



Programs and Projects Committee Meeting Agenda Monday, March 9, 2020, 10:00 a.m.

Committee Chair:	Carol Dutra-Vernaci, City of Union City	Executive Director	Tess Lengyel
Vice Chair:	Rebecca Saltzman, BART	Staff Liaison:	Gary Huisingh
Members:	Wilma Chan, Scott Haggerty, David Haubert, John Marchand, Lily Mei, Nate Miley, 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 February 10, 2020 PPC Meeting Minutes | 1 | A |
| 4.2. Approve Administrative Amendment to Project Agreement for the San Pablo Avenue Multimodal Corridor Project to extend agreement expiration date | 5 | A |

5. Regular Matters

- | | | |
|--|----|---|
| 5.1. Approve actions related to the Programming and Allocation of Regional Measure 3 funds for Global Opportunities at the Port of Oakland Program's 7th Street Grade Separation East Project | 9 | A |
| 5.2. Approve actions necessary to facilitate project advancement into the construction phase for State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project | 33 | A |
| 5.3. Approve Draft Alameda CTC's Strategic Plan Guiding Principles | 61 | A |
| 5.4. Approve issuance of a Request for Proposals for Project Management and Project Controls Services and authorize the Executive Director to negotiate a contract with the top-ranked firm | 69 | A |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, April 13, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings for March through April 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-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	March 26, 2020 April 23, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	April 13, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	March 23, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	April 9, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee	April 30, 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.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve January 13, 2020 PPC Meeting Minutes

Commissioner Dutra-Vernaci moved to approve the consent calendar.

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

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

No: None

Abstain: None

Absent: None

5. Regular Matters

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

Jacki Taylor recommended that the Commission approve Transportation Fund for Clean Air (TFCA) FY 2020-21 Expenditure Plan Application and Call for Projects.

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

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

No: None

Abstain: None

Absent: None

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

John Pulliam recommended that the Commission 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

(7SGSE). Vivek Bhat provided an overview of the project funding plan and funding efforts for the 7SGSE project.

Commissioner Dutra-Vernaci asked if there were any concerns with the California Transportation Commission (CTC) approving the state funds. Mr. Bhat stated that staff doesn't have concerns, so long as we meet the state's allocation requirements and deadlines.

Commissioner Ezzy Ashcraft asked how will Alameda CTC fund the additional \$55M if Regional Measure 3 (RM 3) is in litigation and requested information on previously applied and unsuccessful federal grant applications. Mr. Bhat noted that consistent with the adopted RM 3 policies and procedures, the Metropolitan Transportation Commission is allowing project sponsors to submit allocation requests through a Letter of No Prejudice process, for specific named projects in the RM 3 program. In regards to the unsuccessful grants, Mr. Bhat clarified there could be a multitude of reasons including, competitiveness for a limited amount of funds at a federal level, rural carve outs of fund estimates that reduces the funding availability of funds for projects in urban areas and the fact that the prior grant applications were submitted when the project was in the earlier stages of project development, which may have impacted the project readiness criteria.

Commissioner Miley asked who owns the right-of-way that needs to be purchased. Ms. Lengyel stated that the right-of-way is owned by Union Pacific Rail Road.

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

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

- 5.3. Approve Amendment No. 4 to the Professional Services Agreement with Parsons Transportation Group (PTG) for the I-80 Gilman Interchange Improvement Project**
Trinity Nguyen recommended that the Commission approve Amendment No. 4 to the Professional Services Agreement with Parsons Transportation Group (PTG) for the I-80 Gilman Interchange Improvement Project.

Commissioner Bauters emphasized that the responsibility is on drivers to ensure safe passage for pedestrians through the roundabout and wanted to know why the roundabouts do not include improvements to slow speeds to a stop in consideration of pedestrian safety. Gary Huisinigh provided information on the slowing of speeds at the roundabouts and stated that the working groups expressed a desire to have access on the ground level in addition to the pedestrian and bicycle overcrossing.

Commissioner Pilch and Commissioner Saltzman supported staff's recommendation and commended staff for the extensive work that was done between staff, partners, working groups and stakeholders.

The following public comments were heard on this item:

- Farid Javandel expressed support of the project on behalf of the City of Berkeley.
- Preston Jordon expressed support for the project on behalf of the Albany Strollers and Rollers.

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

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

No: None

Abstain: None

Absent: None

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

Trinity Nguyen recommended that the Commission 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

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

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

No: None

Abstain: None

Absent: None

6. Committee Reports

Commissioner Miley wanted information on Seamless Transportation at a future meeting.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, March 9, 2020 at 10:00 a.m.

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

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 2, 2020

TO: Programs and Projects Committee

FROM: Carolyn Clevenger, Deputy Executive Director Planning and Policy
John Pulliam, Director of Project Delivery

SUBJECT: Approve Administrative Amendment to Project Agreement for the San Pablo Avenue Multimodal Corridor Project to extend agreement expiration date

Recommendation

It is recommended that the Commission approve Administrative Amendment to Project Agreement A17-0073 in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

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

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

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

Background

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

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

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

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

Levine Act Statement: Kimley-Horn and Associates, Inc. and its subconsultants did not report any conflicts in accordance with the Levine Act.

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

Attachment:

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	Kimley-Horn and Associates, Inc.	Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project	A17-0073	A1: 12-month time extension from 4/30/2019 to 4/30/2020 A2: 12-month time extension from 4/30/2020 to 4/30/2021 (<i>current request</i>)	2	None

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

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: March 2, 2020

TO: Programs and Projects Committee

FROM: Gary Huisingsh, Deputy Executive Director of Projects
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Approve actions related to the Programming and Allocation of Regional Measure 3 funds for Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project

Recommendation

It is recommended the Commission approve the following actions related to Programming and Allocation of Regional Measure 3 (RM3) funds for the Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project (7SGSE):

1. Approve a programming distribution framework for RM3 Goods Movement and Mitigation (RM3 Project No. 3) funds; and
2. Approve Resolution 20-005 and RM3 Initial Project Report (IPR) (Attachment A) to request Metropolitan Transportation Commission (MTC) allocation of \$55 million RM3 funds for the Construction phase through a Letter of No Prejudice (LONP).

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 improvements 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 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 the Project Fact Sheet (Attachment B).

Currently, the total estimated cost for the 7SGSE project is \$317 million. The project has successfully secured funding of \$262 million and has a remaining funding need of \$55 million to complete the funding plan.

Alameda CTC staff has been working closely with MTC staff and has obtained concurrence to address this funding need with Regional Measure 3 (RM3) Goods Movement and Mitigation funds contingent upon MTC and Alameda CTC Commission approvals. Staff is requesting Commission approval of associated RM3 programming actions to include these funds in the project funding plan.

In addition, Alameda CTC has submitted a grant application requesting \$223 million of 2020 Federal Infrastructure for Rebuilding America (INFRA) funding for the GoPort program. This request includes \$55 million for the 7SGSE project. In the event Alameda CTC is successful in obtaining the Federal grant, staff will work with MTC and report back to the Commission on options to reprogram the RM3 funds on other needs within the GoPort program.

Background

RM3 was approved by voters in the nine county San Francisco Bay Area in June 2018. The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation, funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

Goods Movement and Mitigation is one of the categories within the RM3 program and includes \$160 million in toll funds to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland.

RM3 is currently under litigation and collected revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, the MTC Commission adopted the RM3 Policies and Procedures that included a process to advance "named" RM3 projects through a Letter of No Prejudice (LONP) process. Under an RM3 LONP, a project sponsor would obtain MTC Commission approval to move forward with a specific scope of work, using non-RM3 funds, and retain RM3 eligibility for that scope. If and when RM3 litigation is resolved and the MTC Commission can make RM3 allocations, the project sponsor would be able to receive an allocation for that scope of work and be reimbursed with RM3 funds. The project sponsor would proceed with an LONP at their own risk; if RM3 funds do not become available for allocation, there is no expectation that MTC will provide alternate

funds. The LONP process is intended only for “named” capital projects that will deliver a usable segment (e.g., complete construction phase, final design, environmental document, and purchased right-of-way).

The approved RM3 Policies and Procedures also included a section on MTC-sponsored or co-sponsored programmatic categories which include Goods Movement and Mitigation, Bay Area Corridor Express Lanes and several others. For the programmatic categories, MTC is scheduled to develop programs and identify specific projects through a separate process in partnership with any listed co-sponsors and in accordance with statute. The programming decisions would need to be made through a MTC Commission action. These programs are ineligible for the LONP process until they have been developed, and specific project(s) have been identified and approved by the respective governing body(ies).

RM3 Goods Movement and Mitigation - Proposed Programming Framework

Alameda CTC and MTC are listed as co-sponsors for the RM3 Project No.3 Goods Movement and Mitigation category. Pursuant to RM3's Policies and Procedures, in order to be eligible to receive an RM3 allocation through a LONP, MTC and Alameda CTC are required to identify a projects and programming framework for the Goods Movement and Mitigation category.

Alameda CTC has worked with MTC to develop the following proposed framework:

- Reserve 50% of the funds (\$80 million) for the GoPort suite of projects at the Port of Oakland, which includes the 7th Street Grade Separation (East and West) projects.
- Reserve 25% of the funds (\$40 million) for Alameda CTC's railroad grade crossing improvement program and other community impact reduction and emissions reduction projects. This proposal aligns with ACTC's Countywide Goods Movement Plan, MTC's Goods Movement Investment Strategy and MTC's Equity Platform.
- Reserve the remaining 25% (\$40 million) until such time MTC and Alameda CTC gather additional stakeholder input on goods movement project priorities.

Staff recommends approval of this proposed programming framework. MTC Commission is also scheduled to consider this proposed framework at its March 25, 2020 meeting.

7SGSE LONP Request

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. The 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 current total estimated cost for the 7SGSE project is \$317 million. The project has successfully secured \$262 million in funding which includes a mix of Measure BB (\$79 million), Senate Bill 1 (SB 1) Local Partnership Program (LPP) (\$8 million) and SB 1 Trade Corridor Enhancement Program (TCEP) state funds (\$175 million). There is a remaining funding need of \$55 million to complete the funding plan.

Alameda CTC staff has been working closely with MTC staff and have obtained concurrence to address this funding need with RM3 Goods Movement and Mitigation funds contingent upon MTC and Alameda CTC Commission approvals. Staff recommends Commission approval of Resolution 20-005 and IPR and to request an MTC allocation of \$55 million RM3 funds for the Construction phase of the 7SGSE project, through a LONP. Upon approval, Alameda CTC will forward the LONP request to MTC for consideration.

In addition, Alameda CTC has also submitted a grant application requesting \$223 million of 2020 Federal Infrastructure for Rebuilding America (INFRA) funding for the GoPort program. This request includes \$55 million for the 7SGSE project. In the event Alameda CTC is successful in obtaining the Federal grant, staff will work with MTC and report back to the Commission on options to reprogram the RM3 funds on other needs within the GoPort program.

The estimated construction cost including support costs is approximately \$236 million. It is anticipated that the project will be advertised by summer 2020. Staff expects to return to the Commission in fall 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 \$55 million of RM3 funds for subsequent encumbrance and expenditure. The allocation will be included in Alameda CTC's annual budget update for FY 2020-21.

Attachments:

- A. Resolution 20-005 and Initial Project Report
- B. 7th Street Grade Separation East Project Fact Sheet



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-005**

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
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Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

**RM3 Implementing Agency Resolution of Project Compliance
Letter of No Prejudice Request**

**Implementing Agency: Alameda County Transportation Commission
RM3 Project Title: Goods Movement and Mitigation
Sub-Project Title: 7th Street Grade Separation East**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the 7th Street Grade Separation East (7SGSE) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report (IPR) and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Alameda CTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Alameda CTC will fund the scope of work covered under the LONP with Alameda CTC Local Measure funds; and be it further

RESOLVED, that Alameda CTC proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that Alameda CTC will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Alameda CTC approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Alameda CTC is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC is authorized to submit an application for an LONP request for Regional Measure 3 funds for 7SGSE in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Alameda CTC making LONP requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Alameda CTC to deliver such project; and be it further

RESOLVED, that Alameda CTC shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Alameda CTC agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Alameda CTC agrees, if any revenues or profits are generated from any non-governmental use of the proposed project, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Alameda CTC authorizes its Executive Director, or designee to execute and submit an LONP request for the construction phase with MTC for Regional Measure 3 funds in the amount of \$55 million, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or designee is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the RM3 LONP Request and Subproject IPR, as detailed in Exhibit A

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, March 26, 2020 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

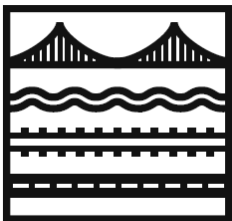
ABSENT:

SIGNED:

Attest:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission



Regional Measure 3

LONP Request

SB 595 Project Information

Project Number	3
Project Title	Goods Movement and Mitigation
Project Funding Amount	\$160,000,000

Subproject Information

Subproject Number	3.1
Subproject Title	7th Street Grade Separation East
Subproject Funding Amount	\$55,000,000

I. RM3 LONP Request Information

Describe the scope of the deliverable phase requested for LONP. Provide background and other details as necessary.

Alameda CTC and MTC are listed as co-sponsors for the RM3 Project No.3 Goods Movement and Mitigation category. Pursuant to RM3's Policies and Procedures, in order to be eligible to receive an RM3 allocation through a LONP, MTC and Alameda CTC are required to identify a projects and programming framework for the Goods Movement and Mitigation category.

Alameda CTC has worked with MTC to develop the following proposed framework:

- Reserve 50% of the funds (\$80 million) for the GoPort suite of projects at the Port of Oakland, which includes the 7th Street Grade Separation (East and West) projects.
- Reserve 25% of the funds (\$40 million) for Alameda CTC's railroad grade crossing improvement program and other community impact reduction and emissions reduction projects. This proposal aligns with ACTC's Countywide Goods Movement Plan, MTC's Goods Movement Investment Strategy and MTC's Equity Platform.
- Reserve the remaining 25% (\$40 million) until such time MTC and Alameda CTC gather additional stakeholder input on goods movement project priorities.

Alameda CTC Commission is scheduled to consider this proposed framework at its March 26, 2020 meeting.

- **Construction (CON)** – Alameda CTC’s contractor will construct a new underpass structure that will meet the current geometric and seismic standards on a widened and realigned four-lane 7th Street roadway, between west of Interstate (I)-880 to the east and Maritime Street to the west, a widened multi-use path, railroad appurtenant features, two changeable message signs, Radio Frequency Identifiers (RFIDs) and conduits for communication and power. In addition, the design engineer of record will perform design support during construction services and Alameda CTC staff and construction management team will provide support and oversight services.

Currently the total estimated cost for the 7SGSE project is \$317 million. Measure BB investments of approximately \$79 million 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. The deadline for submitting the fund request for CTC consideration is April 27, 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, which includes the LONP request of \$55 million.

Project phase being requested	CON
RM3 funding amount planned for this phase	\$55,000,000
Substitute funding source (if multiple, list amounts)	Measure BB
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 IPR resolution for the allocation being requested	03/26/2020

Note: LONP requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

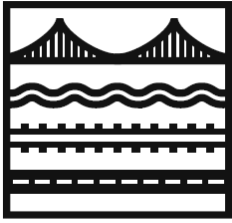
Describe your plan for fully funding this project in the case that RM3 funding is not made available. This includes funding through construction if the LONP request is for an earlier phase.

Alameda CTC is pursuing other fund sources to close the funding shortfall, including INFRA 2020 funds. An Application for the INFRA 2020 funds was submitted to FHWA on February 25, 2020. The 2014 Measure BB Transportation Expenditure Plan (TEP) identifies funds for Goods Movement (GM) within Alameda County. With the limited MBB funds available, Alameda CTC has developed a strategic investment plan to invest these funds for a suite of GM projects (including the 7SGS West project). In the event RM3 funds are not made available, MBB funds intended for other GM projects would have to be reprioritized and repurposed towards the 7SGSE project.

List any other planned bridge toll allocation requests in the next 12 months

RM3 Projects # 30 - SR84 Expressway Widening and I-680/SR84 Interchange Reconstruction Project

April 2020, LONP request CON Phase allocation of \$85 Million. Alameda CTC Commission action in March 2020



Regional Measure 3

Initial Project Report

Subproject Details

SB 595 Project Information

Project Number	3
Project Title	Goods Movement and Mitigation
Project Funding Amount	\$160,000,000

Subproject Information

Subproject Number	3.1
Subproject Title	7th Street Grade Separation East
Subproject Funding Amount	\$55,000,000

I. Overall Subproject Information

a. Subproject Sponsor / Co-sponsor(s) / Implementing Agency

Alameda CTC

b. Detailed Subproject Description *(include definition of deliverable segment if different from subproject)*

The 7th Street Grade Separation East (7SGSE) Project will realign and reconstruct 7th Street between west of Interstate (I) -880 to the east and Maritime Street to the west. The proposed roadway profile would be similar to the existing roadway profile in that the proposed roadway will remain depressed relative to adjacent ground, with a new underpass supporting the Union Pacific Railroad (UPRR) tracks at ground level.

The 7SGSE project includes the following key elements as shown in Figure 4:

- Reconstruction and realignment of the existing four-lane underpass on 7th Street at the Port's intermodal tracks between Bay Street and Maritime Street, to meet current seismic and geometric standards with a 16.5-foot vertical clearance, two 12-foot wide travel lanes, and shoulders in each direction;



Regional Measure 3 Initial Project Report

- Reconstruction, realignment, and widening of the existing multi-use path to include a 14-foot pathway and a barrier separating the path from the roadway;
- Reconstruction of railroad tracks, switches and appurtenant rail infrastructure;
- Reconstruction of all appurtenant features to the roadway, including street lighting, storm drain infrastructure, clean water program elements, pumping plant, signage and striping; and
- Installation of changeable message signs, Radio Frequency Identifiers (RFIDs) and conduit for fiber and power along the realigned 7th Street.

c. Impediments to Subproject Completion

Risk	Risk Level	Response Plan
Agreement between Alameda CTC, UPRR, City, and Port on ROW, easement, and operations and maintenance (O&M)	Medium	Alameda CTC and UPRR have executed a master reimbursement agreement to provide flexibility for UPRR Real Estate Division, legal and consultant resources. Alameda CTC has recurring meetings with stakeholders and engagement with highest level of UPRR's, City's and Port's ROW/O&M decision makers.
Costs exceeding estimate and funding	Medium	Cost estimates have been refined at major design milestones, such as 60%, 90% with appropriate contingencies included. To date, no cost increased has been realized during the design phase. Various design workshops were held between all major stakeholders to gain consensus on final design.
Community Opposition	Low	Alameda CTC, in corporation with the Port of Oakland, has been engaging with various local communities to provide project information, including construction staging and strategies to minimize/mitigate construction impacts. The agency retained a project specific Public Relations Officer that will continue to engage with the communities until construction is complete.
Hazardous material encounter	Low	Alameda CTC conducted a Phase II Site Assessment to analyze the site conditions. Based on testing results, a construction risk management plan has been prepared that will be included as part of construction contract documents.



d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

The project team has been proactively managing scope, schedule and budget risks throughout project development activities that will be continued during construction to minimize/mitigate the risks. A well-defined scope was developed based on stakeholder input and continually managed to avoid scope creep. In addition, project team also reviewed the Mitigation Monitoring and Reporting Program (MMRP) to ensure that the design covers all scope required to implement the MMRP during design, construction and operations phases

A very detailed project schedule was developed early on using Microsoft-Project that included dependencies between schedule items. Critical schedule items and major milestones activities have been routinely monitored. Various workshops were held to engage stakeholders in design decision making process, in addition to resolving comment resolution and/or conflicts. To date the project has been staying on expedited project delivery schedule

Project budget has been managed by detailing the construction estimates, built from bottom-up and following Caltrans Bid Item lists. Bid quantities were calculated based on refined engineering drawings and unit prices were derived from recently opened construction bids. In addition, project financials included appropriate contingencies at certain level of design to address any unanticipated cost increases including unusual construction bid index escalation. To date, the design cost estimate has stayed within the anticipated project costs.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

The Alameda CTC will enter into a Construction and Maintenance (C&M) Agreement with the UPRR which will define the responsibilities for O&M between UPRR, Port of Oakland, and City of Oakland of the new underpass structure. In addition, Alameda CTC will enter into agreements with the City of Oakland and the Port of Oakland to transfer all assets to these agencies upon completion of project construction.

f. Project Graphic(s) *(include below or attach)*



Regional Measure 3 Initial Project Report



Figure 1: Project Vicinity Map



Figure 2: Truck strike damage at bridge



Figure 3: Unsafe bike/pedestrian access

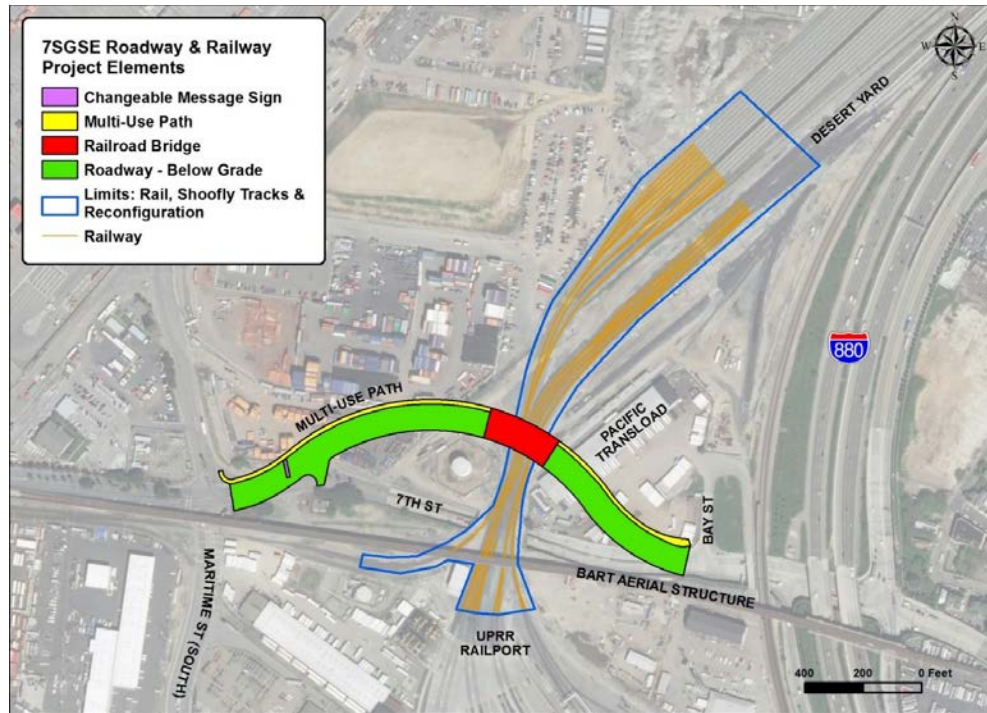


Figure 4: Project Elements

II. Subproject Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☒ No ☐

The 7SGSE Project was included in the 2002 OAB Redevelopment Environmental Impact Report (EIR) and the 2012 OAB EIR Addendum. Both state-level California Environmental Quality Act (CEQA) documents were approved by the City of Oakland as the lead agency and the Port of Oakland as the responsible agency. The National Environmental Policy Act (NEPA) was approved through a Categorical Exclusion (CE) and a revalidation by Caltrans as the lead agency in October 2018 and May 2019 respectively.

b. Design

The project has fully engaged with its stakeholders: UPRR, City of Oakland and Port of Oakland. The Project is in final design stages, and a final design submittal is expected by March 2020.

c. Right-of-Way Activities / Acquisition

Right-of-Way (ROW) activities and preparation of utility relocation plans are currently underway and the project's plats and legal descriptions are complete for the required permanent and temporary right of way needs. The project will require both permanent and temporary easements along with the acquisition of a Transload Building facility/warehouse. The affected parties (UPRR, City of Oakland, and Port of Oakland) are in negotiations with an anticipated ROW certification date of March 13, 2020.



d. Construction / Vehicle Acquisition / Operating

Construction will adhere to standard roadway and bridge construction methods subject to UPRR, City of Oakland, and Port of Oakland concurrence. Nighttime work is anticipated at several locations to avoid or minimize disruptions to terminal operations and traveling public/truckers. Truck and rail access would be maintained throughout the project area during construction to minimize traffic impacts.

III. Subproject Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	August 2001	October 2018
Final Design - Plans, Specs. & Estimates (PS&E)	October 2018	March 2020
Right-of-Way Activities /Acquisition (R/W)	October 2018	March 2020
Construction (Begin – Open for Use) / Acquisition (CON)	October 2020	December 2023

IV. Subproject Budget

Capital

Subproject Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,400
Design - Plans, Specifications and Estimates (PS&E)	\$21,600
Right-of-Way Activities /Acquisition (R/W)	\$54,000
Construction / Rolling Stock Acquisition (CON)	\$236,000
Total Project Budget (in thousands)	\$317,000



Regional Measure 3 Initial Project Report

Deliverable Segment Budget (if different from subproject budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	\$76

V. Subproject Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

IPR attached.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Vivek Bhat

Title: Director of Programming and Project Controls

Phone: (510) 208-7430

Email: vbhat@alamedactc.org

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

Person Preparing Initial Project Report (if different from above)

Name: Angelina Leong

Title: Deputy Project Manager

Phone: (510) 208-7427

Email: aleong@alamedactc.org

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

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Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan

Project Title:	Goods Movement and Mitigation	
Subproject Title	7th Street Grade Separation East	
Project/Subproject Number:	3 / 3.1	
Total RM3 Funding:	\$	55,000,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV				\$ -
Measure BB	ENV	Yes	\$ 5,400	\$ 5,400	\$ -
					\$ -
					\$ -
					\$ -
					\$ -
ENV Subtotal			\$ 5,400	\$ 5,400	\$ -
RM3	PSE				\$ -
SB1-LPP	PSE	Yes	\$ 7,980	\$ 2,400	\$ 5,580
Measure BB	PSE	Yes	\$ 13,620	\$ 5,400	\$ 8,220
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 21,600	\$ 7,800	\$ 13,800
RM3	ROW		\$ -		\$ -
Measure BB	ROW	Yes	\$ 54,000		\$ 54,000
					\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 54,000	\$ -	\$ 54,000
RM3	CON	Yes	\$ 55,000		\$ 55,000
SB1 TCEP	CON	Yes	\$ 175,000		\$ 175,000
Measure BB	CON	Yes	\$ 6,000		\$ 6,000
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 236,000	\$ -	\$ 236,000
Capital Funding Total			\$ 317,000	\$ 13,200	\$ 303,800

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

Regional Measure 3
Intitial Project Report - Subproject Report
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Goods Movement and Mitigation
Subproject Title	7th Street Grade Separation East
Project/Subproject Number:	3 / 3.1
Total RM3 Funding:	\$ 55,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM-3	ENV												\$ -		\$ -
Measure BB	ENV	\$ 5,400											\$ 5,400	\$ 5,400	\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ 5,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,400	\$ 5,400	\$ -
RM-3	PSE												\$ -		\$ -
SB1-LPP	PSE	\$ 7,980											\$ 7,980	\$ 2,400	\$ 5,580
Measure BB	PSE	\$ 13,620											\$ 13,620	\$ 5,400	\$ 8,220
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
PSE Subtotal		\$ 21,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,600	\$ 7,800	\$ 13,800
RM-3	ROW												\$ -		\$ -
Measure BB	ROW		\$ 54,000										\$ 54,000		\$ 54,000
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ROW Subtotal		\$ -	\$ 54,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,000	\$ -	\$ 54,000
RM-3	CON			\$ 55,000									\$ 55,000		\$ 55,000
SB1 TCEP	CON			\$ 175,000									\$ 175,000		\$ 175,000
Measure BB	CON			\$ 6,000									\$ 6,000		\$ 6,000
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ 236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 236,000	\$ -	\$ 236,000
RM-3 Funding Subtotal		\$ -	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000	\$ -	\$ 55,000
Capital Funding Total		\$ 27,000	\$ 54,000	\$ 236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 317,000	\$ 13,200	\$ 303,800

Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan

Project Title:	Goods Movement and Mitigation	
Subproject Title	7th Street Grade Separation East	
Project/Subproject Number:	3 / 3.1	
Total RM3 Funding:	\$	55,000,000

(add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
RM 3	ENV												\$ -
Measure BB	ENV	\$ 5,400											\$ 5,400
													\$ -
													\$ -
													\$ -
													\$ -
ENV Subtotal		\$ 5,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,400
RM 3	PSE												\$ -
SB1-LPP	PSE	\$ 2,400	\$ 2,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 580						\$ 7,980
Measure BB	PSE	\$ 5,400	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 220						\$ 13,620
													\$ -
													\$ -
													\$ -
PSE Subtotal		\$ 7,800	\$ 4,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,600
RM 3	ROW												\$ -
Measure BB	ROW		\$ 44,000	\$ 10,000									\$ 54,000
													\$ -
													\$ -
													\$ -
													\$ -
ROW Subtotal		\$ -	\$ 44,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,000
RM 3	CON			\$ 12,000	\$ 20,000	\$ 20,000	\$ 3,000						\$ 55,000
SB1 TCEP	CON			\$ 40,000	\$ 60,000	\$ 60,000	\$ 15,000						\$ 175,000
Measure BB	CON			\$ 1,000	\$ 2,000	\$ 2,000	\$ 1,000						\$ 6,000
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
CON Subtotal		\$ -	\$ -	\$ 53,000	\$ 82,000	\$ 82,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 236,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ 12,000	\$ 20,000	\$ 20,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000
Capital Funding Total		\$ 13,200	\$ 48,000	\$ 66,000	\$ 85,000	\$ 85,000	\$ 19,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 317,000

**Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan**

Project Title:	Goods Movement and Mitigation
Subproject Title	7th Street Grade Separation East
Project/Subproject Number:	3 / 3.1
Total RM3 Funding:	\$ 55,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ -
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Capital (RM3)			\$ 55,000,000
Construction Capital (SB1-TCEP)			\$ 160,400,000
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 215,400,000
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Consultants Subtotal			\$ -
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 215,400,000

Comments:



7th Street Grade Separation East Project

5.1B

MARCH 2020

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
Right-of-Way	\$54,000
Construction	\$236,000
Total Expenditures	\$317,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$79,020
State (SB 1 LPP) ²	\$7,980
State (SB 1 TCEP) ³	\$175,000
TBD	\$55,000
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

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: March 2, 2020

TO: Programs and Projects Committee

FROM: Gary Husingh, 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 State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project

Recommendation

It is recommended that the Commission approve the following actions related to the State Route 84 (SR-84) Expressway Widening and State Route 84/Interstate 680 (SR-84/I-680) Interchange Improvements project (Project):

1. Approve Resolution 20-006 and Regional Measure 3 Initial Project Report (RM3-IPR) (Attachment A) to request Metropolitan Transportation Commission (MTC) allocation of \$85 million RM3 funds for the construction phase through a Letter of No Prejudice (LONP);
2. Allocate \$81.5 million of Measure BB (MBB) funds from Transportation Expenditure Plan Project 31 (TEP-31), the SR-84/I-680 Interchange and SR-84 Widening project, to the construction phase of this Project;
3. Allocate \$6.2 million of MBB funds from the Congestion Relief, Local Bridge, Seismic Safety program (TEP-26), to the construction phase of this Project; and
4. Authorize the Executive Director or designee to enter into necessary agreements including a Cooperative Agreement with the California Department of Transportation (Caltrans).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the Sponsor of the SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements project (Project). The Project proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational improvements to the SR-84/I-680 Interchange and will extend the existing southbound express lane from SR-84 to north of Koopman Road.

The Project is a named project in the 2014 MBB TEP, TEP-31, with a total commitment of \$122 million. This Project is also a named project in the RM3 program, RM3 Project No. 30, with a total RM3 commitment of \$85 million. Additional project details are provided in the attached Project Fact Sheet (Attachment B)

The total estimated cost of the Project is \$244.1 million and is proposed to be funded with a combination of local, state and regional funds. The Project is currently in the design and right-of-way acquisition phase and the construction bid documents are scheduled to be completed and the Project advertised for construction in August 2020, with contract award anticipated in fall 2020. Caltrans is the implementing agency for the construction phase.

The recommended funding actions are necessary to facilitate project advancement into the construction phase.

Background

Alameda CTC is the Sponsor of the SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements project (Project). While Alameda CTC is the Implementing Agency of the project development (Environmental, Design and Right-of-Way) phases, Caltrans is the Implementing Agency of the construction phase and will be responsible to Advertise, Award and Administer (AAA) the construction contract. The Alameda CTC's construction management team will continue to work closely with Caltrans and provide oversight services throughout the project completion.

The Project is a named project in the 2014 MBB TEP, (TEP-31) with a total MBB commitment of \$122 million and proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational improvements to the SR-84/I-680 Interchange. Additionally, the Project will extend the existing southbound express lane from SR-84 to north of Koopman Road. Proposed improvements include widening SR-84 from two to four lanes to conform with the existing roadway, interchange improvements, intersection improvements along the SR84 corridor, construction of bike lanes along SR-84 and under I-680, improvements to accommodate southbound express lane extension, drainage modifications, and utility relocations. In addition to the 2014 TEP, this Project is also listed as a named project in the RM3 program (RM3 Project No. 30), with a total RM3 commitment of \$85 million.

The total estimated cost of the Project is \$244.1 million and the funding plan comprises a combination of local, state and regional funds including \$128.2 million MBB, \$1.1 million Measure B, \$14.9 million Tri-Valley Transportation Council (TVTC), \$11.1 million State Transportation Improvement Program (STIP), \$3.8 million Senate Bill 1 (SB 1) Local Partnership Program (LPP), and \$85 million RM3 funds.

The Project is currently in the design and right-of-way acquisition phase and the construction bid documents are scheduled to be completed and the project advertised for construction in August 2020, with contract award anticipated in late fall 2020.

At the October 2017 meeting, the Commission approved the 2018 STIP program of projects for Alameda County which included \$11.1 million STIP funds towards the construction phase of the Project. The STIP funds are programmed in Fiscal Year (FY) 2019-20 and are required to adhere to California Transportation Commission's (CTC) timely use of funds mandates, including a CTC funding allocation deadline of no later than June 2020. Caltrans is the implementing agency of the construction phase and is targeting scheduling the allocation for the June 2020 CTC meeting. The deadline for submitting the fund request for consideration at the June 2020 CTC meeting is April 27, 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. In addition to the STIP funds, CTC action is also required to allocate \$3.8 million of SB 1 LPP funds. Alameda CTC is coordinating the allocation request to occur at the same meeting (June 2020) as the STIP funds.

Staff is recommending approval of the following actions including RM3 and MBB allocations necessary to facilitate project advancement into the construction phase:

1. Approve Resolution 20-006 and RM3-IPR to request MTC allocation of \$85 million RM3 funds for the construction phase through a LONP;
2. Allocate \$81.5 million of MBB funds from TEP-31, the SR-84/I-680 Interchange and SR-84 Widening Project, to the construction phase of this Project;
3. Allocate \$6.2 million of MBB funds from TEP-26, Congestion Relief, Local Bridge, Seismic Safety program, to the construction phase of this Project; and
4. Authorize the Executive Director or designee to enter into necessary agreements including a Cooperative Agreement with Caltrans.

A detailed summary of each recommended action is listed below.

Action 1 - RM3 Program and LONP Request

Staff recommends Commission approval of Resolution 20-006 and RM3-IPR to request an MTC allocation of \$85 million RM3 funds for the construction phase of the Project, through a LONP. Upon approval, Alameda CTC will forward the LONP request to MTC for consideration.

The Project is a named project in the RM3 program (RM3 Project No. 30), with a total RM3 commitment of \$85 million. RM3 was approved by voters in the nine county San Francisco Bay Area in June 2018. The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation, funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

RM3 is currently under litigation and collected revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC Commission adopted the RM3 Policies and Procedures that included a process to advance "named" RM3 projects through a Letter of No Prejudice (LONP) process. Under an RM3 LONP, a project sponsor would obtain MTC Commission approval to move forward with a specific scope of work, using non-RM3 funds, and retain RM3 eligibility for that scope. If and when RM3 litigation is resolved and the MTC Commission can make RM3 allocations, the project sponsor would be able to receive an allocation for that scope of work, and be reimbursed with RM3 funds. The project sponsor would proceed with an LONP at their own risk; if RM3 funds do not become available for allocation, there is no expectation that MTC will provide alternate funds. The LONP process is intended only for "named" capital projects that will deliver a usable segment (e.g., complete construction phase, final design, environmental document, and purchased right-of-way).

Action 2- TEP-31 MBB Allocation Request

Staff recommends Commission approval to allocate \$81.5 million TEP-31 MBB funds to the construction phase of the Project.

The Project is a named project in the 2014 MBB TEP (TEP-31) with a total MBB commitment of \$122 million. Since 2014, the Commission has approved allocations for the Environmental, Design and Right-of-Way phases through prior Comprehensive Investment Plan (CIP) actions as listed below in Table A.

Table A - Summary of TEP-31 Project Funding Commitments			
Description	Date Authorized	Amount	Commitment Balance
TEP-31 Project Commitment	November 2014	\$122,000,000	\$122,000,000
Preliminary Engineering/ Environmental Phase Allocation	March 2015	\$4,000,000	\$118,000,000
Design Phase Allocation	April 2017	\$16,500,000	\$101,500,000
Right-of-Way Phase Allocation	April 2017	\$10,000,000	\$91,500,000
Right-of-Way Phase Allocation	June 2019	\$10,000,000	\$81,500,000
Construction Phase Allocation (This request)	March 2020	\$81,500,000	\$0
Total Remaining Balance:			\$0

Action 3- TEP-26 MBB Allocation Request

Staff recommends Commission approval of allocating \$6.2 million TEP-26 MBB funds to the construction phase of the Project.

The 2014 MBB TEP includes an Investment Category, Major Commute Corridors, Local Bridge, Seismic Safety, (TEP-26) that targets investments in major commute corridors throughout the county and includes SR-84 and I-680. Concentrating improvements in these corridors will result in improved access and efficiencies, increased safety and reduced congestion.

Next Steps

Upon Commission approval of the project funding plan, staff will coordinate the state and regional allocation requests with Caltrans and MTC. It is anticipated that the project will be advertised by Caltrans in August 2020. Staff expects to return to the Commission in late fall 2020 with an award recommendation information of the construction contract subject to MTC's and CTC's approval of construction funding.

Fiscal Impact: The action will authorize the allocation of \$87,700,000 of Measure BB project funds and \$85,000,000 of RM3 funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the proposed Alameda CTC FY 2020-21 Capital Program Budget.

Attachments:

- A. Resolution 20-006 and RM3-Initial Project Report
- B. Project Fact Sheet

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-006**

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
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy 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

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Mayor Barbara Halliday

City of Livermore
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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

**RM3 Implementing Agency Resolution of Project Compliance
Letter of No Prejudice Request**

**Implementing Agency: Alameda County Transportation Commission
Project Title: Interstate 680/State Route 84 Interchange Reconstruction**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Interstate 680/State Route 84 Interchange Reconstruction project (Project) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report (IPR) and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Alameda CTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Alameda CTC will fund the scope of work covered under the LONP with Alameda CTC Local Measure funds; and be it further

RESOLVED, that Alameda CTC proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that Alameda CTC will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that Alameda CTC certifies that the Project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the Project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Alameda CTC approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the Project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Alameda CTC is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC is authorized to submit an application for an LONP request for Regional Measure 3 funds for Interstate 680/State Route 84 Interchange Reconstruction Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Alameda CTC making LONP requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Alameda CTC to deliver such project; and be it further

RESOLVED, that Alameda CTC shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Alameda CTC agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Alameda CTC agrees, if any revenues or profits are generated from any non-governmental use of the proposed project, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Alameda CTC authorizes its Executive Director, or designee to execute and submit an LONP request for the construction phase with MTC for Regional Measure 3 funds in the amount of \$85 million, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or designee is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the RM3 LONP Request and Subproject IPR, as detailed in Exhibit A

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, March 26, 2020 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

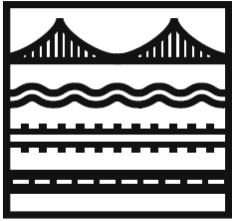
ABSENT:

SIGNED:

Attest:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission



Regional Measure 3

LONP Request

SB 595 Project Information

Project Number	30
Project Title	Interstate 680/State Route 84 Interchange Reconstruction
Project Funding Amount	\$85,000,000

Subproject Information

Subproject Number	
Subproject Title	
Subproject Funding Amount	

I. RM3 LONP Request Information

Describe the scope of the deliverable phase requested for LONP. Provide background and other details as necessary.

The proposed project would modify I-680/SR 84 interchange ramps, provide auxiliary lanes along I-680, and modernize I-680 and SR 84 at and in the vicinity of the interchange with new/rehabilitated roadways and capacity improvements that will achieve long-term state of good repair and transportation efficiency to accommodate the movement of freight. Project would widen and conform SR 84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange. The project would also extend the existing HOV/express lane on southbound I-680 northward to approximately 2 miles north of the SR 84/I-680 interchange.

Specific improvements include the following:

New & Modified Ramps and Auxiliary Lanes. The project would remove the existing one lane on-ramp from Calaveras Road to northbound I-680, construct a new one-lane flyover ramp from Calaveras Road to northbound I-680, and construct a new one-lane slip on-ramp from Calaveras Road to northbound SR 84. Geometric and vehicle storage improvements would also be made to the onramp from Paloma Way to southbound I-680, the existing two-lane off-ramp from northbound I-680 to northbound SR 84, and the southbound SR 84 to northbound I-680 connector. The project would add an HOV preferential lane to the existing two-lane southbound SR 84 to southbound I-680 onramp; outside of HOV hours, the third on-ramp lane would be available to trucks. The project

would construct a new auxiliary lane on Southbound I-680 to the south of Calaveras Road/Paloma Way and extend the existing northbound I-680 auxiliary lane from south of Calaveras Road to the northbound I-680/northbound SR 84 split. These auxiliary lane improvements increase the efficiency of trucks and other vehicles entering and exiting the freeway and are projected to improve merge speed and safety. Finally, the project would upgrade the entire interchange to current Caltrans ramp standards. These proposed improvements at the interchange would provide more efficient connections between I-680 and SR 84 and eliminate an existing weaving conflict that results in collision rates above the statewide average.

Congestion Relief and Safety Improvements. The proposed project would widen SR 84 from two to four lanes (two in each direction), overlay and restripe the roadway, and add concrete barriers in the median. These improvements provide additional capacity for goods movement, longer-useful life of the corridor, and safer operational traffic flow. As part of conforming SR 84 to expressway standards access would be limited to controlled intersections. The project would consolidate existing vehicle access openings to private driveways and rural roads at new frontage roads to improve traffic flow and safety. The proposed frontage roads would connect to a new signalized intersection at Little Valley Road/Vallecitos Atomic Laboratory Road. The intersection and frontage roads have been designed to accommodate large truck turning movements for the adjacent industrial and agricultural land uses on the north side of SR 84 and private driveways and rural roads on the south side of SR 84.

Safety Features. The project would provide additional highway lighting, enhanced signage, median barriers, and pavement delineation. Highway lighting would be included at driveways, intersections, on-ramp and lane merges and exit ramps, and would also be added on the I-680 express lane entrances and toll zone boundaries, locations on the highway where visibility is restricted by barriers, locations where drivers may experience headlight glare, and locations where concentrations of nighttime accidents are known to have occurred. Concrete barriers would be used to prevent headlight glare at necessary locations.

Intelligent Transportation System-infrastructure (ITS) Technologies. The project will deploy transportation technologies to link communication between on-ramps that allow for an assessment and management of the current travel conditions and improve operations by monitoring traffic flow and maximize traffic throughput.

Extended Express Lane. On southbound I-680, the project would extend the existing HOV/express lane northward from its current entry point at approximately Calaveras Road to approximately 0.8 mile north of Koopman Road, a distance of approximately 2 miles. This would allow traffic on I-680 to enter the HOV/express lane upstream of the I-680/SR 84 interchange and avoid weaving with vehicles that are merging onto southbound I-680 from SR 84. In addition, the extended express lane would attract some traffic from the general-purpose lanes, incrementally increasing capacity for trucks on southbound I-680.

I-680/SR84 Interchange Reconstruction is part of a larger project which includes SR84 Widening from south of Ruby Hill Drive to I-680, SR84/I-680 Interchange Improvements and I-680 Southbound Express Lane Extension. Environmental Impact Report (EIR) and Environmental Assessment (EA)

approved in May 2018 includes all the scope elements of the larger project. I-680/SR84 Interchange reconstruction is an integral part of the larger project and its completion as part of the larger project is very critical for the larger project to function effectively and achieve its full traffic benefits.

SR84 Widening and I-680 Southbound Express Lane extension components are fully funded from a combination of Ala CTC tax measure, TriValley Transportation Development Fee funding and STIP funding. \$85 million from RM-3 will fully fund the construction phase of the interchange component.

The STIP funds are programmed in Fiscal Year (FY) 2019-20 and are required to adhere to California Transportation Commission's (CTC) timely use of funds mandates, including a CTC funding allocation deadline of no later than June 2020. Caltrans is the implementing agency of the construction phase and is targeting scheduling the allocation for the June 2020 CTC meeting. The deadline for submitting the fund request for consideration at the June 2020 CTC meeting is April 27, 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. In addition to the STIP funds, CTC action is also required to allocate \$3.8 million of SB 1 LPP funds. Alameda CTC is coordinating the allocation request to occur at the same meeting (June 2020) as the STIP funds.

Project phase being requested	CON
RM3 funding amount planned for this phase	\$85,000,000
Substitute funding source (if multiple, list amounts)	Measure B, BB
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 IPR resolution for the allocation being requested	03/26/2020

Note: LONP requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

Describe your plan for fully funding this project in the case that RM3 funding is not made available. This includes funding through construction if the LONP request is for an earlier phase.

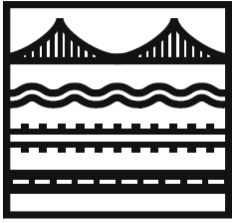
The 2014 Measure BB Transportation Expenditure Plan (TEP) identifies funds for congestion relief projects within Alameda County. With the limited MBB funds available, Alameda CTC has developed a strategic investment plan to invest these funds for a suite of projects (on the SHS and Arterials). In the event RM3 funds are not made available, MBB funds intended for these projects would have to be reprioritized and repurposed towards the SR84 Expressway Widening and I-680/SR84 Interchange Improvement project.

List any other planned bridge toll allocation requests in the next 12 months

RM3 Projects No. 3.1 - 7th Street Grade Separation East Project

April 2020, LONP request CON Phase allocation of \$55 Million. (Alameda CTC Commission action in March 2020)

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Regional Measure 3

Initial Project Report

Subproject Details

SB 595 Project Information

Project Number	30
Project Title	Interstate 680/State Route 84 Interchange Reconstruction
Project Funding Amount	\$85 millions

Subproject Information

Subproject Number	
Subproject Title	
Subproject Funding Amount	

I. Overall Subproject Information

a. Subproject Sponsor / Co-sponsor(s) / Implementing Agency

Alameda County Transportation Commission (Ala CTC)

b. Detailed Subproject Description *(include definition of deliverable segment if different from subproject)*

The proposed project would modify I-680/SR 84 interchange ramps, provide auxiliary lanes along I-680, and modernize I-680 and SR 84 at and in the vicinity of the interchange with new/rehabilitated roadways and capacity improvements that will achieve long-term state of good repair and transportation efficiency to accommodate the movement of freight. Project would widen and conform SR 84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange. The project would also extend the existing HOV/express lane on southbound I-680 northward to approximately 2 miles north of the SR 84/I-680 interchange.

Specific improvements include the following:

New & Modified Ramps and Auxiliary Lanes. The project would remove the existing one lane on-ramp from Calaveras Road to northbound I-680, construct a new one-lane flyover ramp from Calaveras Road to northbound I-680, and construct a new one-lane slip on-ramp from Calaveras Road to northbound SR 84. Geometric and vehicle storage improvements would also be made to the onramp from Paloma Way to southbound I-680, the existing two-lane off-ramp from northbound I-



680 to northbound SR 84, and the southbound SR 84 to northbound I-680 connector. The project would add an HOV preferential lane to the existing two-lane southbound SR 84 to southbound I-680 onramp; outside of HOV hours, the third on-ramp lane would be available to trucks. The project would construct a new auxiliary lane on Southbound I-680 to the south of Calaveras Road/Paloma Way and extend the existing northbound I-680 auxiliary lane from south of Calaveras Road to the northbound I-680/northbound SR 84 split. These auxiliary lane improvements increase the efficiency of trucks and other vehicles entering and exiting the freeway and are projected to improve merge speed and safety. Finally, the project would upgrade the entire interchange to current Caltrans ramp standards. These proposed improvements at the interchange would provide more efficient connections between I-680 and SR 84 and eliminate an existing weaving conflict that results in collision rates above the statewide average.

Congestion Relief and Safety Improvements. The proposed project would widen SR 84 from two to four lanes (two in each direction), overlay and restripe the roadway, and add concrete barriers in the median. These improvements provide additional capacity for goods movement, longer-useful life of the corridor, and safer operational traffic flow. As part of conforming SR 84 to expressway standards access would be limited to controlled intersections. The project would consolidate existing vehicle access openings to private driveways and rural roads at new frontage roads to improve traffic flow and safety. The proposed frontage roads would connect to a new signalized intersection at Little Valley Road/Vallecitos Atomic Laboratory Road. The intersection and frontage roads have been designed to accommodate large truck turning movements for the adjacent industrial and agricultural land uses on the north side of SR 84 and private driveways and rural roads on the south side of SR 84.

Safety Features. The project would provide additional highway lighting, enhanced signage, median barriers, and pavement delineation. Highway lighting would be included at driveways, intersections, on-ramp and lane merges and exit ramps, and would also be added on the I-680 express lane entrances and toll zone boundaries, locations on the highway where visibility is restricted by barriers, locations where drivers may experience headlight glare, and locations where concentrations of nighttime accidents are known to have occurred. Concrete barriers would be used to prevent headlight glare at necessary locations.

Intelligent Transportation System-infrastructure (ITS) Technologies. The project will deploy transportation technologies to link communication between on-ramps that allow for an assessment and management of the current travel conditions and improve operations by monitoring traffic flow and maximize traffic throughput.

Extended Express Lane. On southbound I-680, the project would extend the existing HOV/express lane northward from its current entry point at approximately Calaveras Road to approximately 0.8 mile north of Koopman Road, a distance of approximately 2 miles. This would allow traffic on I-680 to enter the HOV/express lane upstream of the I-680/SR 84 interchange and avoid weaving with vehicles that are merging onto southbound I-680 from SR 84. In addition, the extended express lane would attract some traffic from the general-purpose lanes, incrementally increasing capacity for trucks on southbound I-680.



I-680/SR84 Interchange Reconstruction is part of a larger project which includes SR84 Widening from south of Ruby Hill Drive to I-680, SR84/I-680 Interchange Improvements and I-680 Southbound Express Lane Extension. Environmental Impact Report (EIR) and Environmental Assessment (EA) approved in May 2018 includes all the scope elements of the larger project. I-680/SR84 Interchange reconstruction is an integral part of the larger project and its completion as part of the larger project is very critical for the larger project to function effectively and achieve its full traffic benefits.

SR84 Widening and I-680 Southbound Express Lane extension components are fully funded from a combination of Ala CTC tax measure, TriValley Transportation Development Fee funding and STIP – IIP funding. \$85 million from RM-3 will fully fund the construction phase of the interchange component.

c. Impediments to Subproject Completion

Environmental: This project will require permits from California Department of Fish and Wildlife (CDFW), United States Army Corps of Engineers (USACE), and California Regional Water Quality Control Board (CRWQCB). All these agencies have been well briefed about the project through an extensive coordination including field meetings. The United States Fish and Wildlife Service (USFWS) has already issued a Biological Opinion. Environmental mitigation has been identified, and mitigation agreements have been already been executed. Initial permit applications have been submitted and under review by these agencies.

Design - Plans, Specifications and Estimates (PS&E): PS&E work has been in progress since May 2018. 95% PS&E plans were reviewed by Caltrans in October 2019 and design team is on schedule to complete 100% PS&E by February 2020. Since this project has only one build alternative and the project geometrics have been vetted through Caltrans and various permitting agencies, no risks are anticipated completing the project design.

Right-of-Way Activities/Acquisition: This project requires acquisition of 22 parcels including partial fee takes and temporary construction easements; and relocation of Pacific Gas and Electric (PG&E) overhead electric and underground gas lines and an American Telephone & Telegraph (AT&T) overhead line. Final R/W requirements and utility relocation maps have been developed and discussed with subject property owners and utility companies. Final R/W appraisal maps and property appraisals have already been completed, and offers made to various property owners. Project team is currently negotiating with the property owners. Final utility relocation plans have been reviewed and concurred by the utility companies. Based on the on-going discussions with the property owners, the likelihood of any condemnation is minimal. If any of the parcels require Resolutions of Necessity (RON), it will be handled through Alameda CTC, which is much more streamlined and expeditious than the California Transportation Commission. Project Team has been communicating with various property owners and the utility companies throughout the project development process. Special time constraints and critical path tasks have been accounted for in the project delivery schedule. Most of the property owners and other stakeholders have shown a strong support for the project. PG&E will be given adequate buffer to perform their work. Project Team is having monthly status meetings with PG&E and AT&T. Special cooperation and coordination clauses of work will be included in Specifications.



d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

The project team has been proactively managing scope, schedule and budget risks throughout project development activities that will be continued during construction to minimize/mitigate the risks. The project has already achieved 100% design including confirmation of the project scope elements and cost estimates. Project plans, specifications, estimates and other technical aspects have been gone through PEER reviews at various milestones and have been fully vetted. The project team uses a master schedule and a deliverable log to status project on a regular basis. A risk register has been developed capturing scope, schedule and cost variables using Caltrans guidelines. The project team reviews and updates the risk register on a regular basis to reflect the latest status and to identify avoidance and mitigation measures.

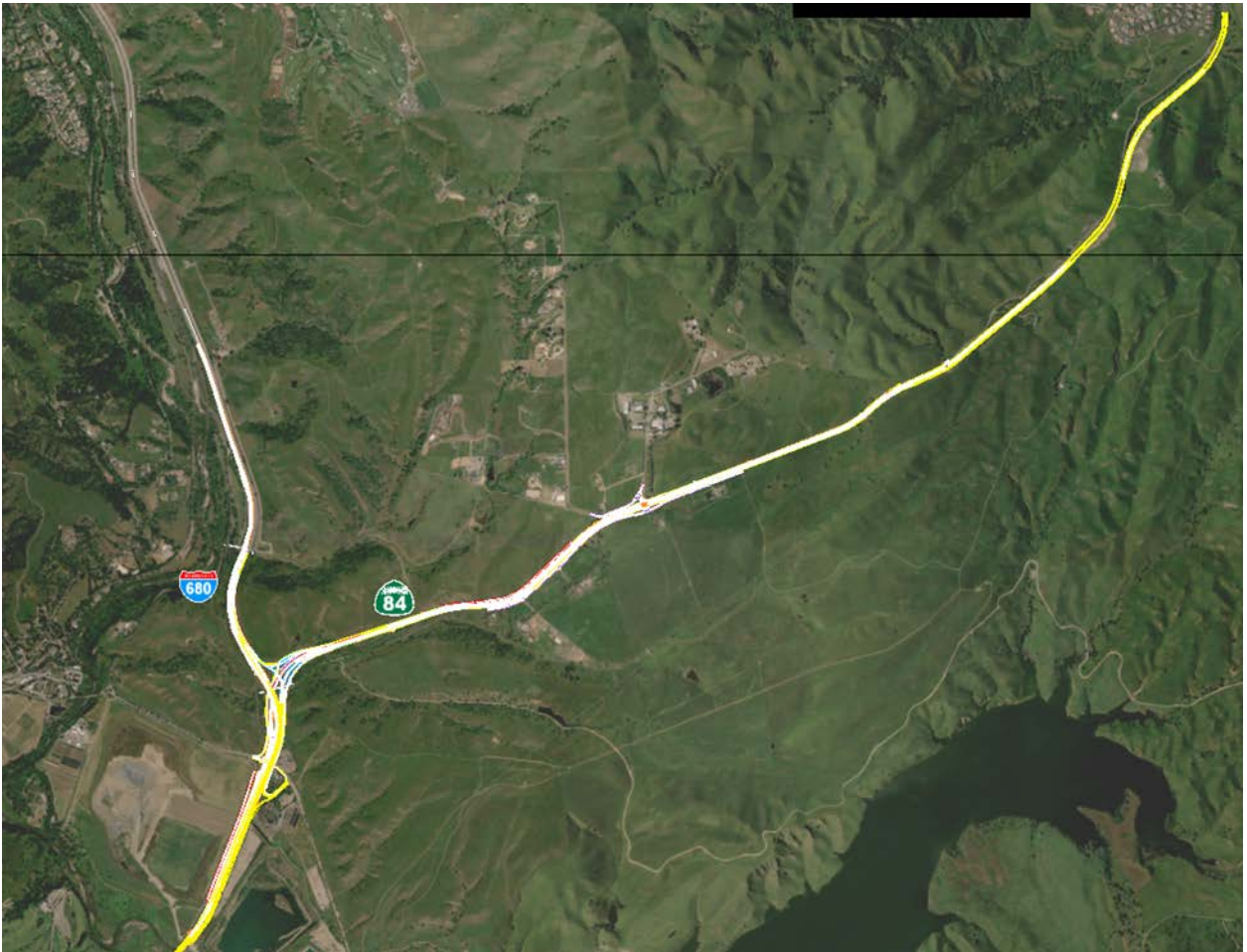
Support budget has been developed with a bottom-up approach, being managed at a very detailed task level and expenditures are well within the planned budget and consistent with the project progress. Capital construction budget is developed using Caltrans engineering estimate methodology based on a detailed contract item list and using unit prices reflective of latest market conditions. Capital and support budgets both include 10% contingency and capture appropriate escalations to the years of expenditures. These contingencies and escalation factors have been developed using current & future market conditions, considering magnitude, complexity and duration of the project and using data from similar projects.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

California Department of Transportation (Caltrans) as the owner and operator of the state highway system will be responsible for maintaining mainline along SR84 and I-680 as well as I-680/SR84 Interchange. Caltrans and Alameda County will enter into a maintenance agreement by which Caltrans will relinquish newly constructed frontage roads along SR84 to Alameda County and both agencies will share responsibilities for maintaining a signalized intersection at GE/Hitachi and SR84 intersection. Ala CTC and Caltrans will enter into an operations and maintenance agreement by which Ala CTC will be responsible for maintaining and operating facilities and equipment associated with the approximately two miles of southbound express lane extension north of SR84 and Caltrans will maintain remaining of the I-680 mainline operations.



f. Project Graphic(s) *(include below or attach)*



II. Subproject Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☒ No ☐

Environmental Document for this project is Environmental Impact Report (EIR) pursuant to California Environmental Quality Act (CEQA) and Environmental Assessment (EA) pursuant to National Environmental Policy Act (NEPA). EIR/EA was completed in May 2018.

b. Design

Project is currently in detailed design (Plans, Specifications and Estimate – PS&E) phase. 95% PS&E was completed in September 2019. Final PS&E is scheduled to complete in February 2020. This project will be design bid build.

c. Right-of-Way Activities / Acquisition

Final R/W appraisal maps and property appraisals have already been completed, and offers made to various property owners. Project team is currently negotiating with the property owners. Final utility



relocation plans have been reviewed and concurred by the utility companies. Based on the on-going discussions with the property owners, the likelihood of any condemnation is minimal. If any of the parcels require Resolutions of Necessity (RON), it will be handled through Alameda CTC, which is much more streamlined and expeditious than the California Transportation Commission. Project Team has been communicating with various property owners and the utility companies throughout the project development process. Special time constraints and critical path tasks have been accounted for in the project delivery schedule. Most of the property owners and other stakeholders have shown a strong support for the project. PG&E will be given adequate buffer to perform their work. Project Team is having monthly status meetings with PG&E and AT&T. Special cooperation and coordination clauses of work will be included in Specifications.

d. Construction / Vehicle Acquisition / Operating

Ala CTC has successfully completed construction of many large and complex projects including Proposition 1B funded projects. Project team has already engaged Caltrans construction staff as well as private industry experts to develop a biddable and buildable construction contract plans through comprehensive constructability reviews. Project team has developed a draft construction schedule to manage design development and plan for an effective construction management. Project team is using a comprehensive risk management plan to proactively anticipate and manage potential delivery risks.

III. Subproject Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	May 2015	May 2018
Final Design - Plans, Specs. & Estimates (PS&E)	June 2018	April 2020
Right-of-Way Activities /Acquisition (R/W)	June 2018	April 2020
Construction (Begin – Open for Use) / Acquisition (CON)	November 2020	September 2023



IV. Subproject Budget

Capital

Subproject Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,756
Design - Plans, Specifications and Estimates (PS&E)	\$17,250
Right-of-Way Activities /Acquisition (R/W)	\$20,500
Construction / Rolling Stock Acquisition (CON)	\$200,594
Total Project Budget (in thousands)	\$244,100

Deliverable Segment Budget (if different from subproject budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	

V. Subproject Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.



Excel Attachment Included ☒

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Vivek Bhat

Title: Director of Programming

Phone: (510) 208 - 7430

Email: VBhat@alamedactc.org

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

Person Preparing Initial Project Report (if different from above)

Name: Gary Sidhu

Title: Project Manager

Phone: 510-208-7414

Email: gsidhu@alamedactc.org

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

Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan

Project Title:	Interstate 680/State Route 84 Interchange Reconstruction Project	
Subproject Title		
Project/Subproject Number:	30	
Total RM3 Funding:	\$	85,000,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
	ENV				\$ -
Alameda CTC Tax Measure		Yes	\$ 2,816	\$ 2,816	\$ -
Tri Valley Transportation Development Fees		Yes	\$ 2,940	\$ 2,940	\$ -
					\$ -
					\$ -
					\$ -
ENV Subtotal			\$ 5,756	\$ 5,756	\$ -
	PSE				\$ -
Alameda CTC Tax Measure		Yes	\$ 8,400	\$ 2,899	\$ 5,501
Tri Valley Council Transportation		Yes	\$ 8,850	\$ 8,850	\$ -
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 17,250	\$ 11,749	\$ 5,501
	ROW				\$ -
Alameda CTC Tax Measure		Yes	\$ 17,350	\$ 1,091	\$ 16,259
Tri Valley Council Transportation		Yes	\$ 3,150	\$ 3,150	\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 20,500	\$ 4,241	\$ 16,259
	CON				\$ -
Alameda CTC Tax Measure		Yes	\$ 100,678		\$ 100,678
STIP (RIP)		Yes	\$ 11,114		\$ 11,114
SB-1 LPP Formula		Yes	\$ 3,802		\$ 3,802
RM-3			\$ 85,000		\$ 85,000
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 200,594	\$ -	\$ 200,594
Capital Funding Total			\$ 244,100	\$ 21,746	\$ 222,354

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Interstate 680/State Route 84 Interchange Reconstruction Project	
Subproject Title	0	
Project/Subproject Number:	30	
Total RM3 Funding:	\$	85,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM-3	ENV												\$ -		\$ -
Alameda CTC Tax Measure		\$ 2,816											\$ 2,816	\$ 2,816	\$ -
Tri Valley Council Transportation		\$ 2,940											\$ 2,940	\$ 2,940	\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ 5,756	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,756	\$ 5,756	\$ -
RM-3	PSE												\$ -		\$ -
Alameda CTC Tax Measure		\$ 8,400											\$ 8,400	\$ 2,899	\$ 5,501
Tri Valley Council Transportation		\$ 8,850											\$ 8,850	\$ 8,850	\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
PSE Subtotal		\$ 17,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,250	\$ 11,749	\$ 5,501
RM-3	ROW												\$ -		\$ -
Alameda CTC Tax Measure		\$ 17,350											\$ 17,350	\$ 1,091	\$ 16,259
Tri Valley Council Transportation		\$ 3,150											\$ 3,150	\$ 3,150	\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ROW Subtotal		\$ 20,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 4,241	\$ 16,259
RM-3	CON		\$ 85,000										\$ 85,000		\$ 85,000
Alameda CTC Tax Measure			\$ 100,678										\$ 100,678		\$ 100,678
STIP (RIP)			\$ 11,114										\$ 11,114		\$ 11,114
SB-1 LPP Formula			\$ 3,802										\$ 3,802		\$ 3,802
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
CON Subtotal		\$ -	\$ 200,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,594	\$ -	\$ 200,594
RM-3 Funding Subtotal		\$ -	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ -	\$ 85,000
Capital Funding Total		\$ 43,506	\$ 200,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 244,100	\$ 21,746	\$ 222,354

Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan

Project Title:	Interstate 680/State Route 84 Interchange Reconstruction Project	
Subproject Title	0	
Project/Subproject Number:	30	
Total RM3 Funding:	\$	85,000,000

(add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
RM 3	ENV												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON			\$ 25,000	\$ 25,000	\$ 35,000							\$ 85,000
Alameda CTC Tax Measure			\$ 30,000	\$ 35,000	\$ 35,678								\$ 100,678
STIP (RIP)			\$ 2,000	\$ 4,000	\$ 4,000	\$ 1,114							\$ 11,114
SB-1 LPP Formula				\$ 2,000	\$ 1,802								\$ 3,802
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
CON Subtotal		\$ -	\$ 32,000	\$ 66,000	\$ 66,480	\$ 36,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,594
RM 3 Funding Subtotal		\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000
Capital Funding Total		\$ -	\$ 32,000	\$ 66,000	\$ 66,480	\$ 36,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,594

**Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan**

Project Title:	Interstate 680/State Route 84 Interchange Reconstruction Project		
Subproject Title	0		
Project/Subproject Number:	30		
Total RM3 Funding:	\$	85,000,000	

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ -
2. Overhead and direct benefits (specify)		Rate	x Base
		\$ -	
		0	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Capital (RM3)	1	85000000	\$ 85,000,000
Construction Capital (MBB)	1	100678000	\$ 100,678,000
STIP (RIP)	1	11114000	\$ 11,114,000
SB-1 LPP Formula	1	3802000	\$ 3,802,000
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 200,594,000
4. Consultants (Identify purpose and/or consultant)			Total Estimated cost
Consultants Subtotal			\$ -
5. Other direct costs			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 200,594,000

Comments:



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

5.2B

FEBRUARY 2020

PROJECT OVERVIEW

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

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

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

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

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

PROJECT NEED

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



PROJECT BENEFITS

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



I-680/SR-84 interchange.



SR-84 looking eastbound near Ruby Hill Road.



SR-84 looking westbound near Ruby Hill Road.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design and Right-of-Way

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

PARTNERS AND STAKEHOLDERS

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

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

Preliminary Engineering/Environmental	\$5,756
Final Design	\$17,250
Right-of-Way	\$20,500
Construction	\$200,594
Total Expenditures	\$244,100

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

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$128,200
Measure B	\$1,046
Local (TVTC) ¹	\$14,940
Regional (RIP) ²	\$11,114
Regional (RM 3) ³	\$85,000
State (SB 1 LPP) ⁴	\$3,800
Total Revenues	\$244,100

¹ Local funding includes the Tri-Valley Transportation Council (TVTC).

² Regional Improvement Program (RIP).

³ Regional Measure 3 (RM 3).

⁴ Senate Bill 1 Local Partnership Program (SB 1 LPP)

SCHEDULE BY PHASE

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

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



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 2, 2020

TO: Programs and Projects Committee

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

SUBJECT: Approve Draft Alameda CTC Strategic Plan Guiding Principles

Recommendation

It is recommended the Commission approve the proposed Draft Alameda CTC Strategic Plan Guiding Principles (Attachment A) that will guide an approach to strategize Measure BB investments to leverage and strategically compete for discretionary local, regional, state and federal funds anticipated to be available to Alameda County.

Summary

The Alameda CTC's Strategic Plan will establish policies, project delivery funding scenarios and leveraging strategies that are intended to guide Alameda CTC's plan to pursue and secure prospective local, regional, state, and federal funds for the delivery of transportation improvements across Alameda County.

The Strategic Plan will also address near-term financial implementation of countywide projects and programs. This includes identifying funding needs, prioritizing projects, exploring funding constraints and potential strategies to leverage existing local Alameda CTC administered fund sources (such as Measure B, Measure BB, Vehicle Registration Fee Program, Transportation Fund for Clean Air) against various externally available federal, state and regional funding sources.

Background

Alameda County maintains a highly diverse transportation network complete with highway infrastructure, express lanes, local roadways, freight and port facilities, rail and bus transit, and bicycle and pedestrian improvements. Its wide range of transportation infrastructure may differ dramatically from one area of the county to the other as each respective community has unique transportation needs. Alameda CTC's goal is to leverage local funds under its purview to help secure additional competitive local

regional, State, and federal transportation funding dollars in order to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

Alameda CTC administers voter-approved sales tax programs (2000 Measure B and 2014 Measure BB), and the Vehicle Registration Fee (VRF) program (2010 Measure F) that provide critical funding for delivering transportation improvements within the county. The most significant source of funding under Alameda CTC's purview is the Measure BB sales tax revenue generated through the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) in November 2014. The duration of the 2014 TEP is thirty (30) years, from April 1, 2015 to March 31, 2045. The 2014 TEP is projected to generate approximately \$7.8 billion in revenues for transportation investments ranging from bus/ferry/commuter rail services and operations, streets and highways improvements, student transit passes, community development initiatives, technology and innovation programs, bicycle/pedestrian enhancements, and transportation programs for seniors and people with disabilities.

Although the 2014 TEP is anticipated to generate a significant source of funding for Alameda County, the transportation funding needs far outweigh the expected revenue generation required to complete the project and program delivery of the 2014 TEP in its entirety. Over 50 percent (approximately \$4.1 billion) of the revenues generated are annually returned to local jurisdictions as Direct Local Distributions for local agencies to use at their own discretion. The remaining \$3.7 billion is split among "Named" capital projects (\$1.2 billion) and discretionary programs (\$2.3 billion). The 2014 TEP recognizes investments within specific categories and types, and the Measure BB total revenue will not be able to fulfill the funding needs. It is imperative the Commission strategize investments to leverage external funding to fulfill the capital program needs.

The aim of the Strategic Plan will be to simultaneously:

1. Prioritize Project and Program Investments

Identify project investment strategies using Alameda CTC administered funds to get projects in a state of readiness to compete for available external funds as they presumably become available over the life of the strategic plan.

2. Maximize Measure BB Investments/Leveraging Strategy

Identify an investment strategy to ensure that Measure BB is used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County such as Regional Measure 3, Senate Bill 1 programs, and U.S. Department of Transportation competitive programs for example.

3. Guide Project Delivery Strategy

Identify project delivery strategies for an Alameda County portfolio of project investments that depict which projects can be delivered in whole, or in part, by

the Measure BB sales tax program, other Alameda CTC-administered funds, or prospective external competitive funding programs. It also identifies the funding challenges leading up to full project implementation and the potential risks of early project development investments towards projects with incomplete funding.

The Strategic Plan is structured around the proposed Draft Strategic Plan Guiding Principles (Attachment A) which define an approach to deliver a portfolio of highly competitive Commission priorities through which Alameda CTC administered funds may be invested to attract competitive funding from external funding programs.

Based on the Draft Guiding Principles, the Strategic Plan will focus on Alameda CTC-implemented projects and externally implemented "Named" capital projects. Between Alameda CTC implemented projects and projects implemented by external Project Sponsors such as the Bay Area Rapid Transit (BART), City of Union City, and others, there is a collective total project cost of \$6.7 billion, with only \$2.1 B committed through Measure BB, Regional Measures, various state and federal programs, and other local sources. There is an overall funding need of \$4.6 billion required to fill the gap and ensure the delivery of all these projects within the next decade.

Table 1: Summary of Project Delivery Funding Needs (\$ in Billions)

Project Sponsor	Total Project Costs	Total Commitment	Total Shortfall
Alameda CTC-Implemented	\$3.8	\$1.0	\$2.8
Named Projects Implemented by External Sponsors	\$2.9	\$1.1	\$1.8
Total	\$6.7	\$2.1	\$4.6
Note: Commitment sources include funds from Measure B, Measure BB, VRF, local jurisdictions, STIP, secured state grants.			

Using a ten-year horizon, the Strategic Plan will intend to address near-term financial implementation of countywide projects, including funding constraints, priority projects, and potential strategies. The strategies attempt to leverage existing local Alameda CTC administered fund sources against various outside funding programs anticipated in the next decade that aim to address the \$4.6 billion shortfall.

For the Alameda CTC-implemented projects, staff intends to pursue competitive funds from Senate Bill 1 Programs, Regional Measure 3, State Transportation Improvement Program (STIP), federal programs, and by encouraging local cooperation and funding partnerships with jurisdictions where a project resides or by whom might receive benefit. Attachment B depicts estimated annual revenues of federal and state discretionary grants which could serve as potential leveraging opportunities. In addition, DLD funds through Alameda CTC and the SB 1 program are also contributory options for projects located in and benefitting local jurisdictions.

The Strategic Plan's investment approach would be adjusted periodically to reflect the current state of project delivery, agency resources, available professional and construction services, and funding constraints and availability at any given time. As such, the Strategic Plan will establish an initial ten-year fiscal year framework that is intended to be updated if significant changes are required resulting from major project delivery and funding shifts.

Alameda CTC's Comprehensive Investment Plan (CIP) includes programming and allocation recommendations for various transportation projects and programs and also conforms to the 2014 TEP's annual strategic plan requirements. The CIP document will continue to be the mechanism by which the Commission programs and allocates funding.

Next Steps

The approved Strategic Plan Guiding Principles will be used develop a Strategic Plan that will inform funding pursuits for competitive local, regional, state and federal funds that are anticipated to be available to Alameda County. The Strategic Plan will be implemented through the Alameda CTC's CIP, project delivery efforts, and the policies associated with the programming and allocation of Alameda CTC administered funds. Approval of this item authorizes an approach to strategize Measure BB investments to leverage and strategically compete for discretionary local, regional, state and federal funds anticipated to be available to Alameda County.

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

Attachments:

- A. Draft Strategic Plan Guiding Principles
- B. Annual Revenue Estimates for Federal and State Grant programs

DRAFT STRATEGIC PLAN GUIDING PRINCIPLES

The Draft Strategic Plan Guiding Principles are intended to generate a portfolio of quality candidate projects for Alameda CTC administered funds and a prospective for external funds available to Alameda County jurisdictions.

These guiding principles are to:

1. Achieve the Alameda CTC's mission and vision and goals.

In September 2019, the Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan (CTP).

Vision: "Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities."

To complete this vision, Alameda CTC prioritizes projects that achieve these aspiring goals for Alameda County's transportation system:

- Accessible, Affordable and Equitable
 - Safe, Healthy and Sustainable
 - High Quality and Modern Infrastructure, and
 - Economic Vitality
2. Identify Alameda CTC sponsored and implemented projects based on project delivery strategies, transportation benefits, resource capabilities, and funding strategies that maximize leveraging Alameda CTC's administered funds.
 3. Prioritize Alameda CTC sponsored and implemented projects for available local, regional, State and federal funds that may be available to Alameda County on the basis of Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.
 4. Prioritize 2014 Transportation Expenditure Plan (TEP)'s "named" capital projects by providing an investment and delivery strategy for Project Sponsors that promotes the development of these projects through the upcoming prospective funding opportunities.
 5. Establish a systematic programming and allocation strategy for Alameda CTC administered funds to promote project delivery and project readiness. This includes an assessment of prospective local, regional, State, and federal fund sources anticipated to be made available to Alameda County.

6. Ensure the investment strategy remains flexible to provide capacity to respond to emerging and unanticipated needs in terms of both evolving project initiation and development needs, as well as, changes in funding opportunities, amounts and programs that may require nimbleness in adjusting the overall funding strategy of the Strategic Plan.
7. Provide an informational tool for agency's project management, project delivery, resource management, and financing strategies.
8. Adhere to the Alameda CTC's budgeting and financing policies including:
 - a. Pay-as you go financing strategy until an immediate need to issue debt for project(s) is required.
 - b. Debt shall not be utilized for operating expenses.
 - c. Maintains an adequate level of reserves and support strong bond ratings
9. Create synchronicities between Alameda CTC's Countywide Transportation Plan, Transportation Expenditure Plans, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.
10. Optimize leveraging of external funding opportunities such as local, regional, State, and Federal sources available through Project Sponsor local funds, Senate Bill 1, State Transportation Improvement funds, Regional Measures, Federal Programs.

Annual Revenue Estimates for Federal and State Grant Programs

Grant Type	Grant Program	Annual Fund Estimate (\$ x 1,000)
FEDERAL	BUILD	900
	INFRA	900
	INFRA (Formula)	100
	ATCMTD	60
	OBAG	12
Sub-Total Federal (A)		1,972
STATE	Active Transportation	100
	Trade Corridors	300
	Local Partnership	100
	Solutions for Congested Corridors	250
	STIP	15
Sub-Total State (B)		765
Total (A+B)		2,737

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Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 2, 2020

TO: Programs and Projects Committee

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

SUBJECT: Approve issuance of a Request for Proposals for Project Management and Project Controls Services and authorize the Executive Director to negotiate a contract with the top-ranked firm

Recommendation

It is recommended that the Commission authorize staff to issue a Request for Proposals (RFP) and proceed with contract procurement activities to obtain one or more professional services consultant firms to provide project management and project controls services beginning fall 2020.

Summary

Involvement of the private sector continues to be critical to the success of Alameda County Transportation Commission (Alameda CTC) and its effort to deliver high quality transportation programs and projects in Alameda County. To ensure the efficient, effective, and successful delivery of Alameda CTC's capital projects and grant programs, the Alameda CTC contracts on a periodic basis with a number of professional services consultant firms. These firms assist staff in providing a range of professional services, including, but not limited to, project management and monitoring, project controls, utility coordination, right-of-way services, technical assistance, administrative support services, and other related project activities. Currently these services are provided through multiple different contracts. By consolidating these tasks in a singular RFP to one or more firms, Alameda CTC will be able to be more responsive to project development and delivery needs that require consulting services, providing staff with additional flexibility in acquiring consulting services, thereby improving staff's ability to deliver projects for the Commission in a timely manner.

Staff seeks the Commission's approval to issue a RFP and authorization for the Executive Director to negotiate a professional services contract with one or more of the top-ranked firms for project management and project control services.

Background

Since the initiation of the 1986 Measure B sales tax measure to present day, Alameda CTC and its predecessor agencies have contracted with numerous engineering consultant firms to provide support services in the area of project management (when the Agency leads the implementation and delivery of a project) and project controls services (when the Agency provides funding to projects delivered by others). These engineering consultant contracts provide Alameda CTC with the quality resources necessary to support staff during the work program “peaks” and eliminates the need for staff reductions during the work program “valleys”. Alameda CTC staff periodically conducts assessments of its consultant resource plan to ensure that the Agency is adequately supported to administer and deliver its projects and programs.

Current project management and project controls services contracts were awarded to various contractors through competitive bid processes and this RFP will enable a team to bid on services needed by Alameda CTC.

The selected Project Management and Project Controls Team (Team) will provide the Commission the necessary expertise and resources to deliver its capital program and assist in the overall implementation and administration of the agency's comprehensive work program. The Team will also coordinate with sponsors and contractors in the development and construction of capital projects to ensure that quality projects are delivered within budget, scope, and schedule. The Team will also support the Programming and Project Controls needs of the agency.

The proposed tasks for the upcoming RFP for services related to project management and project controls services are anticipated to include the following major tasks:

Program/Project Controls and Funding/Financial Management: Provide and perform defined services and activities related to program and project controls for current projects in the Alameda CTC Capital Program and Planning.

Project Delivery and Construction Management and Oversight: Provide and perform the necessary services and activities related to Project Delivery Management for capital projects that are led and managed by Alameda CTC or local agencies in the Capital Program, from project inception to project closeout. Provide construction oversight services for projects where Alameda CTC is a stakeholder and/or funding guarantor.

Programming and Program-Wide Implementation Support: Provide support to the Programming and Projects team with matters relating to the programming and monitoring of funding from various local, state, regional and federal sources under Alameda CTC's purview.

Support to Project Management/Project Controls: Provide and perform project administrative services and activities to support Programming and Project Controls, Capital Project Delivery, Express Lanes, and Alameda CTC.

Utilities/Right of Way (ROW) Services: Provide services and activities related to utilities and ROW support for capital projects, including assisting with the determination of liability for cost of utility relocations, preparing draft and final versions of utility agreements, preparing draft and final versions of Notices to Owners for facility adjustments, and other general coordination efforts related to utility relocations.

Project Management Services: Support Alameda CTC's provision of services and activities related to managing the overall program. The PM/PC Program Manager will report to and take direction in this regard from the Alameda CTC Deputy Executive Director of Projects or designee, who is the responsible person in charge and accountable overall for the work products provided and the services performed under this Agreement.

On-Call Services: Provide on-call services as required and then as authorized by Alameda CTC. Examples of on-call services include scheduling, constructability review, and project close-out.

By consolidating these tasks in a singular RFP to a team of firms, Alameda CTC will be able to more efficiently address agency needs that require consulting services, providing staff with additional flexibility in acquiring consulting services, thereby improving staff's ability to deliver projects for the Commission in a timely manner.

Staff recommends that the Commission authorizes the release of a Request for Proposals (RFP) and proceed with contract procurement activities to obtain one or more professional services consultant firms to provide project management and project controls services beginning fall 2020.

Fiscal Impact: Approval of this item does not have a direct fiscal impact on the budget. Approval of the recommended actions will authorize the issuance of a RFP and negotiations with the top-ranked firm for project management and project controls services. Commission action for contract award will be necessary at a future date upon successful completion of negotiations with the top-ranked firm. Funding for this contract will be identified in the annual budget update later this fiscal year, and funding details will be provided when the item returns to Commission for authorization of contract award.

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