



Programs and Projects Committee Meeting Agenda Monday, July 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 June 10, 2019 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Approve 2020 State Transportation Improvement Program Principles](#) 5 A

5.2. [I-880 North Safety and Operational Improvements at 23rd and 29th \[PN 1367.000\]: Authorize the Executive Director to execute Amendment No. 9 to the Professional Services Agreement No.A10-013.Ph1 with Michael Baker International \(MBI\) for an additional amount of \\$589,000 for a total not-to-exceed amount of \\$1 1299,000 and a 24-month extension to provide extended project closeout activities](#) 15 A

5.3. [7th Street Grade Separation East Project: Authorize release of Request for Proposals \(RFP\) for Construction Management Professional Services, and authorize negotiations with top ranked firms](#) 23 A

5.4. [I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project: Approval of necessary actions to initiate and complete the preparation of Plans, Specifications, and Estimate \(PS&E\) and Construction Contract Documents](#) 31 A

5.5. Metropolitan Transportation Commission I-880 Express Lane Update I

5.6. [I-580 Toll System Upgrade Project \(PN 1486.002, State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project \(PN 1386.000\), I-680 Express Lanes Project \(PN 1369.000\), I-580 Express Lane Operations \(1373.002\), and I-680 Express Lane Operations \(1408.000\) Update](#) 41 I

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, September 9, 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 for July 2019 through December 2019

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board Vice 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
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	July 25, 2019 September 26, 2019 October 24, 2019 December 5, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	September 9, 2019 October 14, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	November 18, 2019
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	

Advisory Committee Meetings

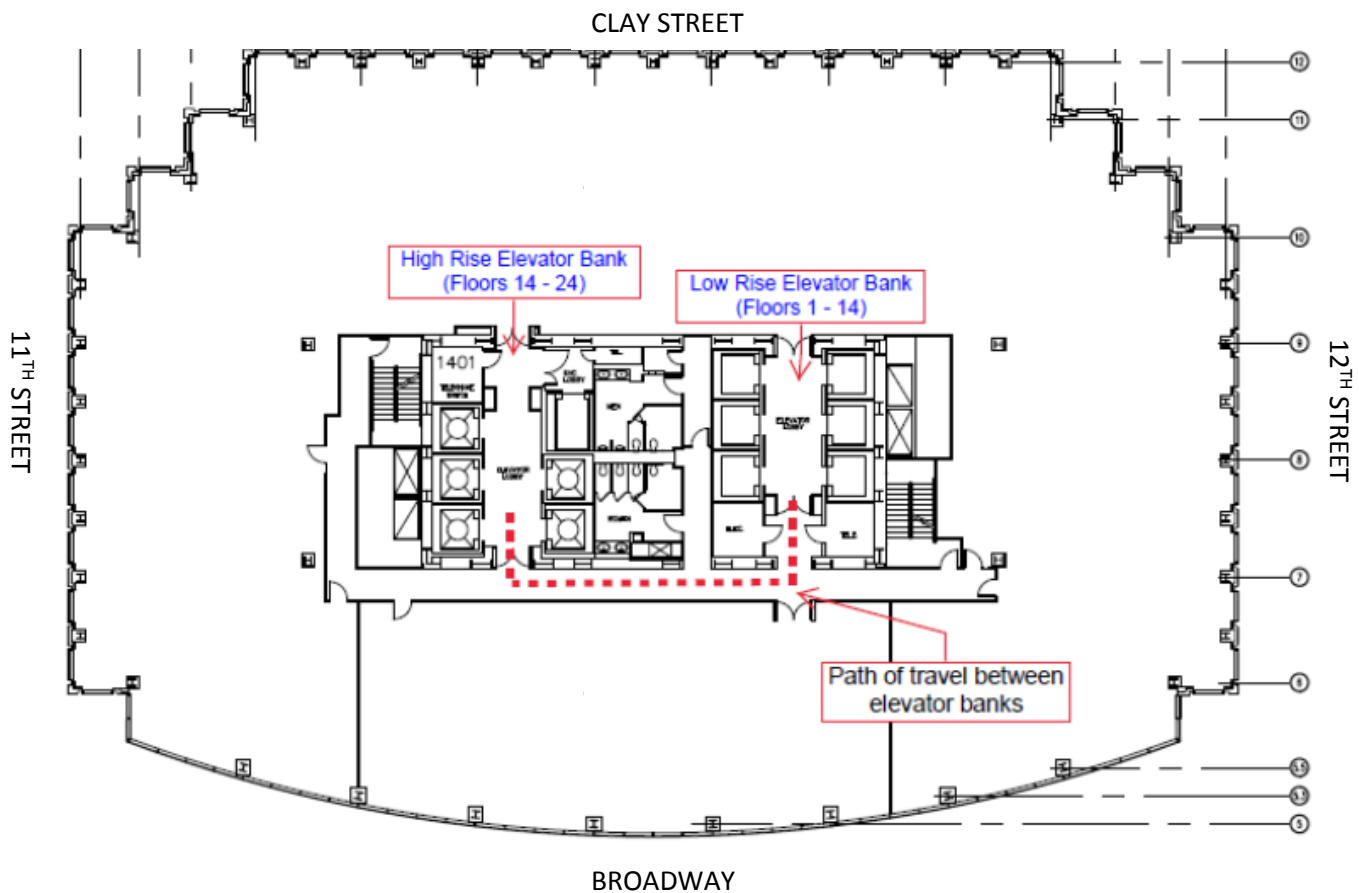
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 5, 2019 October 10, 2019 November 7, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	September 5, 2019 November 21, 2019
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 10, 2019
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 23, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019

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).

1111 Broadway: Construction Notice - Building Access Changes

Alameda CTC's building offices at 1111 Broadway is undergoing significant construction work. In order to ensure smooth operations and access to the building for our public meetings, please be aware of the following changes:

- The **Broadway Street entrance is now CLOSED.** No access will be permitted from the Broadway entrances. Access to the building will only be available through the rear lobby (Clay St. / Zen Garden side).
- ADA access from 12th St. will remain open. The accessibility ramp on Broadway plaza will also remain in place through the duration of construction.
- Alameda CTC's offices on the 8th floor will continue to have open elevator access to any member of the public. Please follow the path of travel to the low rise elevator bank. If you require assistance accessing the floor, building security will be happy to escort any tenant employees or guests as needed.



Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.





1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Thao and Commissioner Valle.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the May 13, 2019 PPC Meeting Minutes

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

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Miley, Nason, Saltzman

No: None

Abstain: None

Absent: Valle, Thao

5. Regular Matters

5.1. Approve the 2020 Comprehensive Investment Plan

Commissioner Miley noted a potential conflict of interest for this item and recused himself from the discussion and vote.

Vivek Bhat recommended that the Commission approve the 2020 Com Investment Plan Commission approve the 2020 Comprehensive Investment Plan (CIP), which includes converting \$70.5M of previously programmed funds to allocations in Fiscal Year 2019/20 through 2020/21; new programming of \$41.9M in new programming of Measure B, BB, Vehicle Registration Fee (VRF) and Transportation Fund For Clean Air (TFCA) funds, of which \$36.5M is part of the two-year allocation plan for the 2020 CIP; general programming adjustments to reprogram funds to outer years of the CIP, deprogram funding from certain projects at the project sponsor's request, deallocate project balances, and/or to record previously approved off-cycle programming into the 2020 CIP; and approve execution of Project Funding Agreements, Cooperative Agreements, and other applicable agreements with Project Sponsors and implementing agencies, and to authorize Alameda CTC to release Request for Proposals for projects and programs implemented by Alameda CTC. Mr. Bhat reviewed comments from the Technical Advisory Committee (ACTAC) and noted that the committee approved the item at its meeting on June 6, 2019.

Commissioner Cutter wanted to ensure that the new programming allocations of \$12.1 M TEP-21 for Fremont Projects was included in the requested allocation amount. Mr. Bhat confirmed that it was included.

Commissioner Saltzman stressed the importance of the Irvington project.

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

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Nason, Saltzman

No: None

Abstain: None

Absent: Valle, Thao

Recuse: Miley

5.2. Measure B/BB/Vehicle Registration Fee Program Compliance Report Summary

John Nguyen provided an update on the Measure B/BB/Vehicle Registration Fee Program Compliance Report Summary. He provided an overview of the Direct Local Distribution (DLD) program and provided information on Measure B, Measure BB and VRF distributions for FY 2017-18. Mr. Nguyen update the committee on compliance requirements, review process, expenditure history, and performance measures. He stated that with the exception of the City of Albany, all DLD recipients are deemed compliant with financial and program compliance requirements. Mr. Nguyen mentioned that the Alameda CTC is working closely with the City of Albany to help them achieve program compliance. He concluded his presentation by providing information on funding balances across jurisdictions and program compliance determinations.

This item is for information only.

5.3. East Bay Greenway (San Leandro BART to South Hayward BART): Approval of Professional Services Agreement for Right of Way Support Services

Jhay Delos Reyes recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A19-0026 with Overland, Pacific and Cutler (OPC) for a not-to-exceed amount of \$1,800,000 to provide services for the Right of Way (R/W) phase. After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with OPC, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$1,800,000 is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 18 months. OPC is a certified Local Business Enterprise (LBE) and their proposal included a commitment to 70% LBE and 30% Small Local Business Enterprise participation.

Commissioner Ezzy Ashcraft questioned if Union Pacific Rail Road (UPRR) was generally cooperative for right of ways support services. Gary Huisigh noted that

working with UPRR can be difficult however, this project is part of a bigger rail strategy that includes close coordination with UPRR.

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

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

5.4. Approve the Alameda CTC Construction Management and Administration Guide

Art Dao recommended that the Commission approve the Alameda CTC Construction Management and Administration Guide (CMAG). He noted that the CMAG is based on the guides from CMA and ACTIA and is necessary for Alameda CTC to accept external funds.

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

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

5.5. I-580 Toll System Upgrade Project (PN 1486.002, State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project (PN 1386.000), I-680 Express Lanes Project (PN 1369.000), I-580 Express Lane Operations (1373.002), and I-680 Express Lane Operations (1408.000): Approval of Professional Services Agreement A19-0009 and Approval of Amendment No. 2 to Professional Services Agreement A17-0001 with Kapsch TrafficCom USA, Inc.

(This item was heard after Item 4.1)

Elizabeth Rutman recommended that the Commission authorize the Executive Director to execute Professional Services Agreement A19-0009 with Kapsch TrafficCom USA, Inc. (Kapsch) for Electronic Toll System Integration Services for the I-580 and I-680 Express Lane programs for a not-to-exceed amount of \$60 million; and execute Amendment No. 2 to Agreement A17-0001 with Kapsch for Electronic Toll System Integration Services for the I-680 Express Lanes.

Commissioner Haggerty stated that the item should have gone to the I-680 JPA and I-580 express lane committees for discussion and consideration before approval by the Commission.

Commissioner Haggerty motioned that the item be taken back to the I-580 express lane committee and the I-680 JPA committee for approval before it comes to the Commission. Commissioner Cutter seconded the motion. The motion passed with the following vote:

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

5.6. Approve the Administrative Amendments to Various Project Agreements (A17-0039 and 04-2632)

Angelina Leong recommended that the Commission approve Administrative Amendments to Project Agreements A17-0039 and 04-2632 in support of the Alameda CTC's Capital Projects and Program delivery commitments. There are no fiscal impacts associated with the requested actions and no reported conflict in accordance with the Levine Act.

Commissioner Cutter 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, Miley, Nason, Saltzman
No: None
Abstain: None
Absent: Valle, Thao

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, July 8, 2019 at 12:00 p.m.

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



Memorandum

5.1

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

DATE: July 1, 2019

TO: Programs and Projects Committee

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

SUBJECT: 2020 State Transportation Improvement Program (STIP) Programming Principles and Schedule

Recommendation

Approve the programming principles and schedule for the development of the Alameda County 2020 State Transportation Improvement Program (STIP) project list.

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2020 STIP will cover Fiscal Years (FYs) 2020-21 through 2024-25. Based on the State's Draft 2020 STIP Fund Estimate, approximately \$9.2 million of new programming capacity for projects is anticipated for Alameda County.

As part of the overall STIP programming process, the Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2020 Regional STIP program (2020 RTIP). Once included, MTC forwards a Regional project list to the CTC for approval. Staff is recommending Commission approval of the proposed programming principles (Attachment A) and schedule (Attachment B) for the development of the Alameda County 2020 STIP project list.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is administered by the CTC and funded with revenues from the State Highway Account and other State and federal funding sources, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP).

Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to the local level and allows the Congestion Management Agencies/County Transportation Agencies (CMAs/CTAs) to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities.

Each STIP cycle, Alameda CTC adopts and forwards a program of STIP projects to MTC. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

Development of the 2020 STIP

2020 STIP Fund Estimate

The biennial State Transportation Improvement Program (STIP) programming process begins with the development of the STIP Fund Estimate (FE), which is approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied anywhere from \$0 to highs in the \$200 million range (Attachment C). Although the passage of SB 1 has added some stability to the STIP revenue, the Draft 2020 STIP Fund Estimate released at the June 2019 CTC meeting indicates just \$9.2 million for Alameda County projects. This amount represents the amount of 2020 STIP new programming capacity that will be available for Alameda County projects in FY 2024-25.

MTC's Draft Regional 2020 STIP Policies and Fund Estimate are anticipated to be released in mid-September 2019 and may include adjustments to the STIP Fund Estimate to direct funding to new or existing regional commitments, which would reduce the amount available to the counties. The final 2020 STIP Fund Estimate and Guidelines are scheduled for adoption by the CTC in August 2019 and MTC is scheduled to adopt its final Regional 2020 STIP Policies and Fund Estimate in late September 2019.

Alameda County's Estimate for 2020 STIP Available to Program:

\$ 27.9 M	2020 Fund Estimate for Alameda County
\$ 13.1 M	2018 STIP carryover programming for AC Transit BRT
\$ 2.0 M	ARRA Backfill (Caldecott Tunnel)
\$ 3.1 M	Bike Ped Connectivity to SFOBB (Alameda County share of Region)
\$ 0.2 M	STIP Administration funds for MTC
\$ 0.3 M	STIP Administration funds for Alameda CTC
\$ 9.2 M	2020 STIP Funding Available to Program

2020 STIP Principles

In preparation for the development the Alameda County 2020 STIP project list, the Commission is requested to approve a set of principles by which the Alameda County share of the 2020 STIP will be programmed (Attachment A). The proposed principles for the development of the 2020 STIP are intended to be consistent with the State's Draft 2020 STIP Guidelines as well as the goals and objectives of the Countywide Transportation Plan and the Comprehensive Investment Plan, the Alameda CTC's near-term strategic planning and programming documents.

In addition to the attached Alameda CTC 2020 STIP Principles, it is proposed that the following anticipated MTC regional policies be applied to the development of the 2020 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans is to notify the region's CMAs/CTAs and MTC of any anticipated cost increases to currently-programmed STIP projects in the same time frame as the new project applications.

Next Steps

Per the proposed 2020 STIP Development Schedule (Attachment B), Alameda CTC's project solicitation process will need to be based on the State's Draft STIP Fund Estimate and Guidelines – and a project nomination process ahead of the availability of MTC's draft regional guidelines and fund estimate. Alameda CTC anticipates releasing a call for projects/project nomination process in late July or early August 2019 with applications due late August 2019. Due to the condensed programming schedule for the 2020 STIP, the Commission will need to approve Alameda County's 2020 STIP program in October 2019 in order to meet MTC's anticipated November 1, 2019 submittal deadline for the county programs and supporting documentation. In addition to a Commission-approved 2020 STIP project list, the documentation required by MTC for each project recommended for STIP funding is expected to include: MTC Complete Streets Checklist, STIP Project Programming Request (PPR) form, project performance measures analysis, Final Project Study Report (PSR) (or PSR Equivalent), Resolution of Local Support, and STIP Certification of Assurances.

The MTC-approved RTIP is due to the CTC in December 2019 and the final 2020 STIP is scheduled to be adopted by the CTC in March 2020.

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

Attachments:

- A. Draft Principles for the Development of the Alameda County 2020 STIP Project List
- B. 2020 STIP Development Schedule
- C. Alameda County Historical STIP Funding Levels

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Principles for the Development of the Alameda County 2020 STIP Project List

- It is anticipated that any new funding programmed in the 2020 STIP will be made available in FY 2024/25.
- Previously-approved commitments for STIP programming will be considered during the development of the 2020 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2020 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - Projects that can leverage funds from other SB1 and Regional programs;
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

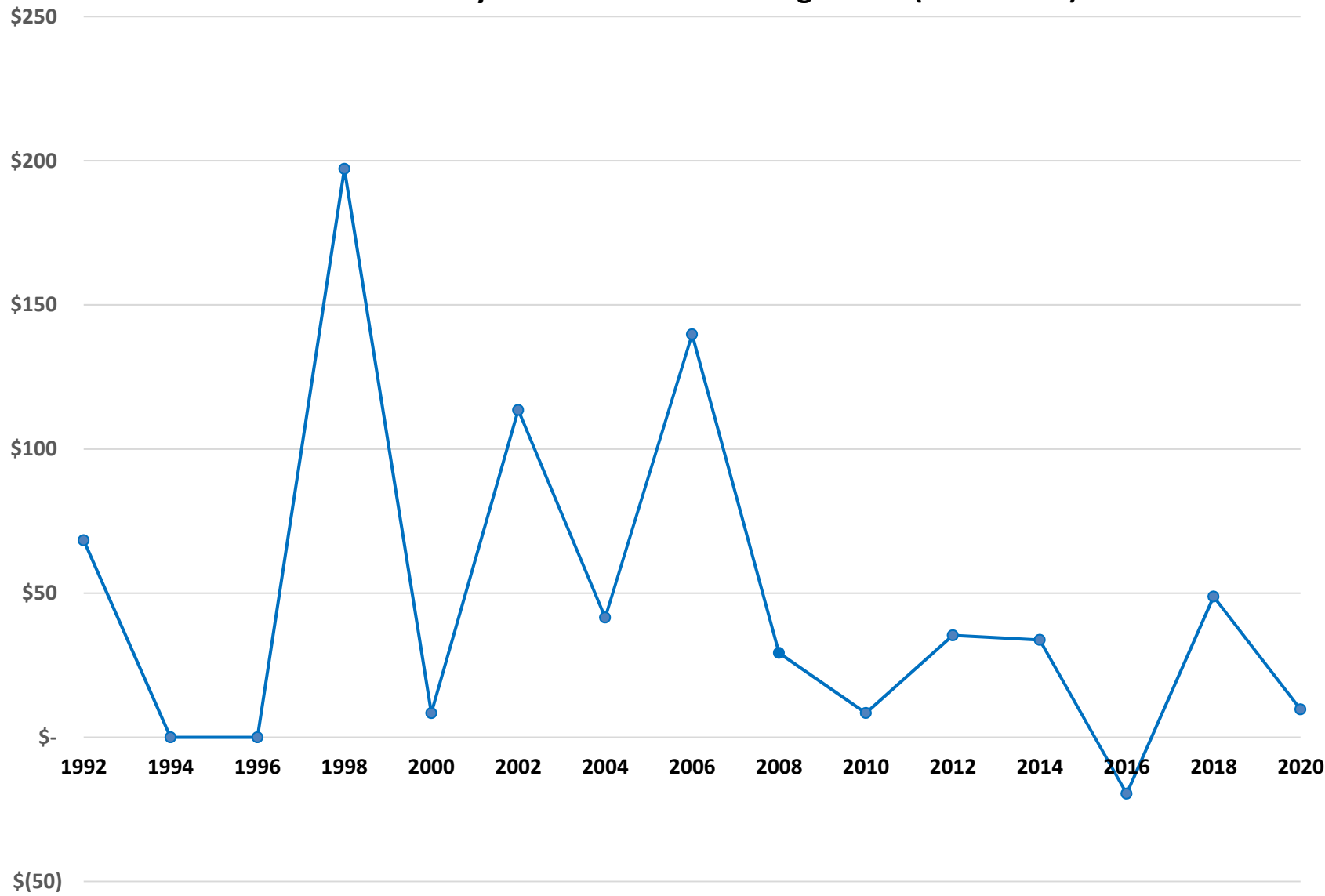
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Draft 2020 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
	May 2019	<ul style="list-style-type: none"> • CTC approves final STIP Fund Estimate Assumptions
	June 2019	<ul style="list-style-type: none"> • CTC releases draft STIP Fund Estimate and Guidelines
<ul style="list-style-type: none"> • Approve 2020 STIP Principles • Release Call for Projects/ project nomination 	July 2019	<ul style="list-style-type: none"> • CTC holds STIP Fund Estimate and Guidelines Workshop
<ul style="list-style-type: none"> • 2020 STIP Applications Due 	August 2019	<ul style="list-style-type: none"> • CTC adopts final STIP Fund Estimate and Guidelines
<ul style="list-style-type: none"> • Development of 2020 STIP Program Recommendation 	September 2019	<ul style="list-style-type: none"> • MTC releases Draft Regional STIP (RTIP) Policies and Procedures • MTC Approves Final RTIP Policies and Procedures
<ul style="list-style-type: none"> • Draft 2020 STIP program & Complete Streets Checklists due to MTC by October 9th • 2020 STIP to Alameda CTC Committees and Commission 	October 2019	
<ul style="list-style-type: none"> • Final STIP project list and all supporting documentation due to MTC by November 1st 	November 2019	<ul style="list-style-type: none"> • Release Draft 2020 RTIP
	December 2019	<ul style="list-style-type: none"> • MTC approves 2020 RTIP • 2020 RTIP due to CTC
	March 2020	<ul style="list-style-type: none"> • CTC adopts 2020 STIP

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Alameda County Historical STIP Funding Levels (in Millions)



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DATE: July 1, 2019

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 1367000): Approval of Contract Amendment No. 9 to Professional Services Agreement No. A10-013 with Michael Baker Consulting

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 9 to Agreement No. A10-013 with Michael Baker Consulting for an additional not-to-exceed amount of \$589,000.00 for a total not-to-exceed amount of \$11,299,000 and a 24-month time extension to provide for continued design support services through the completion of the project.

Summary

The I-880 Operational and Safety Improvements at 23rd and 29th Avenues project in the City of Oakland is one of nine projects that make up Alameda CTC's \$1.14 billion I-Bond Highway Program. The total project budget of \$111.1 million included only \$12.9 million in combined Measure B/BB funding. Non-measure funds made up 88% (\$98.2 million) of the total project budget; with the majority of the project budget, \$80.0 million (72%) coming from State sources.

The project reconstructed several major improvements including: replacing the 29th Avenue freeway overcrossing, constructing the 29th Avenue off-ramp and roundabout, reconstructing the 23rd Avenue overcrossing and off-ramp, constructing a new sound wall and safety improvements to the northbound on- and off-ramps. Other project improvements included landscaping and local street transitions.

The construction contract was awarded to RGW Construction on April 30, 2014 and on May 25, 2019, all mainline elements were fully opened to traffic. Work is underway to address the punchlist items and contract acceptance is anticipated to occur in May 2020 with the completion of the required one year plant establishment period.

As the Project sponsor and development lead for the design phase, Alameda CTC is responsible for providing design support during construction (DSDC) to support Caltrans through the construction phase of the Project and performing all necessary project closeout activities including right-of-way certification and project as-builts. In June 2010, Alameda CTC contracted with Michael Baker Consulting (formerly RBF Consulting) to design the project and provide all services as may be required of the Engineer of Record through project completion. Based upon the remaining project activities, it is estimated that an additional budget of \$589,000 and a 24-month time extension will be needed to perform final closeout activities.

Background

The I-880 Operational and Safety Improvements at 23rd and 29th Avenues project reconstructed several major improvements including: replacing the 29th Avenue freeway overcrossing, constructing the 29th Avenue off-ramp and roundabout, reconstructing the 23rd Avenue overcrossing and off-ramp, constructing a new sound wall and safety improvements to the northbound on- and off-ramps. Other project improvements included landscaping and local street transitions.

As the project sponsor, the Alameda CTC completed preliminary engineering, environmental studies, and detailed design and right of way phases for the project. Caltrans is responsible for advertising, awarding, and administering the construction phase of the project. The construction contract in the amount of \$52.7 million was awarded to RGW Construction on April 30, 2014 and at the time of award, all work was estimated to be completed by March 26, 2018.

The project is in a very congested urban area and required a five phase construction staging strategy to construct the improvements while maintaining traffic. This was further complicated by the resulting right of way impacts which involved various businesses and major utility relocations. A concerted effort was made during the design development to resolve and clear all right of way and utility conflicts prior to award of the construction contract; however, challenges continued to emerge during the construction phase. In particular, conflicts with the East Bay Municipal Utilities District and Pacific Gas and Electric lines required redesigns to be incorporated into an already tight and intricate construction schedule. These conflicts, combined with weather delays and the addition of the landscape plant establishment period, resulted in the current contract acceptance date of May 24, 2020.

Although the facility was opened to the public on May 25, 2019, there remains a significant amount of project closeout work to be completed that is more extensive than originally anticipated including:

- Right of way certification - The right of way efforts assumed no excess parcels. Due to the required project modifications, there will be two excess parcels on Caltrans right of way that will require a more intensive process of documentation and verification to achieve right of way certification and approvals from Alameda County, Caltrans, and ultimately by the California Transportation Commission.

- Project As-builts - The significant amount of time that has elapsed between the completion of the design in May 2013 and construction of the project elements has resulted in updates to standards that needed to be incorporated during construction including American Disability Act compliance, bicycle design features, signalization updates, and other safety design elements. There were also numerous changes from expediting the project staging and field changes due to unanticipated utility conflicts. These have resulted in many revisions to the project plans that will need to be documented on the project as-builts.
- Final safety review approval– Completion of safety review items requiring DSDC support to implement.

It is estimated that an additional budget of \$589,000 and an additional 24 months will be required to complete the remaining project closeout tasks.

In 2008, Alameda CTC, as the Project sponsor and development lead for the design phase, under a competitive selection process, selected Michael Baker Consulting (formerly RBF Consulting) to serve as the Engineer of Record and perform final design, right of way engineering and acquisition services, and to provide all related design support services as may be required through project completion. Subsequently Agreement A10-013 was executed and to date, eight amendments have been approved by the Commission. Attachment A summarizes the contract actions related to Agreement No. A10-013.

The proposed amendment value of \$589,000 is a negotiated and fair budget reflective of the work and risks that remain. With the proposed amendment, the contract would continue to meet the Underutilized Disadvantaged Business Enterprise goals required on federalized contracts. The Construction phase budget, which includes activities through project closeout, totals \$80.3 million (\$73.4 million –state, \$1.3 million –Regional Measure 2, \$5.6 million Alameda CTC administered funds) and has sufficient contingencies to fund this effort. Approval and execution of Amendment No. 9 in the amount of \$589,000 for a new contract total not-to-exceed amount of \$11,299,000 would allow Michael Baker Consulting, as the Engineer of Record, to provide continued design support services to ensure the successful delivery of the project.

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

Fiscal Impact: The action will authorize the encumbrance of \$589,000 in previously allocated Regional Measure 2 and Measure B funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC Adopted FY 2019-20 Capital Program Budget.

Attachments:

- A. Table A: Summary of Agreement No. A10-013
- B. I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project Fact Sheet

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Table A: Summary of Agreement No. A10-013 with Michael Baker Consulting			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Michael Baker Consulting (A10-013) <i>July 2008</i>	35% Final Design and R/W Engineering and Acquisition Services	\$1,774,605	\$1,774,605
Amendment No. 1 <i>December 2010</i>	Additional budget for 65% and 95% Final Design and R/W Engineering and Acquisition Services	\$5,021,280	\$6,795,885
Amendment No. 2 <i>December 2010</i>	Additional budget for Final Design and R/W Engineering and Acquisition Services	\$926,515	\$7,722,400
Amendment No. 3 <i>June 2012</i>	Additional budget for Final Design and R/W Engineering and Acquisition Services	\$385,000	\$8,107,400
Amendment No. 4 <i>June/July 2012</i>	Additional budget for Final Design & R/W Engineering & Acquisition Services	\$1,227,600	\$9,335,000
Amendment No. 5 <i>June 2013</i>	One-year time extension to June 30, 2014	\$0	\$9,335,000
Amendment No. 6 <i>September 2013</i>	Additional budget for Pre-Bid and Bid Support Services and DSDC and a four-year time extension to June 30, 2018	\$337,500	\$9,672,500
Amendment No. 7 <i>December 2014</i>	Additional budget to provide continued DSDC	\$437,500	\$10,110,000
Amendment No. 8 <i>March 2017</i>	Additional budget and 18-month time extension to December 31, 2019 to provide design support services through Project completion	\$600,000	\$10,710,000
Amendment No. 9 <i>July 2019</i> (This request)	Additional budget and 24-month time extension to December 31, 2021 to provide design support services through Project closeout	\$589,000	\$11,299,000
Total Amended Contract Not to Exceed Amount			\$11,299,000

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PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the City of Oakland, is constructing operational and safety improvements on Interstate 880 (I-880) at 23rd and 29th Avenues. This project includes:

- Replacement of the freeway overcrossing structures
- Safety improvements to the northbound on- and off-ramps
- Safety improvements to the freeway mainline
- Soundwall installation in the northbound direction between 29th and 23rd Avenues
- Modification of local streets
- Landscape enhancement

Phase 1 and **Phase 2** of this project completed May 31, 2017 and culminated with the opening of the new three-lane overcrossing replacement structure.

Phase 3: Construction of the northbound I-880 off-ramp to 29th Avenue completed December 20, 2018.

Phase 4: Reconstruction of the 23rd Avenue overcrossing completed and opened to traffic on November 10, 2018.

Phase 5: Reconstruction of the northbound I-880 off-ramp to 23rd Avenue completed May 25, 2019.

PROJECT NEED

- Interstate 880 is a major route for commuters and goods movement at all times of the day. In the vicinity of the 23rd Avenue and 29th Avenue interchanges, I-880 experiences high volumes and a high accident rate compared to similar freeways.
- The critical bottleneck is the close proximity between the 23rd and 29th Avenue interchanges, which results in short acceleration and weaving distances.
- Low vertical clearances of overcrossings and non-standard design of existing ramps also contribute to the need for safety and operational improvements.
- Between 26th and 29th Avenues, the bordering residential community and Lazear Elementary School experience traffic noise due to lack of freeway soundwalls.



PROJECT BENEFITS

- Ramp and intersection modifications at both interchanges will increase safety and operations along the freeway as well as on local neighborhood roadways.
- The extended auxiliary lane along northbound I-880 will provide a longer weaving section and reduce merging conflicts that result from speed differentials.
- Replacement of both 23rd and 29th Avenue overcrossing structures will provide standard vertical clearance for freeway traffic and reduce collisions with the bridge structures. The new 29th Avenue overcrossing will improve pedestrian and bicycle facilities. Bridge columns will be reconfigured to allow for the widening of the I-880 mainline freeway and shoulders.
- A soundwall will reduce noise impacts at the school and in the residential neighborhood.



29th Avenue off-ramp under construction, courtesy of Caltrans.



29th Avenue off-ramp and roundabout and overcrossing structure.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

PROJECT DOCUMENTS

For detailed project documents and additional photos, visit the California Department of Transportation (Caltrans) project web page at <http://www.dot.ca.gov/dist4/projects/88023rd29thovercrossing/>.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the City of Oakland

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

PE/Environmental	\$5,948
Final Design (PS&E)	\$9,780
Right-of-Way/Utility	\$15,021
Construction	\$80,339
Total Expenditures	\$111,088

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$8,000
Measure B	\$4,920
Federal	\$1,787
State	\$79,989
Regional	\$12,300
Local	\$4,092
Total Revenues	\$111,088

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	November 2007	April 2010
Final Design	April 2010	May 2013
Right-of-Way/Utility	May 2010	Winter 2018
Advertisement/Award	August 2013	April 2014
Construction	July 2014	May 2019
Plant Establishment	May 2019	May 2020

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



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2019

TO: Programs and Projects Committee

FROM: John Pulliam, Director of Project Delivery
Gary Huisingh, Deputy Executive Director of Projects and Programming

SUBJECT: 7th Street Grade Separation (East) (GoPort – PN 1442.001) – Authorize release of Request for Proposals (RFP) for Construction Management Professional Services, and authorize negotiations with top ranked firms

Recommendation

It is recommended that the Commission approve the release of Request for Proposals (RFP) for professional services for Construction Management for the 7th Street Grade Separation East Project, and authorize the Executive Director to negotiate with the top ranked firms.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Project, which includes a program of projects to construct and reconstruct two railroad grade separations at 7th Street (the 7th Street Grade Separation East Project and 7th Grade Separation West Project), and a suite of demonstration information technology projects to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport (the Freight Intelligent Transportation System Project, or "FITS"). See Attachment A – Project Fact Sheet.

The 7th Street Grade Separation East Project is currently in the PS&E phase, with design, right-of-way acquisition, and construction contract document completion scheduled for February, 2020. Construction is anticipated to start in late 2020.

The Construction Management contract will contain two phases of work. Phase one includes providing constructability review services during the PS&E phase. Phase two includes providing construction management services during the construction phase. The intent of having the consultant perform constructability review services during the PS&E phase is to utilize their construction expertise to review and provide input on changes to the design and construction contract documents that reduce the construction cost and schedule.

Phase one of the work will be funded with a mix of SB1 Local Partnership Program (LPP) and Measure BB funds. These funds have already been allocated to the project and are identified for constructability review in the Project Funding Plan (PFP).

The following recommended action will support the successful delivery of the 7th Street Grade Separation East Project by bringing on the necessary construction engineering expertise to support the preparation of a cost-effective set of construction contract documents:

1. Approve release of Request for Proposals (RFP) for professional services for Construction Management for the 7th Street Grade Separation East Project, and authorize the Executive Director to negotiate with the top ranked firms.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the Oakland Army Base (OAB) to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as the third busiest port in California and the top ten container port in the nation. In addition, the Port of Oakland is a major export port in the United States supporting a balance of imports and exports.

As a critical global gateway providing access to the Pacific Rim, the Port has significant infrastructure deficiencies that, if not addressed, will limit the economic competitiveness of the Port. The Port's roadway network is greatly strained by arrivals of increasingly large ocean liners, and drayage truckers report "turn times" of multiple hours. Two critical at-grade roadway-rail crossings within the Port result in train blockages of up to 30 minutes and truck queues that can take 60 minutes or longer to clear. Significant truck traffic congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition, the Port lacks modern intelligent transportation systems (ITS) and backbone infrastructure to respond to incidents or implement operational strategies.

Alameda CTC, in cooperation with the Port, proposes to construct a package of landside transportation improvements within the Port, which are critical to the San Francisco Bay regional economy. These three independent, inter-related and synergistic projects to improve truck and rail access to the Oakland Port Complex are summarized below and is the basis of the GoPort Project (PN 1442000).

- **7th Street Grade Separation West:** Realign and grade separate the intersection of 7th Street and Maritime Street, and construct a rail connection underneath to improve intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- **7th Street Grade Separation East:** Reconstruct existing railroad underpass between I - 880 and Maritime Street to increase clearance for trucks and improve shared pedestrian / bicycle pathway.
- **FITS (Freight Intelligent Transportation System)** – Apply ITS field systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road on the National and State Freight Network Systems, and other technologies to cost - effectively manage truck arrivals and improve incident response.

Together, these Project components will dramatically improve the efficiency and reliability of truck and rail access and circulation within the Port. It will greatly reduce shipping costs and improve the competitiveness of the Port, while also generating benefits that extend beyond the Port area such as reduced regional congestion and emissions and substantial job creation. It will also provide connectivity to the Bay Trail system through both 7th Street and Middle Harbor Road.

7th Street Grade Separation East

The 7th Street Grade Separation East Project is current in the PS&E phase, with design, right-of-way acquisition, and construction contract document completion scheduled for February, 2020. The estimated construction cost for the project is \$228,000,000. The project is funded by a mix of funds, including Measure BB, SB1 Local Partnership Program (LPP), and SB1 Trade Corridor Enhancement Program (TCEP).

The project is scheduled to begin construction in late 2020. The Construction Management consultant is being hired during the PS&E phase to provide constructability review services ahead of completing design. The intent is to utilize the construction expertise of the Construction Management consultant to review and provide input on changes to the design and construction contract documents, to reduce the construction cost and schedule.

The RFP is organized into two phases. The first phase covers the constructability review during the PS&E process, and the second phase covers construction management services during construction. There is currently sufficient funding in the project PFP to cover the cost of the first phase of work, however funding for the second phase of work has not yet been identified. The first phase of work will be authorized upon execution of the contract, and the second phase will be included as optional tasks. Staff will return to the Commission at such time that funding becomes available for phase two, to request authorization to proceed with that phase of work.

The following recommended action will support the successful delivery of the 7th Street Grade Separation East Project by bringing on the necessary construction engineering expertise to support the preparation of a cost-effective set of construction contract documents:

1. Approve release of Request for Proposals (RFP) for professional services for Construction Management for the 7th Street Grade Separation East Project, and authorize the Executive Director to negotiate with the top ranked firms.

Fiscal Impact: Phase one of the work will be funded with a mix of SB1 Local Partnership Program (LPP) and Measure BB funds. These funds have already been allocated to the project and are identified for constructability review in the Project Funding Plan (PFP). Commission action will be necessary at a future date to allocate funding for phase two of the contract.

Attachments:

- A. GoPort Project Fact Sheet
- B. 7th Street Grade Separation East Project Fact Sheet

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PROGRAM OVERVIEW

GoPort is a program of projects to improve truck and rail access to the Port of Oakland, one of the nation's most vital seaports. It consists of the following components:

- 7th Street Grade Separation West (7SGSW):** Realign and grade separate the intersection near 7th Street and Maritime Street in the heart of the seaport, and construct a rail connection underneath to improve intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- 7th Street Grade Separation East (7SGSE):** Replace existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve the current shared pedestrian/bicycle pathway.
- Freight Intelligent Transportation System (FITS):** A suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road, that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.



PROGRAM NEED

- The Port of Oakland (Port) is one of the top 10 busiest container ports in the U.S., handling 99% of regional containerized goods in Northern California.
- The Port has capacity to support increased freight demands, but severe landside access inefficiencies constrain growth potential.
- Significant traffic congestion occurs within the Port, particularly along Maritime Street, 7th Street, and Middle Harbor Road, due to substantial gate down time required for train crossings at major intersections. Truck queues can take more than one hour and 45 minutes to clear.
- Lengthy queues on the streets with as many as 50 trucks have wait times of up to three hours to enter into marine terminals.
- Idling trucks in long queues cause growing local and regional concerns regarding air quality and greenhouse gas emissions.
- There is limited multimodal access to commercial developments and recreational facilities adjacent to the San Francisco Bay.

PROGRAM BENEFITS

- Congestion relief:** Upgrade technology and infrastructure to minimize and manage truck wait times, manage truck congestion, and improve traffic circulation
- Efficiency:** Improve Port and Rail Yard efficiencies, intermodal yard connectivity, and expand near-dock use of rail and intermodal facilities
- Sustainability:** Reconstruct Bay Trail segment on 7th Street and Maritime Street and reduce emissions/carbon footprint
- Economic stimulation:** Reduce shipping costs, improve Port competitiveness and create jobs



Maritime Street at-grade rail crossing south of 7th Street, March 2016.



Aerial view of the Port of Oakland, March 2016.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- ~\$53 million has been allocated from the Measure BB funds for the environmental and final design phases of the program.
- The City of Oakland was the California Environmental Quality Act (CEQA) lead agency and the Port was the responsible agency for the 2002 Oakland Army Base (OAB) Redevelopment Environmental Impact Report (EIR) and its subsequent 2012 Initial Study Addendum, in which the GoPort Program was included. The Categorical Exclusions (CE) as part of the National Environmental Policy Act (NEPA) clearance were completed for the FITS, 7SGSE and 7SGSW projects in August 2018, October 2018 and March 2019, respectively.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, California Department of Transportation, Union Pacific Railroad, BNSF Railway, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$12,900
Final Design (PS&E)	\$41,700
Construction ¹	\$556,000
Total Expenditures Estimate	\$610,600

¹ Includes right-of-way costs.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$53,020
Federal	\$11,544
State (Senate Bill 1 (SB 1) LPP) ²	\$7,980
State (SB 1 TCEP) ³	\$187,456
TBD	\$350,600
Total Revenues To Date	\$610,600

² Local Partnership Program.

³ Trade Corridor Enhancement Program.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Spring 2019
Final Design	Fall 2018	Early 2020
Construction	Spring 2020 ⁴	Late 2023

⁴ Construction related to FITS may begin in summer 2019.

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



7th Street Grade Separation East Project 5.3B

APRIL 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Minimize likelihood of freight infrastructure failure.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.



PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities



7th Street, approaching Union Pacific Railroad bridge from the east.



Truck stuck at the 7th Street underpass.



Existing multi-use path and damage to the 7th Street underpass.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on October 25, 2018.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Department of Transportation, Union Pacific Railroad, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$5,400
Final Design (PS&E)	\$21,600
Construction ¹	\$290,000
Total Expenditures	\$317,000

¹ Includes right-of-way cost.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$19,020
State (SB 1 LPP) ²	\$7,980
State (SB 1 TCEP) ³	\$175,000
TBD	\$115,000
Total Revenues	\$317,000

² Senate Bill 1 Local Partnership Program (LPP).

³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Early 2020
Right-of-Way	Fall 2018	Early 2020
Construction	Late 2020	2022

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



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2019

TO: Programs and Projects Committee

FROM: John Pulliam, Director of Project Delivery
Gary Husingh, Deputy Executive Director of Projects and Programming

SUBJECT: I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project (PN: 1490.001): Approval of necessary actions to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents

Recommendation

It is recommended that the Commission approve the following actions related to the I-680 Southbound Express Lanes from SR 84 to Alcosta Project (Project):

1. Allocate \$12.5 million of Measure BB I-680 HOT/HOV Lane from SR-237 to Alcosta Project (TEP-35) funds for the Plans, Specifications and Estimates (PS&E) phase of the Project;
2. Allocate \$10 million of unencumbered contingency funds (CIP ID 0251) from the I-680 Sunol Express Lanes (Phase 1) to the Project for the Plans, Specifications and Estimates (PS&E) phase of this Project;
3. Approve release of a Request for Proposals (RFP) for professional services for preparation of the PS&E and Construction Contract Documents, and authorize the Executive Director to negotiate with the top ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the delivery of the PS&E and the Construction Contract Documents.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1490.000), also referred to as the I-680 Express Lanes Gap Closure Project, which is located in the vicinity of the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Measure BB Transportation Expenditure Plan (TEP No. 035) and proposes to construct express lanes in both directions within a 10-mile segment to complete the I-680 Express Lane Network through Alameda County. Upon completion,

it will result in a 40-mile long I-680 express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to South Grimmer Boulevard in north Fremont, relieving congestion on two (2) of the Metropolitan Transportation Commissions' (MCT's) ten (10) most congested freeway segments, and unlocking critical benefits such as significantly relieving congestion and improving regional and interregional traffic, allowing for increased people-throughput by providing infrastructure for express buses and carpools, improving safety, and optimizing freeway system management and traffic operations.

The project is currently in the Project Approval and Environmental Document (PA&ED) phase, with the project report and environmental document scheduled for completion in summer of 2020. Based on the size and estimated cost of the project, it was anticipated that a phasing strategy would likely be required to deliver the project. As part of the PA&ED phase, staff and the engineering team carefully reviewed several options to deliver the project in phases, and we have determined that it would be most beneficial and advantageous to construct the southbound express lane as the preferred first phase. Based on preliminary traffic studies and operational analysis, within the proposed project limits, the I-680 southbound lanes are experiencing much higher traffic demand and congestion than the northbound lanes, and these conditions are expected to worsen in future years.

Additionally, the delivery of the I-680 Southbound Express Lane Project could be integrated and coordinated with an upcoming major Caltrans pavement rehabilitation project along the same section of I-680. Coordination of these two projects will lead to a significant cost savings and, more importantly, will minimize inconvenience and reduce impacts to the traveling public during the many months of construction in an already very congested corridor. In order to combine the southbound HOV/EL project with the Caltrans pavement rehabilitation project, and to make the project competitive for Cycle 2 of the SB1 Solutions for Congested Corridors (SCCP) Program, PS&E phase work for the proposed I-680 Southbound Express Lane Project must begin before the end of 2019.

Staff recommends that the Commission approve the above actions in order to advance the southbound phase of the project. Upon approval of this item, staff intends to issue a RFP for professional services for PS&E and Construction Contract Documents in late July, 2019 and expects to return to the Commission in November, 2019 with an award recommendation. The estimated duration to complete the PS&E and Construction Contract Documents is 20 months.

The PS&E phase will be fully funded based on the two allocations requested in this staff report, along with previously allocated funds for the PA&ED phase of work.

Background

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1490.000), also referred to as the I-680 Express Lanes Gap Closure Project, which passes through the community of Sunol and the cities of Dublin and Pleasanton.

This project proposes to widen and implement High Occupancy Vehicle Lanes/Express Lanes (HOV/EL) along I-680 between SR-84 and Alcosta Boulevard (see Attachment A, Project Fact Sheet). The project is in the 2014 Transportation Expenditure Plan (TEP 35) and proposes to construct a 10-mile segment (one express lane in both the northbound and southbound direction) to complete the Express Lane Network through Alameda County.

Based on the size and estimated cost of the project, it was anticipated that a phasing strategy would likely be required to deliver the project. As part of the PA&ED phase, staff and the engineering team carefully reviewed several options to deliver the project in phases, and we have determined that it would be most beneficial and advantageous to construct the southbound express lane as the preferred first phase. Based on preliminary traffic studies and operational analysis, within the proposed project limits, the I-680 southbound lanes are experiencing much higher traffic demand and congestion than the northbound lanes, and these conditions are expected to worsen in future years.

The I-680 Southbound Express Lanes from SR 84 to Alcosta Project (PN: 1490.001) includes reconstruction of the concrete median barrier, construction of retaining walls, relocation of existing sound walls, and pavement widening and reconstruction to accommodate the addition of 9-miles of southbound HOV/EL from SR-84 to Alcosta Boulevard. Tolling equipment, including vehicle sensors, toll readers, rear-facing cameras, enforcement beacons, and utility cabinets will be installed. The project includes HOV/EL signage, including larger signs mounted on cantilevered overhead sign structures spanning the HOV/EL, and smaller signs mounted on the concrete media barrier. The larger signs will include Variable Toll Message Signs (VTMS) to display the prices for using the express lane facility. No right-of-way acquisition is anticipated.

Anticipated benefits include improved efficiency of the transportation system on I-680 southbound lanes between SR-84 and Alcosta Blvd to accommodate the current and future traffic demand, improved travel time and travel reliability for all users, including High Occupancy Vehicle and transit users, and optimization of freeway system management and traffic operations. In addition when this project is complete, it will close the gap in Alameda CTC's southbound HOV/EL along I-680, and it will connect with MTC's I-680 HOV/EL in Contra Costa County, resulting in a 40-mile long I-680 express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to South Grimmer Boulevard in north Fremont, relieving congestion on two (2) of MTC's ten (10) most congested freeway segments, and unlocking critical benefits such as significantly relieving congestion and improving regional and interregional traffic, allowing for increased people-throughput by providing infrastructure for express buses and carpools, improving safety, and optimizing freeway system management and traffic operations.

On September 21, 2017, the Commission authorized the execution of a contract with AECOM Technical Services, Inc. for Scoping and PA&ED services. That work is on schedule to complete next year, with the project report and environmental document scheduled for completion in summer of 2020.

In early 2019, staff learned that Caltrans had recently begun the final design of a major project to rehabilitate the pavement along I-680 from SR-84 to Alcosta Boulevard. This Caltrans project is programmed to be funded with the State Highway Operation and Protection Program (SHOPP) funds and is scheduled to start construction in 2021. Alameda CTC staff approached Caltrans to discuss combining the Caltrans project with Alameda CTC's I-680 Express Lane Project. Caltrans was receptive to combining the southbound portion of their SHOPP project with Alameda CTC's I-680 Southbound Express Lane Project. Combining the two projects required Caltrans to delay the construction of their project by one year, and Alameda CTC to expedite delivery of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project by one year. Staff has prepared an expedited schedule to meet this deadline.

The next step in project delivery is to move into preparation of PS&E and construction contract documents. In order to combine the I-680 Southbound Express Lane Project with the Caltrans pavement rehabilitation project, and to make the project competitive for Cycle 2 of the SB1 Solutions for Congested Corridors (SCCP) Program, PS&E phase work must begin before the end of 2019.

The estimated total project cost is \$252 million, including the costs associated with PS&E. As part of the 2014 Transportation Expenditure Plan, \$20 million was programmed for I-680 HOT/HOV Lane from SR-237 to Alcosta Project (TEP-35), of which \$12.5 million remains unallocated. Remaining funding for the project could come from Regional Measure 2, Regional Measure 3, and/or SB1. Caltrans has also committed to providing a portion of their State Highway Operations and Protection Program (SHOPP) funds, conditioned on combining the projects. The final amount of Caltrans contribution has not been determined.

Staff recommends that the Commission approve the above actions in order to advance the southbound phase of the project. Upon approval of this item, staff intends to issue a RFP for professional services for PS&E and Construction Contract Documents in late July, 2019 and expects to return to the Commission in November, 2019 with an award recommendation. The estimated duration to complete the PS&E and Construction Contract Documents is 20 months.

Fiscal Impact: The action will authorize the allocation of \$12,500,000 of TEP-35 MBB funds for subsequent obligation and expenditure. This action will also authorize the allocation of \$10,000,000 of Measure BB funds previously allocated to the I-680 Sunol Northbound Express Lanes (Phase 1) project. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2019-20 Capital Program Budget.

Attachments:

- A. Project Fact Sheet
- B. I-680 Existing and Planned Express Lanes Map
- C. Project Funding Plan and Schedule



I-680 Express Lanes from SR-84 to Alcosta Boulevard ^{5.4A}

MAY 2019

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard Project will close the gap between existing and in-progress high-occupancy vehicle (HOV)/express lane projects directly to the north and south. The project extends for approximately nine miles on northbound and southbound I-680 through Sunol, Pleasanton, Dublin and San Ramon.

The Alameda County Transportation Commission (Alameda CTC) has started environmental and preliminary engineering studies for the project. An environmental document is planned for public circulation in late 2019. Potential project phasing options will be determined based on the traffic analysis and future funding availability.

Concurrent projects in the area include:

- [SR 84 Widening \(Pigeon Pass to I-680\) and SR 84/I-680 Interchange Improvements](#)
- [I-680 Sunol Express Lanes \(Phase 1\)](#)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a nine-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic to and from Silicon Valley, especially in the morning peak period, results in traffic congestion for approximately 10 hours each day.



PROJECT BENEFITS

- Increases the efficiency of the transportation system on I-680 between SR-84 and Alcosta Boulevard to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



I-680 northbound approaching the Calaveras Road off-ramp.



I-680 northbound approaching the SR-84 off-ramp in Sunol.

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

Planning/Scoping	\$1,000
PE/Environmental	\$6,500
Final Design (PS&E)	\$27,000
Right-of-Way	\$10,500
Construction	\$435,000
Total Cost Estimate¹	\$480,000

¹Cost estimate assumes construction occurs in two phases.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$20,000
Federal	TBD
State	TBD
Local	TBD
TBD	\$460,000
Total Revenues	\$480,000

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE-ENV)

- Project Study Report-Project Delivery Support (PSR-PDS) was approved in September 2018.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, Alameda County, Contra Costa County, the community of Sunol and the cities of Dublin, Pleasanton and San Ramon

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

SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Fall 2018
Preliminary Engineering/Environmental (PE-ENV)	Fall 2018	Fall 2020
Final Design	Summer 2020	Fall 2022
Right-of-Way	Summer 2020	Fall 2022
Construction	Spring 2023	Fall 2026

Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.



CONTRA COSTA COUNTY

ALAMEDA COUNTY

MTC SB EXPRESS LANE UNDER CONSTRUCTION
PLANNED OPERATION: 2021

To Marina Vista Avenue/Benicia Bridge

FUTURE NB EXPRESS LANE
PLANNED OPERATION: TBD

LAFAYETTE

WALNUT CREEK

Rudgear Rd

ALAMO

EXISTING MTC SB EXPRESS LANE
IN OPERATION

EXISTING MTC NB EXPRESS LANE
IN OPERATION

MORAGA

DANVILLE

SAN RAMON

DUBLIN

Alcosta Blvd

LIVERMORE

PLEASANTON

HAYWARD

PROJECT PHASE 2
I-680 NB EXPRESS LANE
PLANNED OPERATION: TBD

PROJECT PHASE 1
I-680 SB EXPRESS LANE
PLANNED OPERATION: 2024

SUNOL

SR-84/I-680 INTERCHANGE
IMPROVEMENTS PROJECT
IN DESIGN

UNION CITY

NEWARK

FREMONT

NB EXPRESS LANE
UNDER CONSTRUCTION
PLANNED OPERATION: 2020

South Grimmer Blvd

FUTURE NB EXPRESS LANE
PLANNED OPERATION: TBD

EXISTING SB EXPRESS LANE
IN OPERATION

LEGEND

- Express Lane In Operation
- Express Lane Under Construction
- Future Express Lane
- Project Limits

MENLO PARK

(For illustrative purposes only.)

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I-680 SB Express Lane From SR 84 to Alcosta Boulevard (PN: 1490.001)**Project Funding**

Measure BB	\$ 20,000
RM3	TBD
Federal	TBD
State	TBD
TBD	\$ 232,000
Total Revenues	\$ 252,000

Project Schedule

	Begin	End
Scoping (PSR-PDS)	Complete	Complete
Preliminary Engineer/Environmental (PE-ENV)	Complete	Spring 2020
Final Design	Winter 2019	Fall 2021
Right-of-Way	Winter 2019	Fall 2021
Construction	Spring 2022	Fall 2024

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Memorandum

5.6

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

DATE: July 1, 2019

TO: Projects and Programs Committee

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

SUBJECT: I-580 Toll System Upgrade Project (PN 1486.002), State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project (PN 1386.000), I-680 Express Lanes Project (PN 1369.000), I-580 Express Lane Operations (1373.002), and I-680 Express Lane Operations (1408.000) Update

Recommendation

This item is to provide the Committee an update on recommendations for the execution of Professional Services Agreement A19-0009 with Kapsch TrafficCom USA, Inc. (Kapsch) for Electronic Toll System Integration Services for the I-580 and I-680 Express Lane programs for a not-to-exceed amount of \$60 million and the execution of Amendment No. 2 to Agreement A17-0001 with Kapsch for Electronic Toll System Integration Services for the I-680 Express Lanes. This item is for information only.

Summary

The Alameda CTC operates and maintains both the I-580 Express Lanes and the I-680 Sunol Southbound Express Lane, the latter on behalf of the Sunol Smart Carpool Lane Joint Powers Authority. In March 2018, the Commission approved the release of a request for proposals (RFP) for Electronic Toll System Integrator (ETSI) Services for the I-580 Express Lanes and future express lane corridors and authorized the Executive Director to negotiate a Professional Services Agreement for ETSI Services with the top ranked firm so that the I-580 Express Lanes toll system could be upgraded with enhanced vehicle detection and identification. RFP 18-0017 was released on April 20, 2018 and three responsive proposals were received by the proposal due date of August 1, 2018. At the conclusion of the proposal evaluation process, Alameda CTC selected Kapsch as the top-ranked firm.

Under Agreement A17-0001, Kapsch is already under contract with Alameda CTC to deliver the new I-680 Express Lanes toll system. Agreement A17-0001 includes a one year warranty period for operations & maintenance (O&M) services and an option for an additional three

years of O&M services, but those services are not fully scoped in the agreement and do not include any performance metrics. Staff recommends that O&M services for the I-680 Express Lanes be included in the new Agreement A19-0009, which is before you, to ensure consistent performance requirements and streamline the oversight of the Kapsch team. For greatest clarity, staff recommends formally amending the existing Agreement A17-0001 to eliminate the warranty period and optional O&M Services from the scope of work.

In addition to the I-580 Express Lanes Toll System Upgrade, staff recommends including in this new Agreement A19-0009 the extension of the I-680 Express Lanes associated with the State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project. This project is currently in final design and ETSI input is required to ensure the toll system needs are accommodated during design. This task falls within the RFP scope element of future express lanes.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated Agreement A19-0009 with Kapsch and has determined that the negotiated not-to-exceed amount of \$60,000,000 is fair, reasonable, and justifiable to both the Alameda CTC and the consultant. The scope of work includes implementation of a new I-580 Express Lanes toll system, extension of the I-680 Express Lanes associated with the State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project, image review services for both the I-580 and I-680 express lanes, and full turnkey O&M services for both the I-580 and I-680 express lanes. This agreement is for a base term of 9 years with an option to extend for up to 4 additional years.

This Agreement will be funded from a combination of I-580 and I-680 Express Lane Toll Revenue funds, as well as State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project funds.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-580/I-680 Interchange in the westbound direction, were opened to traffic in February 2016. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability compared to those in the general purpose lanes. An All Electronic Toll (AET) collection method has been employed to collect tolls.

The I-580 Express Lanes toll system, which was competitively procured in 2009 and put into revenue service in February 2016, now lacks technological advances in vehicle detection and identification that would increase both enforcement and toll revenues. For example, the current toll system requires a 100% license plate match in order to associate images captured for the same vehicle at different toll gantries when no toll tag is detected. The toll system proposed by Kapsch matches images using the license plate either in full or by a nearness of match when based on partial plate interpretation, transaction times, and a match of other vehicle characteristics such as vehicle shape, size, and color. This results in rejection of fewer images and thus increased revenue. In addition, manual image review was suspended for the current toll system in May 2017 after Commissioners questioned the

\$1 million per year cost, and staff's evaluation of the benefit/cost analysis confirmed Commissioners' concerns when it showed that the cost exceeded potential revenues to be gained from such efforts. With today's current system, without manual image review, the transaction is discarded if the system cannot read the image with sufficient confidence in the result, and if the vehicle does not have a toll tag. Revenue leakage due to these deficiencies in the current toll system is estimated at over \$600,000 per year.

In March 2018, the Commission approved the release an RFP for ETSI Services for the I-580 Express Lanes and future express lane corridors and authorize the Executive Director to negotiate a Professional Services Agreement for ETSI Services with the top ranked firm. The RFP was released on April 20, 2018. A mandatory pre-proposal meeting was held on May 9, 2018, and was attended by six (6) firms with interest in being the prime contractor. By the proposal due date, August 1, 2018, Alameda CTC received responsive proposals from the following three firms:

- Conduent State & Local Solutions, Inc.
- emovis technologies US, Inc.
- Kapsch TrafficCom North America (a.k.a. Kapsch TrafficCom USA, Inc.)

An independent selection panel comprised of representatives from the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, and Alameda CTC reviewed the proposals submitted. All three firms were invited to provide demonstrations of their toll systems on October 17, 2018; interviews were conducted for all three firms on October 19, 2018. At the conclusion of the evaluation process, Alameda CTC selected Kapsch as the top-ranked firm.

Alameda CTC has negotiated with Kapsch to solidify the scope of work for Agreement A19-0009 and reached concurrence on a not-to-exceed amount of \$60 million. In addition to the implementation of a new I-580 Express Lanes toll system and providing O&M services for eight (8) years, the scope of work includes several other items described in the following paragraphs.

In June 2016, the Commission authorized the execution of Professional Services Agreement A17-0001 with Kapsch for ETSI Services for the I-680 Express Lanes Project for a not-to-exceed amount of \$15 million. The scope of work includes implementation of the new I-680 Express lanes toll system, one year of warranty period of O&M services, and an option for an additional three years of O&M services. Revenue services for the new toll system are expected to begin in late 2020. However, the O&M services are not fully scoped in the agreement and do not include any performance metrics. Staff recommends that the I-680 Express Lanes follow current industry contracting practices, which are included in the new Agreement A19-0009 for the I-580 Express Lanes, and eliminate the warranty period and initiates turnkey O&M services for the I-680 Express Lanes upon completion of the Operational Acceptance Test, which is when the agency accepts that the toll system is fully operational. However, rather than amend the existing Agreement with A17-0001 to incorporate a more refined O&M scope and associated budget, staff recommends that O&M services for the I-680 Express Lanes be incorporated into the new Agreement A19-0009, ensuring consistent

performance requirements for both corridors. For greatest clarity, staff recommends formally amending the Agreement A17-0001 to eliminate the Warranty Period and Optional O&M Services from the scope of work.

In addition, with the selection of Kapsch for the I-580 Express Lanes, staff recommends that the I-580 and I-680 toll systems utilize a single (joint) Host System design, which will reduce design costs as well as long-term O&M costs. Host System O&M services are performed in parallel with the roadway O&M services for each corridor, and O&M costs for the joint host system will be funded equally by I-580 and I-680 toll revenues.

Along with O&M services, Kapsch will perform image review services for both the I-580 and I-680 express lanes, with services beginning as each new toll system begins revenue operations. This includes provision of automated optical character recognition for license plates as well as any required manual image review needed to process toll transactions accurately and meet all required performance metrics. Staff has evaluated the cost proposal for image review services and determined that the revenue gained by adding manual image review services is greater than the costs and thus recommends approving the service as part of the contract.

Finally, staff recommends including in Agreement A19-0009 the extension of the I-680 Express Lanes associated with the State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project. This project is currently in final design and ETSI input is required to ensure the toll system needs are accommodated during design. The construction is expected to be completed in 2023. As the Electronic Toll System Integrator for the I-680 Express Lanes, the extension should be incorporated into the I-680 toll system currently being developed by Kapsch. This task falls within the RFP scope element of future express lanes.

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

Fiscal Impact: The fiscal impact for approving this item includes \$3 million in previously allocated Measure BB funds for subsequent expenditure. This amount is included in the State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project funding plan and sufficient budget has been included in the proposed FY 2019-2020 Capital Program Budget. In addition, this action will authorize the encumbrance of \$57 million in I-580 and I-680 Express Lane Toll Revenues to be utilized over the next 13 years. Adequate funding has been included in the Alameda CTC budget adopted for FY 2018-2019 and additional funding will be included in subsequent Alameda CTC and Sunol JPA subsequent fiscal year budgets as needed.