



## Programs and Projects Committee Meeting Agenda Monday, January 13, 2020, 12:15 p.m.

Committee Chair:	Nate Miley, Alameda County, District 4	Executive Director	Tess Lengyel
Vice Chair:	Carol Dutra-Vernaci, City of Union City	Staff Liaison:	<a href="#">Gary Huisingh</a>
Members:	Marilyn Ezzy Ashcraft, Scott Haggerty, Rochelle Nason, Rebecca Saltzman, Sheng Thao	Clerk of the Commission:	<a href="#">Vanessa Lee</a>
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. <a href="#">Approve October 14, 2019 PPC Meeting Minutes</a>   | 1 | A |
| 4.2. <a href="#">Approve Administrative Amendments to Various Project Funding Agreements to extend agreement expiration dates</a> | 5 | A |

### 5. Regular Matters

- |   |    |   |
|---|----|---|
| 5.1. <a href="#">Approve revision to 2020 State Transportation Improvement Program</a>  | 9  | A |
| 5.2. <a href="#">Approve advertisement for construction contract for I-880 Replacement Planting at Davis Street and Marina Boulevard</a>  | 23 | A |
| 5.3. <a href="#">Award Contract to Associated Right of Way Services for right-of-way services for the East Bay Greenway (from Lake Merritt BART to South Hayward BART)</a>  | 29 | A |
| 5.4. <a href="#">Approve allocation request for right-of-way and Constructability review, and award Contract for Construction Management Professional Services for the 7th Street Grade Separation East Project</a> | 35 | A |
| 5.5. <a href="#">Approve Professional Services Agreement with Alameda County Public Works Agency for I-880 Mission Blvd. (Route 262) Interchange ROW closeout</a>   | 43 | A |
| 5.6. <a href="#">Adopt Resolution in support of right-of-way acquisition for State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project</a>                              | 45 | A |

### 6. Committee Member Reports

### 7. Staff Reports

## 8. Adjournment

Next Meeting: Monday, February 10, 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 January through March 2020

### 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	January 30, 2020 February 27, 2020 March 26, 2020
9:00 a.m.	Finance and Administration Committee (FAC)	February 10, 2020 March 9, 2020
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
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)	February 6, 2020 March 5, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	February 13, 2020
1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 24, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	March 13, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 10, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	March 23, 2020

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 Thao.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve of the September 9, 2019 PPC Meeting Minutes**

*Commissioner Dutra- Vernaci moved to approve the consent calendar.*

*Commissioner Nason seconded the motion. The motion passed with the following vote:*

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

No: None

Abstain: None

Absent: Thao

**5. Regular Matters**

**5.1. Approve Alameda County 2020 State Transportation Improvement Program (STIP)**

Vivek Bhat recommended that the Commission approve Resolution 19-005 regarding the approval of the Alameda County 2020 State Transportation Improvement Program (STIP), 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.

Commissioner Ashcraft asked if the projects listed in the staff report were the only projects with a funding shortfall and how the I-680 Express Lanes Gap Closure was chosen as a contingency project. Mr. Bhat noted that the I-80 Gilman is already in the STIP with previous programming action and that project has a shortfall. The I-680 Gap Closure project qualifies based on California Transportation Commission requirements.

*Commissioner Nason 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, Valle  
No: None  
Abstain: None  
Absent: Thao

## **5.2. Approve \$4M Measure BB (TEP-16) Allocation to Oakland Broadway Transit Lanes Project**

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

- Allocate \$4M of Measure BB Oakland Broadway Corridor Transit Improvements (TEP-24) to the construction phase of the Broadway Transit Lanes Project;
- 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
- Authorize the Executive Director to execute a Project Funding Agreement with the City of Oakland for this project.

Commissioner Saltzman questioned what happens to the shuttle operations when TEP-24 funds are exhausted. Mr. Bhat noted that at that point shuttle operations may be considered for other discretionary funds through future Comprehensive Investment Plan programming processes.

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

## **5.3. Alameda CTC Capital Program Update** *(This item was heard after Item 5.6)*

Gary Huisingsh provided the Commission with an update on Alameda CTC Capital Program. He reviewed the status of the overall capital program, highlighted upcoming advertisements, and provided details on projects in construction, including risks being managed.

Commissioner Cutter wanted to ensure that projects in smaller cities were considered when developing the capital project program.

Commissioner Dutra-Vernaci wanted the presentation emailed to the entire Committee so that they can review it in more detail.

*This item was for information only.*

**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**

John Pulliam 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.

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

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

**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**

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

- 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
- 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).

Commissioner Miley wanted to know the Agency's policy for construction contract change orders and expressed concern that Aldridge's bid might be too low compared to the other bids submitted. Mr. Dao noted that the control processes in the Agency's Construction Management and Administration Guide ensures that staff fully vets construction change orders and controls the project budget. Ms. Nguyen reviewed the overall budget for all four packages in the program and further explained that Aldridge's bid was not unusually low and aligned with the

engineering estimate. She further noted that the other bidders included costs for work that was not required for the project.

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

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

**5.6. Approve the Administrative Amendment to Project Funding Agreement A18-0018**

Angelina Leong 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.

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

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Miley, Nason, Saltzman, Valle  
No: None  
Abstain: None  
Absent: 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, January 13, 2020 at 12:00 p.m.

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



# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** January 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Approve the Administrative Amendments to Various Project Agreements to extend agreement expiration dates

## Recommendation

It is recommended that the Commission approve Administrative Amendments to various Project Funding Agreements (A14-0026, A15-0030, A18-0058, 2003-02) 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:** HNTB Corporation did not report a conflict in accordance with the Levine Act.

**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	Alameda-Contra Contra Transit District	Expansion of Transit Center at San Leandro BART Station	A14-0026	A1: 26-month time extension from 12/31/2015 to 12/31/2017 A2: 24-month time extension from 12/31/2017 to 12/31/2019 A3: 12-month time extension from 12/31/2019 to 12/31/2020 ( <i>current request</i> )	1, 2	None
2	HNTB Corporation	East Bay Greenway (Lake Merritt to South Hayward BART)	A15-0030	A1: Contract General Terms A2: 12-month time extension from 12/31/2018 to 12/31/2019 A3: 12-month time extension from 12/31/2019 to 12/31/2020 ( <i>current request</i> )	2	None
3	City of Alameda	Clement Avenue East Extension and Tilden Way	A18-0058	A1: 24-month time extension from 12/31/2020 to 12/31/2022 ( <i>current request</i> )	1	None
4	City of Oakland	Oakland's Downtown's Streetscape Improvement Project	2003-02	A1: 60-month time extension from 06/30/2008 to 06/30/2013 A2: 30-month time extension from 06/30/2013 to 12/31/2015 A3: 24-month time extension from 12/31/2015 to 12/31/2017 A4: 24-month time extension from 12/31/2017 to 12/31/2019 A5: 24-month time extension from 12/31/2019 to 12/31/2021 ( <i>current request</i> )	1, 2	None

(1) Project delays.

(2) Extended phase/project closeout activities.

(3) Other

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Revision to the Alameda County 2020 State Transportation Improvement Program (STIP)

## Recommendation

It is recommended that the Commission approve a revision to the Alameda County Transportation Commission (Alameda CTC) Commission-approved 2020 State Transportation Improvement Program (STIP) and accompanying Resolution 19-005 (Attachment A).

## 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 CTC, including Senate Bill 1 (SB 1). The STIP is a biennial process with each county receiving a share of the regional fund estimate. In October 2019, the Commission approved the Alameda County 2020 STIP project list for inclusion in the Metropolitan Transportation Commission (MTC) 2020 Regional Transportation Improvement Program (RTIP). The MTC-approved 2020 RTIP is in turn submitted to the California Transportation Commission (CTC) for inclusion in the statewide 2020 STIP.

The approved Alameda County project list comprises a mix of \$18.2 million of carryover projects from the 2018 STIP and \$15.7 million of new funding for projects. The 2018 STIP carryover projects included \$13.1 million for AC Transit's Bus Rapid Transit (BRT) project, representing the final portion of Alameda CTC's prior \$40 million funding commitment to the BRT project. AC Transit has requested a revision to the Alameda County 2020 STIP program that proposes to replace the BRT project with a project to purchase replacement buses for AC Transit's transbay service. In turn, AC Transit will provide \$13.1 million of other funds to the BRT project. This internal AC Transit funding exchange is required to ensure the BRT funding plan, including Alameda CTC's \$40 million funding commitment, is kept whole. No other

projects in the approved Alameda County 2020 STIP program are affected by this proposed change.

Staff from Alameda CTC, MTC and AC Transit have coordinated on this 2020 STIP program revision and MTC Commission approved this item as part of its final RTIP approval in December 2019 contingent upon Alameda CTC Commission approval in January 2020. Staff is recommending Commission approval of the amended 2020 STIP project list, as reflected in Alameda CTC Resolution 19-005-REVISED (Attachment A).

## **Background**

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is programmed biennially and funded with revenues from the State Highway Account and other funding sources administered by the CTC, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the RTIP, administered by MTC, and 25% for the Interregional Transportation Improvement Program (ITIP), administered by Caltrans. The 2020 STIP covers five Fiscal Years (FYs), from 2020-21 through 2024-25. Alameda County's share of the State's 2020 STIP Fund Estimate is \$34.7 million, which includes \$15.7 million of new programming capacity for projects. On October 24, 2019, Alameda CTC approved Resolution 19-005, the Alameda County 2020 STIP project list, for inclusion in the 2020 RTIP.

## **2020 STIP Program Revision**

The Alameda County 2020 STIP program included \$18.2 million of carryover funds from the 2018 STIP, including \$13.1 million for AC Transit's BRT project. Subsequent to the October 2019 program approval, AC Transit requested Alameda CTC to reprogram the BRT's STIP funds to another AC Transit project. Alameda CTC had previously committed to providing a total of \$40 million of funding to AC Transit for the BRT project and the final \$13.1 million of that commitment had been programmed by the Commission through the 2018 STIP. Subsequent to the 2018 STIP approval, it came to light that the funds could not be utilized for the BRT project because the project had started ahead of when the 2018 STIP funds would be allocated by the CTC. Based on this scenario, requesting an allocation from the CTC could have potentially put the STIP funds at risk. Keeping the BRT project on schedule and fully funded required AC Transit to internally find another STIP-eligible capital project that could provide \$13.1 million of other committed funds to the BRT project in return for receiving \$13.1 million of STIP.

The project AC Transit has identified to receive STIP funds in lieu of the BRT project will replace up to 19 aging transbay buses nearing the end of their planned service life. The project will purchase a mix of 45-foot coach and 42-foot double-decker diesel buses and is estimated to cost a total of \$18.5 million. In order for the bus purchase project to move forward as soon as possible, the \$13.1 million of STIP funds will be requested in FY 2020-21, the first year of the 5-year 2020 STIP programming window.

AC Transit has prepared the application material required by MTC for inclusion in the 2020 RTIP, including a Project Programming Request (PPR) Form, a State Uniform Transit Application (UTA) form, and project-specific resolution of local support, approved by AC Transit's Board on December 11, 2019 (Attachment B).

Staff is recommending Commission approval of the amended 2020 STIP project list, as reflected in Alameda CTC Resolution 19-005-REVISED (Attachment A). The proposed change to AC Transit's STIP project is reflected in MTC's 2020 RTIP, which was approved by MTC in December 2019, contingent upon Alameda CTC's approval of an amended 2020 STIP project list in January 2020.

### **Next Steps**

If approved, the revised Alameda County 2020 STIP Program will be forwarded to MTC. A final statewide 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-REVISED, Revised Alameda County 2020 STIP Program
- B. AC Transit 2020 STIP Project-specific Resolution of Local Support

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**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  
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Councilmember John Bauters

**City of Fremont**

Mayor Lily Mei

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**City of Pleasanton**

Mayor Jerry Thorne

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION 19-005-REVISED****Approval of the Revised 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; and

**WHEREAS**, the Alameda CTC Commission originally approved Resolution 19-005 for the 2020 STIP Program on October 24, 2019; and

**WHEREAS**, the approved 2020 STIP Program includes \$13.125 million of 2018 STIP carryover funding for the AC Transit Bus Rapid Transit (BRT) project. This \$13.125 million completes the Alameda CTC's \$40 million funding commitment to the BRT; and

**WHEREAS**, AC Transit has requested to move the \$13.125 million of 2018 STIP carryover funding from its Bus Rapid Transit (BRT) project to a new project to purchase replacement transbay buses. To keep the BRT funding plan whole, AC Transit will in turn commit \$13.125 million of other funding to the BRT project.

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

**DULY PASSED AND ADOPTED** by the Alameda CTC Commission at the regular Commission meeting held on Thursday, January 30, 2020 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

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Richard Valle,  
Chair, Alameda CTC

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Vanessa Lee,  
Clerk of the Commission

**EXHIBIT A**

**REVISED Alameda County 2020 STIP Program**

<b>Index #</b>	<b>Project</b>	<b>Proposed for 2020 STIP (\$ x 1,000)</b>
1	I-80/Gilman Interchange Bike/Ped Overcrossing and Access Improvements <sup>1</sup>	\$15,700
2	AC Transit Transbay Bus Replacements <sup>2</sup> (2018 STIP Carryover project for East Bay Bus Rapid Transit)	\$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
<b>Total</b>		<b>\$34,688</b>

**Table Notes:**

1. I-680 Express Lanes Gap Closure Project is recommended as a 2020 STIP contingency project.
2. The \$13.125 million STIP funding programmed to the transbay bus replacements project fulfills Alameda CTC's prior commitment of \$40 million of STIP funding to AC Transit's BRT. In exchange for the transbay bus replacements project receiving the STIP funds, AC Transit is to commit \$13.125 million of other funding to the BRT.

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**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT  
RESOLUTION NO. 19-037**

**A RESOLUTION AUTHORIZING THE GENERAL MANAGER OR HIS DESIGNEE TO FILE AND  
EXECUTE DOCUMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION  
(CALTRANS) FOR AN ALLOCATION REQUEST OF STATE TRANSPORTATION IMPROVEMENT  
PROGRAM (STIP) FUNDS FOR THE REPLACEMENT OF TRANSBAY BUSES**

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**WHEREAS**, the Alameda-Contra Costa Transit District ("the District") is submitting an application to the Metropolitan Transportation Commission (MTC) for \$13,125,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA) funding, and Regional Transportation Improvement Program (RTIP) funding (collectively, "Regional Discretionary Funding") for the Replacement of Transbay Buses ("Project") for the Regional Transportation Improvement Program ("Program"); and

**WHEREAS**, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the "Federal Transportation Act") including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

**WHEREAS**, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

**WHEREAS**, pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

**WHEREAS**, pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

**WHEREAS**, the MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

**WHEREAS**, the MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

**WHEREAS**, the District is an eligible sponsor for Regional Discretionary Funding; and

**WHEREAS**, as part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- that the Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal TIP; and
- that the Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
- that the Project will comply with all project-specific requirements as set forth in the Program; and
- that the District has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective representatives of the Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the District; and
- that the Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

**WHEREAS**, the District is authorized to submit an application for Regional Discretionary Funding for the Project; and

**WHEREAS**, there is no legal impediment to the District making applications for the funds; and

**WHEREAS**, there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the District to deliver such Project; and

**WHEREAS,** the District authorizes its General Manager, or his designee, to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and

**WHEREAS,** MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application; and

**NOW THEREFORE,** the Board of Directors of the Alameda-Contra Costa Transit District does resolve as follows:

**Section 1.** the District is authorized to execute and file an application for funding for the Project for Regional Discretionary Funding under the Federal Transportation Act or continued funding.

**Section 2.** the District will provide any required matching funds.

**Section 3.** the District understands that the Regional Discretionary Funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the District from other funds, and that the District does not expect any cost increases to be funded with additional Regional Discretionary Funding.

**Section 4.** the District understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and District has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective representatives of the Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the District.

**Section 5.** the Project will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP.

**Section 6.** the District has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application.

**Section 7.** the Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program.

**Section 8.** the District agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised.

**Section 9.** the Project is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency.

**Section 10.** the District is an eligible sponsor of Regional Discretionary Funding funded projects.

**Section 11.** the District is authorized to submit an application for Regional Discretionary Funding for the Project.

**Section 12.** there is no legal impediment to the District making applications for the funds.

**Section 13.** there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the District to deliver such Project.

**Section 14.** the District authorizes its General Manager, or designee, to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution and take any other steps reasonably necessary to carry out this resolution.

**Section 15.** a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application.

**Section 16.** the MTC is requested to support the application for the Project described in the resolution and to include the Project, if approved, in MTC's federal TIP.

**Section 17.** This resolution shall become effective immediately upon its passage by four affirmative votes of the Board of Directors.

**PASSED AND ADOPTED** this 11th day of December 2019.

  
\_\_\_\_\_  
Joe Wallace, President

Attest:

  
\_\_\_\_\_  
Linda A. Nemeroff, District Secretary

I, Linda A. Nemeroff, District Secretary for the Alameda-Contra Costa Transit District, do hereby certify that the foregoing Resolution was passed and adopted at a regular meeting of the Board of Directors held on the 11th day of December, 2019, by the following roll call vote:

AYES: VICE PRESIDENT ORTIZ, DIRECTORS WILLIAMS, SHAW, PEEPLES, YOUNG, VICE PRESIDENT WALLACE


NOES: DIRECTOR HARPER

ABSENT: NONE

ABSTAIN: NONE

  
Linda A. Nemeroff, District Secretary

Approved as to Form and Content:

  
Denise C. Standridge, General Counsel

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 6, 2020

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery  
Ashley Tam, Project Manager

**SUBJECT:** I-880 Replacement Planting at Davis Street and Marina Boulevard:  
Approval to release Invitation for Bid (PN 1376001)

## Recommendation

It is recommended that the Commission authorize the release of the Invitation for Bid (IFB) for the construction of the I-880 Replacement Planting at Davis Street and Marina Boulevard Project.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the I-880 Replacement Planting at Davis Street and Marina Boulevard Project located in the City of San Leandro. The project will plant trees and other vegetation at the Davis Street and Marina Boulevard interchanges to satisfy the provisions of the approved environmental document for the I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project, which Alameda CTC sponsored and opened to the public in October 2015. The total construction phase budget is \$3.2 million, including support and capital costs, and is funded from a combination of City of San Leandro and Alameda CTC administered funds.

The project is currently in the final design phase and a Ready-to-List (RTL) bid package is anticipated in February. Release of the IFB is anticipated in early March.

The requested action would allow for the release of the IFB for the project upon approval of the RTL bid package by Caltrans. Staff anticipates bringing a recommendation to award in April 2020.

## Background

The I-880 Southbound HOV Lane – South Segment Project located in the City of San Leandro is an Alameda CTC project funded by the State of California Proposition 1B Transportation Bond Program approved by California voters in November 2006. The South

segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. The South Segment Project was opened to the public in October 2015, and only the work to replace highway planting identified during the project environmental approval process remains. The project proposes landscaping on I-880 within the Davis Street and Marina Boulevard interchanges and a three-year plant establishment period. Refer to Attachment A for project location and details.

Alameda CTC has worked closely with City of San Leandro and Caltrans staff throughout the design phase seeking early input during the conceptual phase and initiating periodic reviews of the plans, specifications, estimate (PS&E) package. Based upon the recent review of the 95% PS&E package, it is anticipated that Caltrans will approve the RTL package in February.

Caltrans has granted Alameda CTC's request to be the lead agency for the construction phase of the project. A no-cost cooperative agreement will be required between Alameda CTC and Caltrans to delineate the roles and responsibilities of each agency during construction. Alameda CTC will advertise, award, and administer (AAA) the construction of this project and Caltrans will provide Independent Quality Assurance. The cooperative agreement also authorizes Alameda CTC to perform work on Caltrans Right of Way.

The construction phase budget, which includes both support and capital costs, is \$3.2 million and comes from a combination of City of San Leandro and Alameda CTC administered funds.

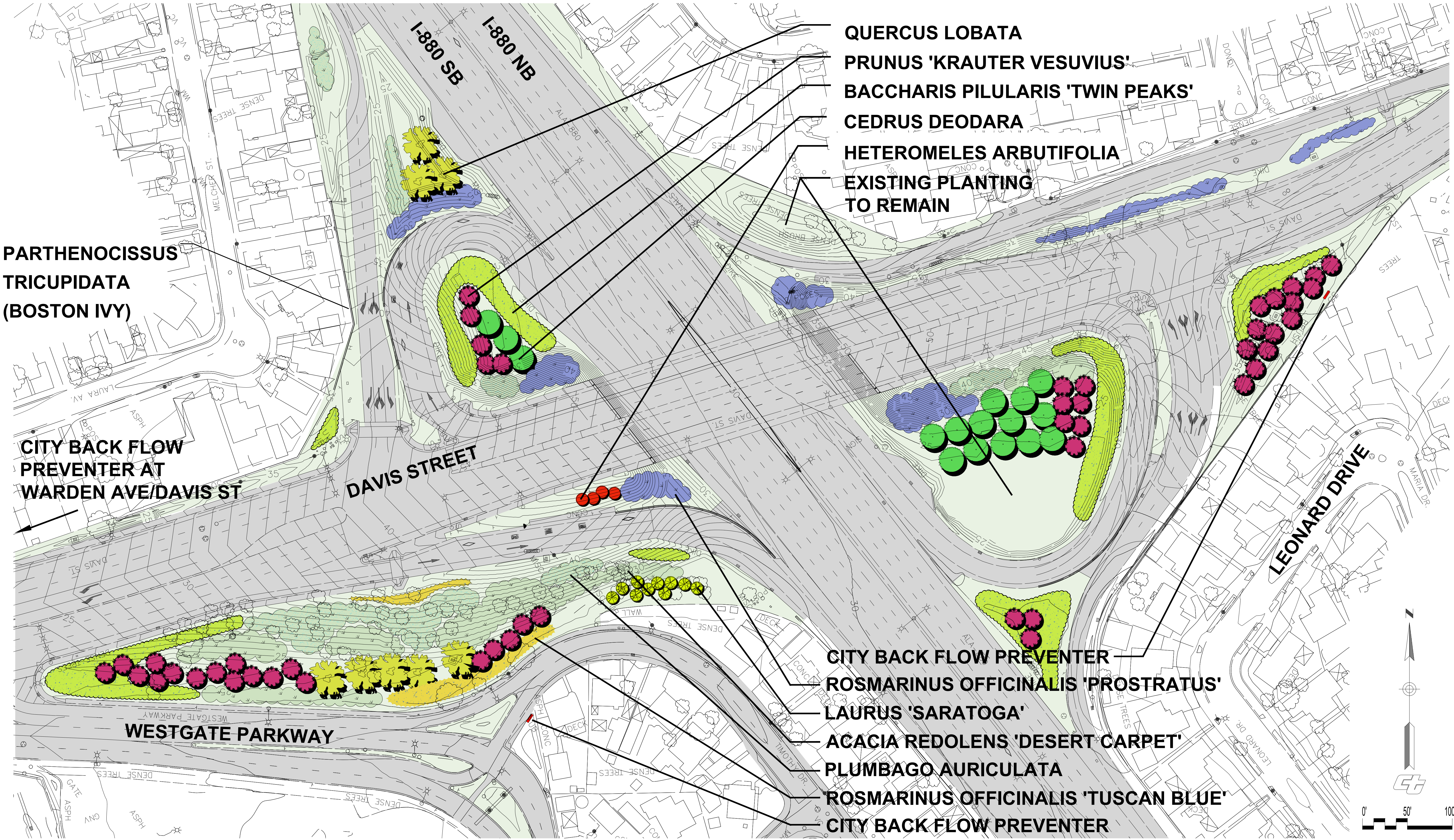
Approval of this recommended action would allow for the release the IFB in March 2020. Construction is anticipated to begin in May 2020 and completed in six months, followed by a three-year plant establishment period. Staff expects to return to the Commission in April 2020 with an award recommendation.

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

**Attachment:**

- A. I-880/Davis Street and Marina Boulevard Planting Concept Plans





# I 880 DAVIS STREET INTERCHANGE LANDSCAPE CONCEPT







# I 880 MARINA BLVD INTERCHANGE LANDSCAPE CONCEPT





**CEDRUS DEODARA**



**PRUNUS 'KRAUTER VESUVIUS'**



**QUERCUS LOBATA**



**LARGERSTROEMIA  
INDICA 'TUSCARORA'**



**LAURUS 'SARATOGA'  
TREE FORM**



**ACACIA REDOLENS  
'DESERT CARPET'**



**BACCHARIS PILULARIS  
'TWIN PEAKS'**



**HETEROMELES  
ARBUTIFOLIA**



**LAURUS 'SARATOGA'  
SHRUB FORM**



**PLUMBAGO AURICULATA**



**ROSMARINUS  
OFFICINALIS  
'TUSCAN BLUE'**



**ROSMARINUS  
OFFICINALIS  
'PROSTRATUS'**

# **I 880 MARINA BLVD DAVIS ST PLANTING PALETTE**



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# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 6, 2020

**TO:** Programs and Projects Committee

**FROM:** John Pulliam, Director of Project Delivery  
Jhay Delos Reyes, Project Manager

**SUBJECT:** Award Contract to Associated Right of Way Services for right-of-way Services for the East Bay Greenway (from Lake Merritt BART to South Hayward BART) (PN 1457001)

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement (PSA) A20-0008 with Associated Right of Way Services (AR/WS) for a not-to-exceed amount of \$1,300,000 to provide services for the Right of Way (R/W) phase related to the East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project (Project).

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the East Bay Greenway (EBGW) project (from Lake Merritt BART to South Hayward BART), a 16-mile bicycle and pedestrian facility in the cities of Oakland, San Leandro and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The Project achieved environmental clearance as part of the Preliminary Engineering/Environmental (PE/Env) Phase upon adoption of the Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) in March 2018, and obtained Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) in November 2018.

The Alameda CTC selection process to procure consultant services for R/W Support activities for the project began in December 2018 with Commission approval to release the request for proposals (RFP). The RFP sought professional services for R/W Engineering and Appraisal services as part of the R/W phase.

RFP 19-0004 was released in January 2019. Proposals were received from two firms. An independent selection panel comprised of representative from the City of San Leandro and Alameda CTC reviewed the two proposals submitted, conducted interviews in March 2019, and on June 29, 2019 awarded the contract to Overland, Pacific, Cutler (OPC) as the top ranked firm. On November 8, 2019, negotiations with were terminated due to OPC being unable to provide the required contract documentation in a timely manner. Alameda CTC proceeded to negotiate with the second ranked firm, AR/WS.

Alameda CTC negotiated the contract with AR/WS for a not-to-exceed amount of \$1,300,000. The estimated duration to complete the required scope with AR/WS for R/W services is 14 months.

AR/WS is a certified Small Local Business Enterprise (SLBE) and their proposal included a commitment to 70% LBE and 30% Small Local Business Enterprise participation.

## **Background**

Alameda CTC is the project sponsor and implementing agency for the EBGW Project, a 16-mile bicycle and pedestrian facility in the cities of Oakland, San Leandro and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The Project proposes to improve bicycle and pedestrian network connectivity between Downtown Oakland and South Hayward in Alameda County through Class IV and Class I facilities. It will also improve access to regional transit, schools, downtown areas, and major activity centers by creating a regional trail transportation facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities. The Project will improve safety for bicyclists and pedestrians by providing a facility that is physically separated from high speed, high volume vehicular traffic, and minimizes conflicts between trail users to the maximum extent feasible. Additionally the Project supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions.

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

- **Rail-to-Trail** option assumes that the Union Pacific Railroad (UPRR) Oakland Subdivision would no longer have active rail service and the full 80-100 foot wide right-of-way is available for the Project.

- **Rail-with-Trail** option assumes the minimum possible encroachment into UPRR right-of-way while still constructing a continuous facility alongside the rail. This concept requires encroachment into UPRR right-of-way for approximately six miles.

To maintain the delivery momentum, Alameda CTC initiated the selection process to procure consultant services for R/W support services with a RFP released in December 2018. A pre-proposal meeting was held in January 8, 2019 and was attended by 9 firms. Alameda CTC received two (2) proposals on January 25, 2019.

An independent selection panel composed of representatives from the City of San Leandro and Alameda CTC reviewed the proposal. The panel evaluated the proposals submitted by two firms and determined that the proposals were responsive and proceeded with interviews. The Commission awarded the contract to OPC as the top ranked firm on June 29, 2019 but on November 8, 2019, negotiations with OPC were terminated due to being unable to provide the required contract documentation in a timely manner. Alameda CTC proceeded to negotiate with the second ranked firm, AR/WS.

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 AR/WS for a not-to-exceed amount of \$1,300,000. The estimated duration to complete the required scope is 14 months.

AR/WS is a certified Small Local Business Enterprise (SLBE) and their proposal included a commitment to 70% LBE and 30% Small Local Business Enterprise participation.

The EBGW is included in the 2014 Transportation Expenditure Plan (TEP No. 42). Funds necessary for the R/W Phase work were programmed and allocated in April 2017 as part of the 2018 Comprehensive Investment Plan with a commitment of \$3,500,000.

**Levine Act Statement:** The AR/WS Team did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The fiscal impact for awarding the contract A20-0008 to AR/WS is \$1,300,000. This amount is included in the adopted FY2019-2020 Capital Program Budget.

**Attachment:**

- A. Project Fact Sheet

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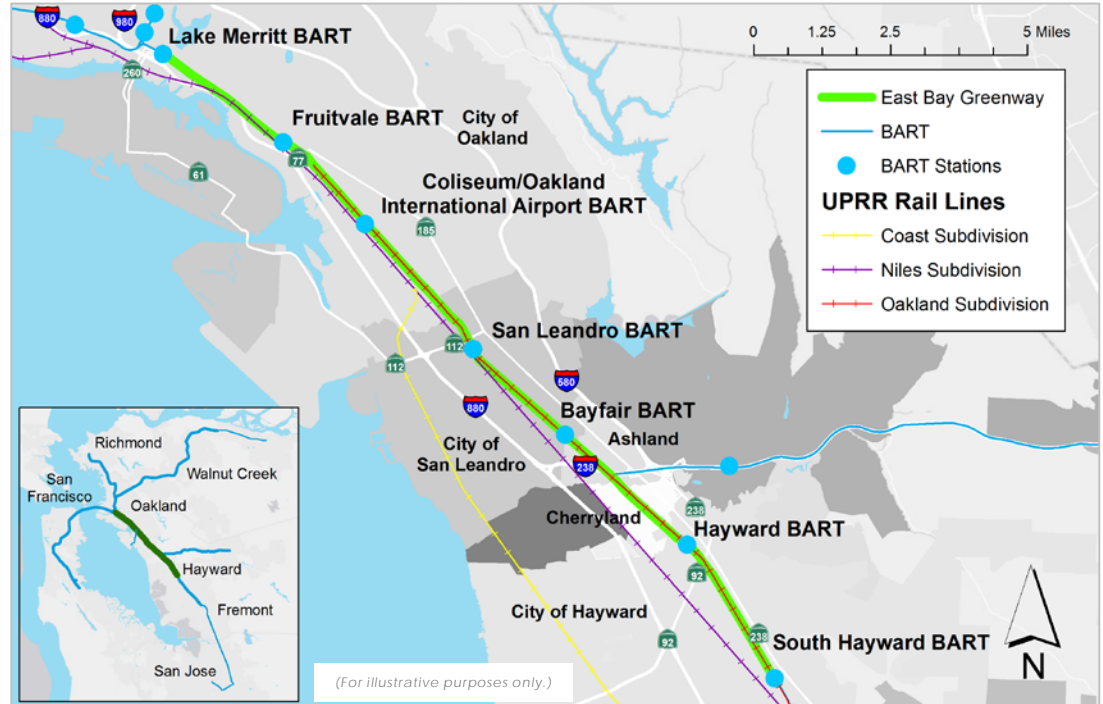
# East Bay Greenway: Lake Merritt BART to South Hayward BART<sup>5.3A</sup>

SEPTEMBER 2019

## PROJECT OVERVIEW

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

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



## PROJECT NEED

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

## PROJECT BENEFITS

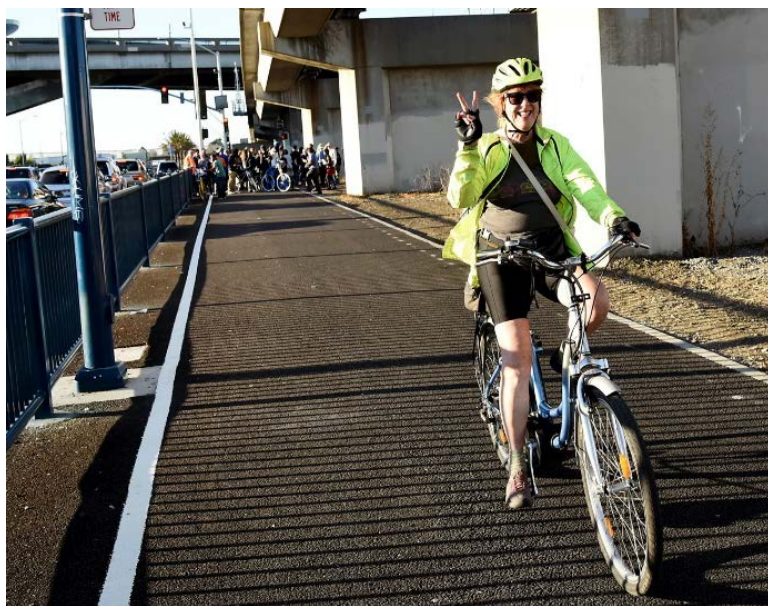
- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety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

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Right-of-Way

- In September 2014, Alameda CTC leveraged available local Measure B and BB funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for the Project.
- Alameda CTC is the lead agency for California Environmental Quality Act (CEQA) and Caltrans is the lead agency for National Environmental Policy Act (NEPA).
- Alameda CTC adopted the CEQA Initial Study/Mitigated Negative Declaration (IS/MND) on March 22, 2018.
- Caltrans approved the NEPA Categorical Exclusion (CE) on November 16, 2018.



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

## PROJECT DOCUMENTS

For more information on the project, please visit:

[www.alamedactc.org/eastbaygreenway](http://www.alamedactc.org/eastbaygreenway).

## PARTNERS AND STAKEHOLDERS

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

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

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

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

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

\*\*2017 estimate.

## FUNDING SOURCES (\$ X 1,000)

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

## SCHEDULE BY PHASE

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



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



# Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Approve allocation request for right-of-way and Constructability review, and award contract for Construction Management Professional Services for the 7th Street Grade Separation East Project

## Recommendation

It is recommended that the Commission approve the following actions related to the 7<sup>th</sup> Street Grade Separation East Project:

1. Allocate \$13M of Measure BB Countywide Freight Corridors (TEP-27) funds for Right-of-Way phase; and
2. Authorize the Executive Director to enter into a contract not-to-exceed \$499,796 with WSP for Construction Management Professional Services, which includes providing constructability review services during the design phase.

## 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 traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport (Attachment A).

The 7<sup>th</sup> Street Grade Separation East Project is one of the three projects in the GoPort Program and is currently in the design phase, with final design, right-of-way acquisition, and construction contract document completion scheduled for February 2020.

Alameda CTC has been working closely with Union Pacific Railroad (UPRR) on an agreement that will include acquisition of the necessary UPRR right-of-way, along with improvements to UPRR's facilities that will mitigate construction impacts to their on-going operations. The agreement is still being negotiated, and the final cost to the project has not yet been determined.

In order for the project to remain on-schedule for construction in late 2020, Alameda CTC staff recommends an allocation of \$13 M in Measure BB Countywide Freight Corridors (TEP-27) funds to prepare for the necessary right-of-way acquisition from Union Pacific Railroad, in order to prepare the project for construction.

Additionally, it is also recommended the Commission authorize the Executive Director to award and enter into a contract for construction management services.

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

Phase one of the work will be funded with a mix of Senate Bill 1 (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.

The Commission authorized the release of a Request for Proposal (RFP) R20-0003 on July 8, 2019 for construction management professional services. Four proposals were received, and an independent selection panel composed of representatives from the Port of Oakland, City of Oakland, and Alameda CTC reviewed the proposals and interviewed all four proposing consultant teams. The selection panel determined that the WSP team was the most qualified to perform the required services and recommended proceeding with negotiations for services under phase one. Alameda CTC has negotiated with WSP for a not-to-exceed amount of \$499,796.

Approval of these recommendations will support the successful delivery of the 7<sup>th</sup> Street Grade Separation East Project by allocating necessary funding for right-of-way acquisition, and by bringing on the necessary construction engineering expertise to support the preparation of a cost-effective set of construction contract documents.

## **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 and strategic port 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 coordination with the Port and City of Oakland, is constructing 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 comprise the GoPort Project.

- **7<sup>th</sup> 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. Construction of this project is scheduled to begin at the end of 2020.
- **7<sup>th</sup> 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. This project is in the design phase.
- **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. This project is currently under construction.

Together, these Project components will dramatically improve the efficiency and reliability of truck and rail access and circulation within the Port and will also generate 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.

### **7<sup>th</sup> Street Grade Separation East**

The 7<sup>th</sup> 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 \$290,000,000. The project is funded by a mix of funds, including Measure BB, SB1 Local Partnership Program (LPP), and SB1 Trade Corridor Enhancement Program (TCEP).

**Fiscal Impact:** Approval of the recommended actions will allocate \$13M of Measure BB Countywide Freight Corridors (TEP-27) funds for subsequent encumbrance and expenditure. This budget will be included in Alameda CTC's annual budget update for Fiscal Year 2019/20.

Phase one of the construction management work will be funded with a mix of SB1 Local Partnership Program (LPP) and Measure BB funds previously allocated to the project and have been identified for constructability review in the Project Funding Plan and Alameda CTC's annual budget. 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. 7<sup>th</sup> Street Grade Separation East Project Fact Sheet



# Global Opportunities at the Port of Oakland (GoPort) 5.4A

OCTOBER 2019

## 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/Construction

- ~\$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	\$12,500
Final Design (PS&E)	\$41,700
Construction <sup>1</sup>	\$567,800
<b>Total Expenditures Estimate</b>	<b>\$622,000</b>

<sup>1</sup> Includes right-of-way cost.

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$53,020
Federal	\$11,544
State (Senate Bill 1 (SB 1) LPP) <sup>2</sup>	\$7,980
State (SB 1 TCEP) <sup>3</sup>	\$187,456
TBD	\$362,000
<b>Total Revenues To Date</b>	<b>\$622,000</b>

<sup>2</sup> Local Partnership Program.

<sup>3</sup> 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 <sup>4/5</sup>	Late 2023 <sup>5</sup>

<sup>4</sup> Construction related to FITS will begin in fall 2019.

<sup>5</sup> Construction related to 7SGSW is to be determined.

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





# 7th Street Grade Separation East Project

5.4B

December 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 <sup>1</sup>	\$290,000
<b>Total Expenditures</b>	<b>\$317,000</b>

<sup>1</sup> Includes right-of-way cost.

FUNDING SOURCES (\$ X 1,000)

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

<sup>2</sup> Senate Bill 1 Local Partnership Program (LPP).  
<sup>3</sup> 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	2023

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



# Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 6, 2020

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery

**SUBJECT:** I-880/Mission Boulevard (Route 262) Interchange (PN 1174000):  
Approval of Cooperative Agreement with Alameda County Public  
Works Agency for Right-of-Way (ROW) closeout

## Recommendation

Approve and authorize the Executive Director to execute a cooperative agreement with the Alameda County Public Works Agency (ACPWA) for a total not-to-exceed amount of \$74,000 to provide Right-of-Way (ROW) closeout services.

## Summary

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (PN 1174000: ACTA MB196) is a capital project from the 1986 Measure B Expenditure Plan. The Project was constructed in two phases. Phase 1A included the interchange reconfiguration and the mainline widening for the High Occupancy Vehicle (HOV) lane and was completed in 2009. Phase 1B consisted of the Mission Boulevard (Route 262) widening and reconfiguration of the Kato Road ramps. Construction on Phase 1B began in 2012 and was completed in April 2015.

As the implementing agency for the ROW phase, Alameda CTC is responsible for the ROW closeout. ACPWA along with Oberkamper & Associates (Oberkamper), Alameda CTC's ROW engineering consultant team, have been supporting Alameda CTC in this effort since 2014. The remaining ROW closeout tasks include the transfer of nine parcels to Caltrans from Phase 1A and ROW mapping for Phase 1B.

The estimated cost for ACPWA to complete the ROW closeout is \$74,000 and would be funded by previously allocated 1986 Measure B project funds budgeted for the closeout phase. The estimated duration required to complete the ROW tasks and obtain Caltrans approval is 24 months.

## Background

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) is a capital project included in the 1986 Measure B Expenditure Plan. The Project was split into two stages. The first stage, Phase 1A, included the majority of the 1986 Measure B project funding for the interchange reconfiguration and the mainline widening for the HOV lane. Phase 1A was completed in 2009.

Phase 1B consisted of the Mission Boulevard (Route 262) widening and Kato Road ramps reconfiguration which were deferred from the Phase 1A scope. The widening of Mission Boulevard (Route 262) required the replacement of the multiple railroad bridges crossing Mission Boulevard. Coordination with the railroad was a primary consideration related to the decision to defer that portion of the project while Phase 1A proceeded into construction. Phase 1B was subsequently combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements and implemented by the Santa Clara Valley Transportation Authority as part of their BART to Silicon Valley efforts. Construction on Phase 1B began in 2012 and was completed in April 2015.

As the implementing agency for the ROW phase, Alameda CTC is responsible for the ROW closeout. ACPWA, under Alameda CTC agreement number A14-0049, has been supporting Alameda CTC to fulfill its ROW obligations. The agreement had an approved budget of \$200,000 and as of December 31, 2018, the agreement expiration date, ACPWA expended \$126,000 to complete the transfer documents for 7 of the 16 excess parcels. Concurrently, Oberkamper, Alameda CTC's ROW engineering team, has been performing surveying, monumentation, mapping and other ROW engineering support services for the ROW closeout phase. With the progress that Oberkamper has made through 2019, ACPWA is in position to move forward with the transfer of the remaining parcels.

It is recommended that Alameda CTC enter into a cooperative agreement with ACPWA for a not-to-exceed amount of \$74,000 (the remaining budget from Agreement A14-0049) to provide ROW closeout services that will result in the approval of ROW closeout by Caltrans. The estimated duration is 24 months.

**Fiscal Impact:** The fiscal impact of approving this item is \$74,000. The action will authorize previously allocated 1986 Measure B funds to be used for subsequent expenditure. This budget is included in the Project's funding plan and in Alameda CTC's Adopted FY 2019-2020 Capital Program Budget.



# Memorandum

5.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Adopt a Resolution in support of right-of-way acquisition for State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project

## Recommendation

It is recommended that the Commission adopt Resolution #20-001 agreeing to hear resolutions of necessity should an eminent domain action be required to acquire property for construction of the State Route (SR84) Expressway Widening and State Route 84/Interstate 680 (SR84/I-680) Interchange Improvements Project (Project). This requires a four-fifths affirmative vote by the Commission (18 Members or Alternatives).

## Summary

The SR84 Expressway Widening and SR84/I-680 Interchange Improvements Project (Project) is currently in the design and right-of-way acquisition phase. This Project is on the state highway system and the Caltrans will construct and own the facility. Through a cooperative agreement with Caltrans, Alameda CTC is overseeing the acquisition of right of way for the Project. The Project requires fee acquisition and easements rights for several parcels. Staff is currently making every effort to negotiate with the property owners to acquire property rights through a negotiated voluntary acquisition process. In the event that staff is unable to negotiate an acquisition of real property interests necessary for the Project, it will be necessary to initiate an eminent domain action. California State code requires that the local transportation agency oversee this process, and further requires that the local agency adopt by a four-fifths vote a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity to acquire real property for a project relating to a state highway, if any are necessary. Adoption of this resolution is necessary to proceed to the actual Resolutions of Necessity (RON) process in the event staff is unable to acquire property rights through negotiations.

## **Background**

The Project proposes to widen and upgrade SR84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational improvements to the SR84/I-680 Interchange. Additionally, the Project will extend the existing southbound express lane from SR84 to north of Koopman Road. The Project is currently in the design and right-of-way acquisition phase. Proposed improvements include widening SR84 from two to four lanes, interchange improvements, intersection improvements along the SR84 corridor, improvements to accommodate southbound express lane extension, drainage modifications, and utility relocations. This project is funded with a combination of \$123.05 million Measure BB/B funds, \$11.11 million State Transportation Improvement Program (STIP) funds, \$14.94 million Tri Valley Transportation Council (TVTC) funds, and \$85 million Regional Measure 3 (RM3) funds.

One critical ongoing activity is the acquisition of right-of-way required to construct the Project. The acquisition process may require initiating eminent domain proceedings; however, it is hoped this can be avoided through successful negotiations with property owners, which are currently on-going. If the necessary right-of-way cannot be acquired through a negotiated voluntary acquisition, then a public hearing(s) to consider RONS to acquire right-of-way will be required.

For Alameda CTC to hear RONS to acquire the property interests necessary for the Project, the Commission must first adopt a resolution authorizing it to hear such RONS. The Resolution, which will authorize Alameda CTC to hear any RONS for the acquisition of property interests necessary for the Project is included in Attachment A. Adoption of this Resolution requires a four-fifths affirmative vote by the Commission membership (18 Members or Alternates). Once the attached Resolution is adopted, the Commission will be authorized to hear any requisite RONS for the Project.

Final design and right of way acquisition began in 2018 and is expected to be complete by late spring 2020. If staff is unable to negotiate the voluntary acquisition of one or more property rights necessary for the Project, staff will return to the Commission with Resolutions of Necessity in the coming months. The project is expected to move into construction late 2020/early 2021.

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

### **Attachments:**

- A. Resolution of the Alameda County Transportation Commission Electing to Hear Resolutions of Necessity for the SR84 Expressway Widening and SR84/I-680 Interchange Improvements Project
- B. SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements Project Fact Sheet





**Commission Chair**

Supervisor Richard Valle, District 2

**Commission Vice Chair**

Mayor Pauline Cutter,  
City of San Leandro

**AC Transit**

Board Vice President Elsa Ortiz

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Supervisor Scott Haggerty, District 1  
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Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

**ALAMEDA COUNTY TRANSPORTATION COMMISSION**

**RESOLUTION 20-001**

**Resolution of the Alameda County Transportation Commission Electing  
to Hear Resolutions of Necessity for the State Route 84 Expressway  
Widening and State Route 84/Interstate 680 Interchange  
Improvements Project**

**WHEREAS**, Alameda CTC is undertaking the Route 84 Expressway Widening and State Route 84/Interstate 680 Improvements Project to widen State Route 84 to expressway standards, improve the interchange, intersections along the SR84 corridor and drainage in the Project area, relocate utilities out of state right of way, and make other improvements to the State Highway in southern Alameda County; and

**WHEREAS**, as of March 1, 2012, Alameda CTC has been vested with the power of eminent domain to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of Alameda CTC's Joint Powers Agreement, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

**WHEREAS**, the State of California, Department of Transportation requires the governing body of a local transportation agency acquiring real property for a project relating to a State Highway to pass and adopt, by a four-fifths vote, a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity to acquire real property for a project relating to a State Highway, if any are necessary; and

**WHEREAS**, to proceed with the Project and the acquisition process, and in light of the Project's schedule, critical deadlines, and necessary acquisitions, it may be necessary to conduct Resolution of Necessity hearings.

**NOW, THEREFORE, BE IT RESOLVED**, that the governing body of the Alameda County Transportation Commission hereby agrees to conduct Resolution of Necessity hearings, and to adopt or reject the proposed resolutions of necessity to obtain the real property and real property interests determined to be necessary for the Project.

**DULY PASSED AND ADOPTED** by the Alameda CTC Commission at the regular Commission meeting held on Thursday, January 30, 2020 in Oakland, California, by the following vote:

AYES:                NOES:                ABSTAIN:                ABSENT:

SIGNED:

Attest:

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Richard Valle,  
Chair, Alameda CTC

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Vanessa Lee,  
Clerk of the Commission





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

5.6B

JANUARY 2020

## PROJECT OVERVIEW

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

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

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

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

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

## PROJECT NEED

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



## PROJECT BENEFITS

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



I-680/SR-84 interchange.



SR-84 looking eastbound near Ruby Hill Road.



SR-84 looking westbound near Ruby Hill Road.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design and Right-of-Way

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

PARTNERS AND STAKEHOLDERS

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

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

Preliminary Engineering/Environmental	\$5,756
Final Design	\$17,250
Right-of-Way	\$20,500
Construction	\$190,594
Total Expenditures	\$234,100

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

FUNDING SOURCES (\$ X 1,000)

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

<sup>1</sup> Local funding includes the Tri-Valley Transportation Council (TVTC).  
<sup>2</sup> Regional Improvement Program (RIP).  
<sup>3</sup> Regional Measure 3 (RM 3).

SCHEDULE BY PHASE

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

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