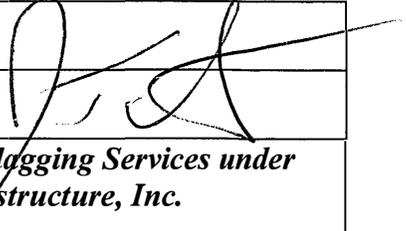


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Alameda Corridor Transportation Authority

June 14, 2018

To:	Governing Board	
From:	John T. Doherty, Chief Executive Officer	
Subject:	<i>Approve an Increase to Task Order No. 10 for Flagging Services under Agreement No. C0782 with Balfour Beatty Infrastructure, Inc. (APPROVAL)</i>	

Recommendation:

Approve the proposed increase of \$225,000 to Task Order No. 10 (flagging services) under Agreement No. C0782 with Balfour Beatty Infrastructure, Inc. and authorize the Chief Executive Officer or Chief Financial Officer to execute Task Order No. 10.

Discussion:

Construction or maintenance work performed on or adjacent to the Corridor requires the presence of flagging personnel to ensure safe train operations. Flagmen are specifically trained and qualified to perform these duties. ACTA contractors and other utility or agency contractors or personnel are required to have ACTA-provided flagmen present when they perform operations on or adjacent to the Corridor within a prescribed distance from the tracks. ACTA's Maintenance Contractor, Balfour Beatty Infrastructure, Inc. (BBII), has such qualified individuals available to perform these flagging services.

Since 2007, ACTA has paid a total of \$556,037.27 for flagging services under Task Order No. 10. As the term of Agreement No. 782 with BBII has been extended over the years, Task Order No. 10 has been revised to add money and extend the term in order for flagging services to be requested from BBII. It is recommended that the not-to-exceed amount for Task Order No. 10 be increased by \$225,000, from \$556,037.27 to \$781,037.27. The current term of Agreement No. C0782 expires on December 14, 2018.

One of the primary reasons for the requested increase is the flagging services required for the painting of a Caltrans bridge structure by their contractors, over and adjacent to ACTA tracks. The work went on longer than originally estimated, thereby necessitating an increase in flagging requirements and expenditures. Additionally, there are four to five utility projects in and around ACTA's track areas scheduled within the next several months that will also require flagging. The flagging costs are fully reimbursable from each of the entities for whom the services are being provided.



Budget Impact:

There is no net impact to the FY19 Program Budget. These are pass-through costs that ACTA is initially required to pay, but which are subsequently fully reimbursed by the agency requesting the services. ACTA utilizes the Local Agency Investment Fund (LAIF) account to pay for the services and reimburses that account when the payment is received.