



Programs and Projects Committee Meeting Agenda Monday, February 10, 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:	Gary Huisingh
Members:	Marilyn Ezzy Ashcraft, Scott Haggerty, Nick Pilch, Rebecca Saltzman, Sheng Thao	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

4.1. [Approve January 13, 2020 PPC Meeting Minutes](#) 1 A

5. Regular Matters

5.1. [Approve Transportation Fund for Clean Air \(TFCA\) FY 2020-21 Expenditure Plan Application and Call for Projects](#) 5 A

5.2. [Approve actions necessary to facilitate project advancement into the construction phase for Global Opportunities at the Port of Oakland \(GoPort\) Program's 7th Street Grade Separation East Project](#) 25 A

5.3. [Approve Amendment No. 4 to the Professional Services Agreement with Parsons Transportation Group \(PTG\) for the I-80 Gilman Interchange Improvement Project](#) 33 A

5.4. [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](#) 41 A

1. Committee Member Reports

2. Staff Reports

3. Adjournment

Next Meeting: Monday, March 9, 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 February and March 2020

Commission Chair

Mayor Pauline Russo Cutter,
City of San Leandro

Commission Vice Chair

Councilmember John Bauters,
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
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 Ezy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

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-Vemaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	February 27, 2020 March 26, 2020
9:00 a.m.	Finance and Administration Committee (FAC)	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)	
12:15 p.m.	Programs and Projects Committee (PPC)	

Advisory Committee Meetings

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
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	March 5, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	March 9, 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). Meetings subject to change.

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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.

Subsequent to the roll call:

Commissioner Valle left during Item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve of the October 14, 2019 PPC Meeting Minutes

4.2. Approve Administrative Amendments to Various Project Funding Agreements to extend agreement expiration dates

Commissioner Dutra-Vernaci moved to approve the consent calendar.

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

Yes: Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Miley, Pilch, 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 a revision to the Alameda County Transportation Commission (Alameda CTC) Commission-approved 2020 State Transportation Improvement Program (STIP) and accompanying Resolution.

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

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

No: None

Abstain: None

Absent: Thao, Valle

5.2. Approve advertisement for construction contract for I-880 Replacement Planting at Davis Street and Marina Boulevard

Ashley Tam 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.

Commissioner Pilch wanted more information on where Boston Ivy would be placed considering that it is an invasive species of plant. Trinity Nguyen noted that the Ivy was proposed for the soundwalls as requested by the City.

Commissioner Cutter wanted to know how the planting would affect the opportunity to abate litter around the plants. Ms. Nguyen stated that Caltrans will maintain the area once the project is completed and both Caltrans maintenance and City staff have had the opportunity to provide input during the design process to address potential future maintenance issues. She noted that there is a maintenance agreement between the City of San Leandro and Caltrans.

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

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

5.3. 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)

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

Commissioner Saltzman asked why the start of construction was so far away. Ms. Lengyel stated that there is not funding to move into design but the agreement is necessary to ready the project for potential right of way acquisition.

Commissioner Pilch commented that safety is an issue with the East Bay Greenway project and wanted to ensure that this is considered in every section of the project.

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, Pilch, Saltzman
- No: None
- Abstain: None
- Absent: Thao, Valle

5.4. 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

John Pulliam recommended that the Commission approve the following actions related to the 7th Street Grade Separation East Project: allocate \$13M of Measure BB Countywide Freight Corridors (TEP-27) funds for Right-of-Way phase; and 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. Construction management services is included in the contract, but funding for those services will be approved at a later time once the project moves into construction.

Commissioner Cutter wanted to ensure that staff is coordinating closely with the City of Oakland on this project. Mr. Pulliam stated that there is a Memorandum of Understanding with the City of Oakland to define roles and responsibilities.

Commissioner Pilch asked the overall amount of MBB TEP-27 funds available. Vivek Bhat stated that there \$161M earmarked towards TEP-27 out of which approximately \$61M has been allocated through Alameda CTC's Comprehensive Investment Plan programming and allocation process.

Commissioner Miley asked if WSP was a local firm. Mr. Pulliam said the firm is located in Oakland.

Commissioner Ezzy Ashcraft asked if Union Pacific Railroad (UPRR) agrees with the appraisal amount. Mr. Pulliam stated that the appraisals has been sent to UPRR but formal agreements have yet to be entered into. UPRR is scheduled to respond to the appraisal by the end of January.

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

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

5.5. Approve Professional Services Agreement with Alameda County Public Works Agency for I-880 Mission Blvd. (Route 262) Interchange ROW closeout

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute a cooperative agreement with the Alameda County Public Works Agency for a total not-to-exceed amount of \$74,000 to provide Right-of-Way closeout services.

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

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

5.6. Adopt Resolution in support of right-of-way acquisition for State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project

John Pulliam 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. This requires a four-fifths affirmative vote by the Commission (18 Members or Alternatives).

Commissioner Ezzy Ashcraft wanted to know what the issues are with the seven remaining parcels. Mr. Pulliam stated that there are negotiations currently underway.

Commissioner Dutra-Vernaci asked how far off are they on negotiations. Amara Morrison, Legal Counsel from Wendel Rosen stated that the full Commission will be briefed on negotiations in closed session.

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

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

6. Committee Reports

There were no committee reports.

7. Staff Reports

Tess Lengyel reminded the Commissioners that the next Commission Meeting is scheduled for January 30, 2020.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, February 10, 2020 at 12:15 p.m.

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 3, 2020

TO: Programs and Projects Committee

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

SUBJECT: Approve Transportation Fund for Clean Air (TFCA) FY 2020-21 Expenditure Plan Application and Call for Projects

Recommendation

1. Approve Resolution 20-003 regarding the TFCA County Program Manager (CPM) FY 2020-21 Expenditure Plan Application, due to the Air District by March 3, 2020; and
2. Approve the release of a FY 2020-21 TFCA call for projects for the approximately \$2.9 million of available funding.

Summary

As the designated TFCA County Program Manager (CPM) for Alameda County, the Alameda CTC is required to annually program the TFCA revenue received from the Bay Area Air Quality Management District (Air District). It is recommended the Commission approve Resolution 20-003 (Attachment A), regarding the fiscal year (FY) 2020-21 TFCA CPM Expenditure Plan Application (Attachment B) and its submittal to the Air District. The FY 2020-21 TFCA Expenditure Plan Application identifies approximately \$2.9 million of funding available for programming and is due to the Air District by March 3, 2020, prior to a detailed program of projects. A TFCA call for projects is scheduled for release in March 2020.

Background

TFCA funding is generated by a four-dollar vehicle registration fee administered by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects eligible for TFCA include shuttles, bike lanes and bike parking, signal timing and transit signal priority, travel demand management (TDM) programs and alternative fuel vehicles and fueling/charging infrastructure. The Alameda CTC is responsible for programming 40

percent of the revenue generated within Alameda County for this program. A total of 6.25% percent of new revenue is set aside for Alameda CTC's administration of the program. Per the distribution formula for Alameda County's share of TFCA funding, 70 percent of the available funds are to be allocated to the cities and County based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which helps facilitate the required annual programming of all available funds.

For reference, a draft FY 2020-21 TFCA fund estimate (Attachment C) identifies how the funding identified in the FY 2020-21 Expenditure Plan Application is distributed per the county-level funding formula. Projects proposed for TFCA funding are to be consistent with the Air District's TFCA CPM Fund Policies (Attachment D) and cost-effectiveness requirements. There are no substantive changes to the CPM Fund Policies from last year.

FY 2020-21 Revenue

The FY 2020-21 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Additionally, previously programmed TFCA funds remaining from closed (i.e., cancelled or completed) projects are returned to the Alameda CTC's fund estimate for reprogramming. These adjustments are detailed on the second page of the Expenditure Plan Application. Returned funds that were initially programmed from the 70 percent cities/county portion of the fund estimate are credited back to the project sponsor's share.

As summarized below, the estimated total amount available for projects is the sum of the new allocation (projected revenue), funds to reprogram, and earned interest, less 6.25 percent of the new allocation, which is reserved for the Alameda CTC's administration of the TFCA program.

Estimated new allocation for FY 2020-21:	\$2,078,522
Earned interest for calendar year 2019:	\$118,754
<u>Funds from closed projects to reprogram, as of 10/31/19:</u>	<u>\$834,057</u>
Total funding available for FY 2020-21:	\$3,031,333
<u>Less 6.25% of new allocation for TFCA administration:</u>	<u>- \$129,908</u>
Total FY 2020-21 TFCA funding for projects:	\$2,901,425

FY 2020-21 Program Development

The Air District's TFCA CPM Policies require the distributed revenue to be fully programmed on an annual basis. Any unprogrammed balance remaining after the Air District's programming deadline may be redirected by the Air District to other projects in the region. The programming of TFCA funding is incorporated into the Alameda CTC's biennial Comprehensive Investment Plan (CIP) process, but due to the annual programming deadline for these funds, releasing stand-alone TFCA calls for projects is periodically required. A TFCA call for projects is scheduled for release in early-mid March 2020 with applications due a minimum of 3 weeks from the release date. Staff will evaluate the proposed projects for TFCA eligibility and cost-effectiveness and include a FY 2020-21 TFCA program recommendation in the 2020 CIP Update, scheduled for consideration by the Commission in May 2020. If an unprogrammed TFCA balance remains when the 2020 CIP Update is adopted, a separate programming recommendation for the balance will be presented in the fall 2020 timeframe.

The Air District requires an approved program of TFCA projects to be submitted no later than six months from the date the Air District Board approves the TFCA CPM expenditure plan applications. This year, a complete FY 2020-21 TFCA program of projects is estimated to be due to the Air District by November 2019.

Next Steps

The Alameda CTC FY 2020-21 TFCA Expenditure Plan Application is to be signed by the Executive Director and is due to the Air District by March 3, 2020. A TFCA call for projects will be released in early-mid March 2020.

Updated TFCA program guidelines, including the attached Air District FY 2020-21 TFCA Policies, will be incorporated into the Alameda CTC's 2020 CIP Update, along with the FY 2020-21 fund estimate and funding recommendations. A complete TFCA FY 2020-21 program of projects is due to the Air District by November 2020.

Fiscal Impact: This recommended action has no significant fiscal impact. TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2020-21 budget.

Attachments:

- A. Alameda CTC Resolution 20-003
- B. Alameda CTC FY 2020-21 TFCA Expenditure Plan Application
- C. Alameda CTC Draft FY 2020-21 TFCA Fund Estimate
- D. Air District's FY 2020-21 TFCA County Program Manager Fund Policies

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-003

Approval of the Alameda County FY 2020-21
Transportation Fund for Clean Air County Program Manager Fund
Expenditure Plan Application

Commission Chair
Mayor Pauline Russo Cutter,
City of San Leandro

Commission Vice Chair
Councilmember John Bauters,
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
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BART
Director Rebecca Saltzman

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Mayor David Haubert

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
Tess Lengyel

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2020-21 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 3, 2019.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission will program an estimated \$2,901,425 to projects, consistent with the attached FY 2020-21 TFCA County Program Manager Fund Expenditure Plan Application;

BE IT FURTHER RESOLVED, the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the FY2020-21 Expenditure Plan Application; and

BE IT FURTHER RESOLVED, the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this funding with the Air District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 27, 2020 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

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SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

PART A: NEW TFCA FUNDS

- 1. Estimated FYE 2021 DMV revenues (based on projected CY2019 revenues): Line 1: \$2,045,400
2. Difference between prior-year estimate and actual revenue: Line 2: \$33,122
a. Actual FYE 2019 DMV revenues (based on CY2018): \$2,004,222
b. Estimated FYE 2019 DMV revenues: \$1,971,100
('a' minus 'b' equals Line 2.)
3. Estimated New Allocation for projects and administration (Sum of Lines 1 and 2): Line 3: \$2,078,522

PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- 4. Total available for programming/reprogramming to other projects. Line 4: \$952,810.94
a. Amount available from previously funded projects: \$834,057.20
(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)
b. Interest income earned on TFCA funds in CY 2019: \$118,753.74
('a' plus 'b' equals Line 4.)

PART C: TOTAL AVAILABLE TFCA FUNDS

- 5. Total Available TFCA Funds (Sum of Lines 3 and 4) Line 5: \$3,031,332.94
a. Estimated TFCA funds budgeted for administration: \$129,907.63
(Note: This amount may not exceed 6.25% of Line 3.)
b. Estimated Total TFCA funds available for projects \$2,901,425.31
(Line 5 minus Line 5.a.)

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

1 The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code *
14ALA05	Hayward	Tennyson, Hesperian and Winton Signal Upgrade and Coordination	\$240,000	\$216,281.55	\$23,418.45	UB
14ALA12	Alameda CTC	Countywide Guaranteed Ride Home Program, FYs 13-14 & 14-15	\$270,000	\$252,092.12	\$17,907.80	UB
16ALA02	Alameda CTC	Countywide Carpool and Bike Promotion	\$210,000	\$205,568.85	\$4,431.15	UB
16ALA13	Alameda CTC	Countywide Transportation Demand Management Program, FYs 15-16 & 16-17	\$270,000	\$148,084	\$121,946	UB
17ALA07	Pleasanton	Bernal Ave Park and Ride	\$189,000	\$0	\$189,000	CP
18ALA07	Pleasanton	Pleasanton Trip Reduction Program, FYs 17-18 & 18-19	\$65,000	\$64,999.98	\$.02	UB
18ALA10	Alameda CTC	Countywide Transportation Demand Management Program, FYs 17-18 & 18-19	\$420,000	\$217,646.30	\$202,353.70	UB
19ALA04	Alameda County	East 14 th Bike Lanes	\$123,000	\$0	\$123,000	CP
19ALA06	Oakland	Broadway Shuttle, FY 2019-20	\$350,000	\$338,000	\$12,000	UB
19ALA07	Cal State East Bay	2 nd Hayward BART – Campus Shuttle, FYs 18-19 & 19-20	\$215,000	\$75,000	\$140,000	UB

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING\$ 834,057.12*(Enter this amount in Part B, Line 4.a. of Summary Information form)*** Enter UB (for projects that were completed under budget) and CP (for cancelled project).*

Alameda CTC TFCA County Program Manager Fund: FY 2020-21 Draft Fund Estimate

5.1C

	A	B	C	D	E (B-C+D)	F (A+E)			
Agency	Population (Estimate ¹)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	79,316	4.75%	4.75%	\$ 68,756	\$ (8,203)	\$ 191,051	\$ 6,940	\$ (192,314)	\$ (123,557)
Alameda County	149,536	8.96%	8.96%	\$ 129,627	\$ 431,648	\$ 275,305	\$ 136,085	\$ 292,428	\$ 422,056
Albany	19,393	1.16%	1.16%	\$ 16,811	\$ (23,294)	\$ 3,878	\$ 1,697	\$ (25,475)	\$ (8,664)
Berkeley	123,328	7.39%	7.39%	\$ 106,909	\$ 163,838	\$ 24,805	\$ 10,792	\$ 149,825	\$ 256,733
Dublin	64,577	3.87%	3.87%	\$ 55,979	\$ 221,019	\$ 1,015,290	\$ 5,651	\$ (788,621)	\$ (732,642)
Emeryville	11,885	0.71%	0.71%	\$ 10,303	\$ (190,606)	\$ 2,441	\$ 1,040	\$ (192,008)	\$ (181,705)
Fremont	232,532	13.93%	13.93%	\$ 201,574	\$ 101,042	\$ 47,919	\$ 20,347	\$ 73,470	\$ 275,043
Hayward	159,433	9.55%	9.55%	\$ 138,207	\$ 137,361	\$ 32,978	\$ 37,369	\$ 141,752	\$ 279,959
Livermore	91,039	5.45%	5.45%	\$ 78,918	\$ 592,632	\$ 18,605	\$ 7,966	\$ 581,993	\$ 660,912
Newark	48,712	2.92%	2.92%	\$ 42,227	\$ 474,773	\$ 9,661	\$ 4,262	\$ 469,374	\$ 511,601
Oakland	432,897	25.93%	25.93%	\$ 375,263	\$ 21,598	\$ 352,279	\$ 49,880	\$ (280,802)	\$ 94,461
Piedmont	11,420	0.68%	0.69%	\$ 10,000	\$ 111,456	\$ 2,402	\$ 1,009	\$ 110,063	\$ 120,063
Pleasanton	80,492	4.82%	4.82%	\$ 69,776	\$ (41,504)	\$ 96,120	\$ 196,043	\$ 58,420	\$ 128,195
San Leandro	89,825	5.38%	5.38%	\$ 77,866	\$ 344,514	\$ 17,829	\$ 7,860	\$ 334,546	\$ 412,412
Union City	74,916	4.49%	4.49%	\$ 64,942	\$ 382,218	\$ 235,856	\$ 6,555	\$ 152,917	\$ 217,859
TOTAL 70% Cities/County:	1,669,301	100%	100%	\$ 1,447,158	\$ 2,718,490	\$ 2,326,419	\$ 493,497	\$ 885,568.05	\$2,332,725.73

FY 2019-20 TFCA New Revenue	\$ 2,078,522	(FYE21 Expenditure Plan Application, Line 1)
<u>Less 6.25% for Program Administration</u>	<u>\$ (129,908)</u>	
Subtotal New Programming Capacity	\$ 1,948,614	
<u>Calendar Year 2019 Interest Earned</u>	<u>\$ 118,754</u>	
Total New Programming Capacity	\$ 2,067,368	

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 2,067,368	\$ 1,447,158	\$ 620,210
Funds Available from Closed Projects Adjustment	\$ 834,057	\$ 493,497	\$ 340,560
FY 2019-20 Rollover (debit/credit) Adjustment	\$ -	\$ 392,071	\$ (392,071)
Total Adjustments ²	\$ 834,057	\$ 885,568	\$ (51,511)
Adjusted Total Available to Program	\$ 2,901,425	\$ 2,332,726	\$ 568,699

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2019.
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/19.

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Appendix D: Board-Adopted Policies for FYE 2021

Adopted November 20, 2019

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2021.

BASIC ELIGIBILITY

- Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

- TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness for TFCA County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	500,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	500,000
25	On-Road Goods Movement Truck Replacements	90,000
26	Alternative Fuel Infrastructure	250,000 500,000*
27	Ridesharing Projects - Existing	150,000
28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
29.a.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.
	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a.-h.
29.b.	Pilot Trip Reduction	500,000

30	Bicycle Projects Bikeways Bicycle Parking	500,000 250,000
31	Bike Share	500,000
32	Arterial Management	175,000
33	Smart Growth/Traffic Calming	175,000

*This higher C-E limit is for projects that install electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities.

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - a. **Public agencies** are eligible to apply for all project categories.
 - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2021. For purposes of this policy, “commence” means a tangible preparatory action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #33, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the financial statement audit or the compliance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District’s final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed financial statement audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds.

A failed compliance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed financial statement or compliance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.
12. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a specific project or program.
13. **Reserved.**
14. **Cost of Developing Proposals:** The costs to prepare grant applications are not eligible.

USE OF TFCA FUNDS

15. **Combined Funds:** TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, County Program Manager-funded projects may be combined with funds that do not require emissions reductions for funding eligibility.
16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.

18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager’s Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19. Reserved.

20. Reserved.

21. Reserved.

ELIGIBLE PROJECT CATEGORIES

Clean Air Vehicle Projects

22. Alternative Fuel Light-Duty Vehicles:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District’s jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. Vehicles must be new (model year 2020 or newer), and have a gross vehicle weight rating (GVWR) of 8,500 lbs. or lower.
- b. Vehicles must be:
 - i. hybrid-electric, electric, or fuel cell vehicles that are approved by the California Air Resources Board (CARB) for on-road use
 - ii. neighborhood electric vehicles (NEV) as defined in the California Vehicle Code.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas, and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

23. **Reserved.**

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District’s jurisdiction by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Each vehicle must be new and have a GVWR greater than 8,500 lbs.
- b. Eligible vehicles must be approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.

- d. The total amount of TFCA funds awarded combined with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed 90% of the project's eligible cost

Vehicles that are solely powered by gasoline, diesel, or natural gas and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

- 25. **On-Road Goods Movement Truck Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA) with new or used trucks that have an engine certified to the 2010 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.

26. **Alternative Fuel Infrastructure:**

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (i.e., electric vehicle, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs. Projects that include installation of charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities qualify for funding at a higher cost-effectiveness limit (see Policy #2).

Trip Reduction Projects

- 27. **Existing Ridesharing Services:** The project will provide carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the grantee are not eligible.

28. **Existing Shuttle/Feeder Bus Service:**

The project will reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location.

- b. The service’s schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCF funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination.
- e. Reserved.
- f. Grantees must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- g. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. Pilot Projects:

a. Pilot Shuttle/Feeder Bus Service Projects:

These projects are new shuttle/feeder bus service routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Demonstrate the project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
- ii. Provide data and/or other evidence demonstrating the public’s need for the service, including a demand assessment survey and letters of support from potential users.
- iii. Provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCF funds to maintain its operation after the pilot period;
- iv. Provide a letter from the local transit agency denying service to the project’s proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider’s evaluation of the need for the shuttle service to the proposed area. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCF Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be

evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:

1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
 2. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and
 2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

b. Pilot Trip Reduction:

The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation. All the following conditions must be met for a project to be eligible for TFCA funds:

- i. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;
- iii. Applicants must provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year;
- iv. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

30. Bicycle Projects:

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible

to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

a. Bicycle Parking:

The project will expand the public's access to bicycle parking. The electronic bicycle lockers and bicycle racks must be publicly accessible and available for use by all members of the public.

Eligible projects are limited to the following types of bike parking facilities that result in motor vehicle emission reductions:

- i. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- ii. Electronic bicycle lockers;
- iii. Capital costs for attended bicycle storage facilities; and
- iv. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.

b. Bikeways:

- i. Class I Bikeway (bike path), new or upgrade improvement from Class II or Class III bikeway;
- ii. New Class II Bikeway (bike lane);
- iii. New Class III Bikeway (bike route);
- iv. Class IV Bikeway (separated bikeway), new or upgrade improvement from Class II or Class III bikeway;

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

31. Bike Share:

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all of the following conditions:

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
 - i. Projects that do not require membership or any fees for use, or

- ii. Projects that were provided funding under MTC’s Bike Share Capital Program to start a new or expand an existing bike share program; or.
- iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2021 TFCA funds to pay for up to five years of operations.

32. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

33. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that achieve motor vehicle emission reductions by designing and improving safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

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Memorandum

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DATE: February 3, 2020

TO: Programs and Projects Committee

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

SUBJECT: Approve actions necessary to facilitate project advancement into the construction phase for Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project

Recommendation

It is recommended that the Commission approve the following actions related to the Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project:

1. Allocate \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds which includes \$10 million for the Right of Way (R/W) phase and \$37 million towards the Construction phase;
2. Authorize the advertisement of the Construction phase contract; and
3. Authorize the Executive Director to enter into agreements with project partners and third-party utilities, as necessary for the R/W and Construction phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Program, which includes a program of projects to improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. These capital improvement projects will substantially increase the efficiency and reliability of goods movement operations, improve the competitiveness of the Port, enhance the safety and incident response capabilities, and improve truck throughput within and near the Port.

The 7th Street Grade Separation East (7SGSE) Project, is one of the three projects included in the GoPort Program. This project proposes to realign and reconstruct the existing substandard railroad underpass between I-880 and Maritime Street, to increase

clearance for trucks, meet other current geometric and seismic standards, and improve the shared pedestrian/bicycle pathway. Additional project details are provided in Attachment A (Project Fact Sheet).

Currently the total estimated cost for the 7SGSE project is \$317 million. Measure BB investments of approximately \$32 million in early phases of the project have helped leverage approximately \$8 million of Senate Bill 1 (SB 1) Local Partnership Program (LPP) funds and \$175 million of SB 1 Trade Corridor Enhancement Program (TCEP) state funds, for a total of \$183 million SB 1 funding from the California Transportation Commission (CTC). The TCEP funds are programmed for construction in Fiscal Year (FY) 2019-20 and are required to adhere to CTC's timely use of funds mandates, including a CTC funding allocation deadline of no later than June 2020. Staff is targeting scheduling the allocation for the May 2020 CTC meeting. The deadline for submitting the fund request for consideration at the May 2020 CTC meeting is March 16, 2020 and requires completion of Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan.

The Plans, Specifications & Estimate (final design) work is currently at 95% design completion with R/W certification and RTL anticipated in early March 2020. Alameda CTC has been working closely with project stakeholders, including the Port of Oakland, City of Oakland, and Union Pacific Railroad (UPRR), on the final design and R/W requirements for the project. Agreements with project partners, such as the Port, City of Oakland, UPRR and third-party utility owners are necessary to obtain access rights and clear R/W ahead of commencement of project construction activities.

To fulfill the R/W needs and to move the project to construction, staff requests an allocation of \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds, which includes \$10 million for the R/W phase and \$37 million for the construction phase. The project currently has a funding need of approximately \$102 million. Approving this funding allocation request would reduce the funding need to \$55 million. Alameda CTC staff has been working closely with Metropolitan Transportation Commission (MTC) staff on addressing this funding need with Regional Measure 3 (RM3) Goods Movement funds. Next month staff intends to update the Commission on the status of this request and any potential MTC related actions.

It is anticipated that the construction contract will be advertised by June 2020. Staff expects to return to the Commission in October 2020 with an award recommendation subject to MTC and CTC's approval of construction funding. The construction contract would be funded by state, regional, and local funds, and upon approval, budget will be included in the Alameda CTC Adopted FY 2020-21 Capital Program Budget.

Background

The Alameda CTC is the project sponsor and implementing agency for the GoPort Program, which includes an approximately \$650 million program of projects to improve truck and rail access to the Port of Oakland (Port). The 7th Street Grade Separation East (7SGSE) Project, is one of the three projects included in the GoPort program.

Alameda CTC is implementing the 7SGSE Project in partnership with the Port and the City of Oakland. 7th Street serves as one of the three gateways to access the Port, carrying over 40% of all truck traffic to the Port. The project features include a realignment of the 7th Street roadway, construction of a new railroad bridge structure, improving the shared bicycle/pedestrian pathway to a Class I bike lane that provides connectivity to the Bay Trail, and installation of ITS elements such as changeable message signs.

The 7SGSE project was included in the 2002 Oakland Army Base Redevelopment Environmental Impact Report (EIR) and the 2012 OAB EIR Addendum. Both state-level California Environmental Quality Act documents were approved by the City of Oakland as the Lead Agency and the Port of Oakland as the Responsible Agency. Alameda CTC has worked collaboratively with Caltrans and the Port of Oakland to obtain federal-level National Environmental Policy Act clearance through a Categorical Exclusion from Caltrans in October 2018. A revalidation was completed in May 2019. The 95% level design was completed in December 2019, and stakeholder comments are being incorporated into the final design/construction contract documents.

Several agreements are required to successfully implement the 7SGSE project. Alameda CTC has been working collaboratively with various project stakeholders including the Port of Oakland, City of Oakland, Union Pacific Railroad (UPRR), and utility owners on necessary funding agreements, cooperative agreements, permits, a Construction and Maintenance agreement, utility agreements, R/W agreements, and memorandums of understanding (MOU). Negotiations with UPRR are nearing completion for R/W acquisition required for the project and UPRR-identified rail operational improvements that will mitigate construction impacts to their on-going rail operations. The final design, R/W certification, and RTL are anticipated by early March 2020.

To date, through prior Comprehensive Investment Plan (CIP) actions, the Commission has allocated a total of \$53.02 million of Measure BB funds for the GoPort Program of projects. \$19.02 million of the \$53.02 million allocated Measure BB funds were committed towards the 7SGSE for Project Approval and Environmental Document (PA&ED) and PS&E services, and \$13 million Measure BB funds for the R/W phase activities to prepare for R/W acquisition from UPRR. Based on these early Measure BB investments, the Alameda CTC has successfully leveraged approximately \$8 million of SB 1 LPP funds and \$175 million of SB 1 TCEP state funds, for a total of \$183 million SB 1 funding from the CTC.

The TCEP funds are programmed for construction in Fiscal Year (FY) 2019-20 and are required to adhere to CTC's timely use of funds mandates, including a funding allocation deadline of

no later than June 2020. Staff is targeting scheduling the allocation for the May 2020 CTC meeting. The deadline for submitting the allocation request for the May 2020 CTC meeting is March 16, 2020 and requires a complete Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan.

Agreements with project partners, such as the Port, City of Oakland, UPRR, and third-party utility owners are necessary to obtain access rights and clear R/W ahead of commencement of project construction activities. To fulfill the R/W needs and to move the project to construction, staff requests an allocation of \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds which includes \$10 million for the R/W phase and \$37 million for the construction phase. The project currently has a funding need of approximately \$102 million. Approving this funding allocation request would reduce the funding need to \$55 million.

Since 2016 Alameda CTC staff has been actively pursuing external fund sources including federal, state, and regional grants for the GoPort Program. Most recently, in March 2019, Alameda CTC submitted a Federal Infrastructure for Rebuilding America (INFRA) grant application but was unsuccessful. Alameda CTC staff has also been working closely with MTC staff on addressing the remaining funding need with RM3 Goods Movement funds. Next month, staff intends to update the Commission on the status of this request and any MTC related actions.

The project must meet the SB 1 construction funding allocation deadline requirements. Staff recommends the following actions necessary to obtain external funding to complete R/W phase activities and to allow the project to be construction ready.

1. Allocate \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds which includes \$10 million for the R/W phase and \$37 million towards the Construction phase;
2. Authorize the advertisement of the Construction phase contract; and
3. Authorize the Executive Director to enter into agreements with project partners and third-party utilities, as necessary for the R/W and Construction phases.

The estimated construction cost including support costs is approximately \$240 million. It is anticipated that the project will be advertised by June 2020. Staff expects to return to the Commission in October 2020 with an award recommendation of the construction contract subject to MTC's and CTC's approval of construction funding. The construction contract would be funded by state, regional, and local funds, and upon approval, budget will be included in the Alameda CTC Adopted FY 2020-21 Capital Program Budget.

Levine Act Statement: Not applicable.

Fiscal Impact: Approval of the recommended actions will allocate \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds for subsequent encumbrance and expenditure. The allocation will be included in Alameda CTC's annual budget update for FY 2020-21.

Commission action will be necessary at a future date to allocate funding for the construction contract.

Attachment:

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

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7th Street Grade Separation East Project

5.2A

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 ¹	\$290,000
Total Expenditures	\$317,000

¹ Includes right-of-way cost.

FUNDING SOURCES (\$ X 1,000)

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

² Senate Bill 1 Local Partnership Program (LPP).

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

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Early 2020
Right-of-Way	Fall 2018	Early 2020
Construction	Late 2020	2023

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



Memorandum

5.3

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

DATE: February 3, 2020

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Approve Amendment No. 4 to the Professional Services Agreement with Parsons Transportation Group (PTG) for the I-80 Gilman Interchange Improvement Project

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$1,350,000 for a total not-to-exceed amount of \$10,220,000 to complete the design phase of the project which includes completing and obtaining approval of the final Plans, Specifications & Estimate (PS&E) package, obtaining Right-of-Way (R/W) certification, and providing bid support services during contract advertisement.

Summary

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project, a named capital project in the 2014 Transportation Expenditure Plan. The Project proposes to reconfigure the I-80 Gilman Interchange, located in northwest Berkeley near its boundary with the City of Albany to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. The main project features include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. Additional project details are provided in Attachment A (Project Fact Sheet).

The total estimated project cost is \$61,724,000. In addition to the \$12,000,000 in Measure BB funds allocated by the Commission, Alameda CTC has received \$4,152,000 in funding for this project from the Metropolitan Transportation Commission (MTC) through its 2017 Regional Active Transportation Program (ATP) Augmentation and \$25,784,000 in 2018 State Transportation Improvement Program (STIP) funding from the California Transportation Commission (CTC). An additional \$15,445,000 in proposed 2020 STIP funding is pending CTC approval in March 2020. To secure these funds for the project, Alameda CTC must adhere to

the strict delivery deadlines and seek its construction allocation from the CTC by no later than August 2020.

In June 2015, PTG was selected by Alameda CTC to provide preliminary engineering, environmental studies in support of the Project Approval and Environmental Document (PA&ED) phase and final design services. Caltrans approved the environmental document (Environmental Assessment/Finding of No Significant Impact) in June 2019. The PS&E work is at 95% completion. Certification of R/W and Ready to List (RTL) approval by Caltrans is anticipated in June 2020. A project milestones schedule is provided in Attachment B.

Since the initiation of R/W activities in October 2018, two key scope changes have surfaced that were not originally anticipated; replacement of the Golden Gate Fields access and safety treatments at the Union Pacific Railroad crossing on Gilman Street. In addition, Caltrans guidelines for design and R/W have recently been revised and are required to be incorporated into the final design. Lastly, bid support budget was not included in the original agreement budget. The total estimated cost to address these changes is \$1,350,000.

Authorization of Amendment No. 4 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$1,350,000, for a total not-to-exceed amount of \$10,220,000 will provide the resources necessary to complete the design phase of the project and comply with the construction funding delivery requirements.

Background

Alameda CTC is the implementing agency for the I-80 Gilman Interchange Improvements Project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the Project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

The main project features include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. In total, the project will provide approximately 2.0 miles of new or improved bicycle/pedestrian components. These include Class 1, II, III, and IV bike lanes that provide access to and from the overcrossing to the Bay Trail, nearby recreational facilities and surrounding businesses. The total estimated project cost is \$61,724,000.

This project is a named capital project in the 2014 TEP and has an earmark of \$24,000,000 in Measure BB funds. To date, the Commission has approved a total allocation of \$12,000,000 of Measure BB funds for the PA&ED, PS&E, and R/W phases.

The total estimated project cost is \$61,724,000 and a total of \$47,057,000 in Federal, State, and other Local funds have been secured for the project. The majority of the construction

phase funds are from State sources, including \$4,152,000 of ATP and \$41,229,000 of STIP funding, and will require authorization by the CTC. The earliest funding deadline requires that Alameda CTC must obtain approval of the project construction allocation from the CTC by no later than August 2020.

In June 2015, under a competitive selection process, Alameda CTC selected PTG to provide preliminary engineering, environmental studies, and final design services. The resulting Professional Services Agreement No. A15-0034, as approved by the Commission, authorized PTG to provide services for the environmental phase. A public open house was held in April 2016 and in January 2019 the draft environmental document for a refined single alternative was released. It was supported by the cities of Berkeley and Albany, Caltrans, Golden Gate Fields, and Albany Stroller and Rollers. On June 30, 2019, Caltrans approved the environmental document (Environmental Assessment/Finding of No Significant Impact). PTG completed the environmental phase services with a \$4.27 million budget. This is within the expected cost for a project of this size and complexity.

In July 2017, Alameda CTC submitted its project funding application to MTC's Cycle 3 ATP call for projects and in December 2017, was awarded \$4,152,000 in funding from the 2017 Regional ATP Augmentation. In order to accelerate the project schedule and minimize the risks associated with meeting the ATP funding delivery schedule, on December 7, 2017, the Commission authorized \$1,000,000 under Amendment No. 2 to the PTG contract to provide preliminary design services which included advancing the surveys and mapping work, preparing more detailed engineering design, and initiating R/W assessments that were supportable under all options in the environmental document. These tasks were completed within the additional budget.

In May 2018, the Commission authorized Amendment No. 3 for an additional budget of \$5,270,000 to perform concurrent design and maintain an aggressive delivery schedule. The estimated budget was based upon preliminary engineering which had been conceptually approved but not yet fully reviewed by permitting agencies and impacted stakeholders. Two project design elements that were not originally anticipated at the time of the amendment request included the replacement of the Golden Gate Fields access from the westbound Gilman Street offramp and additional safety treatments required by the Union Pacific Railroad at the railroad crossing on Gilman Street. These changes have resulted in a higher level of effort to prepare additional design elements, property assessments, permits and agreements. The Amendment No. 3 budget also could not account for recent modifications to the Caltrans design and R/W guidelines that must be included into the project plans. Lastly, the Amendment No. 3 budget purposely did not include any budget for bid support during the advertisement period as it was too early in the delivery process to assess the required level of effort.

The 95% PS&E was submitted in August 2019 and Caltrans' comments are being incorporated. The 100% PS&E is anticipated to be submitted in March 2020, with R/W certification in early June 2020 and RTL approval by Caltrans in late June 2020. A project milestones schedule is provided in Attachment B.

The estimated cost to complete the design phase, which includes completing and obtaining approval of the final PS&E package, obtaining R/W certification, and providing bid support services during contract advertisement is \$1,350,000. In comparison with Alameda CTC's independent estimate, the proposed negotiated contract amendment with PTG is fair and reasonable to both Alameda CTC and PTG. With this additional budget, the total design phase budget is \$6.162 million or 15.6 percent of construction capital which is in line with industry standards for the project design type and R/W complexities.

The proposed amendment is for a total of \$1,350,000 for a contract total not-to-exceed amount of \$10,220,000 to provide the resources necessary to complete the Final Design/PS&E and bid support phase. The Project's funding plan includes budget from Measure BB funds for this effort. With the proposed modifications, the contract would continue to exceed the Disadvantaged Business Enterprise contract goal of 17 percent.

Staff anticipates that upon award of the construction contract, an amendment will be required for the budget and time necessary for PTG, as the Project Design Engineer of Record, to provide design support services through construction.

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

Fiscal Impact: The action will authorize the encumbrance of \$1,350,000 in previously allocated Measure BB funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC adopted FY 2019-2020 Capital Program Budget.

Attachments:

- A. I-80 Gilman Interchange Improvement Project Fact Sheet
- B. Project Milestones Schedule



Interstate 80/Gilman Street 5.3A Interchange Improvement Project

JANUARY 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street



(For illustrative purposes only.)

PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design - Plan, Specifications and Estimate Phase (PS&E).

- Project Study Report - Project Development Support (PSR-PDS) approved by Caltrans in October 2014
- Scoping open house held in April 2016
- Weekly/monthly workshops with stakeholders
- Consensus on pedestrian overcrossing location and Active Transportation Program elements
- Final project approval and environmental document completed in June 2019
- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

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

Planning/Scoping	\$794
PE/Environmental	\$4,809
Final Design (PS&E)	\$6,162
Right-of-Way/Utility	\$4,628
Construction	\$45,331
Total Expenditures	\$61,724

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$12,000
Federal	\$1,076
State (ATP) ¹	\$4,152
State (STIP) ^{2, 3}	\$41,229
Other (Local, State and EBMUD) ⁴	\$345
TBD	\$2,922
Total Revenues	\$61,724

¹ State funding includes the Active Transportation Program (ATP).

² State funding includes the State Transportation Improvement Program (STIP).

³ Includes STIP funding proposed for California Transportation Commission approval in March 2020.

⁴ Other funding includes local, state and East Bay Municipal Utility District (EBMUD) funding.

SCHEDULE BY PHASE⁵

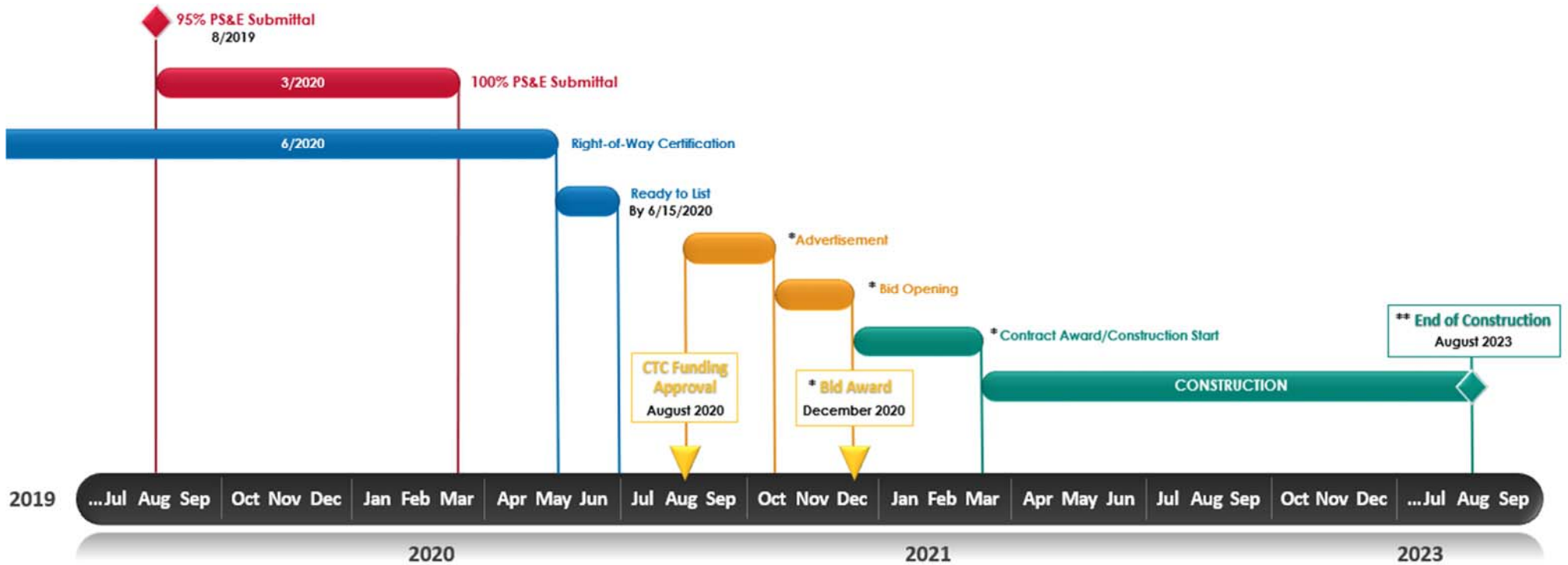
	Begin	End
Scoping	Spring 2012	Fall 2014
Preliminary Engineering/ Environmental	Fall 2015	Summer 2019
Final Design	Fall 2018	Summer 2020
Right-of-Way	Fall 2018	Summer 2020
Construction	Early 2021	Summer 2023

⁵ Schedule subject to funding availability.

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



Interstate 80/Gilman Street Interchange Improvement Project Milestone Schedule



*Dates subject to change based upon funding approval

**Dates subject to change

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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 fulfilment 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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