



Planning, Policy and Legislation Committee Meeting Agenda Monday, September 10, 2018, 10:30 a.m.

Committee Chair:	John Bauters, City of Emeryville	Executive Director:	Arthur L. Dao
Vice Chair:	Rebecca Kaplan, City of Oakland	Staff Liaison:	Tess Lengyel
Members:	Jesse Arreguin, Keith Carson, Scott Haggerty, Barbara Halliday, John Marchand, Lily Mei, Elsa Ortiz	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Richard Valle, Pauline Cutter		

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | |
|--|---|---|
| 4.1. Approve July 9, 2018 PPLC Meeting Minutes | 1 | A |
| 4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update | 5 | I |

5. Regular Matters

- | | | |
|---|----|-----|
| 5.1. Legislative Update | 17 | A/I |
| 5.2. Work Program for the I-580 and I-680 Corridors | 25 | I |
| 5.3. Approve the 2020 Transportation for Seniors and People with Disabilities (Paratransit) Discretionary Grant Program | 45 | A |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, October 8, 2018

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:

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

City of Alameda

Mayor Trish Spencer

City of Albany

Councilmember Peter Maass

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Mayor John Bauters

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 Dan Kalb

City of Piedmont

Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	October 4, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	October 8, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.m.
Alameda CTC Commission Meeting	September 27, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	September 24, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	October 18, 2018	5:30 p.m.

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).

This page intentionally left blank



Planning, Policy and Legislation Committee
Meeting Minutes
Monday, July 9, 2018, 10:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order/Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Arreguin, Commissioner Bauters, Commissioner Carson, Commissioner Mei and Commissioner Ortiz.

Subsequent to the roll call:

Commissioner Carson, Commissioner Mei and Commissioner Ortiz arrived during 5.1

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the June 11, 2018 PPLC Meeting Minutes

4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed with the following votes:

Yes: Cutter, Haggerty, Halliday, Kaplan, Marchand, Valle

No: None

Abstain: None

Absent: Arreguin, Bauters, Carson, Mei, Ortiz

5. Regular Matters

5.1. Legislative Update

Tess Lengyel provided an update on federal, state, and local legislative activities, and focused on an overview of Senate Bill (SB) 1 in relation to transportation funding in Alameda County and a recommendation on Proposition 6 on the November 6, 2018 ballot. Ms. Lengyel discussed the benefits of SB 1 funding to the county and transit operators. She described Alameda CTC's efforts to inform and educate the public about SB 1 and commended other agencies undertaking similar educational efforts. Ms. Lengyel stated that if Proposition 6 passed, it would not only eliminate all SB 1 funding but would require that any measure enacting specific tax or fee on gas, diesel, or specific highways would have to go to the electorate for approval. Ms. Lengyel recommended the Commission to adopt an oppose position regarding Proposition 6.

Commissioner Cutter suggested that Alameda CTC begin preparing a one page fact sheet and stated that a distinction should be made between the programs funded by RM3 and the programs that are funded through SB 1. Commissioner Cutter suggested that community events such as the Neighborhood Night Out party in San Leandro would be a good educational opportunity.

Commissioner Kaplan stated that the "heart-attack chart" should be added to information that we are sharing with allies so they know what state and local transportation funding looks like without SB 1.

Commissioner Halliday asked for talking points for all council members and public works departments so that information can be shared easily. Ms. Lengyel responded that staff will be providing a SB 1 toolkit at the July Commission meeting.

Commissioner Marchand asked if there has been any polling. Commissioner Marchand stated that making sure people vote in their own best self-interest is key and he noted that early voting starts on October 8th, so the word needs to get out early.

Commissioner Ortiz asked what kind of education strategy is being planned. Ms. Lengyel and Mr. Dao confirmed that staff will be preparing a toolkit of information that will provide fact sheets, talking points, a Powerpoint presentation and other educational information to enable staff and the Commissioners to educate the public about the benefits of SB 1 and the risks to the county if it is repealed by Proposition 6. Staff will be coordinating with partner agencies on education and information outreach.

Commissioner Mei suggested that the back-to-school period will be a good time to bring up safety issues related to repealing SB 1 because this is what parents care about.

Commissioner Haggerty stated that looking at the numbers on Proposition 6, they are tight. Commissioner Haggerty noted that Proposition 6 requires a yes vote and will thus be confusing to voters, who typically vote no when they are confused.

Commissioner Kaplan asked what happens to SB 1 funds that have already come in. Mr. Dao stated that the Chief Deputy Director of Caltrans District 4 said that funding that has been allocated remains, but new money does not come in. Funding allocated by the California Transportation Commission in June is safe and secure, but only the first round has been allocated so anything after that is uncertain.

Commissioner Kaplan stated that she would like to hear more about this issue as things progress with SB 1 and Proposition 6.

Commissioner Marchand moved to adopt an oppose position regarding Proposition 6. Commissioner Haggerty seconded the motion. The motion passed with the following votes:

Yes: Carson, Cutter, Haggerty, Halliday, Kaplan, Marchand, Mei, Ortiz, Valle
No: None
Abstain: None
Absent: Arreguin, Bauters

5.2. Approve the California Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Program Grant Funding Award

Leslie Lara-Enriquez recommended the Commission to approve Resolution #18-005 authorizing the Commission to execute a grant agreement with the California Office of Traffic Safety. Ms. Lara-Enriquez submitted a successful application for \$200,000 aimed at to increasing knowledge about dangers of distracted walking and bicycling, as well as trespassing on rail right of ways.

Commissioner Haggerty requested clarification about how the funding will be used to implement a rail safety education program. Ms. Lengyel clarified that the \$200,000 will be integrated into the Safe Routes to Schools program (SR2S), with the program being first implemented in the area with the highest number of fatalities and injuries, Central Planning Area, and thereafter it will be expanded countywide. Ms. Lara-Enriquez further clarified that the OTS grant funding will be used to develop the educational program, and that SR2S will then fund the educational program going forward.

Commissioner Haggerty asked how many people have died. Carolyn Clevenger stated that 11 people have died over a five year period in the Central Planning Area corridor the grant will focus on, and that the numbers for the other corridors will be provided in the Commission packet for the July Commission meeting. Commissioner Haggerty noted the importance of data in the staff report, and that even though OTS doesn't require matching funds, staff should seek additional funding so that the whole county can benefit from a rail safety education program. Ms. Lengyel stated that the Rail Strategy Study done in March gave staff more information about the numbers and how widespread the issue is, which is what led staff to seek funding for the rail safety education program within the SR2S Program and staff will continue to seek funding to enlarge the program.

Commissioner Kaplan asked for information to be included in the public packet before back-to-school time.

Commissioner Cutter noted that the San Leandro train safety program may be a good resource in this type of education.

Commissioner Haggerty suggested Operation Lifesaver as a resource.

Commissioner Marchand said that Operation Lifesaver and Union Pacific Railroad have existing rail safety programs that can be used as resources.

Commissioner Mei stated that she would like to have this information for safety fairs and festivals.

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

Yes: Carson, Cutter, Haggerty, Halliday, Kaplan, Marchand, Mei, Ortiz, Valle
No: None
Abstain: None
Absent: Arreguin, Bauters

6. Committee Member Reports

Commissioner Mei shared a report on states looking at policies restricting drones during wildfires. Mr. Dao noted that Alameda CTC is trying to get drones in use for construction sites but that each instance requires specific appropriate approvals from Caltrans or other agencies.

Commissioner Kaplan noted that there is a coalition pushing a bill (SB 1376) that would require Transportation Network Companies (TNCs) to make accommodations for people with disabilities. She state that she is interested in knowing more about any regulations at the state level for TNCs. Commissioner Kaplan noted a study from San Francisco that showed TNCs blocking bus lanes disproportionately and requested a report from staff on SB 1376.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: September 10, 2018 at 10:30 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 31, 2018

TO: Planning, Policy and Legislation Committee

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item is provide the Commission with an update on the summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on July 9, 2018, the Alameda CTC reviewed two Draft EIRs, one Final EIR, and one NOP. A response was submitted for each document and is included as Attachments A through D.

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

Attachments

- A. Response to the Notice of Availability of a Draft Environmental Impact Report for the Niles Gateway Mixed-use Project
- B. Response to the Notice of Preparation of a Draft Environmental Impact Report for the Adeline Corridor Specific Plan
- C. Response to the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report

D. Response to the Notice of Availability of a Draft Environmental Impact Report for the
At Dublin Project



July 9, 2018

David Wage
City of Fremont
Planning Division
39550 Liberty Street
Fremont, CA 94537

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Niles Gateway Mixed-use Project

Dear Mr. Wage:

Thank you for the opportunity to respond to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Niles Gateway Mixed-use project. The project is located on the 6.07-acre former Henkel/Schuckl cannery site (demolished in 2009), in the City of Fremont at 37899 Niles Blvd. The project will allow 95 residential units (townhomes and condominiums) and 5,883 square-feet of retail/restaurant space, and 1,450 square-feet of community space on a now-vacant lot.

We have reviewed the DEIR and determined that the proposed project is estimated to generate fewer than 100 new pm-peak hour trips before applying reductions for pass by and non-auto trips (trips anticipated to be shifted to other modes), and therefore would not meet the Congestion Management Program trip generation threshold. Therefore, this project is exempt from review under the Congestion Management Program Land Use Analysis Program.

Thank you for the opportunity to respond to this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Saravana Suthanthira".

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

This page intentionally left blank

August 2, 2018

Alisa Shen
Principal Planner
Planning and Development Department
City of Berkeley
1947 Center Street, 2nd Floor
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Adeline Corridor Specific Plan

Dear Ms. Shen,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Adeline Corridor Specific Plan. The plan area is located in the southern portion of the City of Berkeley and extends approximately 1.3 miles north from the Berkeley-Oakland border along Adeline Street to the intersection of Shattuck Avenue and Dwight Way. The plan area borders Downtown Berkeley to the north and extends to the City of Oakland border to the south. The plan area encompasses approximately 86 acres of land, including 38 acres of right-of-way for multiple modes of transportation, 19 acres of commercial uses, 11 acres of public, civic, and institutional uses, and 9 acres of residential uses. The Adeline Corridor Specific Plan will include transit-oriented development around the Ashby BART Station and complete streets concepts into a long range plan.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: http://www.alamedactc.org/app_pages/view/5224

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - Shattuck Avenue, Adeline Street, Martin Luther King Jr Way, Ashby Avenue, and Dwight Way
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: AC Transit, BART
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Countywide bicycle facilities in the project area include:
 - The Class II Bike Lane on Adeline St, Class III Milvia St Bike Route, Class III Russell St Bike Route
 - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
 - The Project overlaps with an Area of Countywide Pedestrian Significance:
 - The Ashby BART Station is located within the project site
 - The site is within ¼ mile of Downtown Berkeley
 - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and

- Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

the first of these is the fact that the system is not a simple one, and that the results are not always the same. The second is that the system is not a simple one, and that the results are not always the same.

The third is that the system is not a simple one, and that the results are not always the same. The fourth is that the system is not a simple one, and that the results are not always the same. The fifth is that the system is not a simple one, and that the results are not always the same.

The sixth is that the system is not a simple one, and that the results are not always the same. The seventh is that the system is not a simple one, and that the results are not always the same. The eighth is that the system is not a simple one, and that the results are not always the same.

The ninth is that the system is not a simple one, and that the results are not always the same. The tenth is that the system is not a simple one, and that the results are not always the same. The eleventh is that the system is not a simple one, and that the results are not always the same.

The twelfth is that the system is not a simple one, and that the results are not always the same. The thirteenth is that the system is not a simple one, and that the results are not always the same. The fourteenth is that the system is not a simple one, and that the results are not always the same.

The fifteenth is that the system is not a simple one, and that the results are not always the same. The sixteenth is that the system is not a simple one, and that the results are not always the same. The seventeenth is that the system is not a simple one, and that the results are not always the same.

The eighteenth is that the system is not a simple one, and that the results are not always the same. The nineteenth is that the system is not a simple one, and that the results are not always the same. The twentieth is that the system is not a simple one, and that the results are not always the same.



August 3, 2018

Christina Horrisberger
Alameda County Planning Department
Community Development Agency
224 West Winton Avenue, Suite 111
Hayward, CA 94544

SUBJECT: Response to the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report

Dear Ms. Horrisberger,

Alameda CTC received the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report on June 19, 2018. The document was completed in January 2018, and approved in April 2018. Thank you for providing the opportunity to review this document and prepare a response pursuant to the Congestion Management Program, Land Use Analysis Program. The plan addendum changes the ground-level requirements for multi-story mixed-use development and would result in fewer square feet of non-residential space on mixed-use projects. The initial Ashland and Cherryland Business District Specific Plan and Final Environmental Impact Report were approved in 2015.

The proposed project is estimated to generate no net new pm-peak hour trips and is expected to result in reduced trip generation from the Plan area. We have reviewed the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report and determined that this project is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak-hour trips in excess of existing land use designations. We have no further comments.

Thank you for the opportunity to respond to the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Saravana Suthanthira", followed by a horizontal line.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

This page intentionally left blank



August 16, 2018

Amy Million
Principal Planner
City of Dublin
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report for the At Dublin Project

Dear Ms. Million,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the At Dublin Project. The proposed project is located north of I-580 between Tassajara Rd and Brannigan St in the City of Dublin. The 76.1-acre project site is bounded by Tassajara Rd to the west, Dublin Blvd to the north, Brannigan St to the east, and Northside Drive and I-580 to the south. The proposed project would add 454,500 square feet of commercial uses and up to 680 residential units including up to 300 high-density apartment units.

Alameda CTC respectfully submits the following comments on the DEIR:

- Alameda CTC did not receive a copy of the Notice of Preparation and Notice of Public Scoping Meeting for the At Dublin Project dated January 17, 2018. We believe this issue was addressed by the City of Dublin on June 21, 2018. Please confirm that Alameda CTC is included in the distribution list for the environmental document preparation.
- The DEIR estimates that the project would generate 1,545 new weekday afternoon peak trips, mostly new automobile trips, after adjusting internal capture and pass-by trips. These trips are expected to create significant impacts on many Congestion Management Program (CMP) network roads. The DEIR reports that the project would worsen the performance of a number of CMP roadway segments including eastbound Dublin Blvd and eastbound I-580 from Tassajara Rd to Fallon Rd. The DEIR asserts that Mitigation Measure TR-4.1, which provides transportation impact fees, would help reduce travel delay on these segments but does not clarify the amount to be paid or how those fees would be used to improve travel delay on those CMP segments. Therefore, it is not clear how Mitigation Measure TR-4.1 would improve travel delay on either Dublin Blvd or I-580.
- The DEIR excluded traffic impact analysis on the I-580 Express Lanes, which is an important infrastructure in Tri-Valley operated by Alameda CTC. Relevant tables, including Table 17-6, 17-

18, 17-26, and 27-34 should be updated to include impacts to Express Lanes on I-580 and any potential mitigation measures should be discussed. Similarly, no impact analysis is included for SR-84, which is a critical roadway for the Tri Valley area connecting to the South Bay, wherein significant transportation improvements have been completed or underway. Please include traffic impact analysis for these facilities in the DEIR.

- The DEIR includes information on impacts to bus transit capacity and determines that it is less than significant. However, the analysis does not appear to account for impacts to transit service as a result of additional delay on nearby roads and intersections. The DEIR should include analysis regarding bus delay for routes serving the project area including any express bus routes which utilize freeways impacted by the proposed project.
- The DEIR should consider a Transportation Demand Management (TDM) Program to incentivize the use of active transportation modes and transit to offset some of the expected new auto trips; currently, a TDM program has not been proposed by the DEIR. Including a TDM program would be consistent with both the City of Dublin's General Plan Policy 10.9.3(F), and Chapter 6 of Alameda CTC's CMP. Appendix G of the CMP lists a series of example measures such as carpool matching, provisional lockers for employees, off-peak and staggered shifts, and secure bicycle lockers. Alameda CTC requests that when the TDM Program is prepared, it should be robust and that the impact of the TDM measures are quantified for employees and customers separately. It should also include information on how the measures will be funded and implemented.
- Alameda CTC acknowledges that, consistent with existing policies and plans, the project will construct a new Class II bike lane on Gleason Dr between Tassajara Rd and Brannigan St, and on Dublin Blvd between Tassajara Rd and Brannigan St. The DEIR does not mention the planned Class II bike lane on Tassajara Rd across I-580 listed in the both the City of Dublin's Bicycle and Pedestrian Plan and Alameda CTC's Countywide Bicycle Plan.
- The DEIR considers safety impacts to vehicles entering and leaving the site but does not consider potential impacts to pedestrians or cyclists as a result of increased traffic or ingress and egress from the site. Safety impacts to active transportation modes should be considered in the DEIR.

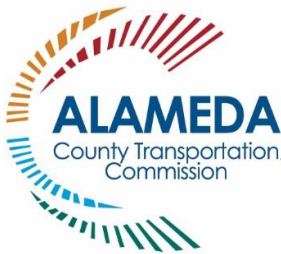
Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 31, 2018

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: September Legislative Update

Recommendation

It is recommended that the Commission approve policy positions and receive an update on federal, state, and local legislative activities.

Summary

The September 2018 legislative update provides information on federal and state legislative activities.

Background

The Commission approved the 2018 Legislative Program in December 2017. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

Alameda CTC staff will provide a verbal update on federal legislative activities if there are pertinent activities to report.

State Update

Alameda CTC staff will provide an update on state activities at the Commission meeting reflecting the final actions on bills Alameda CTC has supported or opposed during the second year of this two-year session.

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities related to Zero Emissions Buses.

Zero Emission Buses: After a multiyear workshop process, CARB staff finally released its new rule that will require all public transit operators to transition to a zero emission fleets by 2040. Titled the Innovative Clean Transit Rule (ICT), this new regulation requires all transit operators to develop a transition plan, and begin the process of converting its fleet to zero emission vehicles by 2040.

The Air Board is scheduled to review this proposal at its September 27th meeting, and adoption of this new rule will be scheduled for the Air Board's December meeting. Adopting this regulation at the December meeting would allow the Board to consider changes in the event Proposition 6 is approved in November. The deadline to submit comments for the September 27th meeting is September 24th. More information on the ICT can be found at: <https://arb.ca.gov/msprog/ict/ict.htm>

The regulations split transit operators into two groups. Transit operators with 100 or more buses in its fleet must submit their transition (a.k.a. rollout) plans by July 1, 2020, and begin purchasing zero emission buses in January 2023. Small operators with less than 100 buses are provided additional time, and must submit rollout plans by July 1, 2023, and begin purchasing zero emission buses in January 2026. The proposal ramps up every three years the percentage of zero emission buses that must be purchased. While the language exempts some bus types based on commercial availability, and provides a pathway for delaying compliance, this regulation is an unfunded mandate that could strain budgets and potentially impact service.

Senate Bill 1 (SB 1) repeal/Proposition 6: In July 2018, Alameda CTC took an oppose position on Proposition 6. If enacted, Proposition 6 would eliminate SB1 revenues. The implications of an SB1 repeal would be a reduction in existing transportation funding in the state and would create a requirement for the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval. This requirement could potentially lower transportation tax revenues in the future

due to requiring voter approval of such tax increases, with the impact dependent on future actions by the Legislature and voters.

SB 1 Summary: SB 1, known as the "Road Repair and Accountability Act of 2017", was approved by the legislature and signed by the Governor in April 2017. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. The last time the gas tax was increased was about 25 years ago and has not kept pace with inflation. The estimated funding backlog for transportation maintenance over the next decade without SB1 is \$130 billion for road, highway and bridge repairs in California. Alameda CTC, local jurisdictions and transit operators receive formula funds and are also eligible for several SB 1 competitive funding categories. If SB 1 is repealed in November 2018, no future SB 1 funds will be available; however, existing allocated funds are able to be expended until the funding is exhausted. If the repeal occurs, funding allocations made by the California Transportation Commission for competitive grant programs for future years are at risk.

SB1 Funding At-Risk in Alameda County: If Proposition 6 passes, over \$40 million per year would be eliminated from local city and county roads funding in Alameda County to repair potholes, fix roads and bridges, improve safety, and implement complete streets projects. Over \$30 million per year in transit funding would be lost for AC Transit, Union City Transit, BART and ACE for state of good repair projects and operations.

In addition, Alameda CTC would not be eligible to seek funding from the following discretionary funding programs authorized by SB1:

Local Partnership Program: SB 1 directs \$200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. This program has both competitive and direct allocation components. For Alameda CTC, direct allocations equate to approximately \$4 million/year in new revenue for transportation improvements.

Trade Corridors Enhancement Program: SB 1 provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Program (TCEP). The TCEP will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume. In May 2018, Alameda CTC and the City of Emeryville were awarded over \$191 million from TCEP for the construction phase of the 7th Street Grade Separation (East) project (\$175 million), Freight Intelligent Transportation System (\$12.4 million) and Emeryville grade crossing improvements (\$4.2 million).

Solutions for Congested Corridors Program: This program provides \$250 million per year for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. Alameda CTC has many projects that are eligible for this program as shown in Attachment A.

Active Transportation Program: SB 1 provides an increase of \$100 million annually for the existing Active Transportation Program (ATP). This represents an 80% increase in the size of this on-going program. Alameda CTC submitted applications in July 2018 for the East Bay Greenway Project and Safe Routes to Schools program expansion for this funding source.

Additional SB 1 funding at risk includes the following state programs that provide direct benefits in Alameda County:

State Highway Operations and Protection Program (SHOPP): SB 1 provides an increase of approximately \$1.9 billion annually (beginning in November 2017) to fund maintenance and operations of the State Highway System. Over the next four years, almost \$1 billion in SHOPP projects are expected to be implemented in Alameda County, if SB1 is not repealed.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other State and federal funding sources. SB 1 provides a significant increase in STIP funding, which would be eliminated if it is repealed.

Public Transit and Intercity Rail: SB 1 provides an additional \$350 million in public transit funding each year, including \$250 million annually for transit capital and operation costs through the State Transit Assistance (STA), and \$105 million annually for State of Good Repair funds, using the STA formula for distribution. In addition, SB 1 funds an additional \$300 million per year for Transit and Intercity Rail Capital Program (TIRCP) to fund commuter and intercity rail modernization and expansion. Lastly, SB 1 provides new revenue for intercity and commuter rail operators through a formula program to improve services across the state.

SB1 Education: Alameda CTC along with agencies across the state are providing education about the effect of SB1 and what would be lost if it is repealed. Staff will provide an update on SB1 education efforts at the Commission meeting.

SB 1 public information, outreach and educational materials can be found at the links below:

California Transportation Commission: <http://www.catc.ca.gov/programs/sb1/>

California State Association of Counties: <http://www.counties.org/post/sb-1-road-repair-and-accountability-act-2017>

California League of Cities: <https://www.cacities.org/Policy-Advocacy/Hot-Issues/Transportation-Funding>


Alameda CTC: www.AlamedaCTC.org/FundingSolutions

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

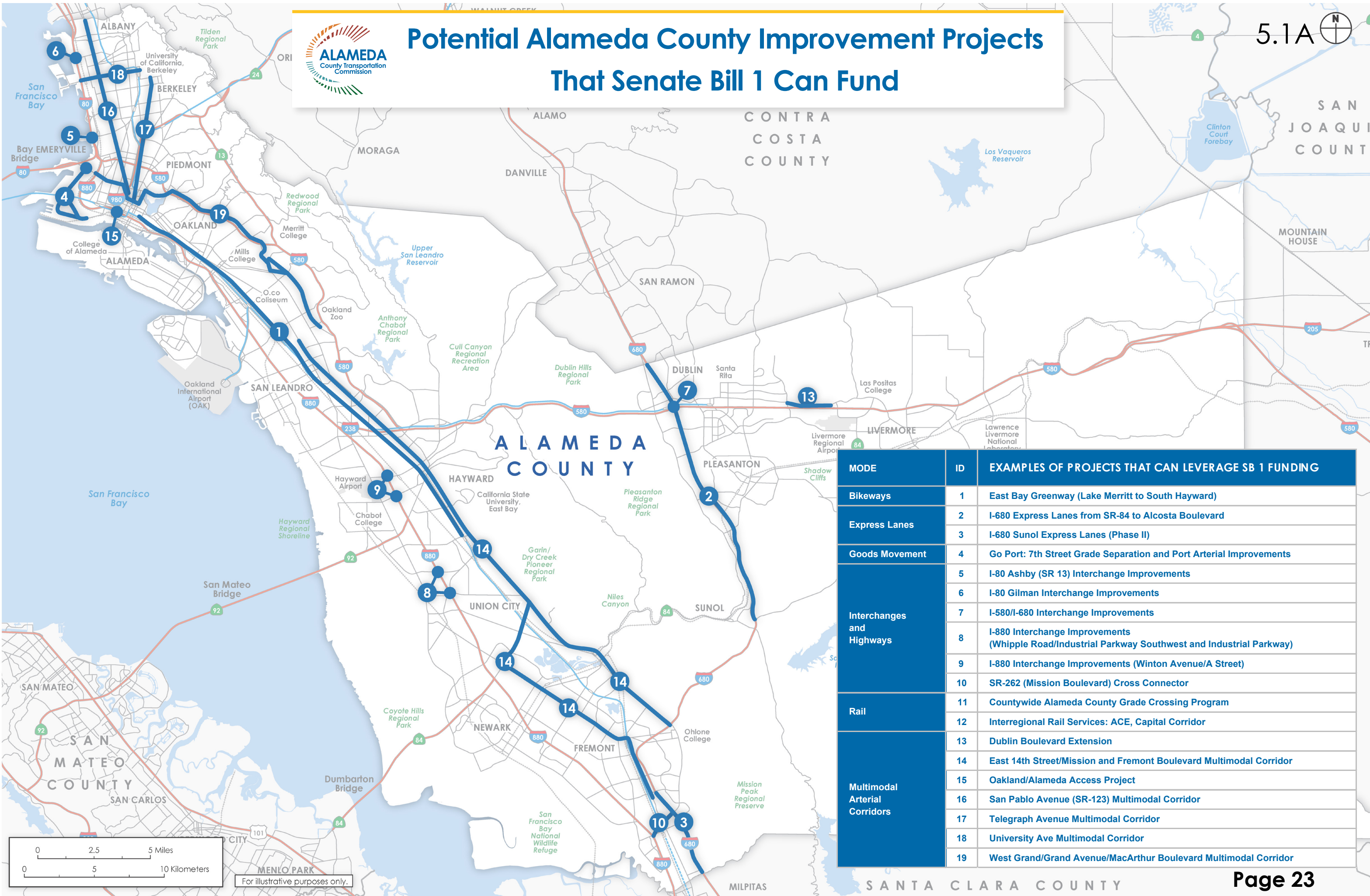
Attachment

A. Alameda CTC SB1 Candidate Projects

This page intentionally left blank



Potential Alameda County Improvement Projects That Senate Bill 1 Can Fund

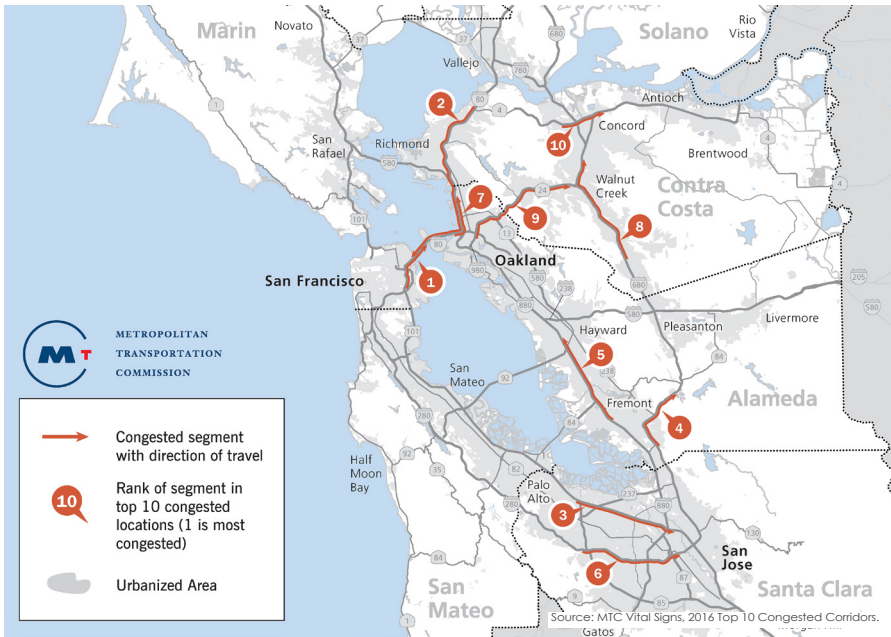


MODE	ID	EXAMPLES OF PROJECTS THAT CAN LEVERAGE SB 1 FUNDING
Bikeways	1	East Bay Greenway (Lake Merritt to South Hayward)
	2	I-680 Express Lanes from SR-84 to Alcosta Boulevard
Express Lanes	3	I-680 Sunol Express Lanes (Phase II)
	4	Go Port: 7th Street Grade Separation and Port Arterial Improvements
Goods Movement	5	I-80 Ashby (SR 13) Interchange Improvements
	6	I-80 Gilman Interchange Improvements
Interchanges and Highways	7	I-580/I-680 Interchange Improvements
	8	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)
	9	I-880 Interchange Improvements (Winton Avenue/A Street)
	10	SR-262 (Mission Boulevard) Cross Connector
	11	Countywide Alameda County Grade Crossing Program
Rail	12	Interregional Rail Services: ACE, Capital Corridor
	13	Dublin Boulevard Extension
Multimodal Arterial Corridors	14	East 14th Street/Mission and Fremont Boulevard Multimodal Corridor
	15	Oakland/Alameda Access Project
	16	San Pablo Avenue (SR-123) Multimodal Corridor
	17	Telegraph Avenue Multimodal Corridor
	18	University Ave Multimodal Corridor
	19	West Grand/Grand Avenue/MacArthur Boulevard Multimodal Corridor

For illustrative purposes only.

Investments Will Reduce Congestion and Improve Safety

SB 1 can fund a number of key projects and programs within Alameda County, including road maintenance, transit, bicycle and pedestrian safety projects, major trails, relief for congested corridors including highways and major arterials, as well as programs such as the very popular Safe Routes to Schools Program and Student Transit Pass Programs. These investments will reduce congestion, improve safety and expand mobility for people and goods throughout the region.



ALAMEDA COUNTY HAS HALF OF THE REGION'S TOP 10 MOST CONGESTED CORRIDORS



INTERSTATE 880 AND RAIL INFRASTRUCTURE IN ALAMEDA COUNTY



A SAFE ROUTES TO SCHOOLS PROGRAM WALKING SCHOOL BUS

ACCOUNTABILITY AND TRANSPARENCY

- Cities and counties must publically adopt and submit to the state a planned list of projects and year-end reporting that accounts for every single dollar of SB 1 revenue they receive.

OVERSIGHT

- SB 1 establishes an independent Inspector General who is appointed by the Governor to oversee programs to ensure all funds are spent as promised.
- The Inspector General is also required to report annually to the state legislature.

PROTECTING FUNDS

- Proposition 69 approved by voters in June 2018 ensures that all SB 1 resources go to transportation and the funding cannot be used for other purposes.
- SB 1 funds will not be used to fund high-speed rail.



Senate Bill 1 Expanding Mobility in Alameda County



In April 2017, Governor Jerry Brown signed into law Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017. This landmark funding program invests approximately \$5.4 billion annually in state and local roads, public transit and active transportation programs.

WHAT DOES SB 1 DO?

- Enables cities and counties to address significant maintenance, rehabilitation and safety needs on the local street and road system.
- Provides funding for every community to rehabilitate, repair and maintain local roads, repair and replace aging bridges and culverts, reduce congestion and increase mobility options, including bicycle and pedestrian facilities.
- Allows cities and counties to accelerate the delivery of projects.

HOW SB 1 CAN SUPPORT MOBILITY EXPANSION IN ALAMEDA COUNTY



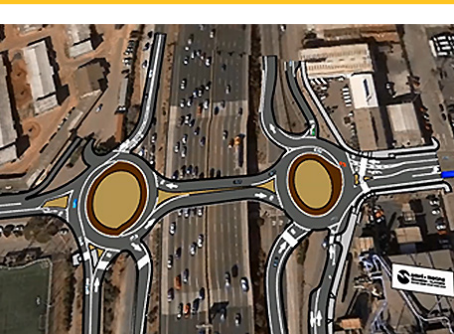
BIKEWAYS such as the East Bay Greenway connecting Oakland to Hayward will give bicyclists safe access to jobs, education, transit and other important destinations.



EXPRESS LANES along I-580 and I-680 increase highway efficiency for commuters, transit and freight, using existing capacity to reduce congestion and improve air quality.



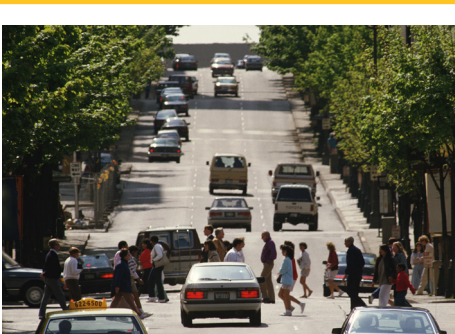
GOODS MOVEMENT improvements in Alameda County can support jobs and local communities, supporting the Bay Area economy.



INTERCHANGES AND HIGHWAYS provide critical connections throughout the county. I-80/Gilman Street and the I-80/Ashby Avenue interchange projects will improve navigation and traffic flow.



INTERREGIONAL RAIL SERVICES support freight and passenger services in Alameda County and Northern California.



MULTIMODAL ARTERIAL CORRIDORS planning underway for transit priority and pedestrian/ bicycle improvements will increase safety for all travelers, reduce travel conflicts and accommodate future growth.



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 31, 2018

TO: Planning, Policy, and Legislation Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Trinity Nguyen, Director of Project Delivery
Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: Work Program for the I-580 and I-680 Corridors

Recommendation

This item is to provide the Commission with an update on Alameda CTC's Work Program for the I-580 and I-680 Corridors. This item is for information only.

Summary

The I-580 and I-680 corridors in Alameda County are two of the county's significant interstate corridors serving inter-regional and inter-county commute trips. In addition, these corridors are part of the National Highway Freight Network and are designated as part of the National Primary Highway Freight System. Alameda CTC has made significant investments and constructed improvements in both corridors over the past two decades and several additional projects are underway in certain sections of the corridors.

Due to the importance of these interstates for commute trips and goods movement, Alameda CTC has developed a work program to address project identification, development and delivery to manage the projected demand expected on these corridors due to population and job growth in the region. In addition, the work program recognizes the importance of corridor planning to ensure that projects identified in this work program are eligible for regional, state and federal funding sources.

Background

I-580 and I-680 connect the Tri-Valley and Central Valley to regional employment centers including San Francisco, Oakland, and the Silicon Valley while also serving communities in south and central Alameda County. Growing demand and corresponding congestion makes corridor management an imperative strategic approach for the Agency. Alameda CTC has developed a work program for these corridors that acknowledges

current project development and delivery, addresses gaps and emerging issues, and establishes an approach for defining and implementing projects within the corridors that can be candidates for future local, regional, state and federal funding.

The attached work program for the I-580 and I-680 corridors examines current project development and delivery efforts on these corridors by Alameda CTC and other jurisdictions, defines near-term work efforts to address corridor needs, and establishes next steps for corridor management in consideration of anticipated traffic growth.

Fiscal Impact: There is no fiscal impact.

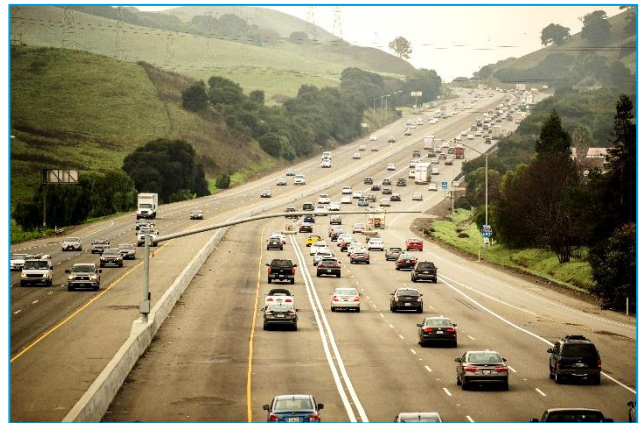
Attachment

- A. Work Program for the I-580 and I-680 Corridors

Work Program for Interstate 580 and Interstate 680



Interstate 580



Interstate 680



Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Contents

Figures	0
Background	1
Purpose of Work Program	3
Work Program for the I-580 and I-680 Corridors	6
Next Steps.....	15

Figures

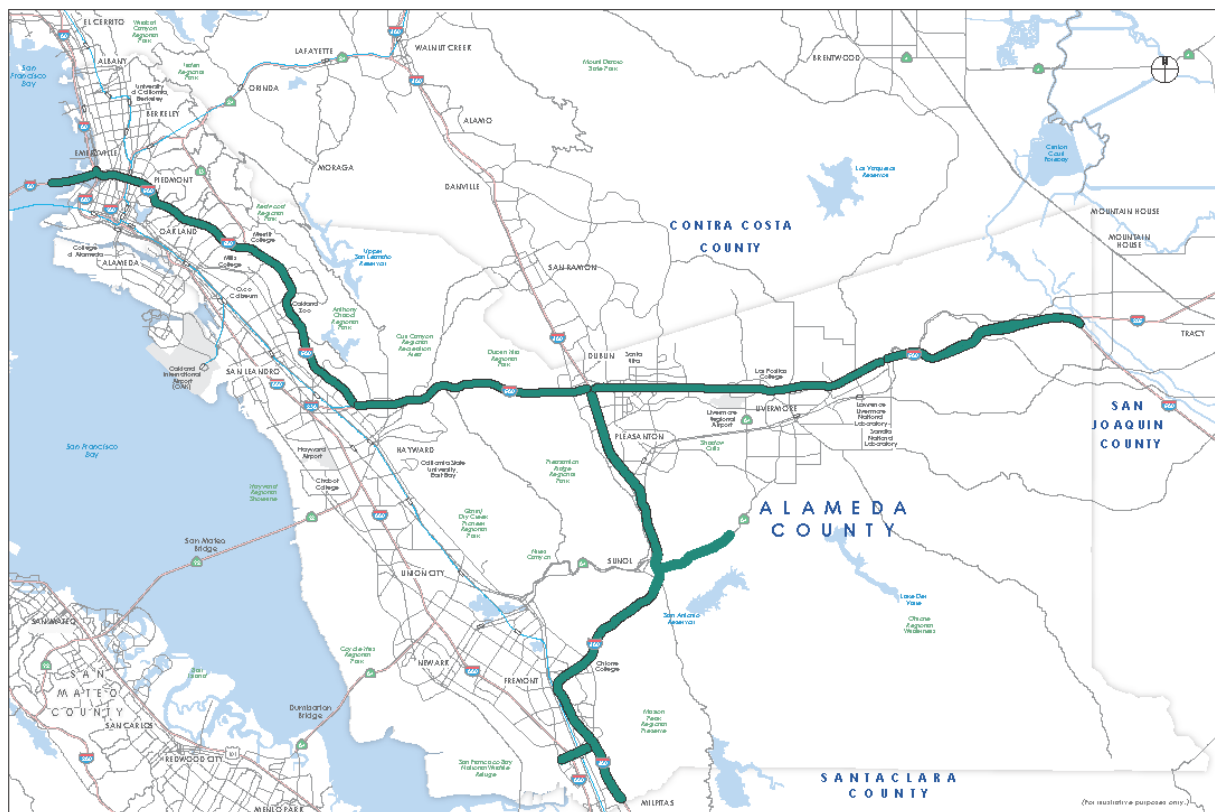
Figure 1: I-580 and I-680 Corridors in Alameda County	1
Figure 2: National Highway Freight Network: California (North)	2
Figure 3: Projects in I-580 and I-680 Work Program	6
Figure 4: I-580 AM and PM Peak 2018 Levels of Service	7
Figure 5: I-680 AM and PM Peak 2018 Levels of Service	11
Figure 6: I-680 Express Lanes from SR-84 to Alcosta Blvd. Project	12
Figure 7: SR-84 Widening and SR-84/I-680 Interchange Improvements Project....	13
Figure 8: SR-262 Cross Connector Between I-880 and I-680	14

Background

The I-580 and I-680 corridors in Alameda County are two of the county's significant interstate corridors serving inter-regional and inter-county commute trips. In addition, these corridors are part of the National Highway Freight Network and are designated as part of the National Primary Highway Freight System. Alameda CTC has made significant investments and constructed improvements in both corridors over the past two decades and several additional projects are underway in certain sections of the corridors.

Due to the importance of these interstates for commute trips and goods movement, Alameda CTC has developed a work program to address project identification, development and delivery to manage the projected demand expected on these corridors due to population and job growth in the region. In addition, the work program recognizes the importance of corridor planning to ensure that projects identified in this work program are eligible for regional, state, and federal funding sources. Figure 1 illustrates the corridor areas included as part of this work program.

Figure 1: I-580 and I-680 Corridors in Alameda County



Within Alameda County, I-580 is a critical 45-mile long interregional gateway and multi-modal corridor. The corridor connects the Tri-Valley and San Joaquin County to Oakland and the Bay Bridge and is a heavily-used freight corridor between I-238 and the San Joaquin County line ultimately connecting to the Port of Oakland and Central Valley. The corridor includes the I-580 Express Lanes, AC Transit and WHEELS bus services, San Francisco Bay Area Rapid Transit District (BART) rail service, and the Altamont Corridor Express (ACE) train which parallels and traverses portions of I-580. I-580 is also designated as part of the National Highway Primary Freight Network under the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, the federal surface transportation bill approved in 2015, as shown on Figure 2.

southbound express lane between SR-84, with a northbound express lane under construction. ACE parallels a short portion of I-680 near Pleasanton to Sunol, and I-680 is not served by other public transit services. I-680 is designated as part of the National Highway Primary Freight Network as shown on Figure 2. There are several design and construction projects underway in Alameda County to address existing congestion and connectivity issues on I-680 that are further described below.

LEGEND

NHFN Features

- Primary Highway Freight System (PHFS)
- Remainder of the Interstate System (not part of PHFS)

Border Crossings

Cities

State Capital

Water

Census Urbanized Areas

Airport

Port Terminal

Truck/Pipeline Terminal

Truck/Rail Facility

0 50 100 Miles
0 100 200 Kilometers

U.S. Department of Transportation,
Federal Highway Administration,
Office of Freight Management and Operations

December 2015

Purpose of Work Program

The purpose of developing a work program for the I-580 and I-680 corridors is to recognize the importance of these corridors for both commute and freight flows. Other major interstate corridors in Alameda County have a suite of projects either already implemented or are in project development phases that address both capital infrastructure and transit needs in those corridors. While there have been various studies and projects developed for I-580 and I-680, the interrelationship of these two corridors and the projected population and job growth in the region require a comprehensive approach for projects and services to address demands in these corridors. The work program is intended to:

- Support the advancement of existing project development efforts by securing funding for future project phases
- Reflect the regional and mega-regional strategy of expanding the managed lane network and exploring the feasibility of express bus and other operational improvement strategies on I-680
- Identify and address gaps within the corridors and develop multimodal solutions
- Support corridor planning in line with regional and state planning efforts and funding requirements. For Senate Bill 1 (SB1) Solutions for Congested Corridor Program (SCCP) funding eligibility, congestion management solutions are required to be included within comprehensive corridor plans with capacity “to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors.”

In both the I-580 and I-680 corridors significant project delivery has been completed and several corridor planning efforts have been completed in the past. This work program focuses on projects that Alameda CTC is currently implementing and identifies potential future projects for implementation in the corridors.

Table 1 summarizes Alameda CTC projects that are underway within the corridors, next steps, and related efforts.

While this work program recognizes that the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) is undertaking a study for Valley Link, a rail project that connects BART to ACE, this project is not included in this work program at this time. Once the Valley Link project is complete, the Commission could consider integrating the project into this work program. Similarly, Caltrans is implementing State Highway Operation and Protection Program (SHOPP) projects within these corridors which are not included in this work program.

Table 1: I-580 and I-680 Projects

Segment Limits		Project/Plan Title	Current Status	Relevant Planning Documents	Estimated Costs (Millions)
I-580 Corridor					
1	Bay Bridge and I-238	I-580 Design Alternatives Assessment	Feasibility	• Caltrans I-580 Central TCR (2016)	TBD
2	I-238 and I-680 ("Dublin Grade")	Proposed DAA	Proposed	• Caltrans I-580 CSMP (2010)	TBD
3	I-680 and Greenville Road	I-580 Express Lanes	In Operation	• I-580 Express Lanes After Study (2018) • Caltrans I-580 CSMP (2010)	N/A
		Dublin Boulevard – North Canyons Parkway Extension	Preliminary Engineering, and Environmental	• Eastern Dublin EIR (2002)	>\$95
4	Greenville Road and East County Line (Altamont Pass)	Proposed DAA	Proposed	• Caltrans I-580 CSMP (2010)	TBD
Both Corridors					
5	I-580/I-680 Interchange	I-580/I-680 Interchange Improvements	Proposed	• I-580/I-680 Interchange Improvements PSR (2009)	\$1,500
I-680 Corridor					
6	Contra Costa County Line and State Route 84	I-680 Express Lanes from SR-84 to Alcosta Blvd	Scoping, Preliminary Engineering, and Environmental	• Caltrans TCCR (2002)	\$480
7	I-680/SR 84 Interchange	SR-84/I-680 Interchange and SR-84 Widening	Final Design and ROW	• Caltrans SR-84 CSMP (2010)	\$220
8	State Route 84 and Santa Clara County Line	I-680 Sunol Express Lanes	Construction	• Caltrans TCCR (2002)	\$206
9	SR-262 Between I-880 and I-680	SR-262 Cross Connector Project	Scoping	• Caltrans SR-262 TCR (2017) • I-680/I-880 Corridor Study (2005)	>\$262

Table 1: I-580 and I-680 Projects (Continued)

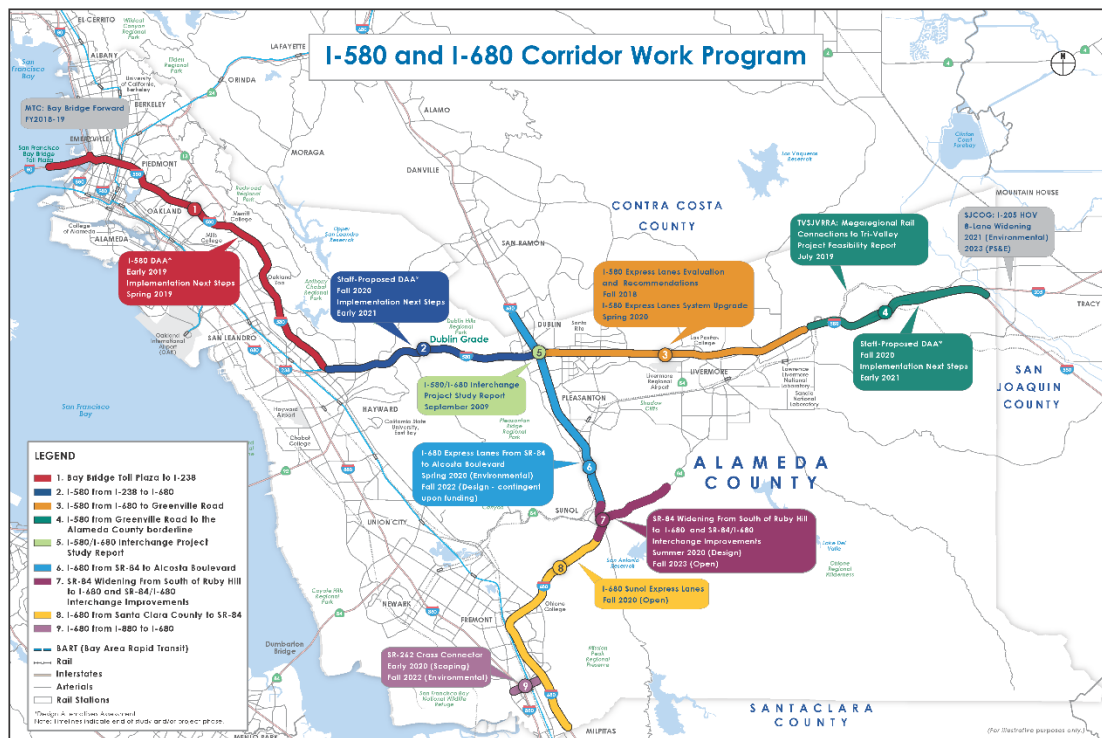
Segment Limits		Project/Plan Title	Current Status	Relevant Planning Documents	Estimated Costs (Millions)
Related Efforts					
10	I-580 between Greenville Road and East County Line (Altamont Pass)	TVSJVRRRA: Valley Link	Feasibility	Underway	TBD
		SJCOG: I-205 HOV 8-Lane Widening	Environmental	I-205 HOV PSR-PDS (2017) Caltrans I-205 and I-5 CSMP (2010)	\$340

CSMP	Corridor System Management Plan
EIR	Environmental Impact Report
TCR	Transportation Concept Report
TCCR	Transportation Corridor Concept Report
PSR-PDS	Project Study Report – Project Development Support

Work Program for the I-580 and I-680 Corridors

This section outlines the existing conditions and current status of work efforts along the I-580 and I-680 corridors and identifies recommended next steps by segment. The limit of each segment was established based on geometry and commute patterns. The projects included and acknowledged in the work program are shown in **Figure 3** and are described in detail below.

Figure 3: Projects in I-580 and I-680 Work Program



The following summarizes elements of the work system by corridor.

I-580 Corridor

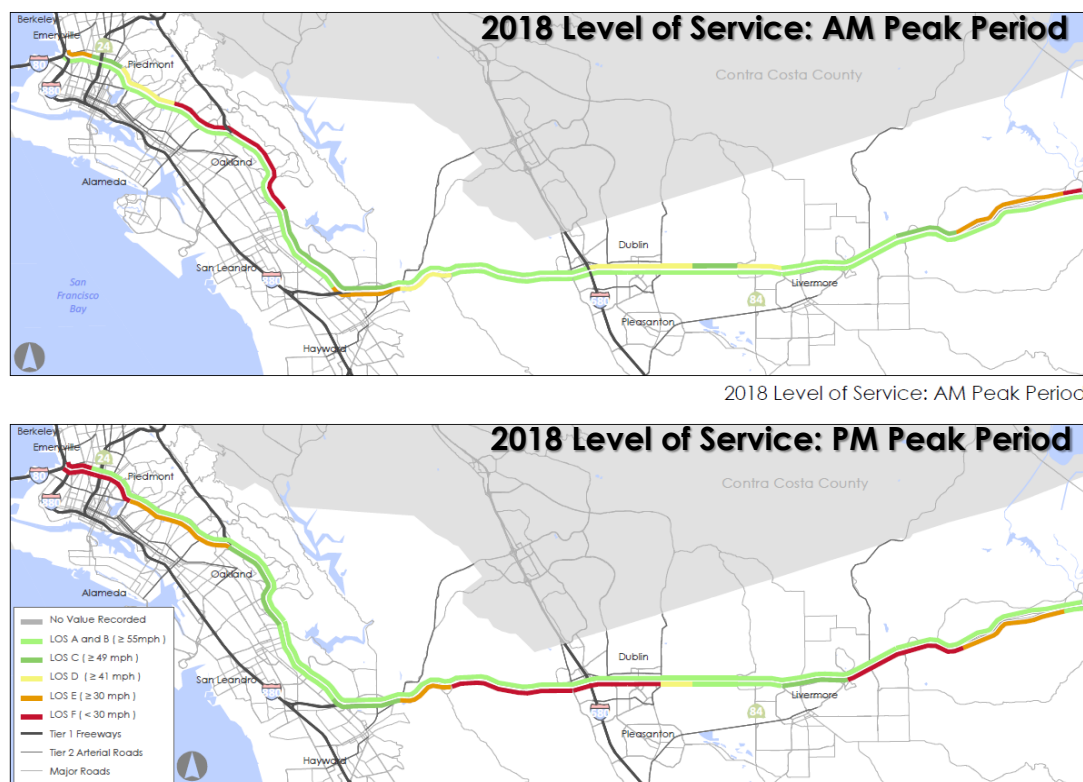
Within Alameda County, I-580 is a 45-mile long corridor that connects the Tri-Valley and San Joaquin County to Oakland and the Bay Bridge. The corridor is heavily used for freight operations between I-238 and the San Joaquin County line and serves interregional and local commute traffic throughout. The I-580 Express Lanes, AC Transit and WHEELS bus services, and BART rail service all operate within portions of I-580, while ACE rail service parallels and traverses the east side of the corridor.

A series of studies are underway to address congestion issues and multimodal investments in the I-580 corridor, including interregional rail connectivity to BART as part of the Valley Link project currently underway by the Tri-Valley San Joaquin Regional Rail Authority as required by AB758. In addition, San Joaquin

County is performing environmental clearance for I-205 HOV Lane widening. These significant efforts are not included in this work program since the studies are being conducted by external agencies. Once the studies are complete and based upon the findings, Alameda CTC may consider incorporating the projects into this work program at a later time.

For analysis of existing conditions and work efforts, I-580 was divided into five segments. This segmentation is based on current traffic and congestion trends, existing congestion management infrastructure, and the boundaries of ongoing projects and studies. As shown in **Figure 4**, I-580 shows varying levels-of service depending on the peak period, direction of travel, and location within the corridor. During the AM peak period the most severe congestion is in the eastbound direction around the Hwy 13 interchange, with other pockets of Level of Service (LOS) E conditions within bottlenecks throughout the corridor. During the PM peak period the corridor operates at LOS F near the Bay Bridge in both directions, as well as in the Dublin Grade and Altamont Pass in the eastbound (commute) direction.

Figure 4: I-580 AM and PM Peak 2018 Levels of Service



The following summarizes I-580 existing conditions, current projects, and proposed next steps for each segment shown on **Figure 3**.

Segment 1. I-580 Between Bay Bridge and I-238

Existing conditions: This segment of I-580 provides a critical connection to commute trips from east and central Alameda County and Oakland with employment centers in Oakland and San Francisco. Most of the corridor between south of SR 13 and Bay Bridge is very congested during the peak periods in the commute directions as shown in **Figure 4**. Origin-destination data reveal that travel between central Alameda County and Oakland is a key travel market within this segment, with a lower share of trips headed for jobs in San Francisco.

Current projects: Alameda CTC, in partnership with MTC, is performing a Design Alternatives Analysis (DAA) on this segment of I-580 to address the severe mobility and congestion issues of this corridor. The DAA is a streamlined approach to developing conceptual alternatives that can be advanced to subsequent Caltrans processes. Improvement strategies that will be explored on all, or a portion of this segment include operational and safety improvements, managed lane options such as HOV or express lane, transit improvements (i.e bus on shoulder, express transit service, improved Transbay bus service) and Park-and-Ride lots, and other Transportation Demand Management strategies. The outcome of the DAA will be a set of near- and mid-term project concepts that will advance into project development and project delivery. The study is scheduled to be completed in early 2019.

Segment 2. I-580 Between I-238 and I-680 (“Dublin Grade”)

Existing conditions: Results of the 2018 LOS monitoring efforts (**Figure 4**) reveal intensifying congestion in the Dublin Grade, with most of the segment operating at LOS F conditions during the PM peak period in the eastbound direction for the first time in recent history. The combination of limited right-of-way, steep grades, BART tracks in the median, and high truck volumes make the Dublin Grade a complex segment in terms of congestion management.

Proposed next steps: Conduct a feasibility assessment in the form of a DAA to address the growing congestion issues. The study will analyze alternatives that make use of the existing right-of-way such as bus-on-shoulder options, reversible contra-flow lanes, and park & ride facilities.

Segment 3. I-580 Between I-680 and Greenville Road (Existing Express Lane Section)

Existing conditions: This segment, which includes operating express lanes in both directions of travel, is typically congested in the eastbound direction during the pm peak period at I-680 and approaching the Altamont Pass (**Figure 4**). Since the opening of the express lanes, average travel time has decreased, vehicle throughput has increased, and travel has become more reliable within this segment. However, the increase of peak direction congestion east of this segment in both directions and west of this segment in the eastbound direction has started to affect express lanes operations.

Related efforts: The City of Dublin is clearing the environmental document for the Dublin Boulevard – North Canyons Parkway Extension project. This project will close the two mile gap on North Canyons Parkway from Fallon Road to Doolan Road and provide a continuous 11 mile parallel arterial along I-580 from San Ramon Road to First Street.

Current projects: Alameda CTC is in the process of reviewing Proposals for Electronic Toll System Integration Services to provide ongoing operations and maintenance support as well as upgrades to the toll system, which may include reconfiguring the tolling zones and replacing some of the electronic tolling equipment for a more efficient and effective toll collection system. Completion of the express lane system upgrade is anticipated in spring 2020.

Segment 4. I-580 Between Greenville Road and East County Line (Altamont Pass)

Existing conditions: As shown in **Figure 4**, this segment currently operates at LOS E or worse in the peak direction for most of the AM and PM peak periods. Slow speeds in the Altamont Pass can be attributed to on-going maintenance and slope stabilization work constricting flow, poor pavement quality, heavy truck traffic, safety challenges, and increasing commute traffic from the Central Valley to the Bay Area.

Related efforts: Several efforts are currently underway that would affect the Altamont Pass. San Joaquin Council of Governments (SJCOG) is currently in the environmental phase for I-205 HOV 6 to 8-Lane Widening and has expressed interest in working with Alameda CTC to coordinate improvements on I-580, as I-580 connects to their I-205 project. Construction for the I-205 HOV lane widening is anticipated to be underway between 2023 and 2026. The Tri-Valley San Joaquin Valley Regional Rail Authority's [Valley Link project](#) is also currently being analyzed. Valley Link would provide a rail connection to the BART system at the Dublin/Pleasanton station from several ACE stops as well as key locations in Livermore and San Joaquin County.

Proposed next steps: Conduct a DAA for the Altamont Pass segment. The study would consider safety and operational enhancements and feasibility of managed lanes to connect with the existing lanes and proposed lanes along I-205. The DAA would evaluate geometrics over the raw terrain of the pass, increasing roadway capacity in conjunction with Union Pacific rail crossings, and preliminary cost estimates associated with identified improvement options. Any options identified in the DAA would complement the Valley Link project.

Segment 5. I-580/I-680 Interchange

Existing conditions: The I-580/I-680 interchange affects both I-580 and I-680 corridors and due to the current configuration and traffic volumes in the corridors, traffic congestion and incidents are recurrent at this location. The tight ramp radii and merge points between entering and exiting vehicles cause queuing on both I-580 and I-680 as vehicles are required to slow down to navigate the ramps, most

notably on I-580 in the westbound AM peak period and the eastbound PM peak period.

Current projects: A project study report was completed in 2009, however right-of-way is very limited and development has intensified in the interchange areas since the PSR was completed. In addition, congestion on adjacent segments of I-580 and I-680 has increased over the last 10 years.

Related efforts: I-580 DAAs (Segments 2 and 4), I-680 express lane gap closure project (Segment 6), and the Valley Link project feasibility report anticipated in July 2019.

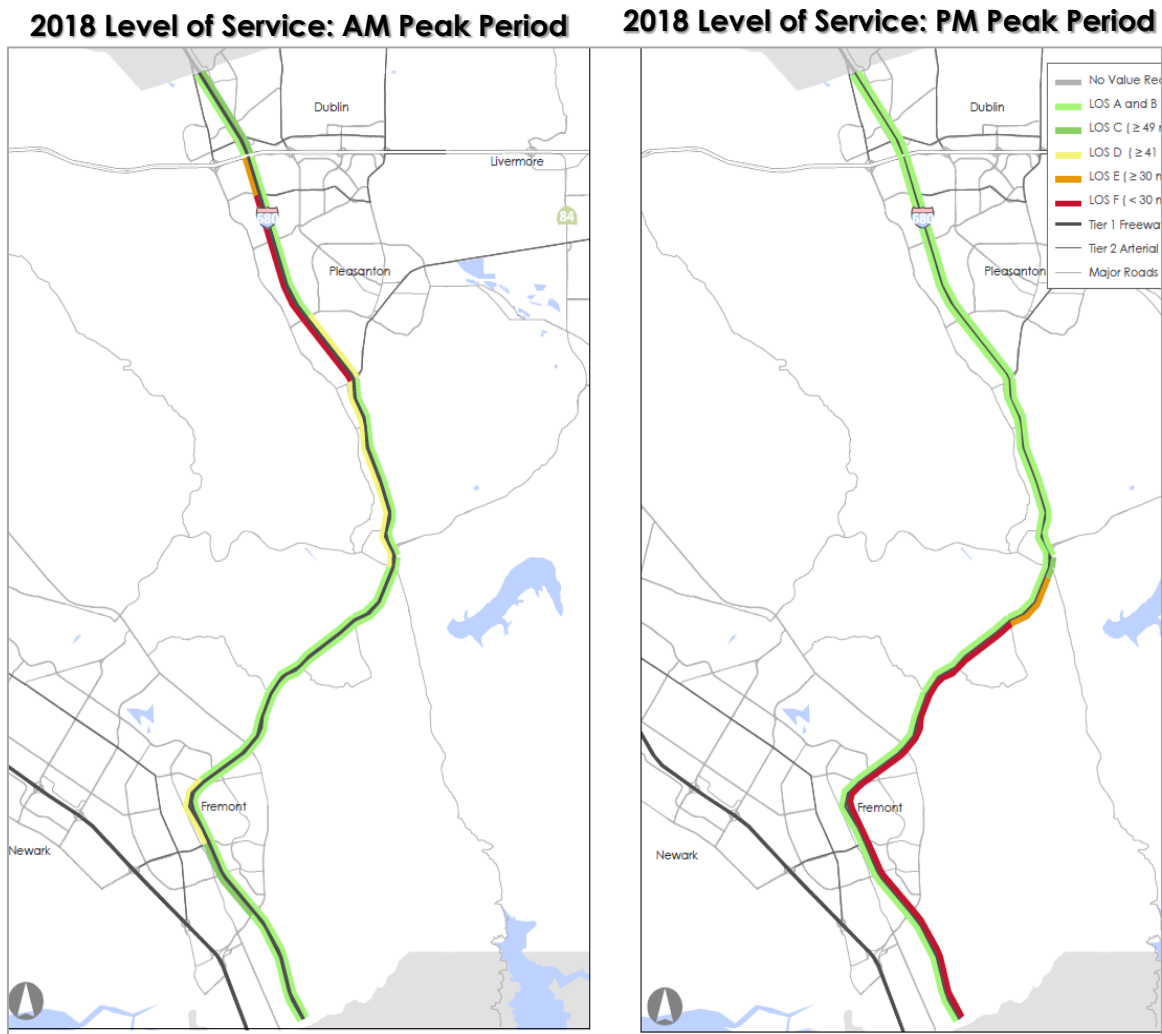
Proposed next steps: Continue to monitor this location and develop a refined PSR after the completion of the related efforts noted above.

I-680 Corridor

Within Alameda County, I-680 is a 21-mile corridor that connects the Tri-Valley, northern San Joaquin Valley, and Contra Costa County to southern Alameda County and the Silicon Valley. The corridor currently has a southbound express lane between SR-84 and Milpitas and express lanes in both directions in southern Contra Costa County. There are several design and construction projects underway in Alameda County to address existing congestion and connectivity issues on I-680.

As shown in **Figure 5**, there is significant congestion on I-680, with LOS F conditions observed during both peak periods in certain segments of the corridor. For the analysis of existing work effort and proposed next steps, I-680 was divided into two corridors at SR-84. This limit is based on current traffic and congestion trends, existing congestion management infrastructure, and the boundaries of ongoing projects. Projects along SR-262 and the I-680/SR-84 interchange are also discussed.

Figure 5: I-680 AM and PM Peak 2018 Levels of Service



The following summarizes existing conditions, current projects, and proposed next steps for each I-680 segment shown on **Figure 3**.

Figure 6: I-680 Express Lanes from SR-84 to Alcosta Blvd. Project



Segment 6. I-680 Between the Contra Costa County Line and State Route 84

Existing conditions: This segment currently operates at LOS E and F between I-680 and Bernal Avenue in the southbound direction during the AM peak period. This segment is currently only three lanes in each directions and does not have HOV or express lanes, making it a gap in the current I-680 express lane system.

Current projects: The [I-680 Express Lanes from SR-84 to Alcosta Boulevard Project](#) is in the environmental phase. This will construct northbound and southbound express lanes on I-680 from SR-84 to Alcosta Boulevard (**Figure 6**). Project phasing options will be determined based on funding availability and the traffic

analysis conducted during the environmental phase. Design anticipated to begin in Summer 2020, this project is now at a key junction point.

Proposed next steps: Pursue grant funding for design, right-of-way, and construction of this project.

Segment 7. I-680/SR 84 Interchange

Existing conditions: State Route 84 is currently congested during peak commute times, with interchange congestion affecting operations of both SR-84 and I-680.

Current projects: The [SR-84 Widening and SR-84/I-680 Interchange Improvements Project](#) will conform SR-84 to expressway standards between south of Ruby Hill Drive and I-680 and modify ramps at the SR-84/I-680 interchange (**Figure 7**). The southbound Sunol Express Lane on I-680 will also be extended 2 miles to the north to accommodate ramp improvements at the interchange. The project is currently in the design phase, with construction anticipated to begin early 2021. 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.

Proposed next steps: Work with MTC to prioritize funding for this project through Regional Measure 3, approved in June 2018, which included \$85 million to close the funding gap on the project to move the project into construction.

Figure 7: SR-84 Widening and SR-84/I-680 Interchange Improvements Project



Segment 8. I-680 Between State Route 84 and the Santa Clara County Line

Existing conditions: This segment has existing express lanes in the southbound direction, but currently operates at LOS E and F during the PM peak period in the northbound direction. MTC has ranked the northbound direction of this segment as the 4th most congested freeway location in the Bay Area during commute hours.

Current projects: This phase of the I-680 [Sunol Express Lanes](#) construction project is currently underway to add a northbound express lane from SR-262 to SR-84 to relieve congestion in this section. The project also includes modifying the existing southbound express lane to a continuous-access facility and adding new enforcement technology in both directions. Opening of the northbound express lane and modified southbound express lane is anticipated for fall 2020.

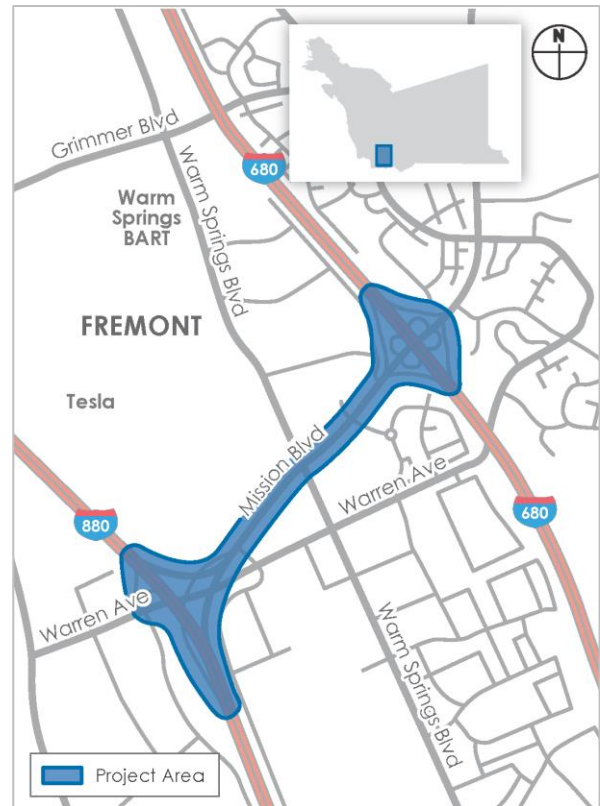
Segment 9. SR-262 Cross Connector Between I-880 and I-680

Existing conditions: SR-262 is the major east-west connector between I-880 and I-680, with traffic congestion occurring throughout the day and generating cut-through traffic on adjacent city streets.

Current projects: The [SR-262 \(Mission Boulevard\) Cross Connector Project is currently in the scoping phase.](#) Scoping will consider interchange improvements, grade separation, widening, tolling of the facility, and construction of a direct connector between I-880 and I-680 (**Figure 8**). This phase is expected to move on to the environmental phase in late 2019/early 2020.

Proposed next steps: Pursue grant funding for environmental, design, right-of-way, and construction of this project.

Figure 8: SR-262 Cross Connector Between I-880 and I-680



Next Steps

Adoption of the work program for the I-580 and I-680 corridors establishes the interrelationship between these corridors and defines an approach for project development and delivery.

Key next steps in the process include:

Pursue Funding to Advance Existing Projects

Alameda CTC has funded project development phases for several projects in the corridor and will need to pursue external funding to complete subsequent phases of projects, including from regional state and federal funding sources. Additional project funding is needed for the following projects:

- I-680 Express Lanes from SR-84 to Alcosta: This project is currently in the preliminary engineering/environmental phase and will need funding for final design, right-of-way, and construction. Total current funding need: \$460 million
- State Route 84 Widening and SR 84/680 Interchange: This project is currently in the final design phase. With passage of Regional Measure 3 (RM3) in June 2018, this project is fully funded. The next step is to prioritize this project at MTC for \$85 million in RM3 funding allocations to move the project into construction.
- State Route 262 (Mission Boulevard) Cross Connector: This project is currently in the scoping phase. Once scoping is complete, the project will need funding for all future phases, including preliminary engineering/environmental, design, right-of-way, and construction. The estimated funding need at this time is \$237,500 million.
- Pursue funding for comprehensive corridor planning as described below.

Conduct Comprehensive Corridor Planning and Ensure Projects as High Priorities

Due to limited right-of-way, increasing population, expanding commutes, and environmental sensitivities, future freeway congestion management projects should consider corridor wide, multimodal alternatives. Congestion management in Alameda County already reflects an emphasis on optimizing roadway capacity through managed lanes and ramp metering, and should continue to consider high occupancy solutions that may also include such improvements as express bus and vanpool strategies.

For Senate Bill 1 (SB1) Solutions for Congested Corridor Program (SCCP) funding eligibility, congestion management solutions are required to be included within comprehensive corridor plans with capacity "to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors." Alameda CTC will need to ensure that the 580 and 680 projects included in this work program are prioritized in corridor plans conducted by Alameda CTC or other agencies to ensure eligibility for funding. The following next steps are proposed for corridor planning in this work program:

- Ensure I-580 and I-680 projects are included in and prioritized in Caltrans planning documents and regional planning efforts.
- Conduct Design Alternatives Analyses for the Dublin Grade and Altamont Grade on I-580. Pursue funding with partner agencies such as MTC and San Joaquin Council of Governments to develop the DAAs.
- Coordinate with transit operators and major businesses on transportation demand management strategies to maximize throughput in these corridors. The I-580 corridor is already served by several long distance providers such as AC Transit and WHEELS bus services, San Francisco Bay Area Rapid Transit District (BART) rail service, and ACE which parallels and traverses portions of I-580, whereas the I-680 corridor is limited by few transit options between the Tri-Valley and Silicon Valley, with the ACE train as the only long-distance public transit option. Based on the *Tri-Valley Integrated Transit and Park-and-Ride Study*, parking was nearing capacity at all three ACE lots within the Tri-Valley as of 2015. Many Silicon Valley companies, including Tesla, Amazon, Facebook, Netflix, and Yahoo, offer employer shuttles from park and ride lots within the Tri-Valley.

As part of the corridor planning efforts on I-580 and I-680, Alameda CTC will explore opportunities on the I-680 corridor to address express bus services, facility enhancements including ITS enhancements at existing park and ride lots, a network of new park and ride lots, and partnerships between local jurisdictions and shuttle operators for maintaining and using those lots, as appropriate.

Ensure Regional Consistency in Managed Lanes

As Alameda CTC considers expanding its managed lane network, it is important to consider regional consistency with the other managed lane operators in the Bay Area. Operational policies for managed lanes are key to the effectiveness of the lanes as congestion-management tools. Regionally, increases in carpool and clean air vehicle (CAV) usage have resulted in increased congestion in the managed lanes. Collaboration on policy guidelines for hours of operation, enforcement equipment and procedures, and occupancy and CAV tolling is necessary due to the close proximity of different managed lane facilities and shared customer bases. Alameda CTC will continue communication with the Metropolitan Transportation Commission (MTC) and Santa Clara Valley Transportation Authority (VTA) as they move forward with CAV tolling and occupancy requirement changes to ensure consistent regional managed lane policies.



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 31, 2018

TO: Planning, Policy and Legislation Committee (PPLC)

FROM: Cathleen Sullivan, Principal Transportation Planner
Krystle Pasco, Assistant Program Analyst
Kate Lefkowitz, Associate Transportation Planner

SUBJECT: Approve the 2020 Transportation for Seniors and People with Disabilities (Paratransit) Discretionary Grant Program

Recommendation

It is recommended the Commission approve the following actions relating to the establishment of the 2020 Transportation for Seniors and People with Disabilities (Paratransit) Discretionary Grant Program:

- Approve the 2020 Paratransit Discretionary Grant Program Guidelines; and
- Approve release of a Call for Project Nominations for the 2020 Paratransit Discretionary Grant Program in fall 2018 with \$9 million available for programming over fiscal years 2019-20 through 2023-24.

Summary

The 2000 Transportation Expenditure Plan (TEP) allocates 10.45 percent of net 2000 Measure B revenues to the Special Transportation for Seniors and People with Disabilities (Paratransit) Program, 1.45% of which is identified for the Paratransit Discretionary Grant Program. Similarly, the 2014 TEP allocates 10 percent of net 2014 Measure BB revenues to Affordable Transit for Seniors and People with Disabilities (Paratransit) Program, 1% of which is discretionary. These discretionary funds are programmed and allocated on a competitive basis, and final recommendations are documented within Alameda CTC's Comprehensive Investment Plan (CIP). The 2018 CIP Paratransit Discretionary Grant program was approved April 2017 and included nine grants totaling over \$2.2 million for implementation in FY 2017-18 and FY 2018-19. Staff recommends the approval of the 2020 Paratransit Discretionary Grant Program guidelines (Attachment A), and the release of a call for projects requesting applications for the subsequent five years of funding: FY 2019-20 through FY 2023-24. The Paratransit Advisory and Planning Committee (PAPCO) approved the guidelines for this programming cycle in March 2018. Next spring, PAPCO will review outcomes of the call for projects and provide a

paratransit discretionary grant funding recommendation for consideration by the Commission. The final recommendations will be incorporated into the agency's Comprehensive Investment Plan (CIP) document.

Background

The Measure B and Measure BB Transportation Expenditure Plans (TEPs) allocate 10.45 percent and 10 percent of net revenues to the Paratransit Program, respectively. These revenues fund operations for Americans with Disabilities Act (ADA)-mandated services and City-based paratransit programs through Direct Local Distributions (DLD). Measures B and BB also fund a paratransit discretionary grant program, of which 1.45% and 1%, respectively, are distributed from the total net revenues designated for the Paratransit Program. The Paratransit Advisory and Planning Committee (PAPCO) provides recommendations to the Commission for items related to Paratransit funding, including the discretionary grant program. PAPCO is supported by the Paratransit Technical Advisory Committee (ParaTAC), composed of city and transit operator staff.

The last paratransit programming cycle occurred last spring 2017, where Alameda CTC approved a \$2.2 million paratransit program for implementation in fiscal years 2017-18 and 2018-19. To establish the next five years of programming from fiscal years 2019-20 through 2023-24, staff recommends the Commission approve the Paratransit Discretionary Grant Program guidelines, and the release of a call for projects. This will establish the paratransit program and services for seniors and people with disabilities in Alameda County over the next five years.

Paratransit Discretionary Grant Program Overview

The Paratransit Discretionary Grant Program funds projects and programs through a competitive process to address needs and gaps in services that are not met through ADA-mandated services or City-based paratransit programs. These grants aim to improve availability, affordability, access to, and coordination of transit and paratransit services for seniors and people with disabilities by directing funding towards projects that will:

- Improve mobility by reducing the differences in the types of services available to seniors and people with disabilities that might occur based on the geographic residence of any individual needing services
- Address critical gaps in the transportation system for seniors and people with disabilities that are not met by existing ADA-mandated services and City-based paratransit programs
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Improve the quality and affordability of transit and paratransit services for those who are dependent on them
- Improve the efficiency and effectiveness of ADA-mandated services and local, City-based paratransit programs.

Paratransit Discretionary Grant Program Focus

The discretionary funding program is designed to complement DLD funding which is dedicated to traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Per PAPCO guidance, discretionary grant funding will be focused on mobility management types of activities that improve riders' ability to access services and/or improve coordination between programs. Mobility management activities enhance travel options and access to services, promote awareness and education, effectively communicate/disseminate information to the public, improve coordination and partnerships to reduce duplication and fill gaps in service, and meet needs cost effectively and efficiently. Examples of mobility management programs include:

- Travel training
- Trip planning assistance to improve access
- One-Call One-Click type programs
- Door-through-Door/Volunteer driver programs
- Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models
- Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

Paratransit Discretionary Grant Program Priorities

Priority (in no particular order) will be given to projects that are:

- Identified as a countywide priority in the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), or other relevant countywide plan or needs assessment
- Identified as regional priority in a relevant regional plan or needs assessment such as the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)
- Provide services across jurisdictional boundaries where service gaps exist
- Provide critical, same day accessible transportation services throughout Alameda County

Paratransit Discretionary Grant Program Evaluation Framework

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals

- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide plans, regional plans or needs assessments
- Support equitable distribution of resources throughout the County

During the March 26, 2018 PAPCO meeting, Committee members provided input and approved the guidelines and priorities for the 2020 Paratransit Discretionary Grant programming effort. The full PAPCO-approved guidelines and priorities can be viewed in Attachment A. Upon Commission approval of the 2020 Paratransit Discretionary Grant Program Guidelines, Alameda CTC will release a new Call for Project Nominations for projects and programs to be implemented from fiscal year 2019-20 through 2023-24 (July 1, 2019 to June 30, 2024). The programming fund estimate is approximately \$9 million over this five fiscal year period, consisting of Measure B and Measure BB paratransit discretionary grant funds.

Implementation Guidelines

The Implementation Guidelines and Performance Measures for the Paratransit Program identify the types of services that are eligible to be funded with Alameda County Measure B (2000) and Measure BB (2014) Direct Local Distribution (DLD) revenues. The Paratransit Implementation Guidelines and Performance Measures are incorporated by reference into the Master Program Funding Agreements (MPFAs) and also apply to all Paratransit discretionary grant funded projects and programs.

The Implementation Guidelines and Performance Measures were last updated and approved by PAPCO in November 2017 and are referenced in the program guidelines (Attachment A). Alameda CTC will require all projects and programs resulting from the new Call for Project Nominations for the 2020 Paratransit Discretionary Grant Program to comply with the Implementation Guidelines and Performance Measures.

2020 Paratransit Discretionary Grant Program Call for Projects Timeline

The proposed 2020 Paratransit Discretionary Grant Program will encourage local agencies and non-profits to apply for projects and programs that support mobility management types of activities. Proposals that improve riders' ability to access services and/or improve coordination between programs will be prioritized. The proposed timeline for this programming effort is as follows:

Early October 2018	2020 Paratransit Program Call for Project Nominations opens
October 9, 2018	Application workshop for Paratransit Program online application
November 16, 2018	2020 Paratransit Program applications due
Fall 2018 – Spring 2019	Alameda CTC, with PAPCO oversight and approval, develops 2020 Paratransit Program recommendation
Late Spring 2019	Alameda CTC adopts final 2020 Paratransit Program
July 1, 2019	Funding commences

Fiscal Impact: Approximately \$9 million of Measure B and Measure BB paratransit discretionary grant funds will be made available through the 2020 Paratransit Discretionary Grant Program from fiscal years 2019-20 through 2023-24. The specific recommended funding amounts to the successful project sponsors will be included in the final program recommendation for the Commission's consideration next spring. The final recommendations will subsequently be incorporated into the agency's CIP document.

Attachment

- A. 2020 Paratransit Discretionary Grant Program Guidelines

This page intentionally left blank

**Final Programming/Allocation Guidelines for
2000 Measure B and 2014 Measure BB
2020 CIP Paratransit Discretionary Grant Program
March 2018**

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
 - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
 - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
 - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
 - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

PROGRAM GOALS

Discretionary grant funding will be focused on mobility management types of activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The Program is designed to complement DLD funding which is dedicated to more traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Mobility management activities aim to:

- Enhance people's travel options and access to services
- Promote awareness and education
- Effectively communicate/disseminate information to the public
- Improve coordination and partnerships
- Address critical gaps in the transportation system for seniors and people with disabilities
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Meet needs cost effectively and efficiently

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

PROGRAMMING AND ALLOCATION PRIORITIES

Priority (in no particular order) is given to projects as follows:

1. Identified in a Countywide or Regional Plan or Assessment: Identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) or other relevant countywide or regional plan or needs assessment.
2. Multi-jurisdictional Projects: Identified projects that provide service across jurisdictional boundaries.

3. Projects that provide critical, same-day accessible transportation service throughout Alameda County
4. Other priorities as recommended by PAPCO: PAPCO may periodically recommend other Program funding priorities.

ELIGIBLE APPLICANTS

Eligible applicants (direct recipients) of funds programmed through the 2020 CIP are limited to the following:

1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
2. County of Alameda
3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
4. East Bay Regional Parks District (EBRPD)
5. Alameda County Transportation Commission (Alameda CTC)
6. Non-profit organizations (if the non-profit provides letter(s) of support from local agency and/or transit provider to confirm service coordination and project support)

Entities that are not identified above as eligible direct recipients may be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.

ELIGIBLE PROJECTS

- **Mobility Management Type Programs**
 - Travel training
 - Trip planning assistance to improve access
 - One-Call/One-Click type programs
 - Volunteer driver programs
 - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
 - Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models
- **Capital Projects/Procurement**
 - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
 - Transit stop improvements that support improving access to public transit for seniors and/or people with disabilities
 - Accessible vehicle and equipment purchase
 - Capital projects to improve accessibility at shuttle stops.

This funding is not intended for ADA-mandated or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management goals.

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.

Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here:

http://www.alamedactc.org/app_pages/view/19025.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.

EVALUATION FRAMEWORK

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals
- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration with other service providers in their planning area
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transit Plan, the Alameda County Needs Assessment, or the Coordinated Plan
- Support equitable distribution of resources throughout the County

PROGRAM REQUIREMENTS

Applicants should review requirements in the full CIP guidelines.

Maximum Grant Size

The maximum grant size is \$500,000; there is no minimum grant size.

Minimum Matching Requirements

Minimum Matching requirements for applicants are as follows:

- Programs: 12% local match for DLD recipients, and 5% for non-DLD recipients.
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- "In-kind" costs are not eligible.
- Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit Direct Local Distribution (DLD) funds can be accessed at <http://accessalameda.org/category/cities/>.

Monitoring and Performance Measures

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

RESOURCES

Resources for the 2020 CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025.

This page intentionally left blank