



## **Programs and Projects Committee Meeting Amended Agenda Monday, July 13, 2020, 10:30 a.m.**

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at [vlee@alamedactc.org](mailto:vlee@alamedactc.org) by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (\*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Committee Chair: Carol Dutra-Vernaci, City of Union City  
Vice Chair: Rebecca Saltzman, BART  
Members: Wilma Chan, Scott Haggerty,  
David Haubert, John Marchand, Lily Mei,  
Nate Miley, Sheng Thao  
Ex-Officio: Pauline Russo Cutter, John Bauters

Executive Director: Tess Lengyel  
Staff Liaison: [Gary Huisingsh](#)  
Clerk of the Commission: [Vanessa Lee](#)

### **Location Information:**

Virtual Meeting Information: <https://zoom.us/j/99828936584?pwd=CHl4NjJscm1qUkQ0MGZpejJxYkIGQT09>  
Webinar ID: 998 2893 6584  
Password: 726500

For Public Access Dial-in Information: (669) 900-6833  
Webinar ID: 998 2893 6584  
Password: 726500

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: [vlee@alamedactc.org](mailto:vlee@alamedactc.org)

### **1. Call to Order**

### **2. Roll Call**

### 3. Public Comment

4. Consent Calendar	Page/Action	
4.1. <a href="#">Approve June 8, 2020 PPC Meeting Minutes</a>	1	A
4.2. <a href="#">Approve an Amendment to the Co-op with Caltrans for State Route 84 Expressway and State Route 84/Interstate 680 Interchange Improvements Project</a>	5	A
4.3. <a href="#">Approve the Administrative Amendment to Grant Funding Agreement to extend agreement expiration date</a>	11	A

### 5. Regular Matters

5.1. <a href="#">Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program</a>	15	A
5.2. <a href="#">Approve actions necessary to facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program</a>	21	A
5.3. <a href="#">Award the Construction of Landscaping at Marina Boulevard and Davis Street Interchanges Contract to Bortolussi &amp; Watkin, Inc.</a>	27	A
5.4. <a href="#">Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&amp;E) and Construction Contract Documents for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project</a>	31	A
5.5. <a href="#">Approve Amendment No. 2 to Agreement A18-0040 with Oberkamper &amp; Associates for the I-880/Mission Boulevard (Route 262) Interchange Project for Right-of-Way closeout</a>	37	A

### 6. Committee Member Reports

### 7. Staff Reports

### 8. Adjournment

Next Meeting: Monday, September 14, 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 July 2020 and September 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**

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

**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	July 23, 2020 September 24, 2020
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680)	September 14, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

### Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	July 13, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 8, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 10, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 28, 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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Programs and Projects Committee  
Meeting Minutes  
Monday, June 8, 2020, 10:00 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**1. Call to Order**

**2. Roll Call**

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

Commissioner Cox was present as an alternate for Commissioner Chan.

**Subsequent to the roll call:**

Commissioner Saltzman arrived during Item 4. Commissioner Haubert arrived during item 5.2.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve May 11, 2020 PPC Meeting Minutes**

**4.2. Approve Cooperative Agreement with the Cities of Dublin and Livermore for the Dublin Boulevard – North Canyons Parkways Extension Project**

*Commissioner Marchand spoke in favor of the cooperative agreement with the cities of Dublin and Livermore for the Dublin Boulevard – North Canyons Parkways Extension Project.*

*Commissioner Cutter moved to approve this item. Commissioner Mei seconded the motion. The motion passed with the following roll votes:*

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Marchand, Mei, Miley, Saltzman, Thao

No: None

Abstain: None

Absent: Haubert

**5. Regular Matters**

**5.1. Approve FY 2018-19 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report and Interim Policy Updates**

John Nguyen recommended that the Commission approve the Fiscal Year 2018-19 Measure B, Measure BB, and Vehicle Registration Fee Program Compliance Report and Interim Policy Updates. He stated that Alameda CTC found nineteen of the twenty Direct Local Distribution (DLD) recipients in compliance with the DLD financial reporting and program compliance requirements for the FY2018-19 reporting period. The City of Union City remains the only DLD recipient that has not submitted reports to Alameda CTC due a citywide virus hindering Union City's

ability to access the required financial data. Union City is currently resolving their data accessibility issues and intends to submit their reports this Fall 2020. Mr. Nguyen stated that as a result of the COVID-19 pandemic and the shelter-in-place order across the Bay Area Counties, Alameda CTC recommends a one-year extension of the current timely use of funds policy requirements. The recommended action also includes modifying the Seniors and People with Disabilities DLD implementation guidelines to allow for the cost eligibility for Meals on Wheel Delivery programs for the FY 20-21 period for transportation purposes.

Commissioner Saltzman asked are jurisdictions planning to slow down on using these funds. Mr. Nguyen noted that cities are not slowing down and have identified that encumbrances to several projects are moving forward.

Commissioner Dutra-Vernaci asked for clarification on the Meals on Wheels Program eligibility. Mr. Nguyen noted that the DLD recipients can use the funds on transportation components of the Meals on Wheels operations such as program administration, transportation costs, and fuel.

*Commissioner Miley moved to approve this item. Commissioner Marchand seconded the motion. The motion passed with the following roll votes:*

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Marchand, Mei, Miley, Saltzman, Thao  
No: None  
Abstain: None  
Absent: Haubert

## **5.2. Approve Conceptual Funding Plan for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project**

John Pulliam recommended that the Commission approve a conceptual funding plan for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard project. He noted that the project proposes to construct express lanes in both directions within a 10-mile segment to complete the I-680 Express Lane Network through Alameda County. The delivery of the I-680 Southbound Express Lane is being coordinated with an upcoming Caltrans pavement rehabilitation project along the same section of I-680.

Vivek Bhat stated that the current estimated total cost of the project is \$252 million, from inception to completion of construction. Currently, the project funding plan includes a combination of \$20 million of 2014 Measure BB, \$80 million of Regional Measure 3 (RM3) and \$10 million of the Metropolitan Transportation Commission (MTC) share of Senate Bill 1 Local Partnership Program (LPP) formula funds. MTC approved the RM3 and LPP funding in May 2020. The current funding needed to complete the funding plan is approximately \$142 million. Staff is recommending that the Commission approve the funding strategy for the I-680 Southbound Express Lane from SR-84 to Alcosta Boulevard Project including:

- Committing up to \$40 million future STIP revenues

- Prioritizing \$12 million SB1 LPP formula funds.
- Addressing any remaining shortfall with external grant opportunities first, and then considering Measure BB discretionary funds and/or future toll revenues.

Commissioner Saltzman asked how confident staff was in securing funds included in the proposed funding strategy and wanted to ensure that there was not a bigger funding gap. Mr. Bhat said while some of the funds such as the \$90 million from regional funding were committed, viability of other fund sources would need to be evaluated based on grant application results. Mr. Bhat stated that staff will provide the Commission periodic updates on the funding strategy based on the status of any grant application outcomes; and he noted that all future programming and allocation actions would require Commission approval.

Commissioner Haggerty made a motion to approve the item. Commissioner Saltzman requested that Commissioner Haggerty amend the motion to include annual updates on funding from staff.

*Commissioner Haggerty moved to approve this item with an amendment to include annual updates to the Committee and Commission on funding from staff. Commissioner Saltzman seconded the motion. The motion passed with the following roll votes:*

Yes:       Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand,  
              Mei, Miley, Saltzman, Thao  
No:         None  
Abstain:   None  
Absent:    None

## **6. Committee Reports**

There were no member reports.

## **7. Staff Reports**

Tess Lengyel stated that the July PPC meeting will begin at 10:30 a.m.

## **8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time:   Monday, July 13, 2020 at 10:30 a.m.

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# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Approve an Amendment to the Co-op with Caltrans for State Route 84 Expressway and State Route 84/Interstate 680 Interchange Improvements Project

## Recommendation

It is recommended that the Commission approve an Amendment to the Cooperative Agreement between Alameda CTC and Caltrans for the State Route 84 (SR-84) Expressway and State Route 84/Interstate 680 (SR-84/I-680) Interchange Improvements project (Project).

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the Sponsor of the SR-84 Expressway 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 Regional Measure 3 (RM3) program, with a total RM3 commitment of \$85 million. 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 December 2020, with contract award anticipated in April 2021. Caltrans is the implementing agency for the construction phase.

In order to remove trees necessary to construct the project and maintain the current project schedule, an Amendment is necessary to the current Cooperative Agreement between Caltrans and Alameda CTC. The Amendment will allow Caltrans to remove trees

using their forces, and will also allow them to perform a new pavement design for the Project that is expected to reduce costs.

Approximately eight-hundred trees need to be removed along SR-84 and I-680 to accommodate construction of the Project. In order to comply with the Migratory Bird Treaty Act and California Department of Fish and Wildlife regulations, these trees must to be removed outside the annual bird nesting period, which is February to August, and prior to the rainy season. Since construction of the roadway contract is not expected to begin until spring 2021, an advance tree removal contract is needed to remove trees. The tree removal work is proposed between September 1 and October 15, 2020. Tree removal will be performed by Caltrans under an existing service contract. Tree removal will occur during daytime hours when only shoulder closures are required. Some nighttime work is anticipated when lane closures are required to safely remove large trees adjacent to the highway.

The Amendment also covers work for Caltrans Materials staff to perform a Mechanical Empirical (ME) pavement design. ME design is a new pavement design approach which allows for thinner asphalt concrete layers, compensated by thicker aggregate base sections. Use of ME pavement design could reduce Project costs by up to \$1.5M.

The cost for this additional work is \$710,000, which increases the total compensation of the Cooperative Agreement from \$300,000 to \$1,010,000. This additional cost will be paid for from contingency previously included in the Project budget and will not lead to increased Project costs. In addition, savings from the pavement design is anticipated to save the project up to \$1.5M, which will offset the added costs to the Cooperative Agreement.

## **Background**

Alameda CTC is the Sponsor of the SR-84 Expressway 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 improving SR-84 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, 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 \$123.4 million MBB, \$1.1 million Measure B, \$14.9 million Tri-Valley Transportation Council (TVTC), \$11.1 million State Transportation Improvement Program (STIP), \$8.6 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 December 2020, with contract award anticipated in April 2021. Caltrans is the implementing agency for the construction phase.

Approximately eight-hundred trees need to be removed along SR-84 and I-680 to accommodate construction of the Project. In order to comply with the Migratory Bird Treaty Act and California Department of Fish and Wildlife regulations, these trees must to be removed outside the annual bird nesting period, which is February to August, and prior to the rainy season. Since construction of the roadway contract is not expected to begin until spring 2021, an advance tree removal contract is needed to remove trees. The tree removal work is proposed between September 1 and October 15, 2020. Tree removal will be performed by Caltrans under an existing service contract. Tree removal will occur during daytime hours when only shoulder closures are required. Some nighttime work is anticipated when lane closures are required to safely remove large trees adjacent to the highway.

Approximately 745 trees being removed will require mitigation replacement, including 622 native trees which will be replaced at a 3:1 replacement ratio. The replacement trees will be planted within the Project limits at the completion of the roadway construction work through a follow up landscaping project.

**Fiscal Impact:** The action will authorize the execution of an Amendment to the existing Cooperative Agreement between Alameda CTC and Caltrans, increasing the agreement value by \$710,000 to a new total of \$1,010,000. This will be paid for using MBB funds from the Project contingency.

**Attachment:**

- A. Project Fact Sheet

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

JULY 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:

- Modifying 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.

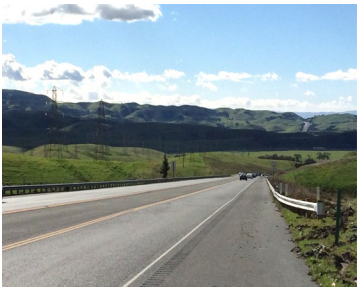


## PROJECT BENEFITS

- 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.
- Construction contract advertisement anticipated in December 2020.

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
<b>Total Expenditures</b>	<b>\$244,100</b>

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

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$123,400
Measure B	\$1,046
Local (TVTC) <sup>1</sup>	\$14,940
Regional (RIP) <sup>2</sup>	\$11,114
Regional (RM 3) <sup>3</sup>	\$85,000
State (SB 1 LPP) <sup>4</sup>	\$8,600
<b>Total Revenues</b>	<b>\$244,100</b>

<sup>1</sup> Local funding includes the Tri-Valley Transportation Council (TVTC).  
<sup>2</sup> Regional Improvement Program (RIP).  
<sup>3</sup> Regional Measure 3 (RM 3).  
<sup>4</sup> 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	Early 2021
Construction	Spring 2021	2023

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



# Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** July 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Approve the Administrative Amendment to Grant Funding Agreement to extend agreement expiration date

## Recommendation

It is recommended that the Commission approve Administrative Amendment Grant Funding Agreement (A07-0058) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

## Summary

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

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

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

## Background

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

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

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

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

**Levine Act Statement:** Not applicable.

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

**Attachment:**

A. Table A: Administrative Amendment Summary



Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Livermore	Isabel Avenue-Route 84/I-580 Interchange Project/R/W phase	A07-0058	A1: Phase shift and time extension A2: Phase shift A3: Budget increase A4: 36- month time extension from 6/30/2016 to 6/30/2019 A5: 18-month time extension from 6/30/2019 to 12/30/20 (current request)	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:** July 6, 2020

**TO:** Projects and Programs Committee

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

**SUBJECT:** Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

## Recommendation

It is recommended that the Commission approve the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program.

## Summary

Alameda CTC proposes the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program to support local jurisdictions strategies to implement quick-build transportation measures to serve the present need for social distanced walking and bicycling throughout local community areas and businesses districts in light of the Coronavirus pandemic. This program will include up to \$1.125M in Measure B Countywide Bicycle and Pedestrian Countywide Discretionary Funds.

## Background

The Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, has reshaped the daily lifestyles of Alameda County residents and their transportation needs. Social distancing is a new standard requirement among the traveling public to minimize the virus spread and associated health risks.

Alameda CTC is highly supportive of local efforts to improve public travel safety and promote Alameda County's economic recovery and regrowth from the COVID-19 impacts. Local jurisdictions are progressively developing and implementing innovative transportation measures to create a safer open space environment in public areas to response to the COVID-19 impacts. These strategies include traffic calming, roadway closures, and temporary repurposing of streets, bicycle, and pedestrian facilities to increase travel access and wide berth to local businesses, community centers, and residential facilities.

Alameda CTC proposes the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program ("Program") to make available up to \$1.125M in local Bicycle and Pedestrian Measure B sales tax funds to support local jurisdictions efforts to respond to the COVID-19 impacts. Program funds are designated for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses and the community. This program has been established as a non-competitive funding opportunity. All eligible jurisdictions that propose an eligible project with the required matching funds (50 percent) will receive program funding.

The Program offers eligible recipients (cities and County of Alameda) a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve the following program goals:

- Create, expand, and improve bicycle/pedestrian access to local business, restaurants, and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility, and open spacing along transportation corridors to business districts and employment centers
- Enhance public health through transportation improvements that mitigate the risk and spread of COVID-19

Eligible recipients are to complete and submit one (1) COVID-19 Rapid Response Bicycle and Pedestrian Grant Program application for Alameda CTC's consideration. The applicant must provide sufficient detail on the proposed improvement(s) and their benefits, implementation schedule, funding request, confirmation of matching commitment, and project cost details. The complete Program Guidelines are included in Attachment A: COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Guidelines.

#### Program Schedule

Release Call for Projects	July 23, 2020
Final date to submit eligible Application	October 31, 2020
Project Completion	March 31, 2021
Funding Agreement Expiration	June 30, 2021

Alameda CTC is accepting applications through the October 31, 2021. All unclaimed Program funds remaining after the application deadline will be reprogrammed through Alameda CTC's future discretionary processes.

**Fiscal Impact:** The requested action will encumber \$1.125M of Measure B Bicycle and Pedestrian Countywide Discretionary funds to eligible recipients for fiscal year 2020-21.

#### **Attachment:**

- A. COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Guidelines



## **ALAMEDA COUNTY TRANSPORTATION COMMISSION**

### **COVID-19 RAPID RESPONSE BICYCLE AND PEDESTRIAN GRANT PROGRAM**

#### **Notice for Funding Opportunity**

#### **COVID-19 Rapid Response Bicycle and Pedestrian Grant Program**

The Alameda County Transportation Commission (Alameda CTC) is announcing availability \$1.125M in local Bicycle and Pedestrian Measure B sales tax funds to deploy a COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (Program) to support Alameda County's economic recovery and regrowth from the impacts of COVID-19.

Program funds are designated for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses.

The Program goals are to

- Create, expand, and improve bicycle/pedestrian access to local business, restaurants, and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility, and open spacing along transportation corridors to business districts and employment centers
- Enhance public health through transportation improvements that mitigates the risk and spread of COVID-19.

The Program offers eligible recipients a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve these program goals. This program has been established as a non-competitive funding opportunity. All eligible jurisdictions that propose an eligible project with the required matching funds (50 percent) will receive program funding.

Alameda CTC is accepting applications through the October 31, 2021.

#### **PROGRAM GUIDELINES**

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##### **1. Eligible Recipients / Project Sponsors**

Program funds are limited to Alameda County's (14) fourteen cities and the County of Alameda, as follows:

- Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; and the County of Alameda

## **2. Maximum Award and Matching Requirements**

- Eligible recipients are limited to a one (1) maximum grant award of up to \$75,000.
- Recipients must provide a 50 percent (50%) match to the grant amount requested.
- Per the Alameda CTC's Small Cities Program Policy, the Cities of Albany, Emeryville, and Piedmont are not required to provide a match.

## **3. Eligible Project**

- Projects must achieve the Program goals, and be largely focused on mobility, safety, and open space access improvements.
- Projects may include, but are not limited to, new or modified bicycle/pedestrian facilities, bicycle parking, streets reconfigurations, lane striping, street closures, bicycle lane striping, designated pedestrian path markings, signage/signals, and bicycle/pedestrian safety improvements.
- Projects may be at a single location or within a specific transportation corridor, or projects may consist of a program of improvements at multiple locations.
- Projects must be implemented and open to the public by June 30, 2021.

## **4. Eligible Costs**

Eligible costs include consultant or contract costs, and other direct costs to implement the proposed improvement(s).

The deadline to incur eligible costs is June 30, 2021.

## **5. Application Process**

Eligible recipients are to complete and submit one (1) COVID-19 Rapid Response Bicycle and Pedestrian Grant Program application for Alameda CTC's consideration.

The applicant must provide sufficient detail on the proposed improvement(s) and their benefits, implementation schedule, funding request, confirmation of matching commitment, and project cost details.

## **6. Application Deadline**

Applications will be considered through October 31, 2020.

All unclaimed Program funds remaining after the application deadline will be reprogrammed through Alameda CTC's future discretionary processes.

## 7. Application Review and Grant Award Process

Alameda CTC staff will review applications to ensure project proposals meet the Program's goals and associated eligibility requirements. Alameda CTC may request additional information from an applicant during this review.

Upon successful determination of project and funding eligibility, Alameda CTC staff will forward grant recommendations to the Alameda CTC's Executive Director for approval.

Thereafter, a funding agreement between Alameda CTC and the Project Sponsor will be executed to document the funding award, project scope, schedule, and the other required terms and conditions.

## 8. Reimbursement

The Program operates on a reimbursement basis for eligible costs incurred. Eligible costs are based on the Project Sponsor's funding application, and further defined in executed Funding Agreement between Alameda CTC and the Project Sponsor.

Requests for Reimbursements will only be approved for payment upon a fully executed Funding Agreement, and satisfactory documentation of costs incurred by the Project Sponsor.

## 9. Other Requirements/Considerations

- Upon project completion, Project Sponsors must provide a Final Report that describes the accomplishments of the funded project.
- All Request for Reimbursements must be submitted no less than sixty (60) days prior to funding agreement expiration date.
- Funding Agreements will be set to expire December 31, 2021.
- No time extensions will be permitted to extend project implementation deadlines or funding agreement expiration dates.

## 10. Schedule

- |   |                  |
|---|------------------|
| • Release Call for Projects                 | July 23, 2020    |
| • Final date to submit eligible Application | October 31, 2020 |
| • Project Completion                        | March 31, 2021   |
| • Funding Agreement Expiration              | June 20, 2021    |

### Staff Contact

John Nguyen  
Principal Transportation Planner  
(510) 208-7419  
[jnguyen@alamedactc.org](mailto:jnguyen@alamedactc.org)

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 6, 2020

**TO:** Programs and Projects Committee

**FROM:** Kristen Villanueva, Senior Transportation Planner  
Scott Shepard, Senior Transportation Engineer

**SUBJECT:** Approve actions necessary to facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute two Professional Services Agreements for the Rail Safety Enhancement Program (RSEP):

1. A20-0013 with TY Lin International for a negotiated amount, not to exceed \$1.59 million for Program Management Oversight (PMO); and
2. A20-0014 with Kimley-Horn and Associates, Inc. for a negotiated amount, not to exceed \$3.86 million for Environmental and Design services.

## Summary

Safety at rail crossings in Alameda County is an on-going need. Alameda County has high volumes of freight and passenger rail activity, often in close proximity to residential neighborhoods, schools and commercial districts. Our county was also identified by the Federal Railroad Administration as having the fourth highest number of trespassing fatalities at railroad rights of way in the nation. The RSEP will address existing safety issues along rail tracks and mitigate against future safety issues as rail service increases by constructing safety projects at at-grade crossings throughout the county. These safety treatments include: paving, signing, striping, lighting, upgraded traffic signal interconnects, anti-trespassing measures, crossing signals and gates, road and driveway modifications, and potential crossing closures.

In February 2019, the Commission approved the necessary actions to advertise for the RSEP and allocated \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) to the RSEP for Environmental and Design phases. In February 2020, Alameda CTC solicited proposals for two professional services agreements, one for

Program Management Oversight (PMO) of the RSEP and a separate one for Design and Environmental Services. Staff received four proposals for each agreement. An independent selection process comprised of Alameda CTC staff along with engineers with rail safety experience from the City of Emeryville and the City of Pleasanton reviewed and ranked the proposals. Two separate panels interviewed firms for the two teams. Each panel then determined the top-ranked firm for each of the agreements through independent scoring.

Staff has completed negotiations with the top-ranked firms for each agreement. Staff recommends that the Commission approve and authorize the Executive Director to execute two professional services agreements:

1. A20-0013 with TY Lin International for a negotiated amount, not to exceed \$1.59 million for Program Management Oversight (PMO); and
2. A20-0014 with Kimley-Horn and Associates, Inc. for a negotiated amount, not to exceed \$3.86 million for Environmental and Design phases

## **Background**

As part of countywide goods movement and rail planning efforts, staff conducted a high-level assessment of the County's public, mainline grade crossings and prioritized among 133 at-grade rail crossings in the County. This prioritization was based on safety, vehicle delay, emissions, and noise impacts, as well as whether or not the crossing lies within a high-growth Priority Development Area or Community of Concern. This effort was approved by the Commission on March 22, 2018 and resulted in a set of 56 Tier 1 crossings and corridors throughout the county.

This analysis also highlighted the critical need to prevent trespassing in the county, particularly near schools. Trespassing on railroad property is the leading cause of all rail-related deaths in the United States, where more people are struck and killed by trains each year than in motor vehicle collisions with trains at crossings. Since 2016, 22 fatalities and 17 injuries have occurred along Alameda County rail corridors.

Staff have worked with jurisdictions and a consultant team to assess safety issues at Tier 1 crossings and corridors and identify potential treatments for crossings and locations where trespassing is prevalent. A set of near-term treatments was identified with a potential implementation approach in which Alameda CTC staff would work closely with local jurisdictions to manage and deliver a multi-jurisdictional program.

Advancing the rail safety program as one coordinated, countywide program will provide the following benefits:

- Addresses existing safety issues, particularly near schools
- Achieves project development efficiencies through one point of contact with California Public Utilities Commission (CPUC) and Union Pacific Railroad (UPRR) as well as one application to CPUC and one environmental clearance
- Well-positions grade crossing projects to compete for funding such as Regional Measure 3 and the State Trade Corridors Enhancement Program

- Achieves delivery efficiencies through one program manager strategically coordinating contracting and construction management

In February 2019, the Commission approved the necessary actions to advertise for the RSEP and allocated \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) to the RSEP for Environmental and Design phases. In February 2020, Alameda CTC solicited proposals for two professional services agreements for the RSEP, one for Program Management Oversight (PMO) and a separate one for Design and Environmental Services. Staff received four proposals for each agreement. An independent selection plan comprised of engineers with rail safety experience at City of Emeryville and City of Pleasanton, and Alameda CTC staff reviewed the proposals. Each panel decided to interview two teams. Each panel then determined the top-ranked firm for each of the agreements through an independent scoring.

Environmental and Design phases of the RSEP will be delivered through two separate agreements in response to the complexity of implementing rail projects in Alameda County and the required expertise to ensure successful and expedient project delivery with multiple project partners. In determining the organization structure for the program, staff reviewed models in Southern California and found that addition of a PMO would aid in partnerships and strategy needed for working with the owners of the railroad right-of-way, Union Pacific Railroad (UPRR), and ensure successful application to the regulatory agency, CPUC. As such, services for the two agreements will be organized as follows:

- **Program Management Oversight** will include developing and executing a program delivery strategy, directing the environmental and design consultants, leading coordination with stakeholder agencies including cities, County, UPRR, and CPUC, participating in any necessary public outreach efforts; and other support services as may be required.
- **Environmental and Design Services** will include environmental clearance, base mapping, right of way and utilities, preparation of plans and construction contract documents at 30%, 65%, 95%, and 100%(final) levels, support for GO-88b process, and any necessary permits.

Based upon schedule constraints, the competitiveness for State and Federal grant programs, and further program refinement that has occurred since February 2019, staff plan to advance the RSEP in a two phased approach, Phase A (RSEP-A) and Phase B (RSEP-B).

RSEP-A will provide improvements at two trespassing locations and 28 rail crossings located in Berkeley, Fremont, San Leandro, Hayward, Livermore, and unincorporated Alameda County. RSEP-B will provide improvements at the remaining rail crossings in the program. This phased approach will allow staff and the consultant teams to focus efforts for a more efficient and expeditious delivery of safety improvements and meet schedule requirements that will be tied to Federal and State funding.

Staff has completed negotiations with the top-ranked firms for each agreement. Staff recommends that the Commission approve and authorize the Executive Director to execute two professional services agreements:

3. A20-0013 with TY Lin International for a negotiated amount, not to exceed \$1.59 million for Program Management Oversight (PMO); and
4. A20-0014 with Kimley-Horn and Associates, Inc. for a negotiated amount, not to exceed \$3.86 million for Environmental and Design phases

These negotiated costs will cover PMO and design and environmental services for the 28 crossings and two trespass areas of the RSEP-A. It is staff's intention to return to the Commission at a later date to request a contract amendment to advance the crossings for RSEP-B. This would add in many of the crossings in Oakland and Union City.

Both firms are well-established firms with teams comprised of several certified local and small local firms and are expected to meet the Alameda CTC contract equity program requirements.

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

**Levine Act Statement:** The Kimley-Horn team did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** There is no fiscal impact for this item. Funding for these agreements was previously approved by Commission in February 2019.

**Attachment:**

- A. Rail Safety Enhancement Program Fact Sheet

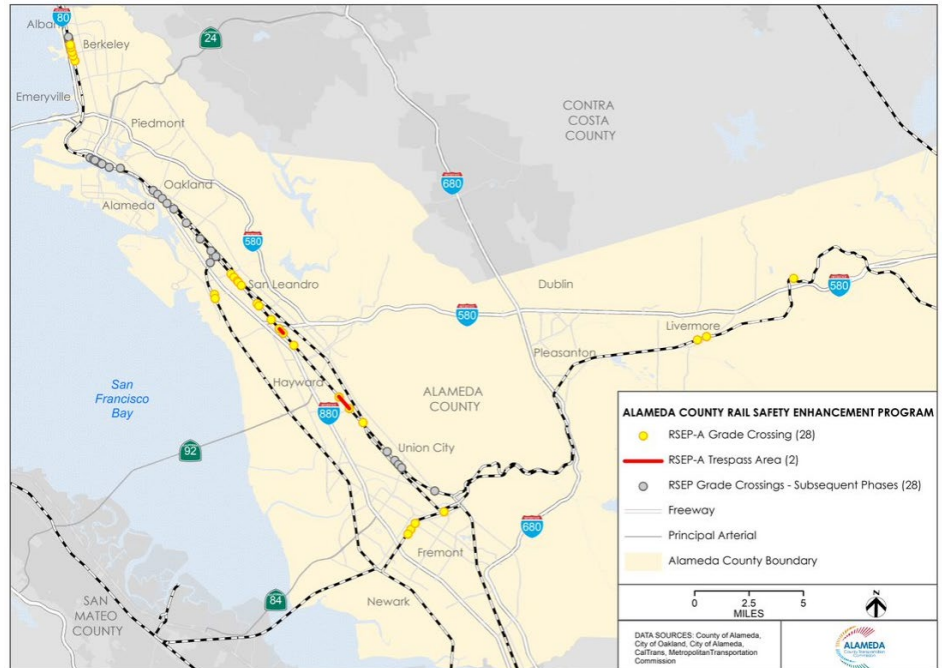
## PROJECT OVERVIEW

In response to the Alameda County Goods Movement Plan approved in 2016, individual rail crossings throughout the County were examined to identify crossings and corridors most impacted by rail traffic and to identify where rail crossings can be improved. The crossings analysis considered the following primary factors:

- Current and potential future rail volumes and routing, annual average daily automobile traffic, accident history and land use sensitivities
- Safety, delay, noise and air quality

Once the crossing analysis identified needed at-grade rail crossing safety improvements, those most impacted and in need of improvements were included in the Rail Safety Enhancement Program (RSEP).

The Alameda County Transportation Commission (Alameda CTC) approved the RSEP to advance safety and reduce impacts throughout the County. Implementation of the program will be a two-phased approach, RSEP-A and RSEP-B. The first phase, RSEP-A, is comprised of crossings that are likely candidates for expedited implementation. These near-term upgrades will have significant and immediate positive safety impacts for local communities.



## PROJECT NEED

- Alameda County has a high volume of rail activity combined with densely populated residential areas.
- Pedestrian oriented safety devices are under utilized in many of these areas.

## PROJECT BENEFITS

- Improves pedestrian safety with an emphasis on schools
- Improves rail and roadway safety
- Supports economic vitality
- Supports freight rail operations
- Improves transportation viability for passenger rail service and roadway networks
- Achieves emissions reductions through reduced idling supporting state and regional air quality goals



A typical at-grade crossing that requires improvement. This location is at L Street in the City of Livermore.

STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Preliminary Engineering/Environmental (PE/Environmental)

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County and the cities of Berkeley, Fremont, Hayward, Livermore, Oakland, San Leandro and Union City

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

	RSEP-A	RSEP-B
Environmental/Design	\$5,500	TBD
Right-of-Way	TBD	TBD
Construction	\$52,100	TBD
Total Expenditures	\$57,600	TBD

FUNDING SOURCES (\$ X 1,000)

	RSEP-A	RSEP-B
Measure BB	\$5,500	TBD
State	TBD	TBD
Local	TBD	TBD
TBD	\$52,100	TBD
Total Revenues	\$57,600	TBD

SCHEDULE BY PHASE: RSEP-A

	Begin	End
Environmental	Fall 2020	Summer 2021
Design	Fall 2020	Summer 2022
Right-of-Way	Early 2022	Summer 2022
Construction	Late 2022	Late 2026

SCHEDULE BY PHASE: RSEP-B

	Begin	End
Environmental	Early 2022	Early 2024
Design	Early 2022	Summer 2024
Right-of-Way	Late 2023	Summer 2024
Construction	Late 2024	Late 2027

Note: Project schedule subsequent to the preliminary engineering/environmental phase is contingent on funding availability for future phases.

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



# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Award the Construction of Landscaping at Marina Boulevard and Davis Street Interchanges Contract to Bortolussi & Watkin, Inc.

## Recommendation

It is recommended that the Commission authorize the Executive Director to execute a contract with the lowest responsive and responsible bidder, Bortolussi & Watkin, Inc. in the amount of \$1,495,898 for the construction of Landscaping at Marina Boulevard and Davis Street Interchanges Project (PN 1376001).

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the Landscaping at Marina Boulevard and Davis Street Interchanges Project (Project) located on I-880 in the City of San Leandro. The Project will plant trees and other vegetation at the Marina Boulevard and Davis Street interchanges to satisfy the provisions of the approved environmental document for the I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project, which Alameda CTC sponsored and opened to the public in October 2015. The total construction phase budget is \$3,200,00 million, including support and capital costs, and is funded from a combination of City of San Leandro and Alameda CTC administered funds.

Alameda CTC advertised Contract No. R20-0007 for construction of the Project on May 12, 2002. A total of four bids were received on June 17, 2020 and Bortolussi & Watkin, Inc. was confirmed as the lowest responsive and responsible bidder in the amount of \$1,495,898, which is approximately \$804,000(35%) lower than the Engineer's estimate of \$2,300,000 million.

## Background

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

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

In January 2020, the Commission authorized the release of the Invitation for Bid for the Project, which Alameda CTC advertised on May 12, 2020 as Contract No. R20-0007. A pre-bid meeting was held on May 26, 2020, and ten primes and subcontractors were represented. On June 17, 2020, Alameda CTC received a total of four bids as follows:

<b>Table A: Bid Summary R20-0007</b>	
<b>Company</b>	<b>Bid Amount</b>
Bortolussi & Watkin Inc.	\$1,495,898
JJ Nguyen Inc.	\$1,516,075
Marina Landscape Inc.	\$1,792,631
Joe's Landscaping & Concrete Inc.	\$1,912,539

The bids were reviewed by VSCE, Alameda CTC's Construction Management Team. Bortolussi & Watkin, Inc. was confirmed as the lowest responsive and responsible bidder for the bid amount of \$1,495,898, which is approximately \$804,000(35%) lower than the Engineer's estimate of \$2,300,000. The Notice of Intent to Award was issued on June 24, 2020 and one bid protest was received by the deadline of July 1, 2020. The bid protest has been evaluated by staff and legal counsel. Staff concluded that there was no basis to disqualify the bid in question and bidders were notified that Alameda CTC reaffirmed its recommendation to award the contract to Bortolussi & Watkin. No objection to staff's recommendation was submitted by any participating bidder. In accordance with Alameda CTC's bid protest procedure and Construction Management Administration Guide, staff is recommending the Commission award the construction of Landscaping at Marina Boulevard and Davis Street Interchanges contract to Bortolussi & Watkin, Inc. as the lowest responsive and responsible bidder.

With Commission approval of this award recommendation, construction would begin August 10, 2020. The construction of the landscaping and irrigation systems is scheduled to be completed within six months. It is anticipated that the contract work will be accepted February 2024 with the completion of the three-year plant establishment period. Maintenance beyond this period will be the responsibility of Caltrans and the City of San Leandro per the executed maintenance agreement between the two jurisdictions.



**Levine Act Statement:** Bortolussi & Watkin, Inc. did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The action will authorize the encumbrance of \$1,495,898 million for subsequent expenditure. This amount is included in the appropriate project funding plans and is included in the Alameda CTC Adopted FY 2020-2021 Capital Program Budget.

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# Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project

## Recommendation

It is recommended that the Commission approve the following actions related to the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project (Project):

1. Re-allocate \$5M of previously approved Measure BB funds from the Scoping and Project Approval and Environmental Document (PA&ED) phases, to the Plans, Specifications and Estimates (PS&E) phase of the Project;
2. Allocate \$10.25M of Measure BB funds from 2014 Transportation Expenditure Plan (TEP) Projects 38 and 39 (\$5.125M from TEP-38 and \$5.125M from TEP-39), to the PS&E phase of the Project;
3. Authorize staff to issue a Request for Proposals (RFP) for professional services for the preparation of the PS&E and Construction Contract Documents, and authorize the Executive Director to negotiate with the top ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the delivery of the PS&E and the Construction Contract Documents.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project (PN 1453.000) in the Cities of Hayward and Union City. The project is comprised of two named projects in the

2014 Transportation Expenditure Plan, I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements (TEP-38; \$60 M) and I-880 Industrial Parkway Interchange Improvements (TEP-39; \$44 M) with a total commitment of \$104 M. Improvements are proposed to the interchanges along I-880 at Whipple Road/Industrial Parkway Southwest and Industrial Parkway West ranging from operational improvements to the ramps to complete replacement of the undercrossing/overcrossing structures to relieve freeway and interchange congestion, enhance safety, improve business access, and provide new shared pedestrian and bicycle paths along the north and south side of the crossing structures.

In September 2017, the Commission authorized a professional services agreement with Mark Thomas, Inc., to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases. That work has been proceeding on-schedule, and it is anticipated that the environmental document will be approved at the end of 2020. The estimated total cost to design and construct both interchanges is \$220 million. Depending on the selected alternatives and funding availability, a phased delivery approach may be necessary.

Staff recommends that the Commission approve the above actions in order to advance the design of the Project. Upon approval of this item, staff intends to issue an RFP for professional services for PS&E and Construction Contract Documents in August 2020, and expects to return to the Commission in early 2021 with an award recommendation. The estimated duration to complete the PS&E and Construction Contract Documents is 26 months.

The PS&E phase will be fully funded based on the allocation requested in this staff report, along with previously allocated funds for the PA&ED phase of work.

## **Background**

The I-880/Whipple Road/Industrial Parkway Southwest (SW) interchanges currently exceed capacity. Congestion occurs on a daily basis during both the morning and afternoon commute hours and traffic is forecasted to increase up to 15 percent by 2045. Congestion is compounded by the lack of a northbound off-ramp at the adjacent I-880/Industrial Parkway West interchange. As such, northbound traffic wishing to access Industrial Parkway and the City's primary industrial areas must exit at Whipple/Industrial Parkway SW and access Industrial Parkway West through local streets. Improvements are needed at both interchanges to address current and future congestion and to improve pedestrian and bicycle connectivity.

Alameda CTC, working with the Cities of Hayward and Union City, prepared a Project Study Report – Project Development Support (PSR-PDS) document for the I-880/Whipple Road-Industrial Parkway SW and I-880/Industrial Parkway West project. The PSR-PDS was approved in August 2018. After approval of the PSR-PDS, Alameda CTC initiated the PA&ED phase of the Caltrans Project Development Process. As part of the PA&ED phase, Alameda CTC's consultant team has conducted preliminary engineering, environmental technical studies, and prepared a Draft Environmental Document (DED) for public circulation and comment.

The DED is a combined document which satisfies the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The DED is expected to be released for public review early July 2020.

The work under this RFP will include all services needed to prepare PS&E, right of way engineering and acquisition, utility coordination and preparation of utility agreements, any necessary environmental revalidation, environmental permitting, and design support during contract advertisement and award. The estimated duration to complete the PS&E and Construction Contract Documents is 26 months, while work to support advertisement and award may take another additional 8 months.

Staff recommends that the Commission approve the following actions in order to advance the design of the Project:

1. Re-allocate \$5M of previously approved Measure BB funds from the Scoping and Project Approval and Environmental Document (PA&ED) phases, to the Plans, Specifications and Estimates (PS&E) phase of the Project;
2. Allocate \$10.25M of Measure BB funds from 2014 Transportation Expenditure Plan (TEP) Projects 38 and 39 (\$5.125M from TEP-38 and \$5.125M from TEP-39), to the PS&E phase of the Project;
3. Authorize staff to issue a Request for Proposals (RFP) for professional services for the preparation of the PS&E and Construction Contract Documents, and authorize the Executive Director to negotiate with the top ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the delivery of the PS&E and the Construction Contract Documents.

Upon approval of this item, staff intends to issue an RFP for professional services for PS&E and Construction Contract Documents in August 2020, and expects to return to the Commission in early 2021 with an award recommendation.

**Fiscal Impact:** The action will authorize the allocation of \$15M of MBB funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the Alameda CTC FY 2020-21 Capital Program Budget update.

**Attachment:**

- A. Project Fact Sheet

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# Interstate 880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

5.4A

JULY 2020

## PROJECT OVERVIEW

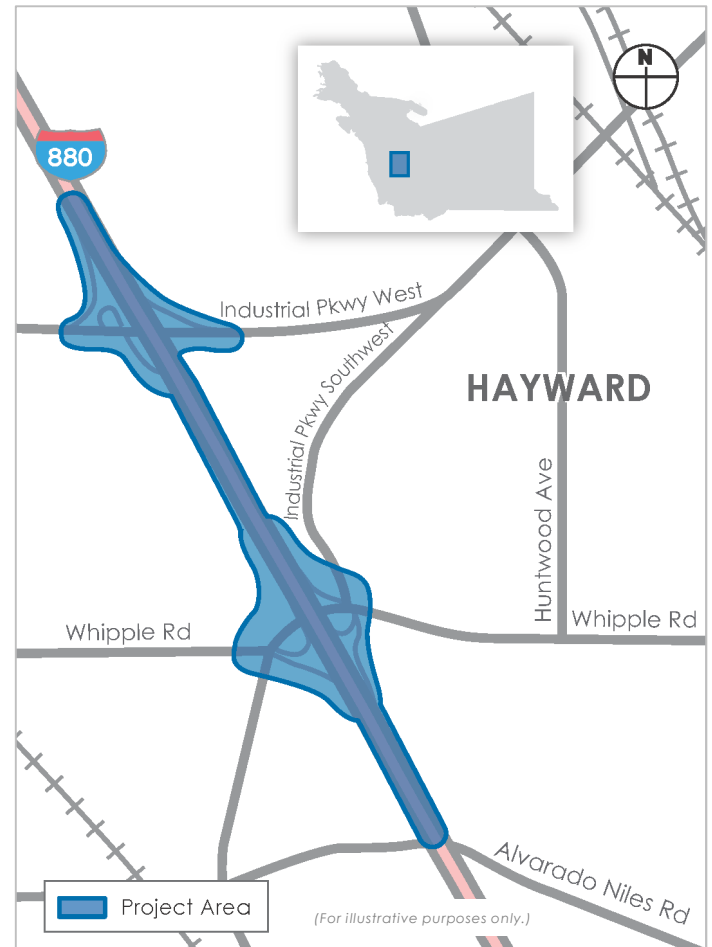
The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), will implement full interchange improvements at the Interstate 880 (I-880)/Whipple Road interchange, including:

- A northbound off-ramp
- A southbound high occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp
- Bridge reconstruction over I-880
- Surface street improvements and realignment

Due to their close proximity to the I-880/Industrial Parkway West Interchange, these projects are being combined for project development.

## PROJECT NEED

- I-880/Whipple Road ramp intersections currently operate at or over capacity, with a few movements experiencing high delay during a.m. and p.m. peak hours.
- Observed queues for the northbound off-ramp approach at Whipple Road occasionally extend to the mainline.
- The Whipple Road–Industrial Parkway South West interchange was identified by the cities of Union City and Hayward as needing bicycle and pedestrian improvements to enhance the connectivity between the east and west sides of I-880.
- There is no designated bicycle facility along Whipple Road or Industrial Parkway at I-880, and the sidewalk along the north side of Whipple Road is narrow.
- The pavement condition of Whipple Road within the Caltrans right-of-way is degraded and is in need of major rehabilitation.



## PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Enhances safety
- Improves local business access along Whipple Road
- Improves bicycle and pedestrian access across the interchange
- Improves transit access to and from the I-880 freeway



Renderings of the project areas for the Feasibility Study.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE/Environmental)

- Feasibility Study was completed in May 2016.
- Project Study Report-Project Development Support(PSR-PDS) was completed in August 2018.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, and the cities of Hayward and Union City

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

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

Planning/Scoping	\$1,000
PE/Environmental	\$5,250
Final Design (PS&E)	\$15,250
Right-of-Way	\$20,000
Construction	\$178,500
Total Expenditures	\$220,000

Note: Construction estimate is projected to the mid-year of construction, 2025.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$104,000
Federal	TBD
State	TBD
Local	TBD
TBD	\$116,000
Total Revenues	\$220,000

Note: Measure BB funding is subject to future Commission approval.

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2017	Summer 2018
PE/Environmental	Summer 2018	Fall 2020
Final Design	Early 2021	Early 2023
Right-of-Way	Early 2021	Early 2023
Construction	2023	2026

Note: Project schedule subsequent to the preliminary engineering/ environmental phase is contingent on funding availability for future phases.





# Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 6, 2020

**TO:** Programs and Projects Committee

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

**SUBJECT:** Approve Amendment No. 2 to Agreement A18-0040 with Oberkamper & Associates for the I-880/Mission Boulevard (Route 262) Interchange Project for Right-of-Way closeout

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 to Agreement A18-0040 with Oberkamper & Associates (Oberkamper) for additional budget of \$45,000 for a total not-to-exceed amount of \$245,000 to provide Right-of-Way (ROW) closeout services for the I-880/Mission Boulevard (Route 262) Interchange Project (PN 1174000).

## Summary

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

As the implementing agency for the ROW phase, Alameda CTC is responsible for the ROW closeout. Oberkamper is Alameda CTC's ROW engineering consultant team for ROW closeout and has completed the ROW engineering work to establish the final disposition of the state ROW lines for both Phase 1A and 1B. The remaining ROW closeout task is the transfer documentation and acceptance of acquired land by the State.

The estimated cost for Oberkamper to complete the ROW closeout is \$45,000 and would be funded by previously allocated 1986 Measure B project funds budgeted for the closeout phase. All work is scheduled to be completed by April 2021.

## Background

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

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

As the implementing agency for the ROW phase, Alameda CTC is responsible for the ROW closeout. Oberkamper has been the ROW engineering team for the project since 1999 providing services throughout the design and construction phases of the Project as a subconsultant to Parsons under Agreement A99-0003. In January 2018, the Commission authorized the closeout of Oberkamper's work under A99-0003 and the remaining ROW task budget to be issued as a new agreement. Agreement A18-0040 was executed for a not-to-exceed amount of \$200,000 with Oberkamper to complete the remaining ROW closeout tasks for Phases 1A and 1B of the Project including surveying, monumentation, mapping and other ROW engineering support services. Actions related to this contract are summarized in Table A.

To date, Oberkamper has completed the ROW engineering work to establish the final disposition of the state ROW lines for both Phase 1A and 1B resulting in 25 fee title parcels, 36 easements, 7 Consent to Common Use Agreement/Joint Use Agreement, 7 Section 83, 8 fee title outside State ROW and 27 Temporary Construction Easements. Achieving this milestone has taken more effort than originally estimated due to the following:

- Completion of the Phase 1A Record of Survey map of the final State right of way required additional effort to determine the status of parcels not yet conveyed to the State, coordinating with the ROW closeout team on the schedule for their conveyance, and determination on how to reflect these in-process parcels on the map for review by the Alameda County Surveyor.
- Completion of the Phase 1B Record of Survey map required unanticipated work to address the State relinquishment of areas of Section 83 acquisitions that affected the location of the final right of way lines.

- Significantly more coordination and research to satisfy the requirements of Caltrans, the City of Fremont, VTA and the County of Alameda across numerous ROW documents including encumbrances, title, deeds and conveyance documents.

The remaining ROW closeout task is the transfer documentation and acceptance of acquired land to the State. The budget of \$45,000 will provide for Oberkamper labor and direct costs to address any remaining requirements from Caltrans, City of Fremont, VTA and the County of Alameda to complete the closeout of ROW for the project. It is anticipated that all work will be completed by April 2021.

<b>Table A: Summary of Agreement No. A18-0040</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Original Professional Services Agreement with Oberkamper (A18-0040) <i>Approved January 2018</i>	ROW Closeout related to A99-0003	\$200,000	\$200,000
Amendment No. 1 (Administrative Amendment) <i>Executed April 2020</i>	1-year time extension from April 30, 2020 to April 30, 2021	N/A	N/A
<i>Proposed Amendment No. 2 July 2020 – (This Agenda Item)</i>	Provide additional budget to complete the project	\$45,000	\$245,000
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$245,000</b>

**Levine Act Statement:** Oberkamper & Associates did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The fiscal impact of approving this item is \$45,000. The action will authorize previously allocated 1986 Measure B funds to be used for subsequent expenditure. This budget is included in the Project's funding plan and in Alameda CTC's Adopted FY 2020-2021 Capital Program Budget.

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