



Programs and Projects Committee Meeting Agenda Monday, October 14, 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 Huisinigh
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 September 9, 2019 PPC Meeting Minutes	1	A
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5. Regular Matters

5.1. Approve Alameda County 2020 State Transportation Improvement Program (STIP)	3	A
5.2. Approve \$4M Measure BB (TEP-16) Allocation to Oakland Broadway Transit Lanes Project	13	A
5.3. Alameda CTC Capital Program Update	19	I
5.4. I-680 Southbound Express Lane Project from SR-84 to Alcosta Boulevard (PN 1490001): Approve and authorize the Executive Director to execute Professional Services Agreement A20-0004 with WMH Corporation to provide services for the Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents Phase	21	A
5.5. Global Opportunities at the Port of Oakland Project (GoPort) (PN 1442000): Approve Project Actions for the Construction Phase of the Freight Intelligent Transportation Systems Component of the GoPort Project	27	A
5.6. Approve the Administrative Amendment to Project Funding Agreement A18-0018	37	A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, January 13, 2020

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 October 2019 through December 2019

Commission Chair

Supervisor Richard Valle, District 2

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

Board Vice President Elsa Ortiz

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

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of OaklandCouncilmember At-Large
Rebecca Kaplan
Councilmember 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
8:30 a.m.	Finance and Administration Committee (FAC)	November 18, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	November 18, 2019 Cancelled
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)	
2:00 p.m.	Alameda CTC Commission Meeting	October 24, 2019 December 5, 2019

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 7, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 21, 2019
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	November 25, 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).

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1. Pledge of Allegiance

2. Roll Call

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

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the July 8, 2019 PPC Meeting Minutes

Commissioner Dutra-Vernaci moved to approve the consent calendar.

Commissioner Cutter seconded the motion. The motion passed with the following vote:

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

No: None

Abstain: None

Absent: Saltzman, Thao, Valle

5. Regular Matters

5.1. Approve Cooperative Agreement with the Port of Oakland for the GoPort- Freight Intelligent Transportation System Project construction phase for a not-to-exceed amount of \$2.4 million

Trinity Nguyen recommended that Commission authorize the Executive Director to execute a cooperative agreement with the Port of Oakland for a not-to-exceed amount of \$2.4 million for the construction of a joint Traffic Management Center /Emergency Operation Center (TMC/EOC), a component of the GoPort - Freight Intelligent Transportation System project. She provided an update on conditions and noted that Alameda CTC, in cooperation with the Port proposes to construct three independent, inter-related and synergistic projects to improve truck and rail access to the Oakland Port Complex. Ms. Nguyen noted that the FITS project is the first of the three GoPort projects to begin construction and stated that the cost of the FITS project is \$30.6 million, with a total estimated construction cost of \$24 million. She noted that the Port must implement the first two FITS contract packages, as required by the DHS to receive the PSGP funds. The Port advertised Packages No. 1 and 2 and Alameda CTC advertised package 3 in June. When the bids for packages 1 and 2 were opened in mid-June 2019, the low bids greatly exceeded the engineer's estimate. Since the bid opening, Alameda CTC and Port staff have evaluated several scenarios and strategies to ensure that the FITS project can be delivered within the current project budget. Staff concludes

that the best option for Package No. 1 is to proceed with the award to the low bid and the current bid for the TMC/EOC will expire on October 31, 2019. Therefore, to ensure compliance with the PSGP-17 grant as currently approved, staff requests that the Commission authorize a not-to-exceed maximum amount of \$2.4 million for an agreement with the Port for construction package no. 1 (TMC/EOC) and authorize its Executive Director to execute any revisions to the maintenance and operations cooperative agreement to be consistent with approvals authorized by the funding agencies. TCEP funds are included in the Project Financial Plan to fund the entire \$2.4 million cooperative agreement commitment.

Commissioner Ezzy Ashcraft asked for clarification in the staff report when referencing the big package amounts. Ms. Nguyen clarified that there were two big packages, one with one bidder and the other with two bids. She noted that the lowest bidders came in at different amounts but the total amounts to award both packages would be \$6.1 million.

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

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, October 14, 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: October 7, 2019

TO: Programs and Projects Committee

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

SUBJECT: Approve Alameda County 2020 State Transportation Improvement Program (STIP)

Recommendation

Approve Resolution 19-005 (Attachment A) regarding the approval of the Alameda County 2020 STIP Program, which identifies \$15.7 million of new 2020 STIP funding for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project. Staff also recommends identifying the I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project as a contingency project for the 2020 STIP.

Summary

The State Transportation Improvement Program (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. Alameda County's share of the State's 2020 STIP Fund Estimate is \$34.7 million and includes \$15.7 million of new programming capacity for projects that would be available in the last year (FY2024-25) of the 2020 STIP period.

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). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

Staff is recommending Commission approval of the Alameda County 2020 Program (Attachment A) which is consistent with the 2020 STIP Principles approved by the Commission in July 2019 (Attachment B). A final, approved project list and supporting documentation is due to MTC by November 1, 2019.

Staff also recommends identifying the I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project as a contingency project for the 2020 STIP.

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.

For 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.

2020 STIP Fund Estimate

The STIP Fund Estimate is approved by the CTC and serves as the basis for determining the STIP county shares and the amounts available for programming each fiscal year during the five-year STIP period. The Draft 2020 STIP Fund Estimate released at the June 2019 CTC meeting indicated \$9.2 million new programming capacity would be available for Alameda County projects. At the August meeting, the CTC approved the final 2020 STIP FE which increased the amount to \$15.7 million. This represents the amount of 2020 STIP new programming capacity that is available for Alameda County projects in FY 2024-25. MTC adopted its final Regional 2020 STIP Policies and Fund Estimate in September 2019.

Alameda County's 2020 STIP Fund Estimate:

\$ 34.7 M	2020 Fund Estimate for Alameda County
\$ 13.1 M	AC Transit East Bay Bus Rapid Transit (2018 STIP)
\$ 2.0 M	ARRA Backfill for Caldecott Tunnel (2018 STIP)
\$ 3.1 M	Ala. Co. share of MTC's Bike Ped Connectivity to Bay Bridge (2018 STIP)
\$ 0.3 M	STIP Administration funds for MTC
\$ 0.5 M	STIP Administration funds for Alameda CTC
\$ 15.7M	New funding available for projects

2020 STIP Program

Staff is recommending Commission approval of the Alameda County 2020 STIP Program (Attachment A) which is consistent with the 2020 STIP Principles approved by the Commission in July 2019 (Attachment B). The program includes \$15.7 million of new 2020 STIP funding for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project.

The I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project is currently in the design phase, having obtained NEPA Environmental Clearance in June 2019. The project is programmed with \$25.8 million of 2018 STIP and \$4.2 million of State SB1 ATP funding for the construction phase. Based on multiple stakeholder input received during the Environmental phase and other factors such as UPRR requirements, the project scope had to be modified and resulted in cost increases and an \$18.4 million funding shortfall in the construction phase. The 2020 STIP provides an opportunity to program additional STIP funding to the project to preserve the existing \$29.94 million of combined State funding (STIP and ATP) and to facilitate timely project delivery.

In July 2019, Alameda CTC submitted a grant application requesting \$18.4 million from the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. Staff is anticipating the programming recommendations to be declared by the Federal Highway Administration (FHWA) in late fall 2019. In the event of the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project receives the federal grant, staff is recommending the I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project as a contingency project for 2020 STIP funding.

The I-680 Express Lanes Gap Closure Project currently has a significant funding shortfall and has an opportunity to be coordinated with a Caltrans pavement rehabilitation SHOPP project within the same limits, resulting in delivery efficiencies and an estimated \$18 million in cost savings.

Next Steps

Due to the condensed programming schedule for the 2020 STIP, Alameda County's 2020 STIP program needs to be approved in October 2019 in order to meet MTC's November 1, 2019 submittal deadline for the county STIP 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 includes:

- MTC Complete Streets Checklist,
- STIP Project Programming Request (PPR) form,
- Performance measures analysis,
- Final Project Study Report (PSR) (or PSR Equivalent),
- MTC 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. Resolution 19-005, Alameda County 2020 STIP Program
- B. Principles for the Development of the Alameda County 2020 STIP Project List,
Approved 7/26/19



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 19-005**

Commission Chair

Supervisor Richard Valle, District 2

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

Board Vice President Elsa Ortiz

Alameda CountySupervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
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City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of OaklandCouncilmember At-Large
Rebecca Kaplan
Councilmember 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

**Approval of the Alameda County 2020
State Transportation Improvement (STIP) Program**

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program (RIP) funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) for inclusion in the MTC Regional Transportation Improvement Program (RTIP) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, projects recommended for inclusion in the 2020 STIP must be consistent with the Commission-approved 2020 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the funding identified in the 2020 STIP Fund Estimate for Alameda County of \$34.7 includes unallocated programmed balances from prior STIP cycles, approximately \$0.8 million of new STIP funding for Planning, Programming and Monitoring (PPM) and \$15.7 million of new STIP funding for projects for a total of \$16.5 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2020 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, October 24, 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 2020 STIP Program**

Index #	Project	Proposed for 2020 STIP (\$ x 1,000)
1	I-80/Gilman Interchange Bike/Ped Overcrossing and Access Improvements ¹	\$15,700
2	AC Transit East Bay Bus Rapid Transit (2018 STIP Carryover project)	\$13,125
3	Route 24 Corridor – Caldecott Project (2018 STIP Carryover project - ARRA Payback)	\$2,000
4	Improved Bike/Ped Connectivity to East Span SFOBB (2018 STIP Carryover project - MTC/BATA)	\$3,063
5	STIP Administration - Alameda CTC portion	\$500
6	STIP Administration - MTC portion	\$300
Total		\$34,688
Table Notes: 1. I-680 Express Lanes Gap Closure Project is recommended as a 2020 STIP contingency project.		

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Principles for the Development of the Alameda County 2020 STIP Project List*(Approved 7/26/2019)*

- 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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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 7, 2019

TO: Projects and Programs Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Principal Transportation Planner

SUBJECT: Oakland Broadway Corridor Transit Improvements Project (TEP-24):
Approve Measure BB Oakland Broadway Corridor Transit
Improvements Allocations to the Broadway Transit Lanes Project and
Broadway Shuttle Operations

Recommendation

It is recommended that the Commission approve the following actions related to the Oakland Broadway Corridor Transit Improvements Project (TEP-24):

1. Allocate \$4M of Measure BB Oakland Broadway Corridor Transit Improvements (TEP-24) to the construction phase of the Broadway Transit Lanes Project;
2. Allocate \$660,000 of Measure BB Oakland Broadway Corridor Transit Improvement (TEP-24) to Oakland Broadway Shuttle Operations in substitution of previously programmed Measure BB Community Development Investment funds(CDIP) (TEP-45); and
3. Authorize the Executive Director to execute a Project Funding Agreement with the City of Oakland for this project.

Summary

The City of Oakland is the Project Sponsor of the Oakland Broadway Corridor Transit Improvements, a named project in the 2014 Transportation Expenditure Plan (TEP) with a total Measure BB commitment of \$10M. The City of Oakland has requested a \$4M Measure BB allocation from this commitment to support the construction phase of a proposed capital improvement project called the Broadway Transit Lanes Project (Project). This Project, will implement dedicated transit only lanes on Broadway between 11th Street and 20th Street in downtown Oakland to improve transit performance and reliability along this corridor.

Alameda CTC staff finds this Project proposal eligible for Measure BB funds, and recommends the approval of \$4M in Measure BB from the Oakland Broadway Corridor Transit Improvements (TEP-24) to the City of Oakland for this Project. Additionally, with the

scope defined for the corridor, the remaining balance of this TEP commitment is recommended to support current, and future transit needs on Broadway.

Through the 2020 CIP, Broadway Shuttle Operations had received an allocation of \$660,000 (FYs19-20 and 20-21) Measure BB Community Development Investment funds (TEP-45). Staff recommends a technical change to the fund source by replacing the Measure BB TEP-45 funds with Measure BB Oakland Broadway Corridor Transit Improvement (TEP-24) funds. The previously allocated amount remains unchanged.

Background

In March 2015, as part of the Alameda CTC 2016 Comprehensive Investment Plan, the Commission authorized and allocated \$100,000 for scoping and project development activities to the City of Oakland (City) to conduct a planning/feasibility study to evaluate alternatives for enhanced transit along the Oakland Broadway Transit Corridor.

In July 2017, the City completed the study which evaluated the viability of improvement options such as operating traditional transit bus service, implementing dedicated transit lanes, or introducing a fixed rail streetcar on the Broadway Corridor.

In September 2019, the Oakland Department of Transportation approved a local resolution that supports transit improvements by creating dedicated transit only lanes on Broadway. The City has also worked collaboratively with Alameda-Contra Costa Transit District (AC Transit) to receive concurrence of the project scope and City's project delivery strategy for the Oakland Broadway Transit lanes Project (Attachment A – AC Transit's Letter of Concurrence) and is now ready to move forward with implementing improvements along the Broadway corridor.

The City has submitted a request for allocation of \$4M in Measure BB funds from the Oakland Broadway Corridor Transit Improvements (TEP-24) for the construction phase of Broadway Transit Lanes Project (Project).

The Project will implement dedicated transit only lanes on Broadway between 11th Street and 20th Street in downtown Oakland. The Project also includes red colored transit-only lanes, high visibility crosswalk markings, leading pedestrian intervals at high injury intersections, concrete roadway repair/replacement in limited locations, and pavement rehabilitation designed specifically for a heavy transit route. Transit only lanes are anticipated to improve transit reliability and on-time performance in the Broadway corridor, which sees up to 50 buses an hour during peak periods. Bus service on Broadway connects passengers to a range of destinations within Oakland and within Alameda County, including Berkeley and San Leandro.

Additionally, with the primary transit improvements defined to capital improvements and transit operations for the Oakland Broadway Corridor Transit Improvements, Alameda CTC staff also recommends substituting previously programmed Measure BB Community Development Investment Program funds (TEP-45) to the operations of the Broadway “B”

Shuttle, in the amount of \$660,000 from Fiscal Years 2019-20 to 2021-22, with Measure BB funds available from the Oakland Broadway Corridor Transit Improvements (TEP-24) commitment. Future programming and allocations from TEP-24 will be intended to go towards supporting transit needs along the Broadway Corridor, and will be allocated through Alameda CTC Comprehensive Investment Plan.

A summary of the Measure BB Programming History for the Oakland Broadway Corridor Transit (TEP-24) Commitment is depicted in the following Table.

Table 1: Measure BB Programming History - Oakland Broadway Corridor Transit (TEP-24)			
Description	Commission Approval Date	Amount	Commitment Balance
Oakland Broadway Corridor Transit (TEP-24)	November 2014 <i>(Voter Approval)</i>	\$10,000,000	\$10,000,000
Scoping Study for the Oakland Broadway Transit Corridor	March 26, 2015	(\$100,000)	\$9,900,000
Scoping Study for the Oakland Broadway Transit Corridor	July 28, 2017	(\$500,000)	\$9,400,000
Scoping Study for the Oakland Broadway Transit Corridor	June 17, 2019	\$550,000 ¹	\$9,950,000
Oakland Broadway Transit Lanes Project	October 2019 <i>(This Request)</i>	(\$4,000,000)	\$5,950,000
Oakland Broadway Shuttle Operations	October 2019 <i>(This Request)</i>	(\$660,000)	\$5,290,000
Total Remaining Commitment Balance:			\$5,290,000²

Notes

1. Unspent scoping funds deprogrammed and returned to commitment.
2. Remaining TEP-24 Commitment Balance intended to support future transit needs along the Broadway Corridor.

Fiscal Impact: The action will authorize the allocation of \$4,660,000 in Measure BB funds for the Oakland Broadway Transit Corridor improvements (\$4M for construction of the Oakland Broadway Transit Lanes, and \$660,000 for Broadway Shuttle operations). This amount will be budgeted into the appropriate Alameda CTC Capital Program Budget updates.

Attachments

- A. AC Transit Letter of Concurrence for the Broadway Transit Lanes Project

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Service Development
1600 Franklin Street, Oakland CA 94612

September 27, 2019

Mr. Vivek Bhat
Director of Programming and Project Controls
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Support for City of Oakland's Broadway Transit Lanes

Dear Mr. Bhat:

AC Transit fully supports the City of Oakland's Broadway Transit Lanes project. Furthermore, we acknowledge that the City will be in the best position to implement the project at this time without disrupting the on-going BRT construction. AC Transit has been closely coordinating with the City on the planning and design of this project since we jointly applied for and received project support for the corridor from the National Association of City Transportation Officials' (NACTO) Transit Program Accelerator in 2016. AC Transit also participated in the development the City's Downtown Specific Plan, which recommends dedicated transit lanes along Broadway.

With the imminent completion of AC Transit's Bus Rapid Transit (BRT) project and the potential availability of project capital funds through Measure BB, now is an opportune time to advance the implementation of the Broadway Transit Lanes project and realize the benefits, not only to BRT but to the other key transit services that AC Transit operates along the corridor.

If you have any questions or comments about our support or participation, please feel free to contact me at 510-891-4734.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert del Rosario'.

Robert del Rosario
Director of Service Development
AC Transit

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 7, 2019

TO: Programs and Projects Committee

FROM: Gary Huisingsh, Deputy Executive Director of Projects

SUBJECT: Alameda CTC Capital Program Update

Recommendation

This item is to provide the Commission with an update on Alameda CTC Capital Program. This item is for information only.

Summary

This is an informational item on the status of Alameda CTC's Capital Program. Alameda CTC's mission is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission funds and oversees numerous capital transportation improvement projects throughout Alameda County, with many originating from the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County.

The Alameda CTC is currently managing 19 capital projects that span various stages of delivery including, Scoping, Preliminary Engineering/Environmental, Design, and Construction. The estimated cost to deliver this Capital Program is estimated at \$3.3 billion. Alameda CTC performs direct Project Management (PM) and delivery for these projects, which require multi-jurisdictional coordination and/or have significant regional impact. Additionally, Alameda CTC provides project management oversight (PMO) for named capital projects implemented by jurisdictions within Alameda County and for projects that are selected to receive grants.

The 2014 Transportation Expenditure Plan includes 23 named projects with a Measure BB commitment value of approximately \$1.5 billion. Alameda CTC is responsible for the project management and implementation of 15 of these 23 named projects. The

remaining 8 named projects are being implemented by cities and/or other local agencies.

The 23 named projects in the 2014 TEP are anticipated to be completed within approximately 15 years (Year 2035).

The following Alameda CTC projects will be highlighted in a presentation by staff:

- I-80 Gilman Interchange Improvements
- I-80 Ashby Interchange Improvements
- San Pablo (SR 123) Multi-modal Corridor
- Oakland/Alameda Access (I-880 Broadway-Jackson)
- GOPort Program
- I-580 DAA
- I-880 Interchanges (Winton Avenue and A Street) Improvements
- I-880 Interchanges (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Improvements
- East Bay Greenway – Lake Merritt BART to S. Hayward BART
- East 14th St/Mission and Fremont Blvd Multi-modal Corridor
- Rail Safety Enhancement Program
- State Route 262 (Mission Boulevard) Connector
- SR 84 Widening from south of Ruby Hill Drive to I-680 and SR 84/I-680 Interchange Improvements
- I-680 Express Lanes from SR84 to Alcosta Blvd
- Dublin Boulevard Extension

Fiscal Impact: There is no fiscal impact associated with this informational item.



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 7, 2019

TO: Programs and Projects Committee

FROM: John Pulliam, Director of Project Delivery
Gary Huisinigh, Deputy Executive Director of Projects

SUBJECT: I-680 Southbound Express Lanes Project from SR-84 to Alcosta Boulevard (PN 1490001): Approve Professional Services Agreement A20-0004 with WMH Corporation

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Professional Services Agreement A20-0004 with WMH Corporation (WMH) for a negotiated amount, not-to-exceed \$22,500,000, to provide services for the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents for the I-680 Southbound Express Lanes Project from SR-84 to Alcosta Boulevard.

Summary

In August 2019, a Request for Proposal (RFP) R20-0002 was released for professional services for the preparation of PS&E and Construction Contract Document phases. A proposal was received from one firm, and an independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposal. The panel determined that the WMH team was responsive and qualified to perform the required services and recommended foregoing an interview and proceeding with negotiations.

Alameda CTC has begun negotiating the contract with the consultant after a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions. An agreement on anticipated hours to complete the required scope of work, escalations, and direct costs will be negotiated.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A20-0004 with WMH for a negotiated amount, not-to-exceed \$22,500,000, to provide professional services for the PS&E and Construction Contract Documents phases.

Background

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Southbound Express Lane Project from SR-84 to Alcosta Boulevard (PN 1490.001) which passes through the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Transportation Expenditure Plan (TEP No. 35) and proposes to construct a 10-mile segment in southbound direction to complete the Express Lane Network through Alameda County. With the completion of this 10-mile segment, the I-680 corridor would have over 48 miles of continuous southbound express lane facilities, unlocking widespread benefits such as improved interregional traffic operations, improved efficiency of the transportation system on I-680 between SR-237 and SR-84 to accommodate 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.

On July 18, 2019 the Alameda CTC Commission approved the necessary actions to advertise a RFP to procure a consultant to prepare Plans, Specifications, and Estimate and Construction Contract Documents for the I-680 Southbound Express Lane Project from SR 84 to Alcosta Boulevard. The Commission also allocated a total of \$22.5 million to deliver this phase of the project, consisting of \$12.5 million in Measure BB funds along with \$10 million of unencumbered Measure BB contingency funds previously allocated to the I-680 Sunol Express Lanes (Phase 1) project.

In August 2019, the RFP R20-0002 was released for professional services for PS&E and Construction Contract Documents phases. A pre-proposal meeting was held on August 26, 2019 and was attended by 17 firms. Alameda CTC received one proposal on September 9, 2019 from WMH.

As this RFP relates to work being coordinated with a Caltrans State Highway Operation and Protection Program (SHOPP) project, it is vital to avoid a delay in the schedule. Re-advertising this procurement would have a negative impact on the project schedule and likely cause Caltrans to abandon the combined project.

An independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposal and after finding WMH as responsive and qualified to complete the required scope of work recommended foregoing interviews and proceeding with negotiations.

Based upon the review of WMH's cost proposal, Alameda CTC's independent cost estimate, and discussions with WMH Corporation, a fee is being negotiated to provide the services necessary to complete the required scope of work for the PS&E and Construction Contract Documents phases of the project, for an amount not to exceed \$22.5 million. Staff anticipates that a contract will be ready for execution no later than December 2019.

WMH is a well-established small local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract

Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A20-0004 with WMH for a negotiated amount, not-to-exceed \$22,500,000, to provide services to complete the Plans, Specifications, and Estimate and prepare Construction Contract Documents phases.

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

Fiscal Impact: The action will authorize the encumbrance of up to \$22,500,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and will be budgeted into the appropriate Alameda CTC Capital Program Budget updates.

Attachment:

- A. The I-680 Express Lanes Project from SR-84 to Alcosta Boulevard Fact Sheet

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

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.

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.

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

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.



Memorandum

5.5

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• 510.208.7400

• www.AlamedaCTC.org

DATE: October 7, 2019

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: GoPort – Freight Intelligent Transportation System Project (PN 1442000):
Approval of Project Actions for the Construction Phase

Recommendation

It is recommended that the Commission approve the following actions related to the Freight Intelligent Transportation System (FITS) Project:

1. Authorize the Executive Director to award and execute a contract with the lowest responsive and responsible bidder, Aldridge Electric, Inc. (Aldridge) in the amount of \$14,218,994.50 for Package No. 3 - Port of Oakland - FITS, a component of the GoPort FITS Project; and
2. Authorize the Executive Director to execute Contract Amendment No. 2 to the Professional Services Agreement No. A17-0004 with Jacobs Engineering Group, Inc. (Jacobs) for design support during construction (DSDC) and support through FITS Project completion and a 2 ½-year time extension (no additional budget is associated with this action).

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 improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. GoPort consists of three primary project components, namely: FITS, 7th Street Grade Separation East (7SGSE), and 7th Street Grade Separation West (7SGSW). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port and also generate benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system.

In July 2016, Alameda CTC retained Jacobs to provide preliminary engineering and environmental services with optional final design/plans, specifications and estimate (PS&E) for the GoPort Project. In January 2018, the Commission approved the authorization to exercise the optional PS&E work for the 7SGSW, FITS, and advancing Port Utility Relocation efforts for the overall GoPort Project. This item is focused on the status of the FITS Project and the actions required to begin the construction phase of the project. The FITS Project and schedule details are provided in Attachment A: FITS Project Fact Sheet.

The cost of the FITS Project is \$34.4 million and Alameda CTC and the Port of Oakland have successfully competed and collectively received \$24.0 million in external funding. Alameda CTC leveraged Measure BB funds to secure \$9.7 million in federal funding from the Federal Highway Administration (FHWA) under the Fiscal Year (FY) 2017 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program and \$12.4 million in state funding from the California Transportation Commission (CTC) under the 2018 Trade Corridor Enhancement Program (TCEP) established under Senate Bill 1 (SB 1). Additionally, the Port was awarded \$1.8 million from the U.S. Department of Homeland Security – Federal Emergency Management Agency (FEMA) under the FY 2017 Port Security Grant Program (PSGP).

The FITS Project is being delivered as multiple contract packages due to funding requirement constraints, type of work and resource availability. The FITS project delivery strategy is summarized in Table A.

Alameda CTC advertised Contract No. R19-0006 for Package No. 3 - Port of Oakland – FITS on June 20, 2019. A total of five bids were received on August 27, 2019, ranging between \$14.2- \$23.9 million. Aldridge was identified as the apparent lowest responsive and responsible bidder in the amount of \$14,218,994.50 which is approximately \$0.5 million (3.3 percent) lower than the Engineer's Estimate of \$14.7 million. Two bid protests were received by the bid protest deadline of September 23, 2019, and evaluated by staff and legal counsel. Staff concluded that there was no basis to disqualify the bids in question and bidders were notified that Alameda CTC reaffirmed its recommendation to award the contract to Aldridge as the lowest responsive and responsible bidder. No objection to staff's recommendation was submitted by any participating bidder. In accordance with Alameda CTC's bid protest procedure and Construction Management Administration Guide, staff is recommending the Commission award Package No. 3 to Aldridge as the lowest responsive bidder.

During the construction phase, Jacobs, as the Engineer of Record (EOR), will be required to provide DSDC for all FITS construction packages, be available for transition support to the system integration team, and prepare the final as-built plans. The estimated cost for this effort is \$1.0 million and budget is available within the existing contract to perform this work. All components of the FITS Project are anticipated to be completed by December 31, 2022. The recommended action would authorize Jacobs to provide these additional design support services through FITS Project completion and a 2 ½-year time extension. Table C summarizes the contract actions related to Agreement No. A17-0004.

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 to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as one of the top ten busiest container ports in the nation, handling 99 percent of regional containerized goods in Northern California. 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. Significant truck traffic congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition, the Port lacks integrated traffic management capabilities 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.

- **FITS** – A suite of demonstration technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West 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.
- **7th Street Grade Separation Project** –
 - **7SGSE**: Replace existing railroad underpass between I - 880 and Maritime Street to increase clearance for trucks and improve the current shared pedestrian / bicycle pathway.
 - **7SGSW**: Realign and grade separate the intersection near 7th Street and Maritime Street and construct a rail connection underneath to improve the intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.

In July 2016, Alameda CTC awarded a contract to Jacobs after undergoing a competitive procurement process, to provide preliminary engineering and environmental services with optional PS&E for the GoPort Project. In January 2018, the Commission approved the authorization to exercise the optional PS&E work and for Jacobs to proceed with PS&E for the 7SGSW and FITS components, and advancing the Port Utility Relocation for the overall GoPort Project as a separate project. Budget for the associated construction phase work was deferred until such time that the components were in a position to be advertised and construction phase funding was authorized. The PS&E for the 7SGSE component would be procured under a separate contract which was ultimately awarded to HDR Engineering, Inc.

The FITS Project was planned as the first component of the GoPort project to begin construction. Implementing the advanced technology aspects of the FITS Project will effectively manage traffic throughout the seaport area and will be integral to managing traffic during construction of the 7SGSE and 7SGSW components. The FITS Project will reduce congestion, queuing and truck idling by providing real time information to trucks and other vehicles entering the Port and reducing conflicts at the signals and rail crossings. Real time data also enables users to find available heavy-duty truck parking at designated spots rather than idling and queueing on the streets, search for alternative routes to enter/exit the Port and avoid delays due to at-grade crossings or any traffic incidents.

In cooperation with the Port, the FITS delivery strategy was determined by funding requirement constraints, type of work, and maximizing resource availability. The current delivery strategy anticipates four construction packages, as shown in Table A, to implement the FITS Project based upon the anticipated funding timing and match requirements.

In January 2019, the Commission authorized the release of the FITS construction phase contracts. Construction funding was authorized by CTC and FHWA in May 2019 and July 2019, respectively. The Port advertised Package No. 1 (TMC/EOC) and Package No. 2 (RFID) in April 2019 and bids were opened in mid-June 2019. On September 26, 2019, FEMA granted permission to remove Package No. 2 (RFID) from its grant and apply all funds towards Package No. 1 (TMC/EOC). Port anticipates to award Package No. 1 (TMC/EOC) at its Board meeting on October 24, 2019. Discussions are underway with Caltrans and FHWA on the best course of action for the implementation of Package No. 2, including reduction of scope elements that will not impact the overall functionality of the FITS Project and/or options to repackage the contract.

<u>Table A: Construction Contract Package</u>	Implementing Agency
Package No. 1: Joint Traffic Management Center /Emergency Operation Center (TMC/EOC)	Port of Oakland
Package No. 2: Radio Frequency Identification Device (RFID)	Port of Oakland Alameda CTC (9/26/2019)
Package No. 3: Port of Oakland – FITS	Alameda CTC
Package No. 4: System Integration/GoPort Application/Smart Parking System	Alameda CTC

Alameda CTC is responsible to advertise, award, and administer Package No. 3: Port of Oakland – FITS which was advertised on June 20, 2019 as Contract No. R19-0006. A pre-bid meeting was held on July 9, 2019, and eight prime contractors were represented. On August 27, 2019, Alameda CTC received a total of five bids as follows:

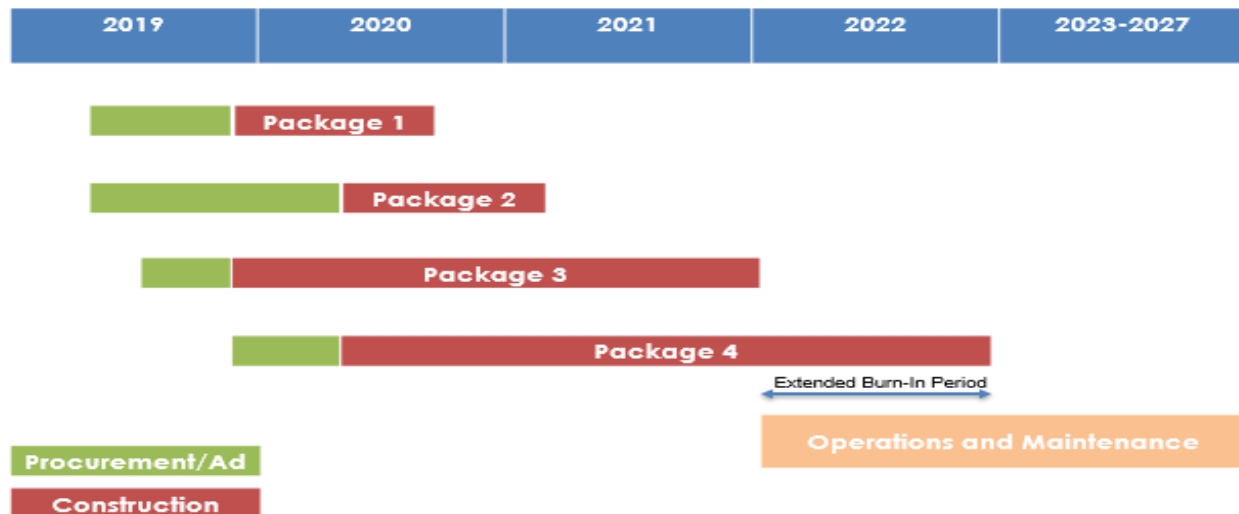
<u>Table B: Bid Summary R19-0006</u>		
Bidder No.	Company	Bid Amount
1	Aldridge Electric, Inc.	\$14,218,994.50
2	St. Francis Electric, LLC	\$23,702,551.00
3	Crosstown Electrical & Data, Inc.	\$18,599,392.00
4	Rosendin Electric, Inc.	\$23,865,317.21
5	Tennyson Electric, Inc.	\$21,679,511.50

Aldridge was identified as the apparent lowest responsive and responsible bidder at \$14,218,994.50, which is approximately \$0.5 million (3.3 percent) lower than the Engineer's Estimate of \$14.7 million. Two bid protests were received by the bid protest deadline of September 23, 2019 and evaluated by staff and legal counsel. Staff concluded that there was no basis to disqualify the bids in question and bidders were notified that Alameda CTC reaffirmed its recommendation to award the contract to Aldridge as the lowest responsive and responsible bidder. No objection to staff's recommendation was submitted by any participating bidder by the 4:00 p.m. September 27, 2019 deadline. In accordance with Alameda CTC's bid protest procedure and Construction Management Administration Guide, staff is recommending the Commission award Package No. 3 to Aldridge as the lowest responsive bidder.

The resulting contract is funded from a combination of federal and state funds and has a contract Disadvantaged Business Enterprise (DBE) goal of 14.0%. Aldridge, with offices in Livermore, has made a DBE contract commitment of 9.8%. Aldridge's DBE and Good Faith Effort (GFE) evaluation report was submitted to the Caltrans Office of Business & Economic Opportunity for review and concurrence. On September 24, 2019, Caltrans concurred that Aldridge demonstrated adequate GFE to meet the DBE contract goal of 14.0%.

During the construction phase, Jacobs' services as the EOR will be required to provide DSDC for all FITS construction packages including timely responses to requests for information and preparation of contract change orders. Jacobs will also be needed to provide transition support for the system integration team and upon completion of the project, prepare the final as-built plans. The estimated cost for this effort is \$1.0 million and is proposed to be funded from existing tasks under Jacobs' contract related to the Port Utility Relocation efforts. The Port Utility Relocation for the overall GoPort Project was originally planned as a separate project. Due to the timing of the funding received, there was sufficient time to incorporate the relocation work into the 7th Street Grade Separation Project. This has reduced the environmental and design costs associated with advancing the Port Utility Relocation as an independent effort.

Figure 1: FITS Project Construction Phase Schedule



As shown in Figure 1, all components of the FITS Project are anticipated to be completed by December 31, 2022, which includes a one-year extended burn-in period to ensure all technology elements are functioning as intended. The recommended action would authorize Jacobs to provide DSDC services through FITS Project completion and a 2 ½-year time extension. The amendment would be funded from previously allocated Measure BB funds. Table C summarizes the contract actions related to Agreement No. A17-0004.

Table C: Summary of Agreement No. A17-0004 with Jacobs			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Jacobs (A17-0004) <i>Approved July 2016</i>	Preliminary engineering and environmental services	\$13,000,000	\$13,000,000
Amendment No. 1 <i>Approved January 2018</i>	Provide additional budget for final design services and a 2-year time extension to June 30, 2020	\$18,000,000	\$31,000,000
<i>Proposed Amendment No. 2 October 2019 (This Agenda Item)</i>	Provide DSDC and support through FITS program completion and a 2 ½-year time extension to December 31, 2022	\$0	\$31,000,000
Total Amended Contract Not-to-Exceed Amount			\$31,000,000

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

Fiscal Impact: The actions will authorize the encumbrance of \$14.2 million in state and federal funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and upon approval, budget will be included in the Alameda CTC Adopted FY 2019-20 Capital Program Budget.

Attachment:

- A. Freight Intelligent Transportation System Project Fact Sheet

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GoPort Freight Intelligent Transportation System Project

5.5A

OCTOBER 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 Freight Intelligent Transportation System (FITS) project is a suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West, 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.

The purpose of this project is aimed at traffic management and operations of arterial roadways in the Port environment and disseminating traveler information and data to users and stakeholders.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Provide common platform to receive critical information on Port conditions, queue lengths, and incident alerts.
- Develop an ITS communication network that serves future needs
- Reduce truck idling that causes negative impacts to neighboring communities

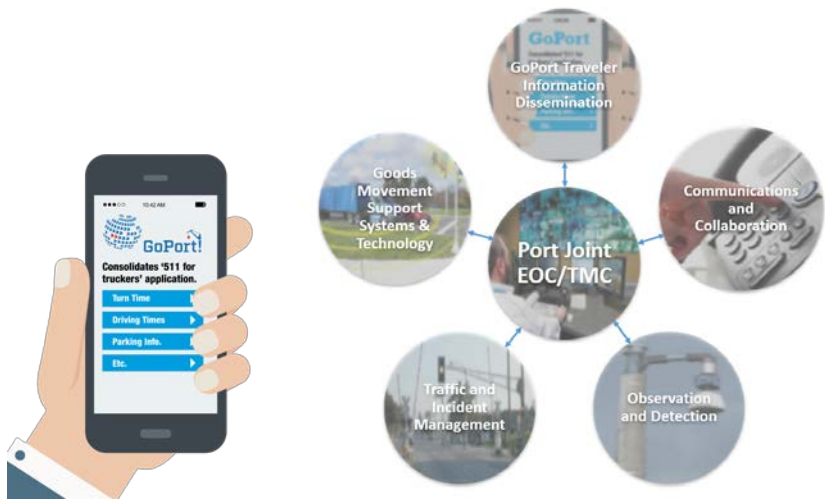


PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Provides real-time traveler information to users
- Improves traffic and incident management within the Port, its terminals and access routes
- Reduces congestion, truck idling and related emissions
- Improves Port competitiveness



Congestion, bottlenecks, and trucks queuing at the Port of Oakland.



GoPort mobile application.

Freight ITS operations overview.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

- 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 August 31, 2018.
- State and federal construction funds fully authorized in June 2019.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Transportation Commission, California Department of Transportation, U.S. Department of Homeland Security and the Metropolitan Transportation Commission

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

PE/Environmental	\$2,500
Final Design (PS&E)	\$4,100
Construction	\$27,800
Total Expenditures	\$34,400

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$10,400
Federal (ATCMTD) ¹	\$9,720
Federal (PSGP) ²	\$1,824
State (SB 1 TCEP) ³	\$12,456
Total Revenues	\$34,400

¹ Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD).

² Port Security Grant Program (PSGP).

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

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	Summer 2018
Final Design	Fall 2018	Early 2019
Right-of-Way	Fall 2018	Early 2019
Construction	Fall 2019	Late 2021

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



Memorandum

5.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 7, 2019

TO: Programs and Projects Committee

FROM: John Pulliam, Director of Project Delivery
Angelina Leong, Assistant Transportation Engineer

SUBJECT: Approve the Administrative Amendment to Project Funding Agreement A18-0018

Recommendation

It is recommended that the Commission approve Administrative Amendment to Project Funding Agreement A18-0018 in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

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

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

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

Background

Amendments are considered "administrative" if they include only time extensions.

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

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

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

Levine Act Statement: Not applicable.

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

Attachment:

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Dublin	Dublin Boulevard – North Canyons Parkway Extension	A18-0018	A1: 12-month time extension from 3/31/2019 to 3/31/2020 A2: 12-month time extension from 3/31/2020 to 3/31/2021 (<i>current request</i>)	1	None

- (1) Project delays.
(2) Extended phase/project closeout activities.
(3) Other

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