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OFFICE OF THE CITY CLERK
OAKLAND

2016 APR 28 PM 6:14 **AGENDA REPORT**

TO: Sabrina B. Landreth
City Administrator

FROM: Brooke A. Levin
Director

SUBJECT: BRT Project Update from AC Transit

DATE: April 25, 2016

City Administrator Approval

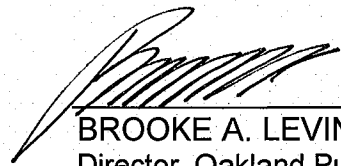
Date:

4/28/16

INFORMATION

Staff recommends that the City Council receive this informational report from Alameda - Contra Cost County, AC Transit District on the East Bay Bus Rapid Transit (BRT) Project. This report provides a BRT Project status and is supplemented by separate concurrent BRT Final Design Phase, Parking Impact Mitigation Plan, and Oakland Business Sustainability Program reports prepared by City staff.

Respectfully submitted,


BROOKE A. LEVIN
Director, Oakland Public Works

Reviewed by:
Michael J. Neary, Assistant Director
Bureau of Engineering and Construction

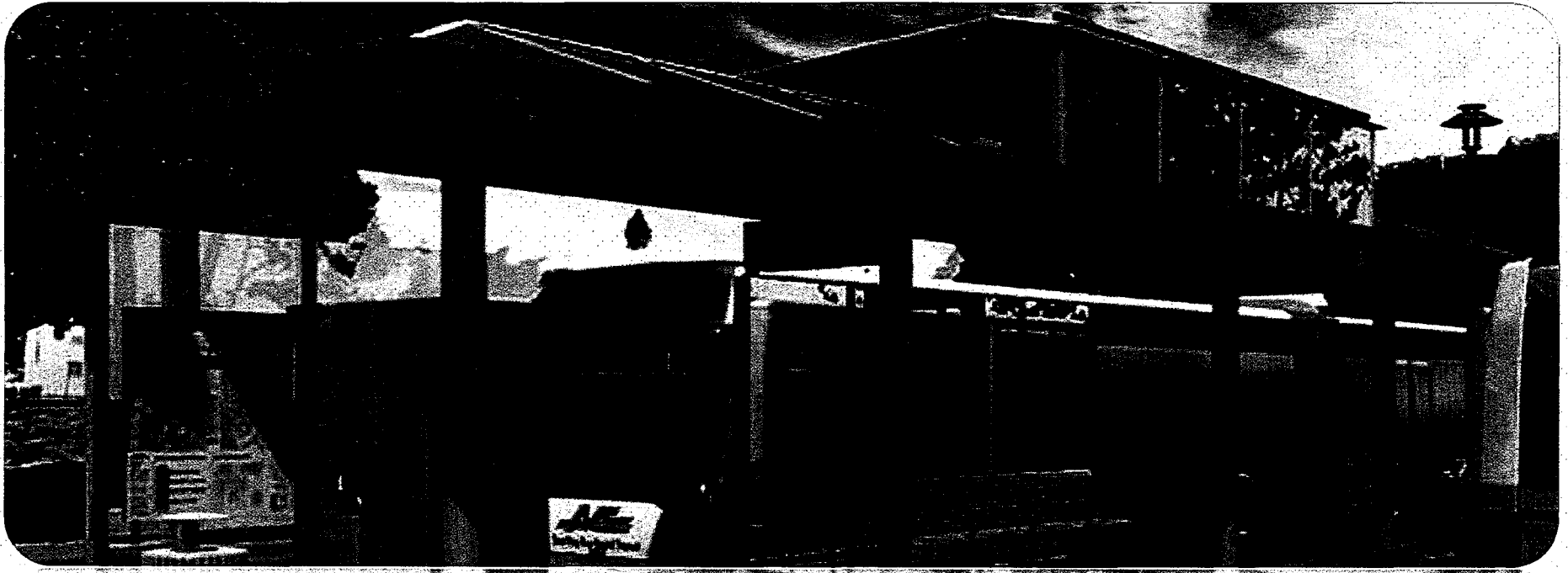
Prepared by:
Christine Calabrese, BRT Program Manager
Bureau of Engineering and Construction

Attachments (3):

- A.1: AC Transit BRT Project Update PowerPoint
- A.2: AC Transit Letter dated March 21, 2016
- A.3: AC Transit Board Report No. 15-210a, BRT Contract Award

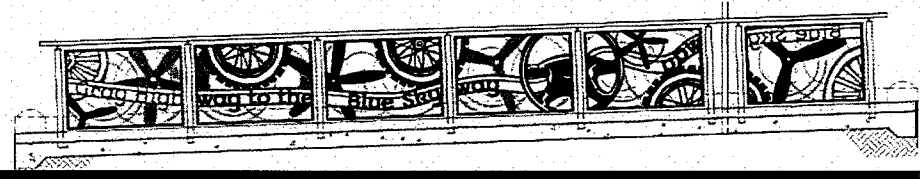
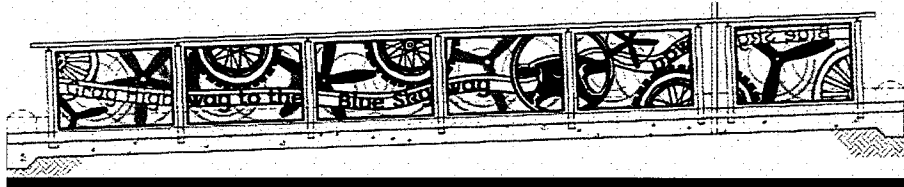
Item: _____
Public Works Committee
May 10, 2016

East Bay Bus Rapid Transit Project



Oakland City Council

May 2016



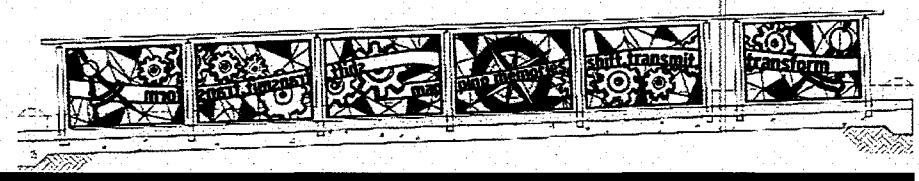
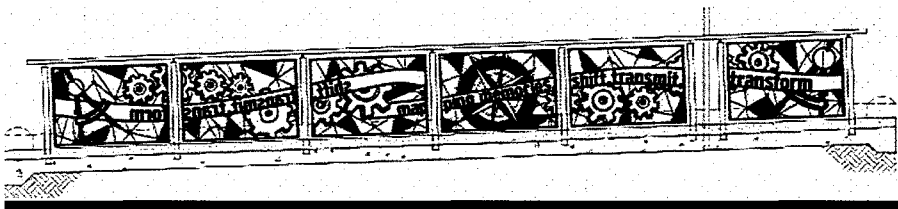
Project Scope

- 9.5-mile alignment with a combination of mixed-flow and 80% dedicated bus-only lanes
- Begins at the Uptown Station in Oakland and terminates at the San Leandro BART Transit Center
- Includes 34 stations – 46 total platforms
 - 21 median
 - 12 curbside
 - 1 southern terminus (BART)
- 27 hybrid-electric, low-emission, 60-foot articulated buses
- Revenue Service Date – November 27, 2017
- Features include:
 - Transit Signal Priority (TSP)
 - Level-boarding platforms
 - Shelters and benches
 - Clipper Card Readers
 - Real-time arrival information
 - Operations monitoring cameras
 - Pre-paid boarding with proof of payment fare enforcement

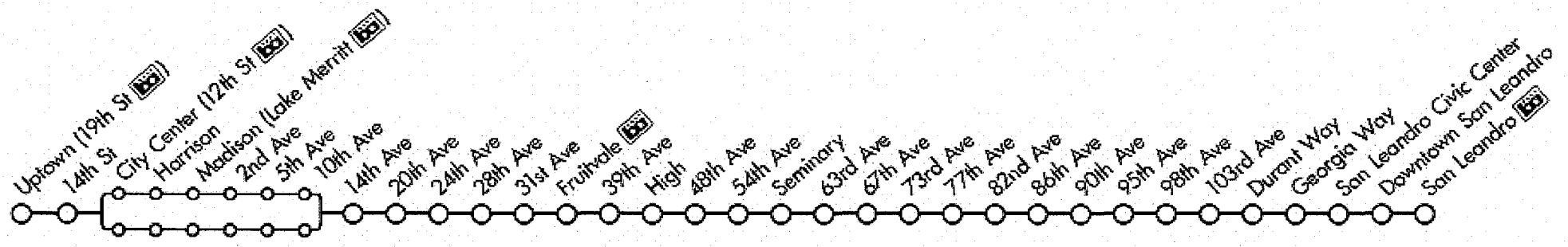
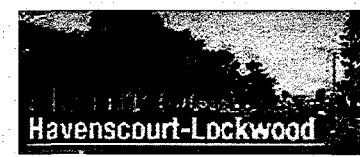


East Bay Bus Rapid Transit

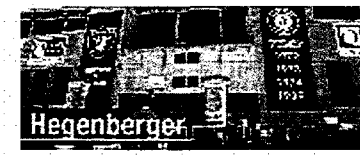
*Downtown Oakland to San Leandro
International Blvd to East 14th St*



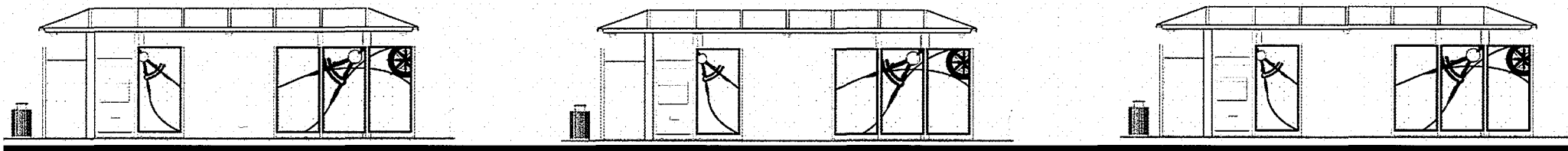
Project Alignment



Oakland Chinatown Eastlake San Antonio Fruitvale Havenscourt-Lockwood Hegenberger Elmhurst San Leandro



**Downtown Oakland to San Leandro
International Blvd to East 14th St**

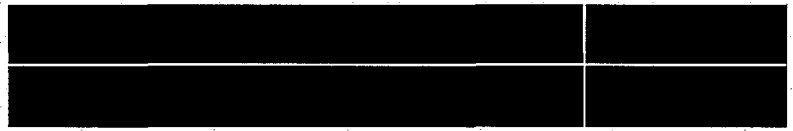


Funding

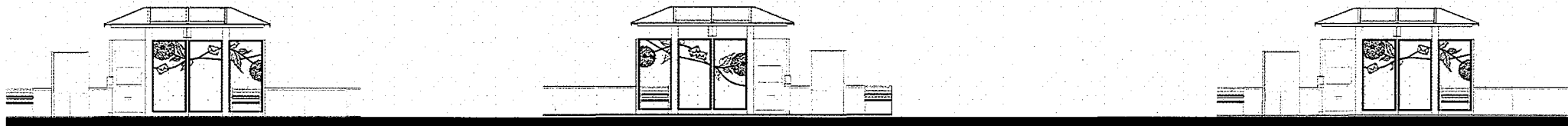
Fund Source	Total (\$MM)
FTA Small Starts	75.0
CMAQ	12.3
Measure B	13.9
Measure BB	8.0
RM2	56.3
STIP	1.5
I-Bond PTMISEA	4.1
Cap & Trade	1.9
TFCA	0.9
District Funds	0.3

Fund Source	Total (\$MM)
FTA Bus	3.1
Measure B	0.5
I-Bond PTMISEA	0.2
District Funds	0.0

Project/Area	Total (\$MM)
Professional Services	(6.0)
BP2 Delays	(0.5)
BP1 Unexpended	1.7



***Downtown Oakland to San Leandro
International Blvd to East 14th St***



Concurrent Non-Project Activities (CNPA)

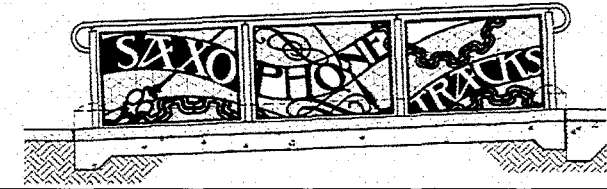
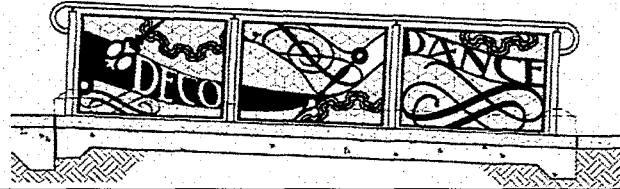
Construction project elements outside the project scope as defined by the Small Starts Grant Agreement (SSGA)

Project and Fund Source	Total (\$MM)
San Leandro BART Transit Center	
CMAQ	1.26
I-Bond PTMISEA	2.70
Measure B	0.32
Integrated Art Fabrication	
RM2	1.15
San Leandro Additional Items	
Additional Station Enhancement	0.05
Oakland Bid Package #3 Supplements	
ADA Curb Ramp Infill Program (±250 ramps)	1.30
Supplemental BRT Parking Management Study*	0.30
Parking Meters exceeding 1:1 Replacement & Driveway Removals*	0.90
I-880 ICM (Communication System) Conduit	
Other Federal (MTC)	0.20

* subject to Council approval.



*Downtown Oakland to San Leandro
International Blvd to East 14th St*

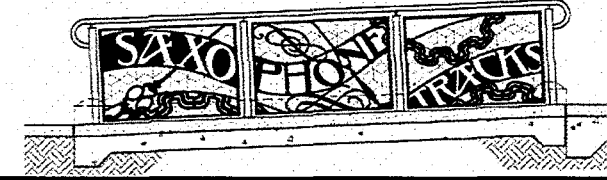
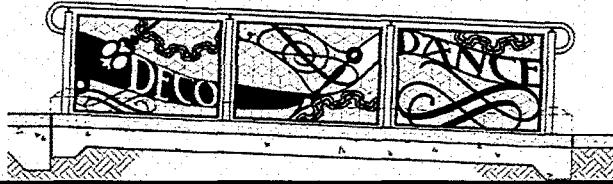


BRT-Business Technical Assistance Program

- Jointly developed in collaboration with the Cities of Oakland and San Leandro.

1. Oakland - Base Business Technical Assistance Program (Direct Permanent Impacts)	\$500,000	ACT - BRT Project	ACT	FTA
2. San Leandro - Base Business Technical Assistance Program (Direct Permanent Impacts)	\$294,000	ACT - BRT Project	City	FTA
3. Oakland - Business Technical Assistance Program (Indirect Permanent Impacts)	\$2,000,000	ACT - ACTC	City - HCD	ACTC
Grand Total:	\$2,794,000			

- Funding for program 1 and 2 is non-financial and offers no direct payment to businesses or individuals, determines and validates direct, permanent infrastructure effects, and develops remedies and mitigations for these effects to the maximum extent practicable through design changes and/or site improvements.
- Program 3 conducts individual business assessments to identify indirect, physical and programmatic impacts to the businesses along the corridor and develops remedies and mitigations for these effects to the maximum extent practicable through business technical assistance. Helps business to modernize by providing business operations training, referral to business specialty consultants and access to available financial programs through its consultant, Mainstreet Launch.



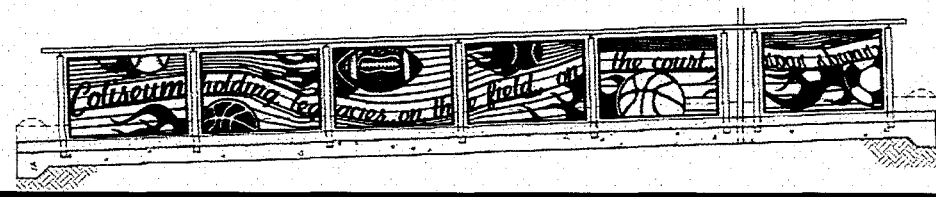
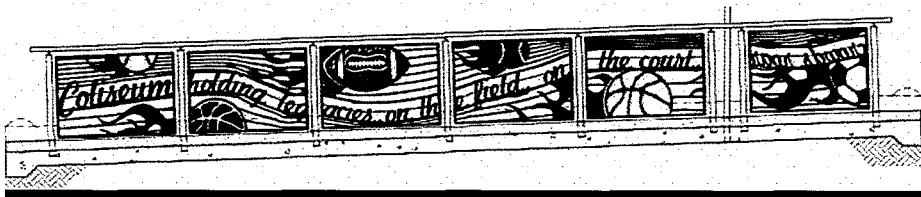
Approved BRT - Business Impact Mitigation Funding

1. Site Specific Mitigations - Impacts From Roadway Alignment, Geometry, Stations	\$8,816,000	ACT - BRT Project	ACT
2. Business Support Initiatives - Oakland	\$2,165,000	ACT - BRT Project	ACT
3. Business Support Initiatives - San Leandro	\$255,000	ACT - BRT Project	ACT
Subtotal:	\$11,236,000		
1. Oakland - Base Business Technical Assistance Program (Direct Permanent Impacts)	\$500,000	ACT - BRT Project	ACT
2. Oakland - Business Technical Assistance Program (Indirect Permanent Impacts)	\$2,000,000	ACT - ACTC	City - HCD
3. Oakland - Business Sustainability Programs (Indirect Permanent Impacts)	\$2,000,000	City - GPF / CDBG	City - HCD
4. Oakland - SAHA Development Transit Related Improvements	\$726,000	City - Cap & Trade	City - HCD
6. Oakland - Int'l Blvd Pedestrian Lighting & Sidewalk Repair	\$2,480,000	City - CTC (ATP)	City - POW
Subtotal:	\$7,706,000		
1. Base Business Technical Assistance Program (Direct Permanent Impacts)	\$294,000	ACT - BRT Project	City
Grand Total:	\$19,236,000		



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*



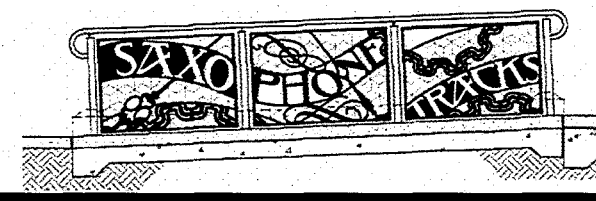
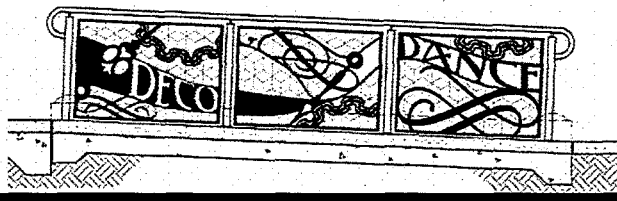
Project Schedule

Milestones / Deliverables	2012			2013				2014				2015				2016				2017				2018							
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Milestones	▲ ROD							▲▲ PE Complete SSGA Issuance								▲ BP3 NTP								▲ BP3 Complete				▲ RSD			
SSGA Milestones	▲ ROD			▲ FD Start				▲ PE Complete				▲ Early Const. Start				▲ BP3 NTP								▲ BP3 Complete				▲ RSD			
Final Design	[Critical Path]			[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]							
BP3 Procurement												[Critical Path]				[Critical Path]															
Vehicle Procurement	[Critical Path]			[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]							
Construction				[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]				[Critical Path]							
Start-up and Testing																[Critical Path]				[Critical Path]				[Critical Path]							
Contingency																				[Critical Path]				[Critical Path]							

Critical Path
SSGA Baseline



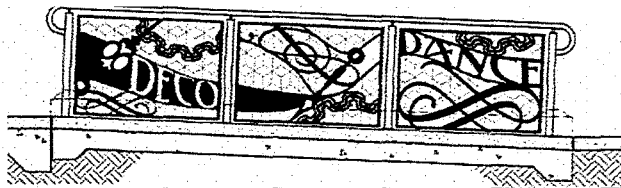
Downtown Oakland to San Leandro International Blvd to East 14th St



Project Schedule – Major Milestones

- EQUIPMENT:
 - New Flyer bus pre-production activities start April 2016

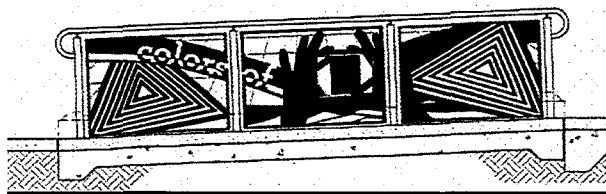
- DESIGN AND CONSTRUCTION:
 - Bid Package 1 - Advance Utilities Complete
 - Bid Package 2 - Parking Lots and Fruitvale Bypass: Substantially Complete
 - Bid Package 3 - Design Complete



Vehicle Procurement

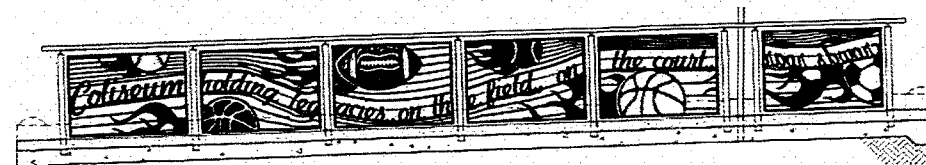
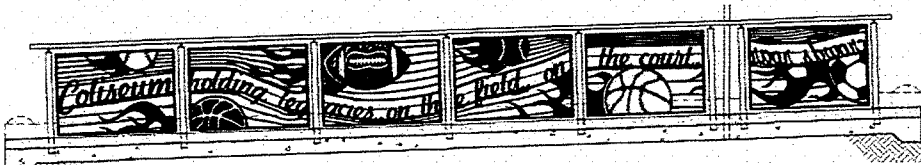
- District Board Awarded Contract to New Flyer on October 28, 2015
- New Flyer is the leading manufacturer of heavy-duty buses in the U.S. & Canada; “Xcelsior” model to be utilized
- Two Buses are forecasted to arrive in November 2016 for operator training. Two additional buses to arrive in March 2017 for systems integration testing.
- Remaining Buses to arrive over the course of the following year through October 2017
- Total of 27 Buses being procured





Bid Package 3 – Roadmap to Construction

- Bid Advertised: November 13, 2015
- Bids Due: February 17, 2016
- OC Jones Contract Executed: March 31, 2016
- Construction NTP: Anticipate late April / early May 2016
 - Milestone #1: Segment A (Phases 1 & 2) – Spring 2017
 - Milestone #2: Segment B (Phases 3 & 4) – Fall 2017
 - Milestone #3: Final Lift of Pavement, Perform System Testing – Winter 2017
 - Milestone #4: San Leandro Transit Center Complete – Spring 2017
 - Milestone #5: Northern Layover Complete – Spring 2017
 - Milestone #6: All Landscaping, Hardscaping, Final Testing, Commissioning, Project Closeout – Winter 2017
 - Revenue Service – anticipate end of 2017



Construction Sequencing and Staging Plan

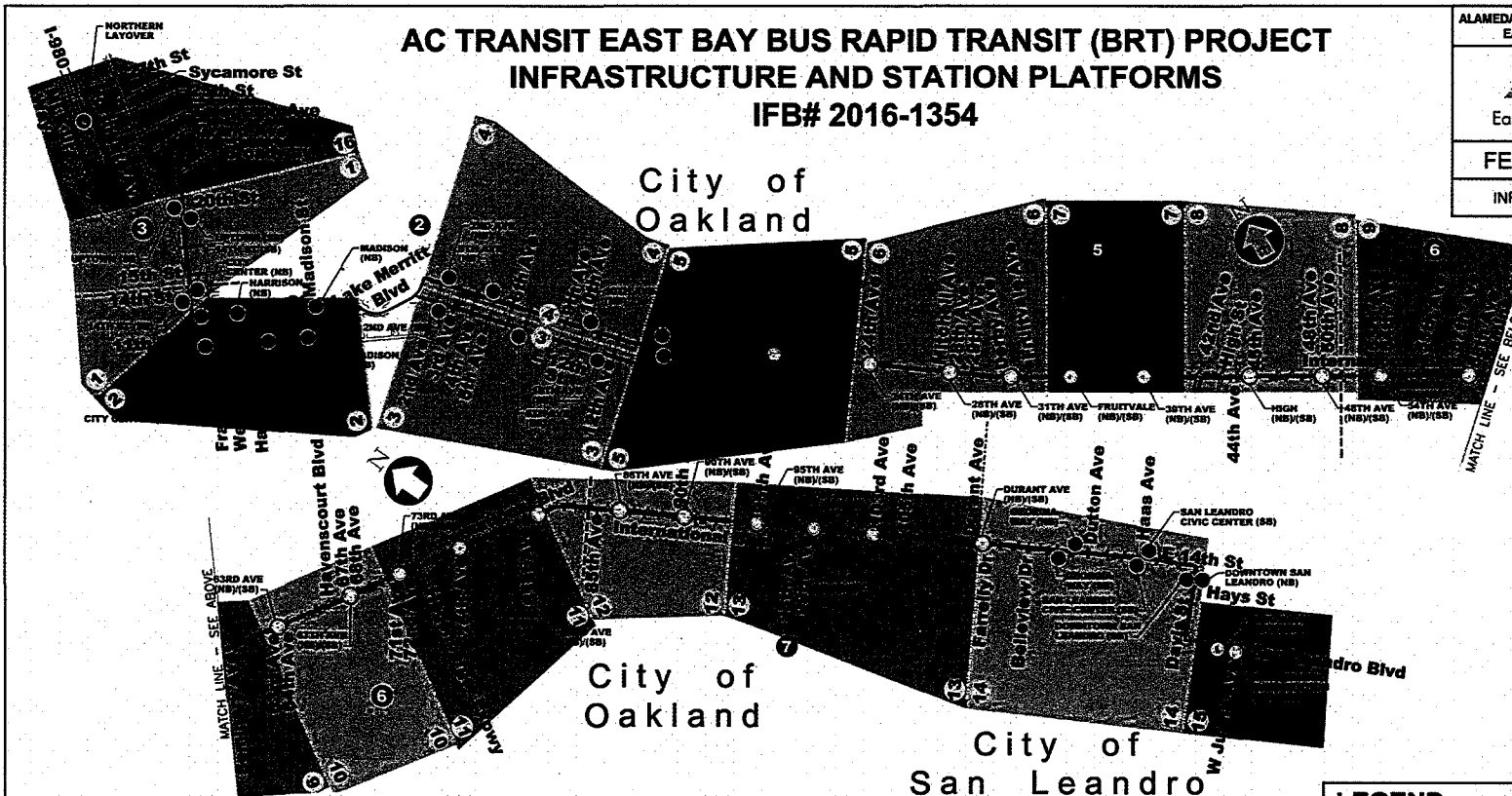
AC TRANSIT EAST BAY BUS RAPID TRANSIT (BRT) PROJECT INFRASTRUCTURE AND STATION PLATFORMS IFB# 2016-1354

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

East Bay Bus Rapid Transit

FEBRUARY 17, 2016

INFORMATIONAL HANDOUT



MILESTONES/PHASES

- MILESTONE No. 1:
PHASE 1: CONSTRUCTION ZONES 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, AND 14
- MILESTONE No. 2:
PHASE 2: CONSTRUCTION ZONES 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, AND 14
- MILESTONE No. 3:
-FINAL OVERLAY AND STATION PLATFORM CONSTRUCTION,
AND TESTING: ALL CONSTRUCTION ZONES

- MILESTONE No. 4:
PHASE 3: CONSTRUCTION ZONES 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, AND 14
- MILESTONE No. 5:
PHASE 4: CONSTRUCTION ZONES 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, AND 14
- MILESTONE No. 6:
-LANDSCAPING AND HARDSCAPING, AND FINAL INSPECTIONS:
ALL CONSTRUCTION ZONES

NOTES:

- NOT FOR CONSTRUCTION.
- FOR EXACT LIMITS OF CONSTRUCTION ZONES SEE SPECIFICATION VOLUME II, DIVISION 1, SECTION 01 11 00, PART 1.5.

LEGEND

- BRT ROUTE (SEGMENT B - CITY OF OAKLAND STD)
- BRT ROUTE (SEGMENT A - CALTRANS STD)
- CITY BOUNDARY LINE
- OAKLAND CITY COUNCIL DISTRICT BOUNDARY
- OAKLAND CITY COUNCIL DISTRICT NO.
- CONSTRUCTION ZONE BOUNDARY
- CONSTRUCTION ZONE NO.
- CURBSIDE STATION
- CENTER RUNNING STATION
- LAYOVER

SCALE: N.T.S.



Downtown Oakland to San Leandro International Blvd to East 14th St

**East Bay Bus Rapid Transit**

Alameda-Contra Costa Transit District

David M. Wilkins, Director – BRT Program

March 21, 2016

Claudia Cappio
Assistant City Administrator, City of Oakland
1 Frank Ogawa Plaza, 3rd Floor
Oakland, CA 94612

Subject: Information Update – East Bay Bus Rapid Transit (BRT) Project

Dear Ms. Cappio:

The Alameda-Contra Costa Transit District's (AC Transit) Board of Directors recently voted to award a \$108 million construction contract to O.C. Jones & Sons for construction of the infrastructure and station platforms for AC Transit's first Bus Rapid Transit (BRT) line. This contract is referred to as BP3 and is the last of the three construction packages completing the Infrastructure to initiate Bus Rapid Transit serving 34 stations along the 9.5 mile Subject Corridor.

The first construction project (BP1), which has been completed, relocated sewer and water lines typically adjacent to future station locations. The second project (BP2), which is substantially complete, involved two sub-projects. First was the construction of two off-street parking lots, now completed, along International Boulevard near 35th and Auseon Avenues to mitigate parking losses. Secondly, BP2 was a street improvement project in the vicinity of Derby Avenue, East 10th and San Leandro Streets to accommodate anticipated increased traffic through the area once BRT service begins.

For BP3, the last of the BRT Construction Projects, the District anticipates preconstruction activities to begin in May 2016 followed by groundbreaking for the construction route in late summer 2016. Work is planned to start in the San Leandro section of the BRT corridor and then will move north toward downtown Oakland over a 20 month period followed by passenger service in November of 2017.

The BRT service will be a significant public transit improvement project in the East Bay by increasing reliability, improving connectivity and reducing travel times along one of the region's busiest corridors. AC Transit's BRT will replace the portion of existing Line 1/1R between 20th Street and Broadway in Uptown Oakland and the San Leandro BART station primarily utilizing historic International Boulevard and East 14th Street. The BRT line will make direct connections or transfers to 46 other bus lines, five BART stations, and the Oakland Airport.

The service is intended to cut the current wait times of the 1R service during peak and non-peak service by as much as a 30% or greater. Stops are spaced an average of one-third of a mile supported by a Transit Signal Priority (TSP) technology designed to extend green lights facilitating our new 60 foot articulated buses dedicated to this BRT corridor to maintain scheduled headways as low as five (5) minutes during peak periods. To further accelerate the travel times by reducing station dwell times, interior bike racks will be installed and innovative wheelchair tie-down systems will be provided to facilitate ease of boarding/de-

boarding for many of our ADA customers. Furthermore, the BRT service will operate inside a transit-only lane for the majority of the 9.5 mile route with high level raised station platforms throughout the corridor. The service will run on new, environmentally friendly, diesel-electric hybrid buses. The new 60' articulated bus fleet highlighted above, will be of a low- carbon dioxide emission design manufactured in the U.S. by New Flyer. Each bus is specially designed with five-doors to quicken the boarding process; three on the left side and two on the right accommodating both side and center platforms.

The BRT Project is a transit improvement project, but it is also a major capital improvement project that greatly benefits the cities of Oakland and San Leandro as well as Caltrans. This project will provide newly rebuilt paved streets, a dedicated fiber optic cable communications network for each city and Caltrans, upgraded utilities, improved street and pedestrian lighting, modernized ADA facilities and amenities, numerous pedestrian-friendly improvements, significant bike-friendly improvements, new and modernized traffic signal systems, and enhanced hardscape and landscaping. It is truly and completely a community project benefiting the residents and businesses of all those fortunate enough to share the BRT Right-of-Way. The infrastructure improvements will certainly provide the structure supporting future economic benefits for the Cities of Oakland and San Leandro.

With any such benefits, there will be many challenges. As we prepare to embark on what is clearly a major roadway construction project as well as a major transit asset benefiting existing and new public transit riders, we are cognizant of such challenges. Specific challenges requiring support from the Cities of Oakland and San Leandro, will include the inconveniences to community stakeholders associated with a construction project of this magnitude and we will likely encounter unforeseen circumstances that may necessitate changes to our construction plans as a result. However, we are prepared and confident in our collective ability to manage and mitigate these challenges to deliver a world-class transit and within two years from today.

We would like to recognize the City of Oakland, The City Administrator's Office, Public Works and the many other city departments and staff who have been part of the partnership that made this possible. We have accomplished much to get here, but know that we have a long-way to go and look forward to our continued partnership to achieve success.

Note: Additional information is provided in the attached AC Transit BRT PowerPoint presentation, Board Report and in separate City staff reports on the BRT Construction Impact Mitigation Plan, Parking Impact Mitigation, and Oakland Business Sustainability programs.

For questions regarding this report, please contact David Wilkins, BRT Program Director, 510-891-5427 or dwilkins@actransit.org

David M. Wilkins
Director – Bus Rapid Transit Program



Report No:
Meeting Date:

15-210a
March 9, 2016

Alameda-Contra Costa Transit District

STAFF REPORT

TO: AC Transit Board of Directors
FROM: Michael A. Hursh, General Manager
SUBJECT: Contract Award, IFB 2016-1354 Infrastructure and Station Platform Construction

ACTION ITEM

RECOMMENDED ACTION(S):

Consider awarding a \$108,112,200 contract to O.C. Jones & Sons, Inc. for construction of the Infrastructure and Station Platforms project in support of the East Bay Bus Rapid Transit (BRT) project.

EXECUTIVE SUMMARY:

The District solicited an Invitation for Bid (IFB) to construct the East Bay Bus Rapid Transit Project's, Bid Package 3, Infrastructure and Station Platforms on November 13, 2015. After a careful review process, staff determined that the lowest priced, responsive and responsible bid was received on February 17, 2016 from O.C. Jones & Sons, Inc. of Oakland, California. Staff recommends a firm-fixed price contract award of \$108,112,200. The District allocated \$97,058,771 to fund this contract, which is \$11,053,429 less than O.C. Jones & Sons Inc. bid as shown in Table 1 below.

CONTRACT AWARD FUNDING PLAN			
ITEM	Existing Funding / Budget Description	Amount	Notes
(1)	REQUESTED BOARD AWARD TOTAL	\$108,112,200.00	= Base Bid + Allowances + Add Alt 4 + Add Alt 5
(2)	San Leandro Transit Center Project Funds	\$3,200,000.00	
(3)	Existing Program Funds for BP3	\$93,776,771.00	
(4)	City of Oakland Funds for Driveway Removals	\$82,000.00	
(5)	EXISTING FUNDS TOTAL	\$97,058,771.00	= (2) + (3) + (4)
(6)	FUNDING DEFICIT	\$11,053,429.00	= (5) - (1)

Table 1 - District Existing Contract Funds and Bid Deficit

Staff has developed a Contract Award Funding Plan as shown in Table 2 below to secure the additional funding necessary to mitigate the \$11,053,429 deficit in order to award the contract at the total low-bid amount.

Additional Funding / Budget Description	Amount	Notes
Reduce "Startup and Testing" Budget Estimate	\$1,000,000.00	Reduced from \$3M to \$2M
FY 2017 formula Cap & Trade funds	\$2,000,000.00	Actual amount to be confirmed Sep 2016; available Jun 2017
Reallocate "BRT Bus" operational cost	\$1,879,000.00	Use PTMISEA on project, replace with District for buses
City of Oakland - In-Kind Contributions	\$600,000.00	
Allocate Available Contingency from Program Budget	\$5,574,429.00	
ADDITIONAL FUNDS TOTAL	\$11,053,429.00	
REMAINING AVAILABLE CONTINGENCY @ BOARD AWARD	\$4,232,571.00	Professional Services + Construction
	4.04%	percentage BRT construction cost excluding (2) & (4)

Table 2 - Contract Award Funding Plan

BUDGETARY/FISCAL IMPACT:

As shown in Tables 1 and 2 above, this contract award will be funded primarily from existing BRT project funds including Federal Transit Administration (FTA) Small Starts, FTA Congestion Mitigation and Air Quality (CMAQ), Regional Measure 2 (RM2) bridge tolls, Alameda County Measure BB and Measure B, California State Transportation Improvement Program (STIP), California Low Carbon Transit Operations Program (LCTOP) Cap & Trade, and Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) funds as well as supplemental funding from the City of Oakland and the Metropolitan Transportation Commission.

To ensure sufficient funds are available for the project the BRT bus purchase cost will be added to the AC Transit bus fleet procurement plan, which the District has capacity to fund. This funding plan as shown at the bottom of Table 2 also has the adverse impact of reducing the available contingency to a level of only 4.04% which is below conventional norms. The District has developed a contingency funding plan, which will be implemented post award, to increase the program contingency. This plan calls for considering economical and reasonable scope modifications with both the Contractor and inter-agency partners to increase the funding in the contingency budget to a minimally acceptable level of 10%. Staff will also continue to work with the project funding partners to identify additional grant funds to further replenish contingency levels. Tables 3a and 3b below, provide representative examples of bid or scope items staff will consider in achieving this goal.

POST-AWARD NEGOTIATIONS - CONTINGENCY FUNDING PLAN		
CONTRACTOR BID SCOPE NEGOTIATIONS		
Bid Item to Reduce or Remove	Amount	Notes
Mobilization exceeding 10% CAP	\$475,568.00	
Architectural Fence (Segment B)	\$367,200.00	
Architectural Fence (Segment A)	\$147,900.00	
Walking Deterrent Dome (Small)	\$357,000.00	
Walking Deterrent Dome (Medium)	\$68,850.00	
Walking Deterrent Dome (Large)	\$3,675.00	
48" Bench	\$64,800.00	Reduce 64 benches to 46 benches (one bench per platform)
72" Bench	\$98,800.00	Remove all of 26 - 72" benches
CCTV System	\$510,000.00	Install 2 cameras instead of 4 per platform. Estimated savings based on assumption that 60% cost is camera related.
POST-AWARD BID SCOPE NEGOTIATIONS SUBTOTAL:	\$2,093,793.00	
REMAINING AVAILABLE CONTINGENCY AFTER BID SCOPE NEGOTIATIONS	\$6,326,364.00	Professional Services + Construction
	6.03%	percentage BRT construction cost excluding (2) & (4)

Table 3a - Contractor Bid Scope Negotiations

INTER-AGENCY PROJECT SCOPE NEGOTIATIONS		
Bid Items to Defer or Modify	Amount	Notes
Ticket Vending Machines	\$2,700,000.00	<i>Platforms built TVM Ready; TVM purchase likely to defer until Post-operations study</i>
Landscape / Hardscape	\$1,320,000.00	<i>Project will build \$2.3MM scope and only defer overestimated portion if necessary</i>
Map Case (Freestanding)	\$46,200.00	<i>Likely to defer until Post-operations study</i>
Map Case (Windscreen Mounted)	\$86,800.00	<i>Likely to defer until Post-operations study</i>
INTER-AGENCY SCOPE NEGOTIATIONS SUBTOTAL:	\$4,153,000.00	
REMAINING AVAILABLE CONTINGENCY AFTER INTERAGENCY SCOPE NEGOTIATIONS	\$10,479,364.00	Professional Services + Construction
	10.00%	percentage BRT construction cost excluding (2) & (4)

Table 3b – Inter-Agency Project Scope Negotiations

BACKGROUND/RATIONALE:

The Infrastructure and Station Platforms Construction contract is the last of the three Design/Bid/Build contract packages the District awarded to construct the 9.5 mile long East Bay BRT project. The first bid package, Advanced Utilities Relocation project (BP1) finished construction in December 2015. The second bid package, Parking Lots and Street Improvement Project (BP2), is expected to be complete by the end of May 2016.

The procurement used for subject contract was an Invitation for Bid (IFB) sealed bid, cost determinative process as defined by FTA circular 4220.1F Rev 3. The procurement proceeded according to the timeline in Table 5; the results of the solicitation are in Table 6.

Action	Date
Board Authorization To Issue Solicitation	10/14/2015
Solicitation Issued	11/17/2015
Pre-Bid Conference (Optional)	12/01/2015
Solicitation Closed	2/17/2016
Bids Opened	2/17/2016

Table 5 - Procurement Timeline

Metric	Value
Number of Firms Solicited	1720
Small Local Business Enterprises (SLBE) Solicited	69
Disadvantaged Business Enterprise (DBE) Solicited	649
Number of Firms that Responded	7
Number Firms Determined to be Responsive and Responsible	7

Table 6 - Solicitation Results

Additionally, the solicitation was posted on the District’s website and advertised in the San Francisco Chronicle on 11/20/15, the East Bay Express on 11/18/15 and 11/25/15, and the Oakland Tribune on 11/28/15. The District also posted at the Bay Area Builder’s Exchange, Turner Group Plan Room and placed a hard copy of plans and specifications, for contractor review, available at the Bay Area Builder’s Exchange and AC Transit’s BRT Information Center.

The District reviewed all of the bid submissions and found the lowest priced bidder, O.C. Jones & Sons, Inc., of Oakland to be both responsive and responsible to the IFB. O.C. Jones & Sons, Inc. possesses the state licenses required for the project and are not on any California or Federal debarment lists. Refer to the Attachment 1 for Bid Tabulation Summary. O.C. Jones & Sons, Inc. has committed 13% SBE utilization and DBE participation of 7%. Although the contractor did not reach the 20% SBE or 8% DBE goals, the District’s review of its required Good Faith Efforts (GFE) documentation revealed an earnest attempt to contract with as many SBE and DBE firms as practicable and thus was deemed acceptable and compliant with FTA

regulations. Staff, therefore, recommends awarding a firm-fixed price contract to O.C. Jones & Sons, Inc. of Oakland, valued at \$108,112,200.00 which includes the base bid, all allowances, "Additive Alternate 4 – Traffic Signal Timing and Coordination" for \$825,000.000 and "Additive Alternate 5 – Pervious Concrete Pavement" for \$415,840.

An additive alternate is an amount which may be added to the base price, if a specified addition or change to the scope of work is accepted by the owner of the project. Additive Alternate 4, traffic signal timing and coordination is critical during construction to mitigate traffic delays and congestion. Additive Alternate 5 is a landscaping feature for placing pervious concrete pavement in the medians instead of mulch.

ADVANTAGES/DISADVANTAGES:

The Advantages of awarding the Project construction contract include:

- Allows staff to issue the Notice-to-Proceed at a date and time that will allow the contractor to deliver the project by the established milestones in the contract and allow the District to achieve the Small Starts Grant Agreement (SSGA) Revenue Service date of November 2017.
- Allows for more direct control by the District of the project construction budget, and schedule.
- Stakeholder agencies believe it will take less time to complete the project through an outside party, and will be more efficient, versus constructing the project internally by the Cities, as the corridor impacts two municipalities.
- This procurement process established a fair competition for all firms, transparency in awarding the contract, and equal opportunity to small and Disadvantaged Business Enterprises.

The Disadvantage of awarding the Project construction contract is that the contingency sustainment plan may not be fully realized as it is based on post-award negotiations with the contractor.

ALTERNATIVES ANALYSIS:

The Board could choose to reject all bids and re-solicit the construction contract in a new IFB. This would substantially delay completion of the project, likely result in higher bid prices and delay the start of revenue service in violation of the SSGA. There is also no guarantee that future bids the project would be closer to the project budget.

PRIOR RELEVANT BOARD ACTIONS/POLICIES:

Staff Report 15-210 – Authorization to Advertise the Invitation for Bid (IFB) for Bid Package 3

ATTACHMENTS:

Attachment 1: Bid Tabulation Summary

Department Head

Michael Cannell, Executive Director Planning & Engineering

Approval:

Reviewed by:

Denise C. Standridge, General Counsel

James Pachan, Chief Operating Officer

Claudia L. Allen, Chief Financial Officer

John Haenftling, Director of Project Controls

David Wilkins, Director of East Bay Bus Rapid Transit

Chris Andrichak, Manager, Capital Planning and Grants

Phillip McCants, Contracts Compliance Administrator

Jon Medwin, Director of Procurement & Materials

Prepared by:

Ramakrishna Pochiraju, Senior Project Manager

Bid Tabulation Summary
IFB No. 2016-1354 East Bay Bus Rapid Transit (BRT) Project Infrastructure and Station Platforms

Bidder	Ghilotti Construction Santa Rosa, CA	DeSilva Gates Dublin, CA	Granite Rock	O.C. Jones & Sons, Inc. Oakland, CA	Stacy & Witbeck/ McGuire Hester JV Alameda, CA	OHL USA/Comet	Shimmick/Teichert JV
Base Bid		\$104,729,399.00	\$119,651,483.00	\$98,644,320.00	\$133,435,001.00	\$133,237,876.51	\$125,072,960.00
Grand Total Bid Price	\$119,644,024.00	\$112,956,439.00	\$127,878,523.00	\$106,871,360.00	\$141,662,041.00	\$141,464,916.51	\$133,300,000.00
Add Alternate 1 - Remove Parking Space Meter	\$16,000.00	\$80,000.00	\$136,000.00	\$93,600.00	\$8,800.00	\$22,400.00	\$44,000.00
Add Alternate 2 - Remove Parking Pay Station	\$2,800.00	\$14,000.00	\$39,200.00	\$39,620.00	\$7,728.00	\$35,000.00	\$38,500.00
Add Alternate 3 - Parking Space Meter Post	\$130,000.00	\$130,000.00	\$91,000.00	\$152,100.00	\$74,100.00	\$65,000.00	\$179,400.00
Add Alternate 4 - Traffic Signal Timing and Coordination	\$900,000.00	\$750,000.00	\$7,000,000.00	\$825,000.00	\$1,050,000.00	\$804,000.00	\$900,000.00
Add Alternate 5 - Pervious Concrete Pavement	\$331,200.00	\$368,000.00	\$404,800.00	\$415,840.00	\$276,000.00	\$184,000.00	\$713,000.00
Add Alternate 6 - Precast Architectural Pavers	\$441,600.00	\$460,000.00	\$515,200.00	\$588,800.00	\$601,200.00	\$450,800.00	\$676,200.00

East Bay Bus Rapid Transit Project



IFB 2016-1354 Contract Award for
Infrastructure and Station Platform Construction

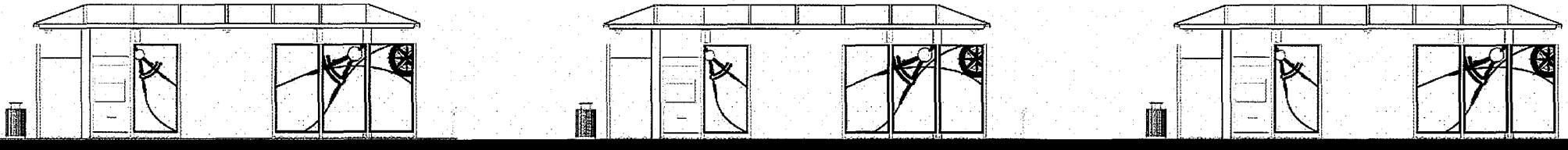
March 9, 2016

Board of Directors

March 9, 2016

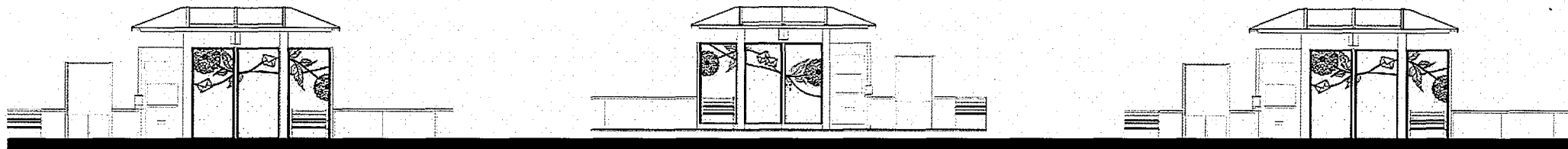


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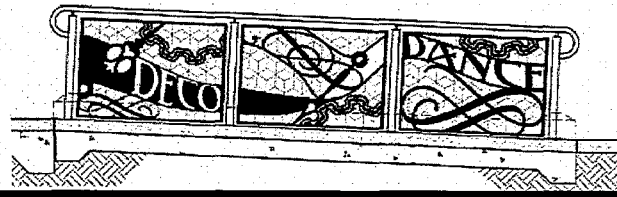
Contract Award vs Existing Funds

CONTRACT AWARD FUNDING PLAN			
ITEM	Existing Funding / Budget Description	Amount	Notes
(1)	REQUESTED BOARD AWARD TOTAL	\$108,112,200.00	= Base Bid + Allowances + Add Alt 4 + Add Alt 5
(2)	San Leandro Transit Center Project Funds	\$3,200,000.00	
(3)	Existing Program Funds for BP3	\$93,776,771.00	
(4)	City of Oakland Funds for Driveway Removals	\$82,000.00	Specified allowance item
(5)	EXISTING FUNDS TOTAL	\$97,058,771.00	= (2) + (3) + (4)
(6)	FUNDING DEFICIT	\$11,053,429.00	= (5) - (1)



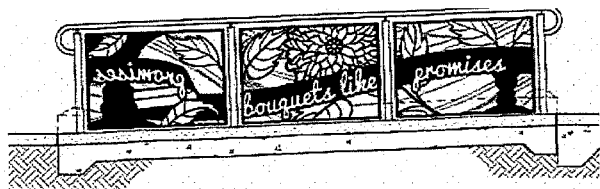
Contract Award Funding Plan

Additional Funding / Budget Description	Amount	Notes
Reduce "Startup and Testing" Budget Estimate	\$1,000,000.00	Reduced from \$3M to \$2M
FY 2017 formula Cap & Trade funds	\$2,000,000.00	Actual amount to be confirmed Sep 2016; available Jun 2017
Reallocate "BRT Bus" operational cost	\$1,879,000.00	Use PTMISEA on project, replace with District for buses
City of Oakland - In-Kind Contributions	\$600,000.00	
Allocate Available Contingency from Program Budget	\$5,574,429.00	
ADDITIONAL FUNDS TOTAL	\$11,053,429.00	
REMAINING AVAILABLE CONTINGENCY @ BOARD AWARD	\$4,232,571.00	Professional Services + Construction
	4.04%	percentage BRT construction cost excluding (2) & (4)



Contingency Sustainment Plan

POST-AWARD DISCUSSIONS - CONTINGENCY SUSTAINMENT PLAN		
CONTRACTOR BID SCOPE DISCUSSIONS		
Bid Item to Reduce or Remove	Amount	Notes
Mobilization exceeding 10% CAP	\$475,568.00	
Architectural Fence (<i>Segment B</i>)	\$367,200.00	
Architectural Fence (<i>Segment A</i>)	\$147,900.00	
Walking Deterrent Dome (Small)	\$357,000.00	
Walking Deterrent Dome (Medium)	\$68,850.00	
Walking Deterrent Dome (Large)	\$3,675.00	
48" Bench	\$64,800.00	Reduce 64 benches to 46 benches (one bench per platform)
72" Bench	\$98,800.00	Remove all of 26 - 72" benches
CCTV System	\$510,000.00	Install 2 cameras instead of 4 per platform. Estimated savings based on assumption that 60% cost is camera related.
POST-AWARD BID SCOPE NEGOTIATIONS SUBTOTAL:	\$2,093,793.00	
REMAINING AVAILABLE CONTINGENCY AFTER BID SCOPE NEGOTIATIONS	\$6,326,364.00	Professional Services + Construction
	6.03%	percentage BRT construction cost excluding (2) & (4)



Contingency Sustainment Plan (Cont....)

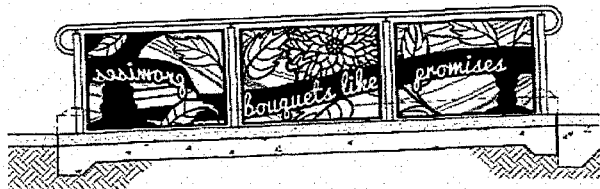
INTER-AGENCY PROJECT SCOPE DISCUSSIONS		
Bid Items to Defer or Modify	Amount	Notes
Ticket Vending Machines	\$2,700,000.00	Platforms built TVM Ready; Consider lower cost alternative; consider install in phases, Post-operations study
Landscape / Hardscape	\$1,320,000.00	Project will build \$2.3MM scope and only defer overestimated portion if necessary
Map Case (Freestanding)	\$46,200.00	Likely to defer until Post-operations study
Map Case (Windscreen Mounted)	\$86,800.00	Likely to defer until Post-operations study
INTER-AGENCY SCOPE NEGOTIATIONS SUBTOTAL:	\$4,153,000.00	
REMAINING AVAILABLE CONTINGENCY AFTER INTERAGENCY SCOPE NEGOTIATIONS	\$10,479,364.00	Professional Services + Construction
	10.00%	percentage BRT construction cost excluding (2) & (4)

BACKUP SLIDES



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*



Program Budget

SCC Codes	SCC Description	SSGA Baseline Budget	IFB Estimate	Thru End of Jan 2016		9-Mar-16 Budget at Contract Award	
				Costs Incurred	Budget Remaining		
10	Guideway	\$5,278,862	\$4,902,916		\$4,902,916		
20	Stations	\$10,519,931	\$10,962,367		\$10,962,367		
40	Sitework & Special Conditions	\$36,603,968	\$50,956,509	\$7,592,200	\$43,364,309		
50	Systems	\$40,910,759	\$37,171,458	\$641,081	\$36,530,377		
	Construction Total (10 thru 50)	\$93,313,520	\$103,993,250	\$8,233,281	\$95,759,969	\$115,046,429	BP1 + BP2 + BP3
60	ROW, Land, Existing Improvements	\$1,297,072	\$1,049,108	\$978,258	\$70,850	\$1,049,108	
70	Vehicles	\$2,579,652	\$2,507,542		\$2,507,542	\$621,000	
80	Professional Services	\$53,815,711	\$60,210,914	\$43,082,218	\$17,128,696	\$55,218,776.00	Reduced by \$1.0M Startup & \$3.39M Prof Serv Costs & \$600k in-kind contribution
90	Unallocated Contingency	\$18,161,929	\$6,407,070		\$6,407,070	\$2,232,571	\$2.0M FY 2017 formula Cap & Trade funds brings the contingency to \$4.232M
100	Finance Charges	\$5,000,000					
		\$174,167,884	\$174,167,884	\$52,293,757	\$121,874,127	\$174,167,884	



Contractual Authority to Change Scope

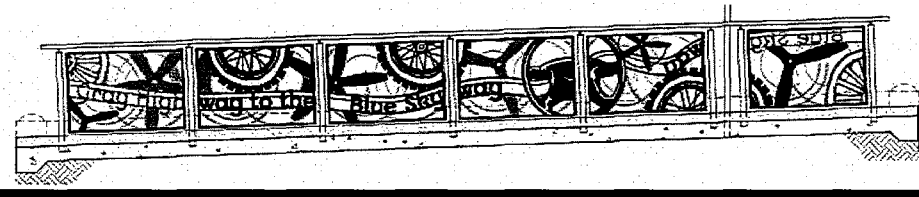
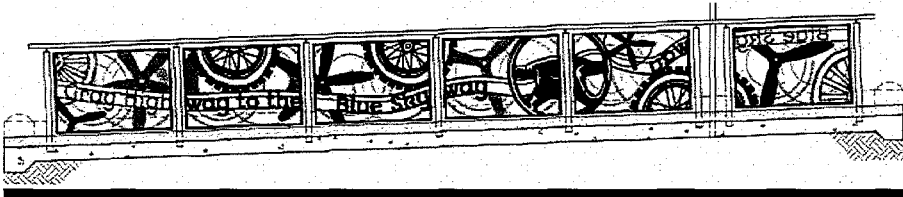
- **AC Transit is empowered per the contract to eliminate or defer bid items considered (Section 6.01 F 2).**
- **This ability will allow AC Transit and O.C. Jones to discuss ways to implement proposed cost savings changes that will align with appropriated funds and will comply with FTA requirements following contract award.**

Base Bid + Allowances + Add Alt 4 + Add Alt 5

OC Jones Sons	
ALLOWANCE ITEMS	LOW BID AMOUNT
COZEEP	\$ 77,400.00
BUSINESS/PUBLIC CONVENIENCE	\$ 300,000.00
PERMITS	\$ 150,000.00
DRIVEWAY REMOVALS	\$ 82,000.00
SAN LEANDRO TRANSIT CENTER	\$ 3,200,000.00
NORTHERN LAYOVER	\$ 500,000.00
FURNISH COO SPLICE CHAMBERS	\$ 69,400.00
FURNISH MANHOLE COVER AND FRAMES	\$ 30,100.00
FURNISH CALTRANS CONTROLLER ASSEMBLIES	\$ 620,000.00
BASE REPAIR	\$ 363,000.00
STAMPED ASPHALT	\$ 236,000.00
ADDITIONAL MEDIAN TREES	\$ 13,700.00
ADDITIONAL MEDIAN TREE PRESERVATION	\$ 1,600.00
LANDSCAPING (E 12TH ST AND 14TH AVE MEDIAN)	\$ 4,840.00
HAZARDOUS AND CONTAMINATED MATERIAL REMOVAL	\$ 363,000.00
DESIGN MODIFICATIONS	\$ 600,000.00
UNFORESEEN CONDITIONS	\$ 1,016,000.00
ALLOWANCES SUBTOTAL:	\$ 7,627,040.00
ADD / ALT ITEMS	LOW BID AMOUNT
TRAFFIC SIGNAL TIMING AND COORDINATION (ADDITIVE ALTERNATE - 4)	\$ 825,000.00
PERVIOUS CONCRETE PAVEMENT (ADDITIVE ALTERNATE - 5)	\$ 415,840.00
ADD / ALT SUBTOTAL:	\$ 1,240,840.00
BASE BID SUBTOTAL:	\$ 99,244,320.00
GRAND TOTAL BID:	\$ 108,112,200.00



*Downtown Oakland to San Leandro
International Blvd to East 14th St*



Procurement Timeline & Solicitation Results

Action	Date
Board Authorization To Issue Solicitation	10/14/2015
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