RECOMMENDED ACTION(S):

Consider receiving the monthly construction progress report on the East Bay Bus Rapid Transit (BRT) Project.

BACKGROUND/RATIONALE:

This report is an update on four main areas of the BRT program: design services, construction management, infrastructure and station platform construction, and community outreach/public engagement.

Bid Package 3 Project Construction

Construction Progress:

Active construction continues now in 6 zones. A total of eight station platforms are in interim condition status or in construction, three in San Leandro and five in Oakland. Outside station area improvements are in progress at the four platform locations. Signal, pedestrian lighting, and civil work is ongoing between 100th Avenue and Bristol Avenue (Zone 13) and 71st Avenue and 83rd Avenue (Zone 11). Significant progress has been made towards completing outside area improvements in San Leandro (Zone 14). Potholing work for signal foundations and Pedestrian lighting installation are on-going throughout all zones. East Bay Municipal Utility District continues its waterline replacement project between 52nd Avenue to 63rd Avenue (Zone 9). Refer to Attachment 1 for highlights of construction progress in the past month.

Construction Management:

Staff is now working with the City of Oakland to expand construction operations into the remaining zones in Oakland so the project completion date as reported on Project Completion Plan (PCP) to FTA can be achieved. Emphasis on utility coordination, design coordination and quality control remain the three most critical elements in achieving the construction progress.

Northern Layover:

The Northern Layover location will be on-street on San Pablo Avenue between West Grand Avenue and 21st Street. Staff is currently preparing the proposed improvements needed to gain approval from the City on a conceptual level before initiating the traffic study and design process.
The construction of the Northern Layover is a separate allowance item in the BRT construction contract. The coordination with the City on finalizing the site location will not impact the construction schedule.

**San Leandro Transit Center**

The San Leandro Transit Center project is separately funded by a Congestion Mitigation and Air Quality Improvement (CMAQ) grant for key capital investments by AC Transit in coordination with BART and the City of San Leandro. The project will reconfigure the bus transit center within the San Leandro BART station to better accommodate the East Bay Bus Rapid Transit Project (BRT) southern terminus, other AC Transit routes, and other transit services. The multi-modal project will support the City of San Leandro’s Transit Oriented Development Strategy. The project’s scope is undergoing a value engineering exercise to align the cost of improvements to the available project budget. Staff is reviewing the design elements to ensure the re-scoped project will include, at a minimum, all of the District’s key requirements and stay within budget. Construction is expected to start in the fall of 2018.

**Community Outreach and Public Engagement**

The outreach team continues its efforts along the BRT corridor on a daily basis including in-person visits with key stakeholders and businesses, email and phone requests for opportunities to provide status update presentations, and participation in community events along the corridor.

The outreach team’s day-to-day focus remains on 1) ensuring businesses/stakeholders know in advance about the upcoming start of construction and 2) daily monitoring of active work areas to ensure construction impacts are minimized and issues addressed as quickly as possible.

In addition to the day-to-day activities associated with monitoring construction progress and troubleshooting issues on the corridor, the team continues their efforts to communicate with the public at large to share information on the status of the project, project benefits and key features of the project. This includes attending community events and meetings; below is the list of events and presentations made in the months of January:

- January 9 – Allen Temple Arms Residents Council Meeting
- January 17 – Carlton Senior Living Management Meeting
- January 17 – Oakland Sustainable Neighborhood Initiative (OSNI)
- January 31 – Allen Temple Arms I & II Senior Living Facility

The outreach team produced BRT updates which were published in the following external newsletters:

- Council President Larry Reid’s January and February newsletters

BRT eNews messages were sent out on January 25th and February 5th highlighting construction progress, active work areas and upcoming work areas.
Project Labor Agreement / Construction Careers Policy:

The project’s local hire utilization percentages now include the incorporation of off-site credits as approved by the District’s Board of Directors. This enables contractors that have met the good-faith effort standard of placing local residents on the BRT project to get credit towards the goals for placing local residents on non-BRT projects; the common objective being to get local residents gainfully employed. Refer to Attachment 1, slides 10-12, on contract compliance for the current status of the project’s workforce as well as Disadvantaged Business Enterprise utilization.

PLA/CCP Outreach:

- January 10 - Inter-Agency Project Labor Agreement Meeting
- January 23 – Joint Advisory Committee Meeting,
- January 26 – Special Limited Purpose Committee Meeting,
- February 7 - San Leandro Career workforce coordinator
- February 8 - Alameda Job Fair and Networking Event

BUDGETARY/FISCAL IMPACT:

Refer to the Attachment 1 slide on Project Management and Construction Budgets for the construction contract and three professional services contracts supporting the BRT Construction.

ADVANTAGES/DISADVANTAGES:

This report is a monthly construction update and there are no associated advantages or disadvantages.

ALTERNATIVES ANALYSIS:

There is no analysis of alternatives required for this report.

PRIOR RELEVANT BOARD ACTION/POLICIES:

None.

ATTACHMENTS:

1. BRT Progress Presentation

Approved by: Ramakrishna Pochiraju, Executive Director of Planning and Engineering
Reviewed by: Claudia Allen, Chief Financial Officer
David Wilkins, BRT Program Director
Beverly Greene, Executive Director of External Affairs, Marketing, Communications
Chris Andrichak, Director of Management and Budget
East Bay BRT Project
Monthly Progress Report

February 28, 2018

Downtown Oakland to San Leandro
International Blvd to East 14th St
Construction Progress –

Zone 8: Median Excavation between 49th Ave. & 50th Ave.
Construction Progress –

Zone 10: Median Excavation at 67th Ave. & Station Platform Poured at 67th Ave./International Blvd.

Downtown Oakland to San Leandro
International Blvd to East 14th St
Zone 12: Median Pedestrian Refuge Area at 86th Ave.
Phase 1 Progress - Segment - A 
Caltrans Right of Way – 42\textsuperscript{nd} Ave. to Davis St.

- Active construction in 6 Zones: 8, 10, 11, 12, 13, and 14.
- 8 station platforms in interim condition status or in construction (3 in San Leandro, 5 in Oakland).
- Installation of new traffic signals and street lights on-going in all 6 zones.
- Zone 9 EBMUD Water Main replacement project on-going, with a potential for BRT co-existing in the same zone in the coming weeks.
- Pedestrian lighting installation throughout all zones ongoing.
- Utility Exploration (pothole) work on going throughout all zones.
City of Oakland

State Highway (CalTrans)

Total Project 20.2% Complete

Legend
- Under Construction
- Completed
(% Work Areas Complete)

Downtown Oakland to San Leandro
International Blvd to East 14th St
# Construction Progress - Segment A

## Non-Civil Elements

<table>
<thead>
<tr>
<th>Items</th>
<th>Total Spent (SOV)</th>
<th>Total (SOV)</th>
<th>% Complete</th>
<th>% Weight</th>
<th>% Complete (Weighted)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Signal &amp; Lighting</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(% complete per SOV-Nov End-Project Bid #331-388, % weight distributed per total cost and Segment A assumed to be weighted 50%)</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Signal System</td>
<td>$ 706,661.80</td>
<td>$ 1,714,638.00</td>
<td>21%</td>
<td>15%</td>
<td>24.6%</td>
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<td>Poles</td>
<td>$ 488,704.43</td>
<td>$ 1,004,015.00</td>
<td>24%</td>
<td>9%</td>
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<tr>
<td>Foundations</td>
<td>$ 743,973.43</td>
<td>$ 1,167,611.00</td>
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<td>10%</td>
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<tr>
<td>Conduits</td>
<td>$ 487,735.35</td>
<td>$ 1,113,803.00</td>
<td>22%</td>
<td>10%</td>
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<td>Wires</td>
<td>$ 109,140.00</td>
<td>$ 815,893.00</td>
<td>7%</td>
<td>7%</td>
<td></td>
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<tr>
<td>Pullboxes</td>
<td>$ 137,845.88</td>
<td>$ 357,076.00</td>
<td>19%</td>
<td>3%</td>
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<tr>
<td>Potholing</td>
<td>$ 697,530.00</td>
<td>$ 721,000.00</td>
<td>48%</td>
<td>6%</td>
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<tr>
<td>Misc Controller, Antenna, TSP Equip</td>
<td>$ -</td>
<td>$ 340,087.00</td>
<td>0%</td>
<td>3%</td>
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<td>Furnish Electrical Material</td>
<td>$ 2,179,160.40</td>
<td>$ 4,049,487.00</td>
<td>27%</td>
<td>36%</td>
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<tr>
<td><strong>Communications</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>(% complete per SOV-Nov End-Project Bid #408-415,425,426, % weight distributed per total cost)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>CCTV System</td>
<td>$ 44,998.00</td>
<td>$ 1,700,000.00</td>
<td>3%</td>
<td>12%</td>
<td>4.8%</td>
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<tr>
<td>Comms Cabinets</td>
<td>$ 113,316.00</td>
<td>$ 925,000.00</td>
<td>12%</td>
<td>7%</td>
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<tr>
<td>Public Address Sys</td>
<td>$ -</td>
<td>$ 450,000.00</td>
<td>0%</td>
<td>3%</td>
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<tr>
<td>Station Conduit &amp; Junction Boxes</td>
<td>$ 42,000.00</td>
<td>$ 375,000.00</td>
<td>11%</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Conductors (Cable)</td>
<td>$ -</td>
<td>$ 2,300,000.00</td>
<td>0%</td>
<td>16%</td>
<td></td>
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<tr>
<td>Central Command Comms</td>
<td>$ 79,208.30</td>
<td>$ 2,100,000.00</td>
<td>4%</td>
<td>15%</td>
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<tr>
<td>Spare Equipment (CCTV etc)</td>
<td>$ -</td>
<td>$ 450,000.00</td>
<td>0%</td>
<td>3%</td>
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<tr>
<td>Comms System Testing</td>
<td>$ -</td>
<td>$ 225,000.00</td>
<td>0%</td>
<td>2%</td>
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<tr>
<td>Comms System Conduit</td>
<td>$ 219,206.09</td>
<td>$ 3,500,000.00</td>
<td>6%</td>
<td>25%</td>
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<tr>
<td>Electrical (Station Platform)</td>
<td>$ 176,996.70</td>
<td>$ 2,200,000.00</td>
<td>8%</td>
<td>15%</td>
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<tr>
<td><strong>Architecture</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(% complete per OI; % weight per DW)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station Canopy Fabrication</td>
<td>-</td>
<td>-</td>
<td>0%</td>
<td>50%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Station Canopy Installation</td>
<td>-</td>
<td>-</td>
<td>0%</td>
<td>50%</td>
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<tr>
<td><strong>Artistic Enhancement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>(% complete per Johanna as of 11/14/17; % weight per DW)</td>
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<tr>
<td>Machine Drawings</td>
<td>-</td>
<td>-</td>
<td>100%</td>
<td>10%</td>
<td>33.7%</td>
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<tr>
<td>Art Pieces Fabrication</td>
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<td>-</td>
<td>36%</td>
<td>65%</td>
<td></td>
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<tr>
<td>Art Pieces Installation</td>
<td>-</td>
<td>-</td>
<td>0%</td>
<td>25%</td>
<td></td>
</tr>
</tbody>
</table>
Construction Progress – Northern Layover Facility

On-Street Layover: San Pablo Ave. Between W. Grand and 20th St. Pending approval from City of Oakland DOT.
This current design is undergoing a value engineering analysis to determine how best to reconfigure the bus transit center within the San Leandro BART station to better accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, and improve operations and passenger amenities within the existing project budget. The multi-modal project will support the City of San Leandro’s Transit Oriented Development Strategy.
## Project Management and Construction Budgets

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Vendor</th>
<th>Contract Value</th>
<th>Paid to Date</th>
<th>Remaining</th>
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<tbody>
<tr>
<td>Construction Contractor</td>
<td>O.C. JONES &amp; SONS, INC.</td>
<td>$108,105,670</td>
<td>$24,095,905</td>
<td>$84,016,095</td>
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<tr>
<td>Design Services During Construction</td>
<td>PARSONS TRANSPORTATION GROUP</td>
<td>$4,000,000</td>
<td>$3,444,800</td>
<td>$555,200</td>
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<tr>
<td>Construction Project Management</td>
<td>CH2M HILL INC</td>
<td>$6,750,000</td>
<td>$4,153,864</td>
<td>$2,596,136</td>
</tr>
<tr>
<td>Public Outreach Services</td>
<td>L. LUSTER &amp; ASSOCIATES, INC.</td>
<td>$1,247,785</td>
<td>$976,857</td>
<td>$270,928</td>
</tr>
</tbody>
</table>

- Construction Contractor budget through project completion.
- Professional services budgets for contract period through April 2018
Outreach

Teams’ Focus

- Inform Businesses of Upcoming Work & Timeline
- Once work begins, regular check-ins and updates
- Daily Troubleshooting
  - Parking
  - Driveways
  - Business Access
  - Modifications
- Targeted Notifications – i.e. Street Closure Notices
- Biggest Concerns:
  - Parking Impacts
  - Length of time to complete
Project Labor Agreement / Construction Careers Policy (PLA/CCP) Workforce Goals

Data Thru Dec 31, 2017

Total Project Hours: 108,000
Total Local Hire Work Hours 34,000 (31%) (50% goal)
Total Apprentice Hours: 15,000 (14%) (20% goal)
Total Disadvantaged Worker Hours: 2,100 (14% of Apprenticeship Hrs) (25% goal)
# BRT Bid Package III DBE Utilization

<table>
<thead>
<tr>
<th>DBE Payments</th>
<th>DBE Payment Percentage</th>
<th>Project DBE Goal</th>
<th>Number of DBE Subcontractors</th>
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</thead>
<tbody>
<tr>
<td>$1,623,441.57</td>
<td>7.8%</td>
<td>8%</td>
<td>12</td>
</tr>
</tbody>
</table>

*AC Transit*

*Downtown Oakland to San Leandro*  
*International Blvd to East 14th St*
PLA/CCP Planned Activities for 4th Quarter

- Review first receipts of electronic, off-site local hire good-faith effort forms from Prime and Subcontractors

- Train Prime and Subcontractors on the new process of submitting off-site local hire supporting documentation

- Continue working with community stakeholders, including local trades union, to ensure compliance with PLA/CCP provisions