scoping/PE/Environmental	\$5,600
Final Design – Plans, Specifications and Estimates (PS&E)	TBD
Right-of-Way	TBD
Utility Relocation	TBD
Construction	TBD
Total Cost¹	\$200,000-\$250,000

¹Based upon initial scoping completed in April 2016.

FUNDING SOURCES (\$ X 1,000)

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

STATUS

Implementing Agency: BART

Current Phase: Scoping/Planning

PARTNERS AND STAKEHOLDERS

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

SCHEDULE BY PHASE

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

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



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 1, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the State Transportation Assistance County Block Grant Distribution Formula and Lifeline Transportation Program Cycle 5 update

Recommendation

It is recommended the Commission approve the following actions related to the Alameda County State Transit Assistance (STA) Block Grant Program as required by the Metropolitan Transportation Commission (MTC):

1. Approve Resolution 19-003 (Attachment A), regarding the STA Block Grant funding distribution formula for FYs 2019-20 and 2020-21.
2. Approve programming an additional \$209,880 of STA funding available for the Cycle 5 Lifeline Transportation Program (LTP), as follows:
 - a. \$104,940 to BART's Cycle 5 LTP project for Coliseum Elevator Renovation
 - b. \$104,940 to Union City Transit's Cycle 5 LTP project for Route 2 Operations.

Summary

STA is the State's flexible transit funding program which may be used for capital or operating purposes and is an important source of transit operations funding. Traditionally, MTC has directed its share of STA to transit operators through various discretionary and formula-based programs. Starting in FY 2018-19 MTC changed the way it distributes a portion of its STA funding, directing it to the region's County Transportation Agencies through a new STA County Block Grant Program. The county-level programs are due annually to MTC by May 1st. For FYs 2019-20 and 2020-21, staff is recommending the same program structure approved in FY 2018-19, with a minor adjustment to the distribution within the Affordable Student Transit Pass Program (ASTPP) sub-category to reflect estimated program participation. Attachment B details the minor change within the ASTPP sub-category between the approved and proposed formulas and Attachment C shows the formula distribution of the FY 2019-20 STA Block Grant fund estimate.

The Cycle 5 Lifeline Transportation Program (LTP) was approved by the Commission in February 2018. Since that time, MTC has revised the fund estimate to reflect the actual STA revenue received for LTP Cycle 5, which includes an additional \$209,880 of STA funding. AC Transit's and LAVTA's Cycle 5 LTP applications were fully funded in the original program approval. Thus, it's recommended the two partially funded projects in the program, sponsored by BART and Union City, split the funding that's available and each receive \$104,940 of additional funding above the amounts previously approved for Cycle 5. The adjusted Cycle 5 Lifeline Program is detailed in Attachment D.

Background

The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while the Population-Based program distributes funds to the State's regional transportation planning agencies, including MTC, based on their share of California's population.

On February 28, 2018, MTC approved Resolution 4321 which established a new policy for the distribution of STA Population-Based funds in the nine-county Bay Area region. Under MTC Resolution 4321, County Transportation Agencies are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program: small and north county operator minimum shares, mobility management program requirements, MTC approval for STA fund exchanges, coordinated claim/submission deadline, performance measures, and annual reporting requirements.

Additionally, through SB 1, the level of STA funding generated was raised by an increase in the diesel sales tax rate of 3.5 percent. These funds augmented the existing STA program and comprise roughly 50% of the total STA funding directed by MTC to the STA County Block Grant Program.

Alameda County's STA Block Grant Program

Commencing with fiscal year (FY) 2018-19, MTC's STA County Block Grant allows each county to determine how best to invest in transit operating needs, including paratransit and lifeline transit services. Each county's STA share of the County Block Grant Program is based on a county's total share of each of the three program categories in MTC's original STA Resolution 3837 formula (Northern Counties/Small Operators Program, Regional

Paratransit Program, and the Lifeline Transportation Program). Alameda County's total share is 17.68%.

In April 2018, the Commission approved directing the annual STA Block Grant funds to three distinct STA Block Grant program categories, consistent with how MTC traditionally distributed the funds under its prior Population-based STA program, as follows:

- Small Operator Guarantee (24%),
- Regional Paratransit/Mobility Management (25%), and
- Lifeline/Means-based Program (51%); which is to be further divided into two sub-categories, as follows:
 - 50% to Affordable Student Transit Pass Program (ASTPP) (25.5% of total STA)
 - 50% to Lifeline Transportation Program (LTP) (25.5% of total STA)

For the Small Operator Guarantee and Regional Paratransit/Mobility Management categories the approved funding distribution by operator is consistent with the level of funding operators received previously under MTC's prior STA program. For the Lifeline/Means-based category, half of the funds are directed towards the ASTPP, based on operators' share of ASTPP program participation and half are directed to transit operators for Lifeline projects serving MTC-defined Communities of Concern (COCs) or other low-income communities. Within the Lifeline sub-category, operators can choose which projects to fund, but are required to report annually on the projects that were funded in the prior year and the community benefits.

FYs 2019-20 and 2020-21 STA Block Grant Program

For FY 2019-20 and 2020-21, no changes are proposed to the program's categories and sub-categories. Additionally, no changes are proposed to the distribution of funding to operators, with the exception of a minor adjustment within the ASTPP sub-category, where the operator percentages have been updated to reflect each operator's projected ASTPP participation for FY 2019-20. Attachment B highlights the updated shares within the ASTPP sub-category.

Per MTC's initial FY 2019-20 STA Fund Estimate, Alameda County's estimated new STA Block Grant revenue is \$9,300,688. This estimate may change depending on the actual STA revenue generated. Attachment C applies the distribution formula to the FY 2019-20 STA Block grant fund estimate and identifies the operators' total share of STA Block Grant funding.

Changes to the operators' shares are to be reported to MTC by May 1st of each year. Moving forward, it's proposed that updates to the distribution formula for the Alameda CTC STA Block Grant Program be coordinated with the biennial Comprehensive Investment Plan (CIP) process, which provides an opportunity to reconfirm the STA formula every other year.

Lifeline Cycle 5 Adjustment

The Cycle 5 Lifeline Transportation Program (LTP) was approved in February 2018. At that time it was scheduled to be the last discretionary Lifeline funding cycle with future STA programmed through MTC's new County Block Grant Program. Subsequent to the Cycle 5 LTP approval by MTC last summer, the actual STA revenue for Cycle 5 identified exceeded the estimated 5% of the fund estimate that had been held in reserve by an additional \$209,880. The 5% reserve amount is programmed to AC Transit's Cycle 5 project. Because AC Transit's project is fully funded with the availability of the 5% reserve funding, staff recommends programming the remaining \$209,880 of additional Cycle 5 STA reserve funds to the two partially funded projects in the program, sponsored by BART and Union City. It's recommended that each project receive half of the available funding (\$104,940 each) in addition to the amounts previously approved for Cycle 5. Attachment D details the originally-approved Cycle 5 program and the programming recommendation for the additional reserve funding.

Next Steps

An approved STA Block Grant resolution is due to MTC by May 1, 2019. Transit operators will have additional time in late spring/early summer to submit their STA funding claims to MTC and identify projects for each program category. In FY 2019-20, Alameda CTC will coordinate with transit operators to fulfill the annual reporting requirements, due annually to MTC. For the Lifeline Cycle 5 program, MTC is scheduled to approve the program adjustment in May 2019.

Fiscal Impact: There is no fiscal impact associated with the requested action. Transit operators will work directly with MTC to access the identified STA funding.

Attachments:

- A. Alameda CTC Resolution 19-003, Alameda County STA Block Grant Program
- B. Alameda County STA Block Grant Program, ASTPP Distribution Changes Detail
- C. Alameda County STA Block Grant Program Distribution Formula Detail
- D. Revised Cycle 5 Lifeline Transportation Program



Commission Chair
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Commission Vice Chair
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Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 19-003**

**Approval of the Distribution Formula for
Alameda County's STA County Block Grant Program**

WHEREAS, Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Authority (RTPA) for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a new policy framework for the distribution and use of State Transit Assistance (STA) Population-Based (Public Utilities Code § 99313) funds in the MTC region (MTC Resolution No. 4321); and

WHEREAS, MTC Resolution 4321 reserves 70 percent of MTC's STA Population-Based funding for a new transit-focused, OBAG-style STA County Block Grant Program that is to be administered by the region's Congestion Management Agencies (CMAs); and

WHEREAS, MTC Resolution 4321 established the percentage of the funds reserved for the STA County Block Grant Program that each CMA is to receive and identified 17.68 percent as Alameda County's share of funding; and

WHEREAS, MTC requires each CMA to submit annually by May 1st, a proposed distribution of STA County Block Grant Program funding to STA-eligible transit operators in the county, as a percentage of the county's total STA share; and

WHEREAS, MTC annually adopts the region's Fund Estimate for STA Population-Based (Public Utilities Code § 99313) funds, which estimates the total funding available for the STA County Block Grant Program.

WHEREAS, Alameda CTC's 2014 Transportation Expenditure Plan includes funding for an Affordable Student Transit Pass Program (ASTPP). Alameda CTC is responsible for seeking and securing funding to expand the program. STA County Block Grant funds for the ASTPP will supplement and not displace any Measure BB funds. Funding for the ASTPP will not be backfilled with STA funds and transit operators are not responsible for funding additional needs of the ASTPP.

WHEREAS, in April 2018, the Alameda CTC adopted Resolution 18-004, establishing Alameda County's STA Block Grant Program with a distribution formula which annually directs 24% of the funds to Small Operators, 25% to Regional Paratransit, 51% to Lifeline/Mean-based category, as follows: 50% (i.e., 25.5% of total funds) each to Lifeline projects and the Affordable Student Transit Pass Program.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will continue to administer Alameda County's STA County Block Grant Program in accordance with MTC Resolution 4321.

BE IT FURTHER RESOLVED, the Alameda CTC approves the Distribution Formula for Alameda County's STA County Block Grant Program, for FYs 2019-20 and 2020-21, as detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, April 25, 2019 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Richard Valle
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

EXHIBIT A

Alameda County STA Block Grant Program - Funding Distribution		
<u>Program Category</u>	<u>% of STA Program</u>	<u>% of Category</u>
Small Operator Guarantee	24%	100%
LAVTA		74%
Union City Transit		26%
Regional Paratransit / Mobility Management	25%	100%
AC Transit (For East Bay Paratransit Service)		91%
LAVTA		5%
Union City Transit		4%
Lifeline / Means-based Program	51%	100%
Affordable Student Transit Pass Program:	25.5%	50% of Category, as follows:
AC Transit		88%
BART (not currently participating in the ASTPP)		0%
LAVTA		8%
Union City Transit		4%
Lifeline Transportation Program:	25.5%	50% of Category, as follows:
AC Transit		72%
BART		24%
LAVTA		3%
Union City Transit		1%
Total STA Funding Distribution	100%	

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Alameda County STA Block Grant Program		Approved FY 2018-19		Proposed FYs 2019-20 and 2020-21	
<u>Program Category</u>	<u>% of STA Program</u>	<u>% of Category</u>	<u>% of STA Program</u>	<u>% of Category</u>	<u>Change</u>
Small Operator Guarantee	24%	100%	24%	100%	
LAVTA		74%		74%	0%
Union City Transit		26%		26%	0%
Regional Paratransit / Mobility Management	25%	100%	25%	100%	
AC Transit (For East Bay Paratransit Service)		91%		91%	0%
LAVTA		5%		5%	0%
Union City Transit		4%		4%	0%
Lifeline / Means-based Program	51%	100%	51%	100%	
Affordable Student Transit Pass Program:	25.50%	50% of Category:	25.50%	50% of Category:	
AC Transit		89%		88%	-1%
BART (not currently participating in the ASTPP)		0%		0%	0%
LAVTA		7%		8%	1%
Union City Transit		4%		4%	0%
Lifeline Transportation Program:	25.50%	50% of Category:	25.50%	50% of Category:	
AC Transit		72%		72%	0%
BART		24%		24%	0%
LAVTA		3%		3%	0%
Union City Transit		1%		1%	0%
Total STA Funding Distribution	100%		100%		

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STA County Block Grant Funding Distribution for Alameda County, March 2019

Based on FY 2018-19 Distribution Formula, as approved April 2018

Alameda County's Share of FY 2019-20 STA Fund Estimate ¹

\$ 9,705,826

Program Category	% of Program	Funding by Category/Operator	% of Category
Small Operator Guarantee²	24%	\$ 2,329,398	100%
LAVTA		\$ 1,723,755	74%
Union City Transit		\$ 605,644	26%
Regional Paratransit / Mobility Management²	25%	\$ 2,426,457	100%
AC Transit (For East Bay Paratransit Service)		\$ 2,212,928	91%
LAVTA		\$ 128,602	5%
Union City Transit		\$ 84,926	4%
Lifeline/Means-based Program (50% reserved for Low Income Student Riders on ASTPP; 50% to Lifeline Program)	51%	\$ 4,949,971	100%
Affordable Student Transit Pass Program^{3,4}	25.5%	\$ 2,474,986	50%
AC Transit		\$ 2,177,987	88%
BART (not currently participating in ASTPP)		\$ -	0%
LAVTA		\$ 197,999	8%
Union City Transit		\$ 98,999	4%
Lifeline Program^{5,6}	25.5%	\$ 2,474,986	50%
AC Transit		\$ 1,781,990	72%
BART		\$ 593,997	24%
LAVTA		\$ 74,250	3%
Union City Transit		\$ 24,750	1%
Total STA Fund Distribution	100%	\$ 9,705,826	

Total by Operator		
Agency	Total \$	% Total
AC Transit	\$ 6,172,905	63.60%
BART	\$ 593,997	6.12%
LAVTA	\$ 2,124,605	21.89%
Union City Transit	\$ 814,319	8.39%
Total FY 2019-20	\$ 9,705,826	100%

Notes:

1. Alameda County's share of MTC's County Block Grant Program is 17.68%; amount includes \$9,300,688 of new revenue and \$405,138 of projected carryover from FY 2018-19; Source: MTC FY 2019-20 Fund Estimate, released Feb 2019.
2. Small Operator and Regional Paratransit shares by operator are consistent with MTC's current formula.
3. Sets aside 50% of the Lifeline/Means-based program category for the Affordable Student Transit Pass Program (ASTPP).
4. Formula Distribution to Operators for ASTPP is based on estimated ASTPP participation for FY 2019-20.
5. Sets aside 50% of the Lifeline/Means-based program category for the Lifeline Program.
6. Formula Distribution to Operators for Lifeline based on operators' share of low income ridership; Source: MTC compiled survey data, 2012-2017.

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Cycle 5 Lifeline Transportation Program - 2019 Program Adjustment

Lifeline Cycle 5 - Adjusted Fund Estimate			
STA	STA Reserve	FTA Section 5307	Total Funding
\$ 3,273,938	\$ 293,629	\$ 1,514,825	\$ 5,082,392

Sponsor	Project	Description	Lifeline Funding Request	Total Project Cost	Funding Programmed, Feb 2018			Lifeline 2019 Adjusted Total	Notes
					STA	STA Reserve	FTA Section 5307		
AC Transit	Preservation of Existing Service in Communities of Concern	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	\$ 3,650,000	\$ 35,541,400	\$ 2,051,426	\$ 83,749	\$ 1,514,825	\$ 3,650,000	1
LAVTA	Route 14 Operating Assistance	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	\$ 320,000	\$ 1,090,000	\$ 320,000	\$ -	\$ -	\$ 320,000	
BART	Coliseum BART Elevator Renovation Project	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	\$ 1,440,000	\$ 1,800,000	\$ 720,000	\$ 104,940	\$ -	\$ 824,940	2, 3
Union City Transit	Operations Support for Route 2	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established community of concern in Union City.	\$ 1,252,411	\$ 1,565,514	\$ 182,512	\$ 104,940	\$ -	\$ 287,452	3
Total Requested:			\$ 8,562,411	Total 2018 Programmed:	\$ 3,273,938	\$ 83,749	\$ 1,514,825	\$ 5,082,392	
				Total 2019 Adjustment:	\$ -	\$ 209,880	\$ -	\$ -	
				Revised Total:	\$ 3,273,938	\$ 293,629	\$ 1,514,825	\$ 5,082,392	

Notes:

1. CMAs were instructed to program up to 95% of the STA fund estimate and identify a single project to receive the remaining 5% which is to be held in reserve by MTC until the actual STA revenue is received. The identified recipient project was AC Transit's Preservation of Existing Service in Communities of Concern. Regarding the 2019 program adjustment: MTC has confirmed that the \$83,749 "5% STA Reserve" is available, which means AC Transit's Lifeline Cycle 5 project will be fully funded.
2. BART staff have confirmed that other funding will be committed to the project to deliver the full project scope of two elevators.
3. With the AC Transit and LAVTA Cycle 5 projects having been fully funded through the original Cycle 5 program, approved February 2018, the \$209,880 of additional STA revenue that's available is proposed to be split evenly between the remaining two funded projects, BART Coliseum Elevator Renovation and Union City Transit Route 2 Operations.

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DATE: April 1, 2019

TO: Programs and Projects Committee

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

SUBJECT: State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472.000): Approval of Contract Amendment No. 1 to Professional Services Agreement A18-0029 with HNTB Corporation

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A18-0029 with HNTB Corporation (HNTB) for an additional amount of \$1,200,000 for a total not-to-exceed amount of \$2,516,750 and a 14-month extension to provide professional engineering services for the State Route 262 (SR 262) (Mission Boulevard) Cross Connector Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Mission Boulevard Cross Connector Project located in the City of Fremont. Mission Boulevard is a regionally significant corridor that facilitates movement of commuter, commercial and local traffic between Interstate 680 (I-680) and Interstate 880 (I-880) to the Silicon Valley. Recurring traffic congestion due to high travel demand volumes on Mission Boulevard throughout the week during the morning and afternoons results in vehicle delay and disruption of local traffic circulation. The Project is currently in the Scoping phase and will develop alternatives that will address these issues, as well as increase safety for all users, and improve traffic operations through the Project area at a local and regional level. Additional details can be found in the Project Fact Sheet provided as Attachment A.

The Project was approved through the 2018 Comprehensive Investment Plan with an allocation of \$9.0 million for the Planning/Scoping (Scoping) and Preliminary Engineering/Environmental phases (PE/Env). Alameda CTC, through a competitive selection process, selected and awarded contract A18-0029 for Scoping phase services to HNTB in April 2018.

In June 2018, Regional Measure 3 (RM3, CA SB 595) was passed by the nine county Bay Area. The RM3 expenditure plan earmarks \$15.0 million for the "I-680/I-880/Route 262 Freeway Connector." In order to meet the RM3 project description, additional alternatives for a direct freeway-to-freeway connector will need to be evaluated. This will require a much broader study area than was originally envisioned as shown in Attachment B. The estimated cost to perform the expanded studies and develop additional alternatives is \$1,200,000.

The recommended action would increase the not-to-exceed amount for A18-0029 with HNTB by \$1,200,000, for a total not-to-exceed amount of \$2,516,750 and authorize a 14-month extension to December 31, 2020 to provide the additional engineering services necessary to complete the scoping phase services for the Project. HNTB is an Alameda CTC Local Business Enterprise. A summary of all contract actions related to Agreement No. A18-0029 is provided in Table A.

Background

Alameda CTC is the implementing agency for the Scoping and PE/Env phases of the Project. Mission Boulevard is a major east-west connector between I-680 and I-880 that serves significant regional/local commute traffic and freight movement. Due to its proximity to various manufacturing/information technology offices, Warm Springs/South Fremont BART station and Silicon Valley's Golden Triangle region, Mission Boulevard continues to experience recurring traffic congestion throughout the weekday and weekends that impedes the economic vitality of the surrounding business community.

Several studies have previously been conducted including a Conceptual Design Alternative Study, Traffic Forecast Report, Existing Conditions Report, I-680/I-880 Corridor Study, and Mission Boulevard (SR-262) Express Lane Project Feasibility Study. None of the studies resulted in a scoping document that would meet the requirements for a Project Initiation Document that could be approved for a Caltrans owned facility.

In April 2018, under a competitive selection process, HNTB was selected by Alameda CTC to provide Scoping Phase services including developing alternatives, completing a comprehensive traffic study and preparing a Project Study Report as the accepted Project Initiation Document. The initial strategy focused on near term localized improvements.

In July 2018, RM3 was approved by voters and included \$15.0 million for the "I-680/I-880/Route 262 Freeway Connector." As described, the project would "connect I-680 and I-880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety". In order to meet the RM3 project description, alternatives for a direct freeway-to-freeway connector must be evaluated as part of the scoping document. To accommodate the additional alternatives, the Project study footprint will need to be expanded, as shown in Attachment B, to include the evaluation of traffic along I-880 (approximately 2 miles north and south of the I-880 off-ramp at SR 262) and along I-680 (approximately 1 mile north and 2-1/2 miles south of the I-680 ramps at SR 262). Incorporation of RM3 funds facilitates the Project development of alternatives such that they are consistent with other local and regional planning and programmed projects.

The additional engineering efforts during the Scoping phase for a regional alternative are significant. This includes the development of preliminary plans for a possible 1.5-mile long viaduct structure and other variations that include specialized structural elements such as retaining walls exceeding 20 feet in height. The increased footprint will also require expansion of the supporting preliminary technical assessments (e.g. environmental, hydraulic and storm water) for the documented regional alternative. With these additional efforts, the PSR is anticipated to be completed by Summer 2020. In the next few months, the Project Development Team will assess the analysis of the traffic data collected.

The total estimated Project cost could range between \$261.0 million, for a local alternative solution to \$912.0 million for a regional alternative. The Project currently has \$24.0 million in funding (\$9.0 million - Measure BB and \$15.0 million - RM3). Additional details can be found in the Project Fact Sheet provided as Attachment A.

RFP #18-0009, released in November 2017 resulted in the selection and award of professional services contract A18-0029 to HNTB in April 2018. The cost to perform the expanded studies and alternatives development for a regional alternative is \$1.2 million. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and HNTB. 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. A18-0029.

<u>Table A: Summary of Agreement No. A18-0029</u>			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with HNTB (A18-0029) <i>Approved April 2018</i>	Professional design services for SR 262 Expires 10/31/2019	N/A	\$1,316,750
<i>Proposed Amendment No. 1 April 2019 – (This Agenda Item)</i>	Provide additional budget to complete the project phase and extend the contract by 14 months to 12/31/2020.	\$1,200,000	\$2,516,750
Total Amended Contract Not-to-Exceed Amount			\$2,516,750

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

Fiscal Impact: The action will authorize the encumbrance of an additional \$1,200,000 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.

Attachments:

- A. State Route 262 (Mission Boulevard) Cross Connector Project Fact Sheet
- B. Traffic Study Area Map

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State Route 262 (Mission Boulevard) Cross Connector

5.3A

JANUARY 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) proposes to improve the operation and safety on the State Route 262 (SR-262) corridor, a heavily-used east-west connection between Interstate 880 (I-880) and Interstate 680 (I-680).

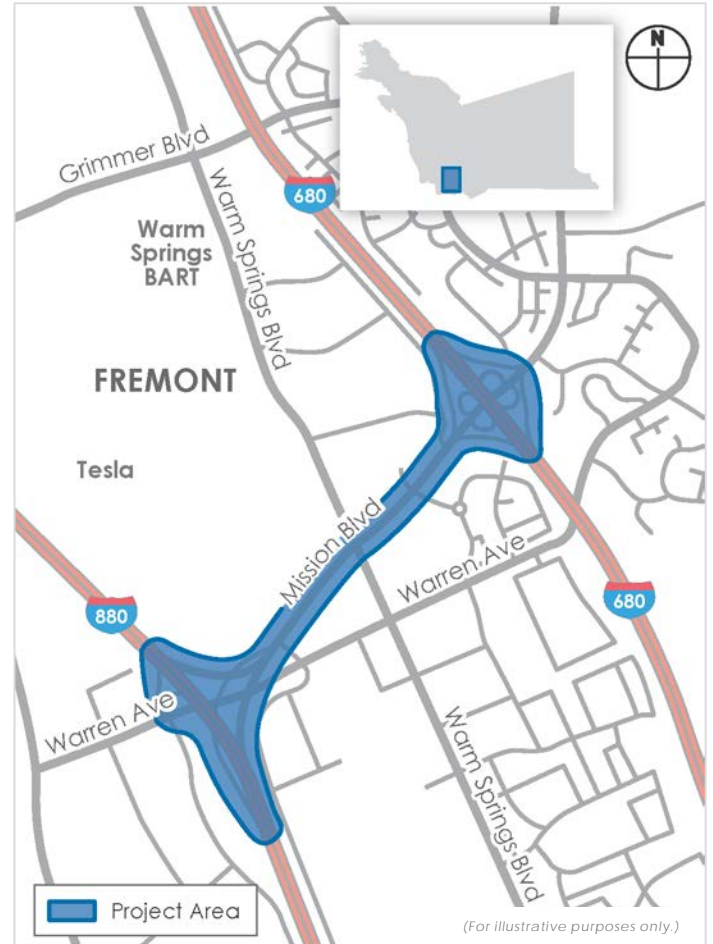
Several corridor/feasibility studies were completed within this SR-262 corridor that recommended various operational improvements for implementation that include:

- Construction of a direct connector between I-880 and I-680
- Separation of local traffic on Mission Boulevard from Regional Traffic on SR-262
- Grade separating local traffic at the SR 262/Warm Spring Boulevard and/or Mohave Drive intersections
- Improved geometry at the SR-262/I-680 interchange
- Widening SR-262 between the Warm Springs intersection and I-680

Alameda CTC will initiate preparation of a project initiation document (PID) and coordinate closely with the City of Fremont to develop delivery and financing options for improvements along the corridor.

PROJECT NEED

- SR-262 is the major east-west connector that serves travel on the I-880 and I-680, including commute and commercial traffic.
- Travel demand creates recurring traffic congestion on SR-262 throughout the day on weekdays and weekends, impeding the economic vitality of the region.
- Congestion on SR-262 generates traffic that cuts through city streets and results in safety issues and operational deficiencies.



PROJECT BENEFITS

- Improves traffic operation
- Reduces traffic congestion
- Enhances local/regional economic vitality
- Improves safety



Eastbound SR-262 at the I-680 southbound on-ramp.



Westbound congestion along SR-262 during the afternoon commute.



Westbound and eastbound traffic on SR-262 in Fremont.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- Project scoping work began in spring 2018.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC and the City of Fremont

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

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

Planning/Scoping	\$2,000
PE/Environmental	\$20,000
Final Design (PS&E)	\$40,000
Right-of-Way	\$25,000
Construction	\$825,000
Total Expenditures	\$912,000

Note: Costs reflect a direct connector alternative, based on 2018 dollars; subject to update based on the Project Study Report.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$9,000
Federal	TBD
State	TBD
Regional Measure 3	\$15,000
Local	TBD
TBD	\$888,000
Total Revenues	\$912,000








SCHEDULE BY PHASE

	Begin	End
Scoping	Spring 2018	Summer 2020
Preliminary Engineering/ Environmental	TBD	TBD
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

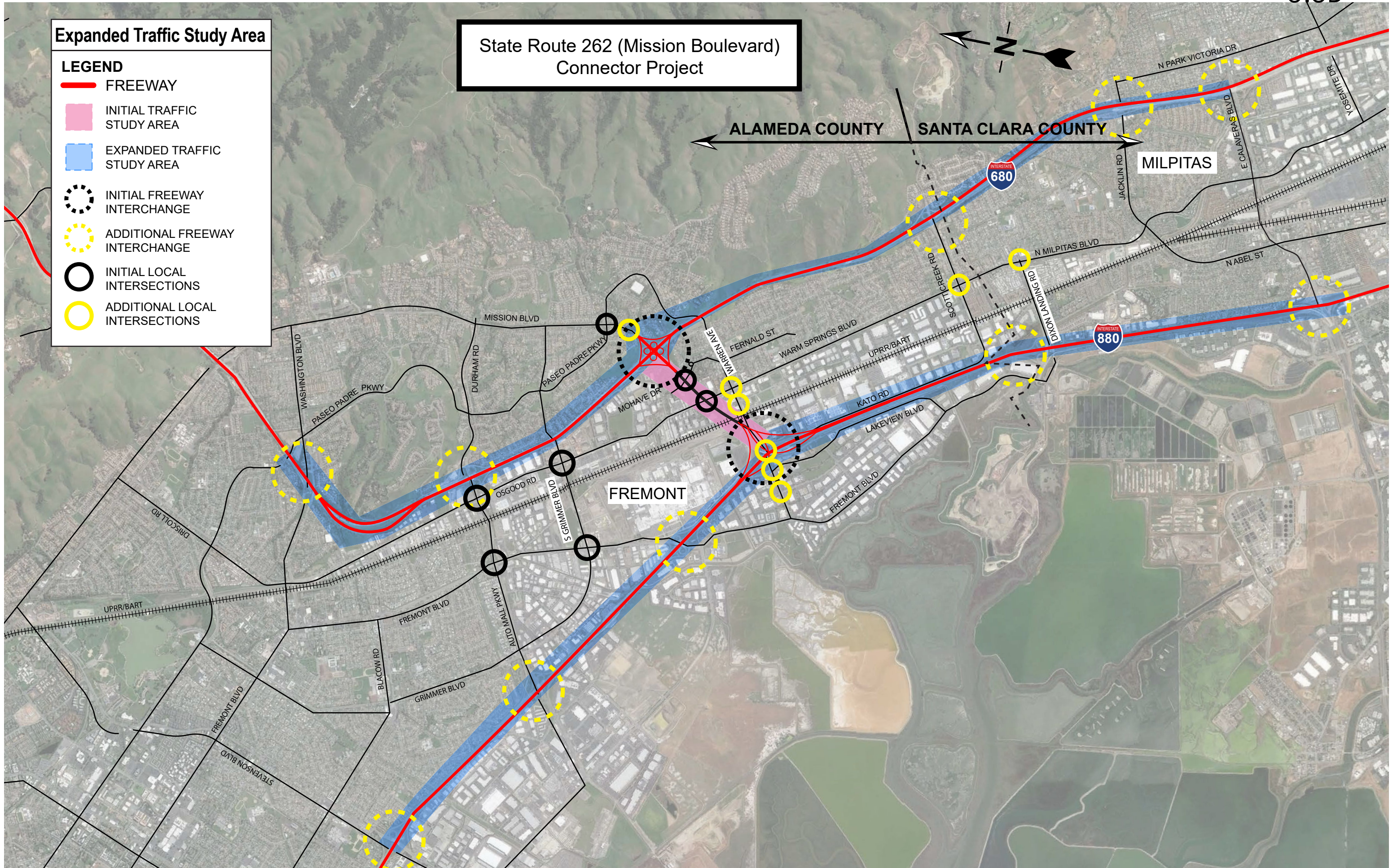
Note: Schedule subsequent to the scoping phase subject to change based on availability of funding and selection of a preferred alternative.

Expanded Traffic Study Area

LEGEND

-  FREEWAY
-  INITIAL TRAFFIC STUDY AREA
-  EXPANDED TRAFFIC STUDY AREA
-  INITIAL FREEWAY INTERCHANGE
-  ADDITIONAL FREEWAY INTERCHANGE
-  INITIAL LOCAL INTERSECTIONS
-  ADDITIONAL LOCAL INTERSECTIONS

State Route 262 (Mission Boulevard) Connector Project



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DATE: April 1, 2019

TO: Programs and Projects Committee

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

SUBJECT: Express Lanes Program (PN 1486002): Approval of Professional Services Agreement A19-0015 with C&M Associates, Inc. for Toll Revenue Forecasting Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A19-0015 with C&M Associates, Inc. (C&M) for Express Lane Toll Revenue Forecasting Services for the I-580 and I-680 Express Lanes programs for a not-to-exceed amount of \$1.5 million.

Summary

The Alameda CTC operates and maintains both the I-580 Express Lanes and the I-680 Sunol Express Lane, the latter on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). In May 2018, the Commission approved the release of a request for proposals (RFP) for Professional Services to develop toll revenue forecasts for the I-580 Express Lanes and I-680 Sunol Express Lanes and authorized the Executive Director to negotiate a professional services agreement with the top ranked firm.

RFP 19-0002 was released on November 16, 2018, and three proposals were received by the proposal due date of December 20, 2018. An independent selection panel comprised of representatives from the San Mateo County Transit District and Alameda CTC reviewed the proposals submitted. Interviews were conducted for all three firms on February 8, 2019, and at the conclusion of the evaluation process, Alameda CTC selected C&M as the top-ranked firm.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated the agreement with C&M and reached concurrence on hours anticipated to conduct the base task work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$1,500,000 is fair and reasonable to both the Alameda CTC and the consultant. This is a 3-year agreement.

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

Background

Traffic and Revenue (T&R) forecasts were most recently prepared in 2013 for the I-580 Express Lanes and for the Northbound I-680 Sunol Express Lane. The I-580 Express Lanes have been in operation for more than two years and the revenues have exceeded those reflected in the forecasts. Staff review of the I-580 Express Lanes revenue estimates suggests that inaccurate assumptions regarding HOV usage is the leading cause of the low revenue projections.

The I-580 Toll Revenue Expenditure Plan approved in April 2018 used FY 2016-2017 toll revenues escalated at 3% per year as a basis for the plan. However, given that the previous forecasts have been invalidated, staff does not feel that these projections can be relied upon. The recommend agreement would provide a new 20-year forecast utilizing more extensive model calibration using actual operating data and information, which will help to ensure a more accurate forecast. In addition, the scope of work includes analyzing the revenue impacts associated with changes to tolling policies such as partial tolling of Clean Air Vehicles and changing occupancy requirements for toll-free travel. Once the I-580 Express Lanes' forecast is completed, the consultant will apply the same usage assumptions to the future I-680 Express Lanes, currently under construction, to configure and develop T&R forecasts for that corridor.

In May 2018, the Commission approved the release of an RFP for professional services to develop toll revenue forecasts for the I-580 Express Lanes and I-680 Sunol Express Lanes and authorized the Executive Director to negotiate a professional services agreement with the top ranked firm. The RFP was released on November 16, 2018. An optional pre-proposal meeting was held on November 29, 2018 and was attended by 12 firms with interest in the RFP. By the proposal due date, December 20, 2018, Alameda CTC received proposals from the following three firms:

- C&M Associates, Inc.
- Stantec Consulting Services Inc.
- WSP USA Inc.

An independent selection panel comprised of representatives from the San Mateo County Transit District and Alameda CTC reviewed the proposals submitted. Interviews were conducted for all three firms on February 8, 2019 and, at the conclusion of the evaluation process, Alameda CTC selected C&M as the top-ranked firm.

After a thorough review of C&M's cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated the agreement with C&M and reached concurrence on hours anticipated to conduct the base task work scope, fees, escalations, and other direct costs. This agreement will include fully negotiated base tasks pertaining to the existing I-580 Express Lanes and future I-680 Express Lanes currently under construction, with an open on-call services task for additional T&R studies of other potential express lanes. Staff has determined that the negotiated not-to-exceed amount of \$750,000 is

fair and reasonable to both the Alameda CTC and the consultant for the base tasks, with an additional \$750,000 included for on-call services. This is a 3-year agreement.

Toll Revenue Forecasting Services are included in the I-580 Express Lanes and I-680 Express Lanes fiscal year operating budgets.

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

Fiscal Impact: This action will authorize the encumbrance of \$750,000 in I-580 and I-680 Express Lane Toll Revenue funds to be utilized over the next year. Future actions will allocate funding for on-call services tasks as needed. Adequate funding for the base tasks was included in the Alameda CTC and Sunol JPA budgets adopted for FY18-19, and additional funding will be included in subsequent fiscal year budgets as needed.

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