



DATE: February 3, 2020

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Approve Amendment No. 4 to Professional Services Agreement No. A11-0038 with Parsons Corporation for Utility Closeout for the I-80 Integrated Corridor Mobility Project

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement A11-0038 with Parsons Corporation (Parsons) for an additional budget of \$51,000, for a total not-to-exceed amount of \$7,926,523, and a time extension to June 30, 2020 for utility closeout services.

Summary

The I-80 Integrated Corridor Mobility (ICM) Project is an Emerging Project from the 2000 Measure B (ACTIA 27B). The project deployed Intelligent Transportation System (ITS) and Traffic Operation System (TOS) elements along a 20-mile segment of the I-80 corridor from the San Francisco-Oakland Bay Bridge in Alameda County to the Carquinez Bridge in Contra Costa County, and on San Pablo Avenue in the Cities of Oakland, Emeryville, Berkeley, Albany, El Cerrito, Richmond, San Pablo, Pinole, Hercules and unincorporated Contra Costa County. ITS and TOS elements such as active traffic management (via the use of lane use and changeable message signs), adaptive ramp metering and traffic/traveler information (via the use of changeable message signs and information display boards) installed along I-80 and signal synchronization/transit priority and trail blazer signs installed along San Pablo Avenue are managed as one integrated system in order to improve travel time reliability, reduce congestion and improve safety. The Alameda County Transportation Commission (Alameda CTC), in partnership with Caltrans and the Contra Costa Transportation Authority (CCTA), successfully opened this \$79 million project to the public in September 2016.

Alameda CTC's project role included that of implementing agency for the system integration work. Alameda CTC contracted with Parsons to perform system integration for the project, ensure full system functionality, and perform all work required to fully transition

maintenance and operation (M&O) responsibilities to the jurisdictions identified in the project Memorandum of Understanding (MOU) executed June 2012. Parsons, under agreement A11-0038, successfully completed all contracted work with the exception of the transference of one AT&T account which supports the closed-circuit television (CCTV) camera feeds for the project. AT&T requires one legal entity to be liable for supporting the Virtual Private Network (VPN), and as such, Parsons was unable to transfer the account to the responsible jurisdictions as originally conceptualized.

Since October 2019, Alameda CTC and CCTA have been working towards a solution. In December 2019, Caltrans agreed to take over the account; however, Caltrans must reconfigure its network to manage the CCTV feeds in order to establish the account in its name. The cost of the reconfiguration and the payments to AT&T for the utility services until the new Caltrans account is activated, is estimated to be \$51,000. This contract would be funded from a combination of Alameda CTC administered funds and CCTA funds.

Approval of Amendment No. 4 to Agreement A11-0038 with Parsons for \$51,000 and a time extension to June 30, 2020 would allow for the utility closeout and fulfillment of Alameda CTC's project responsibilities under the 2012 MOU.

Background

Alameda CTC is the project sponsor in partnership with Caltrans and CCTA for the I-80 ICM Project which deploys ITS and TOS elements along a 20- mile segment of the I-80 corridor from the San Francisco-Oakland Bay Bridge in Alameda County to the Carquinez Bridge in Contra Costa County and on San Pablo Avenue in the Cities of Oakland, Emeryville, Berkeley, Albany, El Cerrito, Richmond, San Pablo, Pinole, Hercules and unincorporated Contra Costa County. As many as 270,000 vehicles move through the I-80 Corridor and the ITS and TOS elements such as active traffic management (via the use of lane use and changeable message signs), adaptive ramp metering and traffic/traveler information (via the use of changeable message signs and information display boards) installed along I-80 and signal synchronization/transit priority and trail blazer signs installed along San Pablo Avenue are managed as one integrated system in order to improve travel time reliability, reduce congestion and improve safety.

This \$79 million project is funded from a combination of Measure B, CCTA sales tax, regional, state, and federal funds with the majority component (\$65 million) from the Proposition 1B bond program. The project was implemented as six contracts divided between Caltrans and Alameda CTC. Project responsibilities, including funding and O&M responsibilities upon project completion, were memorialized in the June 2012 MOU executed by all Project Stakeholders (Alameda CTC, CCTA, Caltrans, the local jurisdictions along the corridor and transit operators). The MOU will expire in June 2022.

Alameda CTC, as the implementing agency for the system integration work, entered into agreement A11-0038 with Parsons to provide the required professional services. Under this agreement, Parsons installed a centrally located sever at Caltrans District 4 and

established the corresponding communication accounts with AT&T for the CCTV cameras. As part of the transition into the O&M phase, Parsons initiated the transfer of the utility bills to the responsible jurisdiction. For the CCTVs, each requires two (2) AT&T bills, one to produce a feed and one to secure the CCTV camera feed network by a VPN. Parsons has transferred all accounts to the responsible jurisdictions with the exception of the one VPN account. Since AT&T requires one entity to be legally responsible for the CCTV camera network, this account cannot be separated as individual accounts to each of the nine responsible jurisdictions as originally envisioned.

In October 2019, Alameda CTC initiated discussions with CCTA and Caltrans to identify options for the transfer of the one remaining AT&T account. In November 2019, Alameda CTC and CCTA formally requested Caltrans to take on the long-term responsibility for the network. In December 2019, Caltrans indicated that it was willing to take on this responsibility and initiated discussions with AT&T to begin the account transfer. It was believed that the account transfer would be a simple administrative account change; however, due to Caltrans' contractual agreement with AT&T, physical changes to the service connections are required at Caltrans' offices to allow Caltrans to manage the communication lines to the various jurisdictions on the network. Caltrans has obtained agreement with AT&T on the required tasks and the coordination efforts with the AT&T service team to ensure uninterrupted communication services throughout the account transition so that the jurisdictions may continue to effectively manage and respond to traffic needs along the local corridor network. The estimated cost to reconfigure the network, coordinate with AT&T during the transition, and maintain the AT&T communication services during the transition to Caltrans is \$51,000. This cost includes a \$40,000 budget to pay for the AT&T utility services bills. CCTA's funding contribution towards this overall work is \$40,552.

Approval of Amendment No. 4 to Agreement A11-0038 with Parsons for \$51,000 and a time extension to June 30, 2020 would allow for the utility closeout and fulfillment of Alameda CTC's project responsibilities under the 2012 MOU.

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

Fiscal Impact: The fiscal impact of approving this item is \$51,000. The action will authorize previously allocated Alameda CTC administered funds to be used for subsequent expenditure, of which up to \$40,552 would be reimbursed by CCTA. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2019-2020 Operating and Capital Program Budget.

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