
AC TRANSIT DISTRICT
Board of Directors
Executive Summary

GM Memo No. 02-193

Meeting Date: July 18, 2002

Committees:

Executive Committee
External Affairs Committee

Operations Committee
Planning Committee

Board of Directors

SUBJECT:

Berkeley-Oakland-San Leandro Major Investment Study Phase 2 Contract Amendment

RECOMMENDED ACTION: **Information Only** **Recommended Motion**

Authorize the General Manager to enter into negotiations and to sign agreements with Cambridge Systematics, Inc./Parsons Corporation for Phase II of the Berkeley-Oakland-San Leandro Major Investment Study.

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Fiscal Impact:

Fully funded by grants. Total expenditures for Phase I: \$1,562,764. This sum was fully paid using existing Federal Transit Administration (FTA) grants issued expressly for this purpose.

The Phase II contract amendment would have a "Not to Exceed Amount" of \$3,700,000. Phase II would be paid using the remainder of an existing FTA grant and Alameda County Measure B funds both allocated to this project. Measure B funds will be available beginning in FY 2003/04. If STIP funds become available for the Phase II study, then Measure B funds currently allocated for the Phase II work could be used for construction of Enhanced Bus-type improvements.

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BOARD ACTION: **Approved as Recommended** [] **Other** []
 Approved with Modification(s) []

[To be filled in by District Secretary after Board/Committee Meeting]

The above order was passed and adopted on _____, 2002.

Rose Martinez, District Secretary

By _____

Background/Discussion:

The Board is being asked to authorize the General Manager to begin negotiations and sign an amendment to the contract with Cambridge Systematics for preparation of the second phase of the Berkeley-Oakland-San Leandro Major Investment Study.

Phase II will consist of the following major elements:

- Preparation of a Categorical Exclusion (CE) and relevant traffic studies to clear a traffic signal priority system and other near-term Enhanced Bus improvements. Included in this document will be more detailed estimates of the cost to meet traffic signal priority needs for early implementation. The CE would be completed before the full environmental document. Cost estimates to facilitate implementation of traffic signal priority will be ready 6 months after notice to proceed is given. The complete CE will be done in 9 months.
- Preparation of a NEPA/CEQA document (Environmental Impact Statement / Environmental Impact Report) to environmentally clear the full Bus Rapid Transit project on Telegraph Avenue/International Boulevard/East 14th Street.
- Development of conceptual engineering drawings to 15% design to support environmental review.

Approval will authorize the General Manager to begin formal negotiations and to sign the appropriate contract documents.

Prior Relevant Board Actions/Policies:

GM Memo 98-210 (August 1998) states that the Phase I contract with Cambridge Systematics Inc. will include an option for Phase II services for preparation of NEPA-required environmental documentation such as an Environmental Impact Statement (EIS). The District is to make a determination as to the necessity to exercise this option after evaluating results from Phase I. The scope and costs for Phase II services would be negotiated at the time of the exercise of the option.

Resolution No. 2018 (August 2001) selects bus rapid transit as the locally preferred alternative for the Berkeley-Oakland-San Leandro corridor. In addition, the resolution states that the District should pursue quickly-implemented, near-term Enhanced Bus-type improvements such as traffic signal priority.

Resolution No. 2060 (GC Memo No. 02-191, June 2002) authorizing the General Manager to enter into agreements with the Alameda County Transportation Improvement Authority (ACTIA) to implement Measure B projects. The master agreement and project-specific agreements between the District and ACTIA will allow the project to draw Alameda County Measure B funds to complete Phase II of the Major Investment Study as well as construct a portion of the project.

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GM Memo 02-190 (if approved, June 2002) The anticipated scope of environmental impacts will require a detailed evaluation and the highest level of environmental clearance through an EIS/EIR. In addition, to facilitate the rapid implementation of Enhanced Bus-type improvements, a second, less detailed, environmental document should also be prepared prior to completion of the EIS/EIR. The appropriate document in this case would be a NEPA Categorical Exclusion.

Attachments:

None.

Approved by: Rick Fernandez, General Manager
Kathleen Kelly, DGM Service Development
Tina Konvalinka, Manager Long Range Planning

Prepared by: Jim Cunradi, Senior Transportation Planner

Reviewed by: Charlie Kalb, Procurement and Materials Director

Date Prepared: June 27, 2002