



Commission Meeting Agenda Thursday, March 22, 2018, 2 p.m.

Chair: Richard Valle, Alameda County District 2
Vice Chair: Pauline Cutter, City of San Leandro

Executive Director: Arthur L. Dao
Clerk of the Commission: [Vanessa Lee](#)

1. Call to Order/ Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|---|
| 6.1. Approve the February 22, 2018 Commission Minutes. | 1 | A |
| 6.2. Approve Release of Request For Proposal (RFP) for I-580 Toll System Integrator and RFP for Express Lane System Manager/Program Support and Authorize negotiations with top ranked firms | 7 | A |
| 6.3. I-580 Express Lanes: Monthly Operations Status Update | 13 | I |
| 6.4. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update | 23 | I |
| 6.5. Approve legislative positions and receive an update on federal, state, and local legislative activities | 27 | A |
| 6.6. Approve the grade crossing prioritization framework and approve staff using the prioritization results to advance discussions for a joint advocacy and improvement program | 45 | A |
| 6.7. Approve the issuance of a Request for Proposal for consultant services and authorize Executive Director to enter into and execute all related agreements for On Call Planning and Programming Technical Services | 61 | A |
| 6.8. Approve Community Advisory Committee Appointments | 65 | A |

7. Community Advisory Committee Reports (3-minute time limit)

- | | |
|------------------------------------------------------------------------------|------|
| 7.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | I |
| 7.2. Independent Watchdog Committee – Murphy McCalley, Chair | 69 I |

7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair I

8. Planning, Policy and Legislation Committee Action Items

The Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

8.1. [Safe Routes to Schools Program update and approve contract amendments to contract Nos. A17-0075, A17-0076 and A17-0077](#) 77 A

9. Programs and Projects Committee Action Items

The Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

9.1. [Adopt the recently completed East Bay Greenway \(Lake Merritt BART to South Hayward BART\) \(PN 1457001\) California Environmental Quality Act \(CEQA\) environmental document, an Initial Study/Mitigated Negative Declaration \(IS/MND\).](#) 91 A

9.2. [Approve East West Connector/Programming/Project Delivery Strategy](#) 99 A

10. Member Reports

11. Adjournment

Next Meeting: April 26, 2018, 2:00 p.m.

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

Councilmember Kriss Worthington

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)	April 5, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	April 9, 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.
Transit Planning Committee (TPC)		1:30 p.m.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	April 26, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	May 21, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	July 5, 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).

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, February 22, 2018, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Chan, Commissioner Miley, Commissioner Carson, Commissioner Spencer, Commissioner Worthington, Commissioner Haubert, Commissioner Mei, and Commissioner King.

Commissioner Cox was present as an alternate for Commissioner Cutter. Commissioner Narum was present as an alternate for Commissioner Thorne.

Subsequent to the roll call:

Commissioner Miley and Commissioner Mei arrived during Item 3. Commissioner Spencer arrived during Item 4.

3. Public Comment

The following public comments were heard:

Dave Campbell made a comment regarding the Union City East-West Connector Project and funding associated with the project. Edie Irons of Transform also commented on the East-West Connector Project and Union City's process for approving funding for the project.

Commissioner Dutra-Vernaci provided brief details of the project in Union City and gave information on funding sources. Art Dao noted that information on the project will come to the Programs and Projects Committee, and subsequently the full Commission in March.

4. Chair/Vice-Chair Report

During this time Commissioner Haggerty informed the Commission that Dublin Vice-Mayor Don Biddle passed away and requested that the Commission meeting adjourn in his memory.

Chair Valle noted that earlier in the day, he held a meet and greet with Alameda CTC staff and encouraged the rest of the Commission to get to know the agency staff.

5. Executive Director's Report

Art Dao informed the Commission that the Executive Directors report can be found in the Commission folder as well as on the Alameda CTC website. He reminded the Commissioners to submit the Form 700 to the agency and also informed the Commission that February 22, 2018 marks the second anniversary of the opening of the I-580 express lanes.

6. Consent Calendar

- 6.1. Approve the February 1, 2018 Commission Minutes.
- 6.2. I-580 Express Lanes: Monthly Operations Update.
- 6.3. Receive the FY2017-18 Second Quarter Report of Claims Acted Upon Under the Government Claims Act.
- 6.6. Approve an Update to Independent Watchdog Committee Bylaws.
- 6.5. Approve the Alameda CTC FY2017-18 Second Quarter Investment Report.
- 6.6. Approve the Alameda CTC FY2017-18 Second Quarter Consolidated Financial Report.
- 6.7. Adopt a Resolution Declaring Commissioners Deemed Employees for Workers' Compensation Purposes.
- 6.8. Approve the Alameda CTC Meeting Schedule for the 2018 Calendar Year.
- 6.9. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.
- 6.10. Approve the Cycle 5 Lifeline Transportation Program – Cycle 5 Guidelines and Programming Process.
- 6.11. Approve the Transportation Fund for Clean Air (TFCA) FY2018-19 Policies and Expenditure Plan Application.
- 6.12. State Route 84 Expressway Widening and State Route 84 / Interstate 680 Interchange Improvements Project (PN 1386.000): Approval of Amendment No. 1 to Professional Services Agreement A14-0052 with AECOM Technical Services, Inc.

Commissioner Ortiz moved to approve the Consent Calendar. Commissioner Halliday seconded the motion. The motion passed with the following vote:

Yes: Ortiz, Haggerty, Valle, Miley, Saltzman, Spencer, Maass, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Narum, Cox, Dutra-Vernaci, Kaplan,
No: None
Abstain: None
Absent: Chan, Carson, Worthington, Haubert, King

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the committee will meet jointly with the Paratransit Technical Advisory Committee on February 26, 2018 and received a presentation on mobility management. The next PAPCO meeting is scheduled for March 26, 2018.

8. Planning, Policy and Legislation Committee Action Items

8.1. Receive an update on federal, state, and local legislative activities and approve legislative positions.

Tess Lengyel introduced Emily Bacque from CJ Lake, who provided an update on the recent presidential proposal and the budget/infrastructure climate in Washington DC. Ms. Lengyel moved on to the state side of the report and noted leadership changes announced by the Governor and recommended that the Commission support Prop 69 (authorized by ACA 5).

Commissioner Kaplan asked if there was anything that the Commission can weigh in on or take action on in regards to the President's proposal. Ms. Bacque stated that weighing in on priorities for funding increases as well as an infrastructure package could be effective. Ms. Lengyel noted that staff is reviewing the proposals, specifically the portion related to environmental streamlining. Mr. Dao noted that if the infrastructure bill has any movement, staff will consider advocating but on the state level, the agency should advocate for SB 1 and RM 3 proposals.

Commissioner Saltzman requested that at the next meeting, the PPLC take a formal position to oppose Prop 70 which has to do with the extension for cap and trade funds.

Commissioner Saltzman moved to approve this Item. Commissioner Halliday seconded the motion. The motion passed with the following vote:

Yes: Ortiz, Haggerty, Valle, Miley, Saltzman, Spencer, Maass, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Narum, Cox, Dutra-Vernaci, Kaplan,
No: None
Abstain: None
Absent: Chan, Carson, Worthington, Haubert, King

8.1. Receive an update on Year Two of the Affordable Student Transit Pass Pilot Program; approve the sites and parameters for Year 3 of the Affordable Student Transit Pass Pilot; Authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation, including consultant and administrative support for expansion.

Cathleen Sullivan provided an update on year two of the Affordable Student Transit Pass Pilot Program and recommended that the Commission approve the sites and parameters for Year 3 of the Affordable Student Transit Pass Pilot and authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation, including consultant and administrative support for expansion. Mr. Dao noted that the PPLC committee members had discussions about sustainable funding options for the program and requested possibly forming a working group. He stated that PPLC would be the best outlet to discuss the program in more detail. Ms. Lengyel noted that the Commission was provided with a sheet that outlines the schedule for long-term program development and she provided

information on initiatives the agency will consider pursuing for funding of a long-term program.

Commissioner Ortiz wanted to know if the agency is looking for a year-to-year funding or permanent funding source for the program. Ms. Lengyel noted that the hope would be to find a permanent on-going source of funding.

Commissioner Ortiz wanted to know when the proposed funding source will come to the Commission. Ms. Lengyel stated that the intention is to come to the Commission in the fall with recommendations on how to fund the program.

Commissioner Spencer wanted to know if staff's research found that there were any regional programs who do not make low-income students the top priority for program participation, other than Alameda County. Ms. Lengyel stated that the Commission went through a multi-month development process to define methodology to identify the schools to participate in the pilot, and determined that free and reduced lunch was a top priority. She went on to state that the program is a mix of "free and universal" and a "means-based" program.

Commissioner Kalb suggested that the program track truancy to determine if the program is helping to reduce truancy in the districts. Ms. Lengyel noted the suggestion.

Commissioner Miley wanted to know why participation rates were low in San Leandro, Hayward, Union City and Livermore compared to Oakland and other areas of the county. Ms. Sullivan stated that a new survey will be distributed to answer that question, but based on current information, students identified that there was no bus route close to their house or the bus system is not an option for getting to school.

Commissioner Miley asked how many school districts are in the county and how many school districts are in the program. Ms. Sullivan stated that there are 18 districts and the program will be in 7 of them. Ms. Lengyel noted that staff plans to continue conversations with each school district and the County office of Education.

Commissioner Kaplan suggested adding an individual student application where students can apply individually to get the pass and wanted to ensure that the program was advertised as changing the culture around transit.

Commissioner wanted to know what conversations are happening in Sacramento around the issue of getting children to school. Ms. Lengyel stated that conversations are happening around pieces of legislation specifically AB 17.

Commissioner Maass wanted to know if there was any data that tracked use after students graduate. Ms. Lengyel said it's difficult to track because the clipper card is

the mechanism currently used to track usage, and it would effectively be deactivated once the student graduated.

Commissioner Marchand wanted to ensure that crossing guards were included when developing a long-term funding plan for the program.

Commissioner Kaplan moved to approve this item. Commissioner Haggerty seconded the motion. Commissioner Spencer opposed the item. The motion passed with the following vote:

Yes: Ortiz, Haggerty, Valle, Miley, Saltzman, Maass, Bauters, Mei, Halliday,
Marchand, Freitas, Kalb, Narum, Cox, Dutra-Vernaci, Kaplan,
No: None
Abstain: Spencer
Absent: Chan, Carson, Worthington, Haubert, King

9. Member Reports

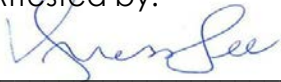
Commissioner Kaplan noted that the Air District added opposing the SB 1 appeal bill to their committee agenda.

Commissioner Mei noted that Senator Wieckowski introduced a bill to have Caltrans relinquish part of State Route 84 to Fremont.

10. Adjournment

The next meeting is Thursday, March 22, 2018 at 2:00 p.m.

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 15, 2018

TO: I-580 Express Lane Policy Advisory Committee

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: I-580 Express Lanes Operations and Upgrade (PN 1373002 and 1486000): Approve Release of Request For Proposal (RFP) for I-580 Toll System Integrator and RFP for Express Lane System Manager/Program Support and Authorize negotiations with top ranked firms

Recommendations

Approve the release of a request for proposals (RFP) for new Electronic Toll System Integrator Services (ETSIS) for I-580 Express Lanes and future express lane corridors and authorize the Executive Director to negotiate an ETSIS Agreement with the top ranked firm.

Approve the release of an RFP for Express Lane System Manager/Program Support Services for the I-580 and I-680 Express Lanes programs and authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm.

Summary

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic on February 19th and 22nd of 2016. The current toll system, procured initially in 2009 and modified in 2013 to incorporate an enhanced violation enforcement system, lacks technological advances in vehicle detection and identification that would increase both enforcement and toll revenues.

Staff recommends that the Commission approve the release of an RFP for Electronic Toll System Integration Services (ETSIS) to upgrade the I-580 toll system to provide enhanced vehicle detection and identification and authorize the Executive Director to negotiate an ETSIS agreement with the top-ranked firm. Upon Commission approval, staff intends to issue the RFP in April 2018, and expects to return to the Commission in October 2018 with an award recommendation. The resulting base contract would be funded by I-580 Express Lanes toll revenues. The estimated duration to complete implementation of the new system is 18

months; the Agreement would include an additional 8 years of turnkey maintenance services with four optional one-year extensions, as well as option to provide ETSIS on future express lane corridors we may implement.

In coordination with Alameda CTC staff, a System Manager provides technical oversight of the Toll System Integrator (TSI) during the design, development, testing, and implementation of the toll system. In addition, a System Manager may provide support during operations to ensure key performance metrics are met throughout the life of the system.

The current System Manager for I-580 was procured in 2011 and that Agreement will expire in August 2018. With the proposed new ETSIS procurement, staff recommends that the System Manager services also be procured at this time. Staff also recommends that this RFP include optional tasks for I-580/I-680 Express Lane Program Support, including but not limited to technical and strategic advice relating to interfacing connecting toll systems, Automated Vehicle technology, Automated Occupancy Detection, occupancy discount policy, and future express lane expansion implementation. Staff recommends that the Commission approve the release of an RFP for Express Lane System Manager/Program Support Services and authorize the Executive Director to negotiate a professional services agreement with the top-ranked firm. Upon Commission approval, staff intends to issue the RFP in April 2018, concurrent with the ETSIS RFP, and expects to return to the Commission in July 2018 with an award recommendation. The resulting contract would be funded by I-580 and I-680 Express Lanes toll revenues and would be for a term of 3 years with two one-year options.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes if they have a valid FasTrak flex toll tag in the vehicle.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

I-580 Toll System Upgrade

Electronic Transaction Consultants Corporation (ETCC) was selected by Alameda CTC in 2009, under a competitive selection process, to provide Electronic Toll System Integration Services for the eastbound I-580 express lane. In July 2013, the Commission determined that it was in the best interest of the Alameda CTC and the Express Lanes Project to utilize ETCC to deliver the westbound facilities in addition to delivering the eastbound project, and expanded the scope of the express lanes to include enhanced violation enforcement systems in the form of license plate image capture cameras and the ability to process the images for tolling. The scope of work included only a single year of system warranty services and very few performance metrics associated with the image capture system. Due to the unique requirements of the technology infrastructure associated with express lanes, it is customary in the toll industry for the TSI to provide Operations and Maintenance (O&M) support services for the hardware and software they designed and deployed. In May 2017, the Commission authorized a new Operations and Maintenance Agreement with ETCC to retain their services for up to three years. At the time of that approval, the Commission questioned the estimated cost of \$1 million per year for manual image review. After further analysis, staff determined that the cost of the manual image review exceeded the estimated revenue gain from the service and manual image review was stopped at the end of May 2017.

A new analysis of the transactions and how they are processed shows that the toll system deficiencies result in loss of toll revenues. Every time a vehicle passes beneath a toll gantry, the system captures an image of the vehicle. Without manual image review, if the system cannot read the image with sufficient confidence in the result, and if the vehicle does not have a toll tag, the transaction is discarded. The sample data evaluated suggests a general transaction breakdown as shown in this table:

Toll Tag Detected		79.0%
No Toll Tag Detected	Plate Read and Trip Formed	13.3%
	Image not Human Readable (vehicle may have no plate, obscured plate, or poor quality image capture)	2.5%
	Dealer plate	1.9%
	Human Readable Image not electronically interpreted ¹	3.3%
¹ The current system is unable to decipher specialty plates, disabled person plates, out-of-state plates, and other non-standard plates even if the image is clear.		

Currently, vehicles purchased at a car dealership are issued temporary windshield registrations and no license plate, so the dealer installs a dealer plate. This is effectively no plate, thus a vehicle with a dealer plate and no toll tag is evading the toll. In 2016, AB516 (Mullin) was signed into law. Effective January 1, 2019, DMV will implement a process for

issuing temporary license plates in lieu of dealer plates to commercially purchased vehicles. However, based on the current system's inability to read specialty plates, we anticipate the current system will not read these temporary plates, either. Combined with the other human readable plates not electronically interpreted, approximately 5 percent of revenue-generating transactions would be discarded. With a forecast toll revenue this year of \$11.5 million, excluding violation penalties, the estimated revenue loss is \$575,000.

The current toll system utilizes a single Optical Character Recognition (OCR) engine and requires that the engine return a complete plate read with high confidence in order to use the image for trip formation. New toll systems utilize multiple OCR engines, partial license plates, and other vehicle image characteristics, as well as machine learning, to match images together. This greatly increases the number of transactions that can be incorporated into trips, thus increasing revenue, with a significantly lower number of images requiring manual review.

While it may be possible to engage ETCC to perform some system upgrades to increase performance, this effort is not part of the existing O&M Agreement and would likely cost more than the revenue it would generate, and the resulting system would still not be comparable to the capabilities of the newer technologies. With an expected lifespan of 8 – 12 years, if not replaced now, the current toll system would likely be fully replaced in 6 years. Replacement now would result in significant additional revenue during those six years that would offset the cost of the early replacement.

The toll industry, and in particular the express lane industry, is moving toward long-term agreements with the TSI that include turnkey maintenance with requirements to maintain the software and hardware according to key performance metrics assigned at the start of the project. These agreements are structured for the entire lifespan of the toll system, typically 10-14 years when the implementation phase is included, and the O&M and performance audit costs negotiated up front.

System Manager Services

Implementation of any new toll system requires the assistance of System Manager Services. These consultants provide technical expertise relating to toll system design, testing and deployment; oversee the TSI, including review and approval of all TSI deliverables; and often provide ongoing support during operations for items such as performance audits and evaluation of potential liquidated damage assessments relating to the key performance metrics.

In July 2011, the Commission authorized the execution of Professional Services Agreement ("Agreement") with CDM Smith, Inc. (formerly Wilbur Smith Associates Inc.) for System Manager Services for the I-580 and I-680 Northbound Express Lanes. CDM Smith currently provides limited on-call support for the I-580 Express Lanes, and that Agreement will expire in August 2018.

In July 2016, the Commission authorized the execution of Professional Services Agreement ("Agreement") with HNTB Corporation for System Manager Services for the I-680 Northbound Express Lanes implementation, with an option to provide operations support for the I-580 Express Lanes. The I-680 Express Lanes scope will culminate in System Acceptance at the end of the one-year warranty period in 2021. The I-580 Operations Support task was not envisioned to include a major system upgrade addressed by the ETSIS RFP.

Staff recommend a new procurement be conducted for a System Manager to oversee the new I-580 ETSIS efforts. Upon System Acceptance of the I-680 Express Lanes, the selected System Manager would provide ongoing support for the I-680 Express Lanes as well, consolidating that effort under a single System Manager.

Program Support Services

The Alameda CTC Express Lanes program is growing. We are currently operating two corridors, designing new systems, and planning for future expansions. Meanwhile, other regional agencies are developing express lanes and soon the region will experience two systems coming face-to-face for the first time. Such actions require not only coordination, but technical advice on how to ensure a seamless system for the traveling public.

Concurrently, the toll industry is changing at a rapid pace. This year we will be implementing the new 6C toll tag protocol recently adopted by the State of California, which necessitates software updates to both of the existing toll systems. Regional and state operators are discussing toll policies such as occupancy, clean-air vehicle, and nationwide interoperability standards. Various levels of government are trying to plan for the impending arrival of automated and connected vehicles. Toll system expansions may necessitate consideration of alternative funding and/or implementation strategies. In order to make effective recommendations to the Commission, staff needs the input from industry leaders who can provide strategic advice on such matters. As part of the System Manager procurement, staff recommends the RFP include optional scope elements that would solicit a team capable of providing such strategic advice as an on-call service.

Staff recommends the Commission approve the release of two RFPs, one for Electronic Toll System Integrator Services and one for Express Lane System Manager/Program Support Services, to be released concurrently; and authorize the Executive Director to negotiate respective agreements with each of the top ranked firms. The ETSIS Agreement is envisioned as a 2-year implementation phase, 8-year turnkey O&M phase, and four optional one-year O&M extensions, as well as an option to provide ETSIS for future express lane corridors we may implement. The System Manager/Program Support Services Agreement is envisioned as a 3-year agreement with two one-year optional extensions, after which the contract would be re-procured.

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

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 15, 2018

TO: I-580 Express Lane Policy Advisory Committee

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Ashley Tam, Assistant Transportation Engineer

SUBJECT: I-580 Express Lanes (PN 1373.002): Monthly Operation Update

Recommendation

Status update on the operation of I-580 Express Lanes. This item is for information only.

Summary

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic on February 19th and 22nd of 2016. See Attachment A for express lane operation limits.

The January 2018 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users typically experienced higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. See Attachment A for express lane operation limits. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

January 2018 Operations Update:

Nearly 648,000 express lane trips were recorded during operational hours in January, an average of approximately 29,400 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to either assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately half of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹
		January
By Type	HOV-eligible with FasTrak flex tag	45%
	SOV with FasTrak standard or flex tag	37%
	No valid toll tag in vehicle	18%
By Direction	Westbound	45%
	Eastbound	55%

1. Excludes "trips" by users that had no toll tag and either no license plate or one that could not be read by the Electronic Tolling System with sufficient accuracy that a toll could be assessed.

Express lane users typically experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst). Table 2 summarizes the average speed differentials and LOS comparison between the express and general purpose lanes at four locations in each of the westbound and eastbound directions during respective commute hours for January. This table provides an overall snapshot of the express lane benefits for the month during commute hours.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from July 2017 – December 2017. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lane is meeting both federal and state performance standards. During these six months, the average speeds at each traffic sensor location in the westbound express lane ranged from 55 to 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Hacienda Road. The express lane operated at LOS C or better at most times, with a short one-hour period of LOS D experienced near Fallon Road and Isabel Ave in the morning commutes. By comparison, the general purpose lanes experienced average speeds as low as 40 mph and LOS D throughout longer sections of the corridor. During the evening commute, the data reflects a small period of westbound reverse-commute congestion between Hacienda Road and San Ramon Road from 4 pm to 6 pm, though the express lane continued to operate at LOS B or better during this time. Outside of the commute hours, westbound express lane users experience average speeds of 70 mph or higher and average LOS A.

Table 2. Speed Differentials and Level of Service

	Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
January	Westbound Morning Commute: 5 am – 11 am	North First Street	4 - 7	5	B	C
		North Livermore Ave	4 - 6	5	B	C
		Fallon Road	3 - 8	6	B	C
		Santa Rita Road	13 - 17	15	B	C
	Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Drive	16 - 25	21	C	E
		Airway Blvd	8 – 11	9	B	D
		North Livermore Ave	3 – 11	8	B	D
		North First Street	8 - 18	14	B	E

In the eastbound direction, average express lane speeds from July 2017 through December 2017 ranged from 25 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 70 mph. Most of the express lane corridor operates at LOS C or

better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 6 pm and at the eastern terminus between 4 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lane during the evening commute hours.

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users.

Table 3. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
January	Westbound	\$10.50 (1 of 22 days)	\$2.21
	Eastbound	\$9.50 (11 of 22 days)	\$3.28

¹ Assessed toll is the toll rate applied to non-toll-free trips and reflects potential revenue generated by the trip. Not all potential revenue results in actual revenue received.

During Fiscal Year 2017-18, the I-580 Express Lanes have recorded nearly 4.71 million total trips. Total gross revenues received include \$6.83 million in toll revenues and \$2.15 million in violation fees and penalties.

Staff is coordinating education and outreach with partner agencies including CCTA, MTC, 511 Contra Costa as well as local CMAs to promote consistent messaging and accessible information about the I-580, I-680 Sunol, and the I-680 Contra Costa County express lanes, which opened on October 9, 2017.

Fiscal Impact: There is no fiscal impact associated with this staff report.

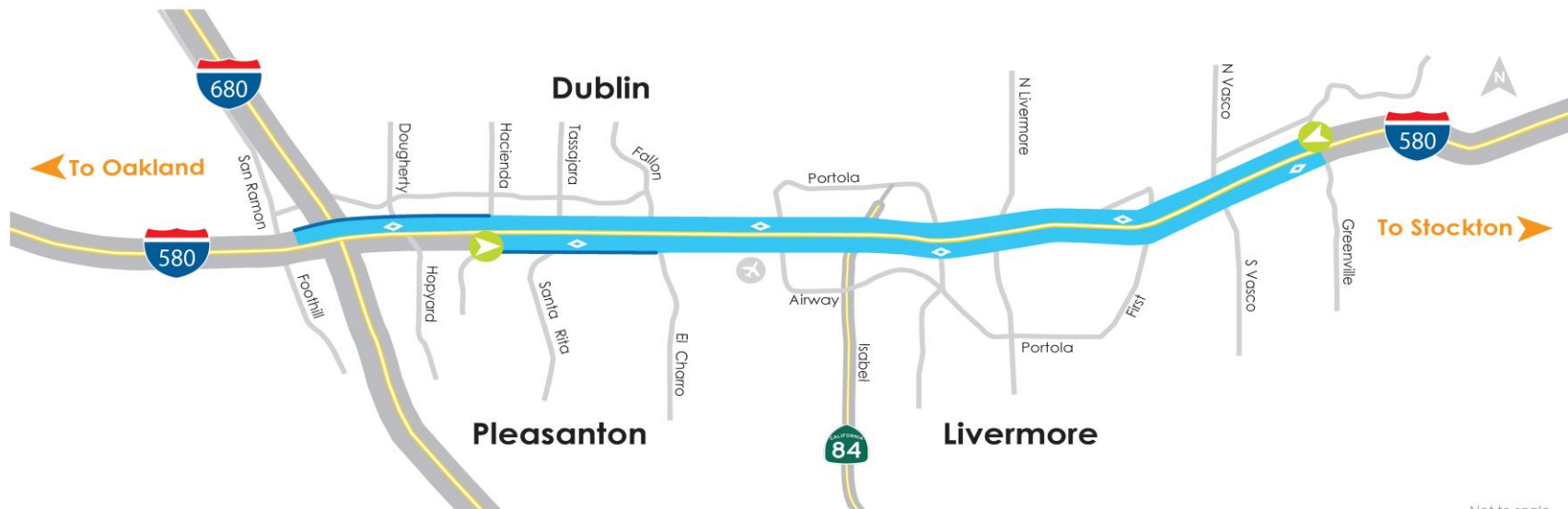
Attachments

- A. I-580 Corridor Express Lane Location Map
- B. I-580 Corridor Heat Maps July 2017 – December 2017



I-580 Express Lanes Project Location Map

6.3A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville



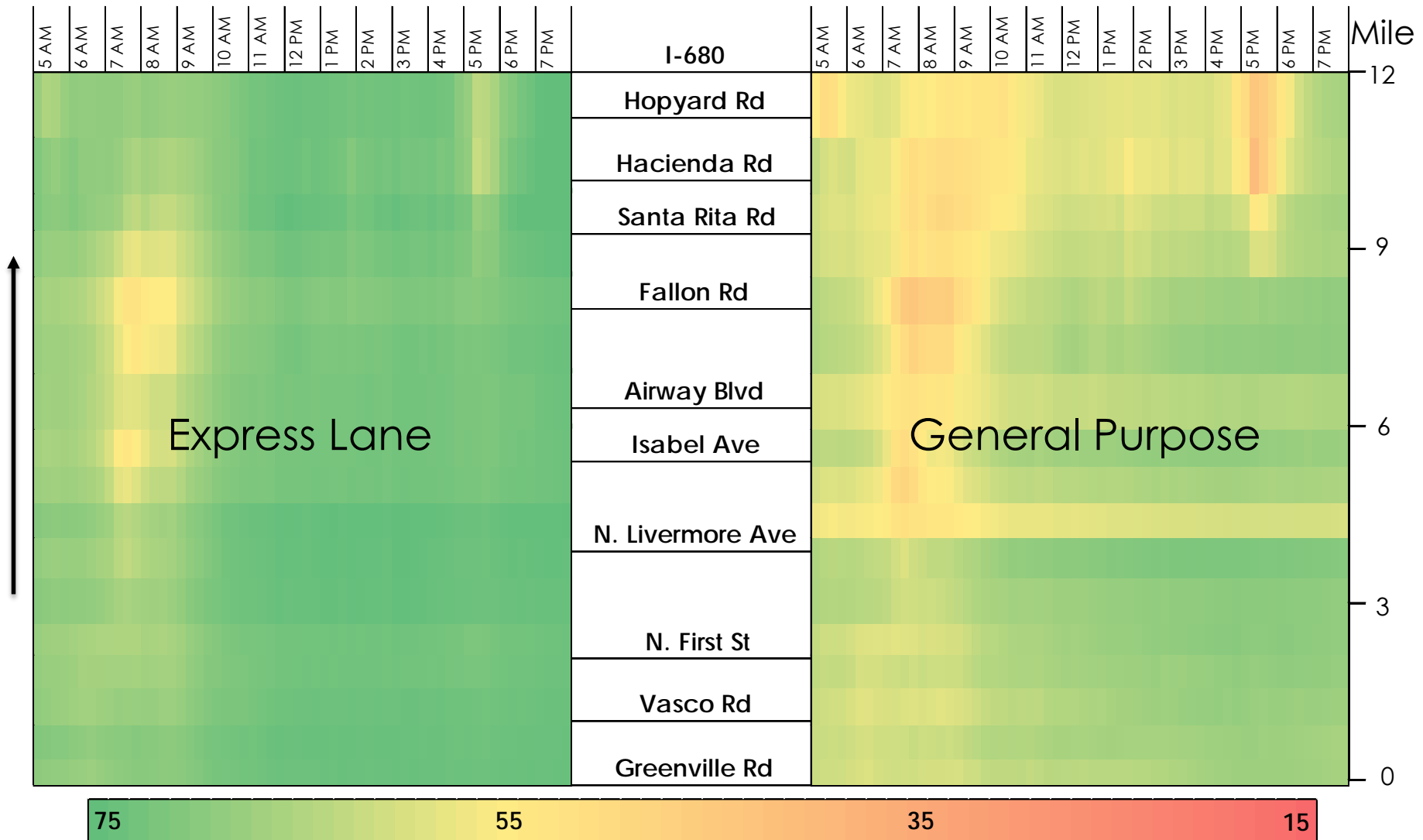
No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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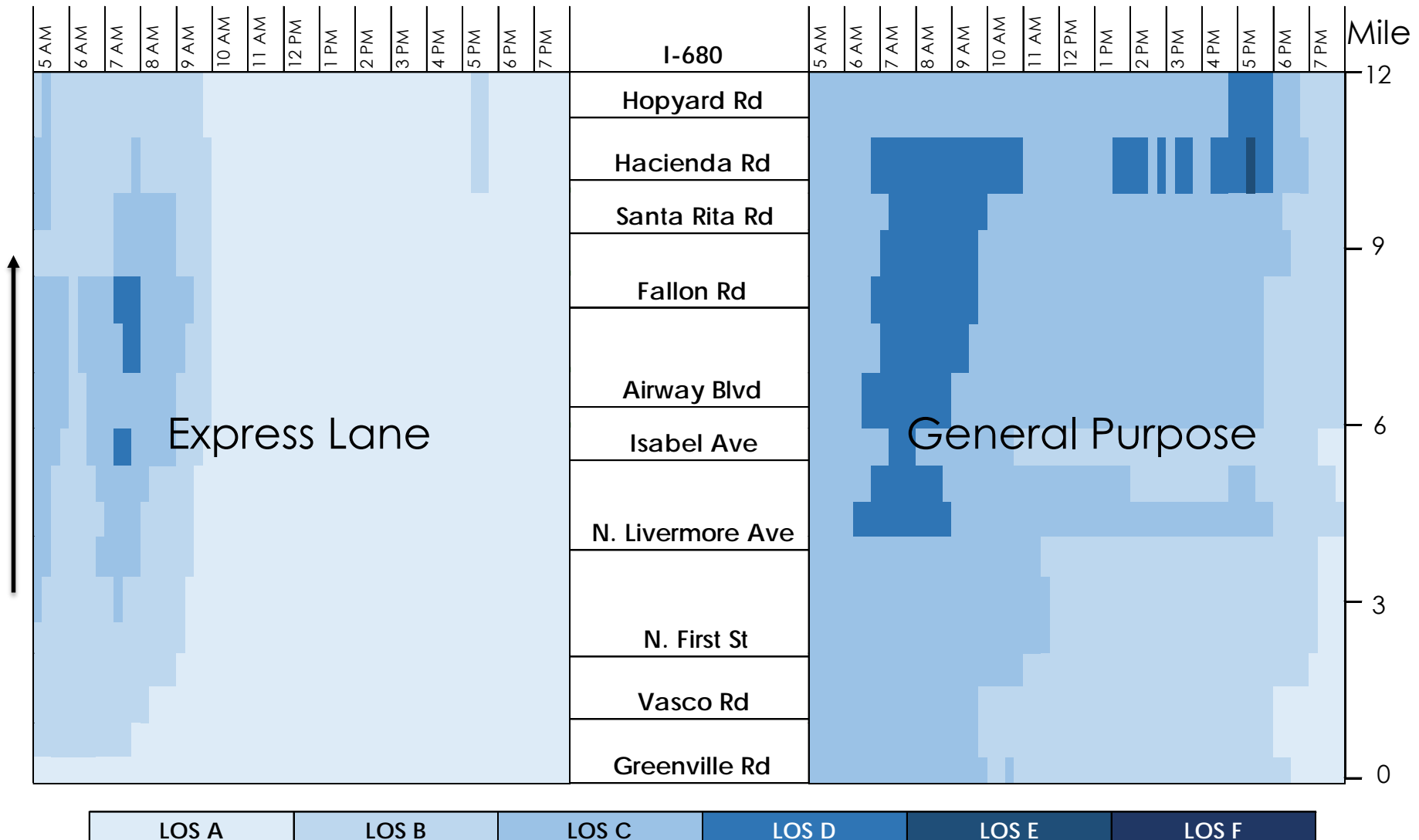
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2017 – December 2017



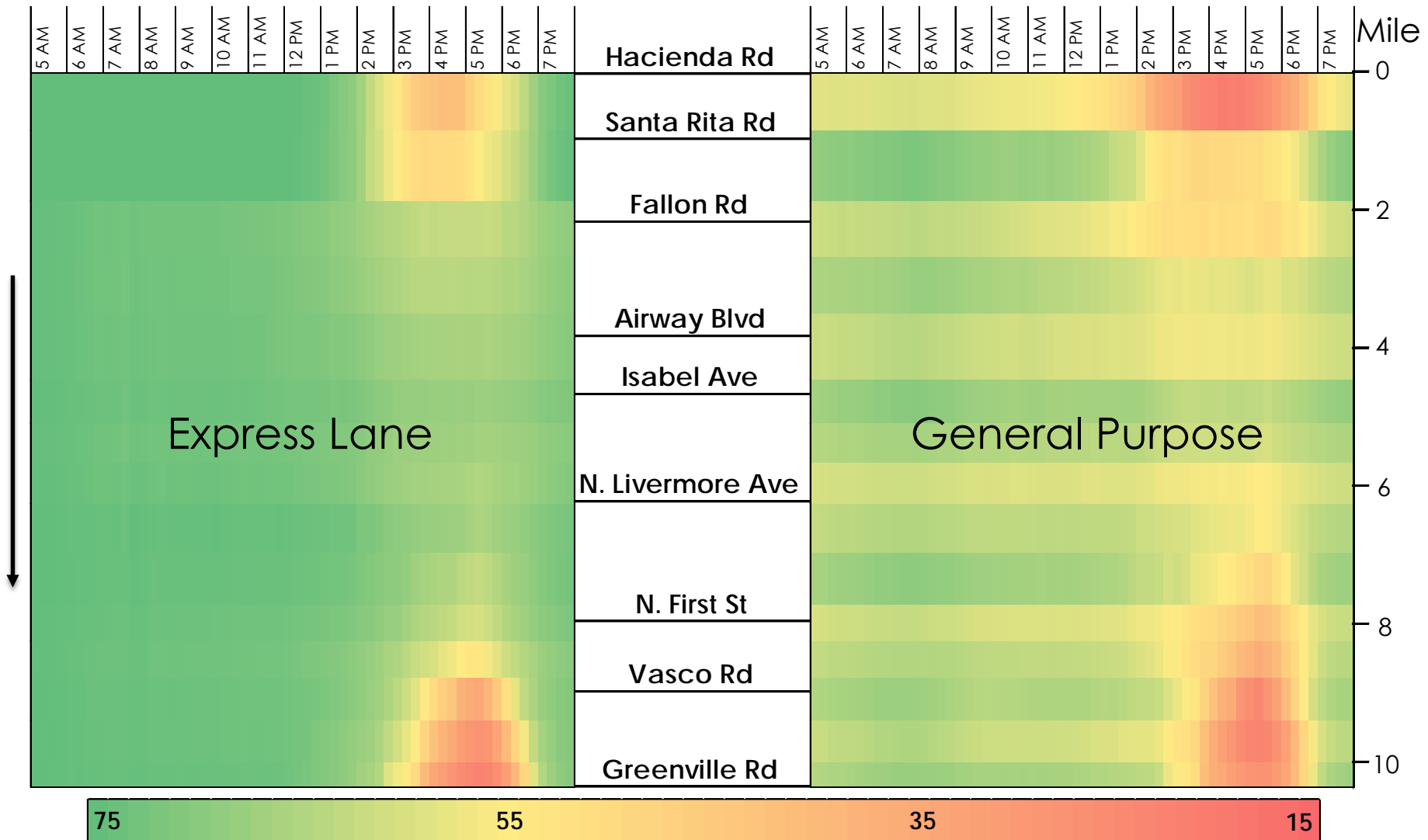
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2017 – December 2017



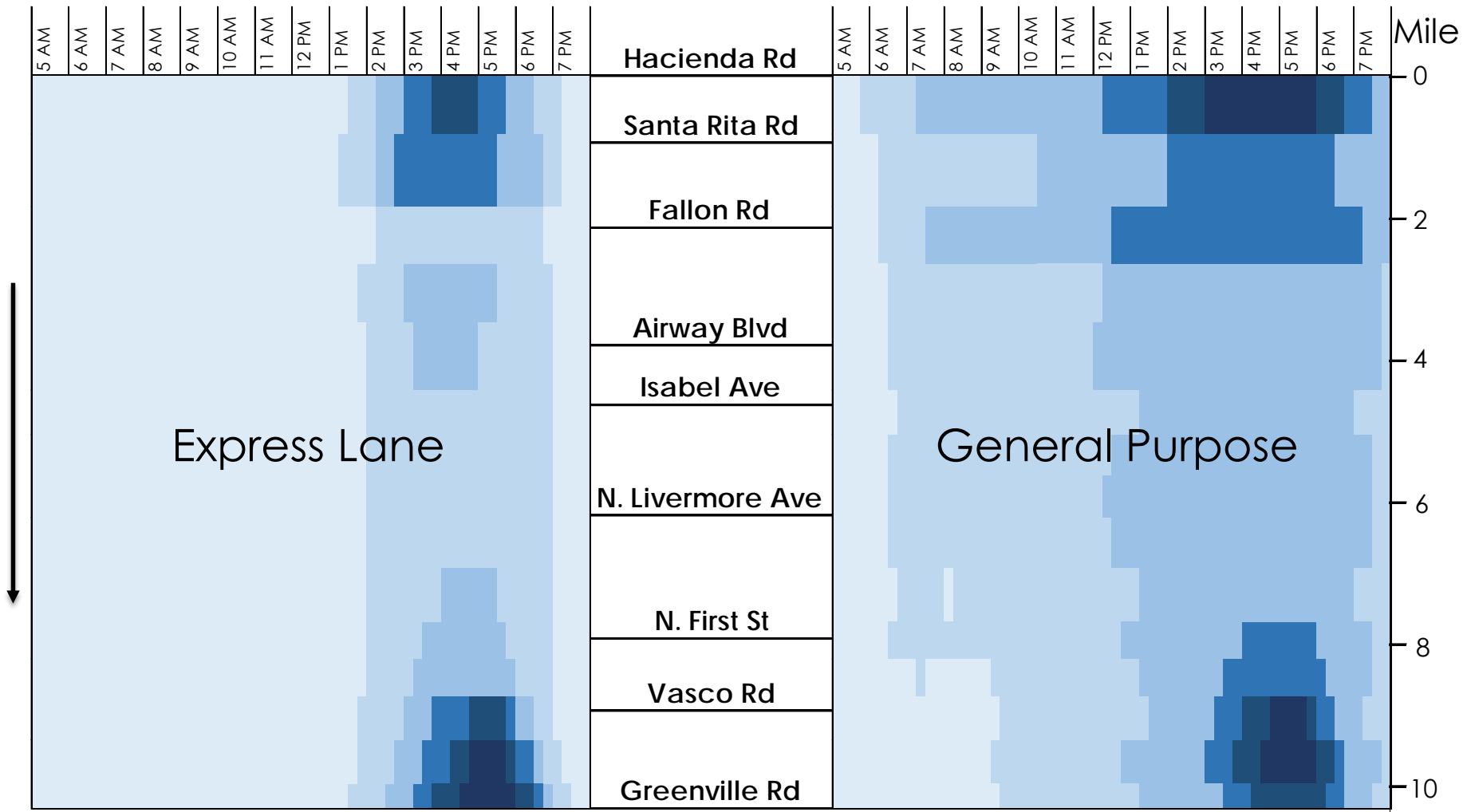
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2017 – December 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2017 – December 2017





Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 15, 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

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 February 12, 2018, the Alameda CTC reviewed one DEIR. A response was submitted and is included in Attachment A.

Fiscal Impact: There is no fiscal impact associated with this staff report.

Attachment

- A. Response to the Draft Environmental Impact Report for the Alameda Marina Master Plan and Density Bonus Applications

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February 15, 2018

Andrew Thomas
Assistant Community Development Director
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

SUBJECT: Response to the Draft Environmental Impact Report for the Alameda Marina Master Plan and Density Bonus Applications

Dear Mr. Thomas,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Alameda Marina Master Plan and Density Bonus Applications. The proposed project redevelops a 44-acre site located at 1801 Clement Avenue, within the City of Alameda, adding 160,000 square feet of commercial space and 760 residential units. The project also includes rehabilitation and reconstruction of up to 4,000 feet of existing seawalls and bulkheads, the existing marina, and existing infrastructure and utilities. The waterfront site is located along Clement Ave between Grand Ave and the United States Navy Support Center.

Alameda CTC respectfully submits the following comments on the DEIR:

- Alameda CTC notes that the project's residential uses are estimated to generate 509 new pm-peak trips—most of which would be new automobile trips. Transportation Demand Management (TDM) measures outlined in Impact TRA-1 (pages 4.12-26 and -27) include transit passes for residents and employees, unbundled parking, and car-share access. These TDM measures are estimated to reduce the Vehicle Miles Traveled (VMT) between five to seven percent and divert some auto trips to walking, biking, and transit trips.
- Page 4.12-22 of the DEIR lists the Congestion Management Program (CMP) roadways located within the project study area and also includes information on the significance criteria for the CMP roadway impact analysis purposes. However, the DEIR does not include the impact analysis details for these CMP roadways as identified in Alameda CTC's response to the Notice of Preparation of a DEIR for this project, dated November 30th, 2016.
- The DEIR states that southbound SR260 (the Webster Tube) from Seventh St to Atlantic is "grandfathered" under the CMP. While grandfathered segments are statutorily exempt from preparing a deficiency plan if found operating at LOS F during an LOS monitoring cycle, they are not exempt from review under the Land Use Analysis Program. Please include this roadway in the impact analysis.

- The DEIR concludes that the impacts to transit will be less than significant. However, the DEIR also states that there likely will be significant and unavoidable auto delay at the Park Street Bridge due to the increased demand created by the project. Since, several bus routes also use this same roadway/bridge, there will be an impact to transit performance as well. Therefore, these inconsistent findings need to be clarified in the DEIR.
- To calculate volume-to-capacity (V/C) ratios, the DEIR provided per-lane capacity assumptions (pages 4.12-41) of 2,000 vehicles per hour for freeway segments, 800 vehicles per hour for surface streets, and 900 vehicles per hour for arterial roadways. The report should provide a source for these assumptions.
- The TDM measures outlined in Mitigation Measure TRA-1 (page 4.12-26) are robust and consistent with established best practices. To further reduce the amount of Vehicle Miles Traveled by the project, the project team could consider the list of TDM measures Alameda CTC publishes in the CMP (see Chapter 5, TDM Element, page 71-81).

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

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 15, 2018

TO: Planning, Policy and Legislation Committee

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

SUBJECT: March Legislative Update

Recommendation

Approve legislative positions and receive an update on federal, state, and local legislative activities.

Summary

The March 2018 legislative update provides information on federal and state legislative activities, an update on the state budget, and recommendations on current legislation.

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 (Attachment A). 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

CJ Lake, LLC, Alameda CTC's federal lobbying firm, provided the following summary of federal activities.

President's fiscal year 2019 budget request: On February 9, the president signed into law a two-year budget deal that significantly increases discretionary spending for both defense and non-defense funding for FY18 and FY19. However, the President's budget request was written prior to Congress reaching this budget deal, and does not reflect the increases in spending directed by Congress. The Office of Management and Budget released an addendum with the budget request that lays out a "roadmap for how to account for the increased spending caps in a responsible manner," including how to "fix certain budget gimmicks used to circumvent the spending caps." The following highlights account for the changes in funding priorities reflected in the addendum.

The president's budget request, "Efficient, Effective, Accountable: An American Budget," calls for increases in funding for the Department of Defense, to build a border wall, improve veterans' health care, and combat opioid abuse. The request also includes \$200 billion over the next decade to fund President Trump's infrastructure proposal.

The president's budget request sets the tone for the administration's top policy priorities; although, there is little expectation that the proposed funding shifts or program cuts will be included in the FY19 appropriations bills. Still, the budget can be considered a signaling device to Congress for appropriations purposes and to agencies for policy and grant-awarding purposes as to the Administration's priorities and preferences.

Department of Transportation Budget

FY17 Enacted: \$19.3 billion

FY19 Requested Level: \$15.6 billion

The president's FY19 budget request for the Department of Transportation provides a 19 percent or \$3.7 billion decrease from the FY17 enacted base discretionary level. However, the request does honor the FY19 funding levels for surface transportation that were included in the Fixing America's Surface Transportation (FAST) Act; although, it does not request the \$20 million authorized for the §5312 transit research program. The budget includes \$57.4 billion in mandatory funding for FAST Act programs along with \$3.35 billion in mandatory funding for the FAA's Airport Improvement Program. In addition, the budget:

- Proposes to eliminate funding for DOT's TIGER grant program, which provides competitive grants for major surface transportation projects. The program is currently funded at \$500 million.
- Proposes to significantly reduce funding for the FTA's Capital Investment Grant program by only funding projects that are currently under a Full Funding Grant Agreement. The budget provides \$1 billion for existing projects and does not assume any additional federal funding for projects that are working through the new starts process, the core capacity program, or the small starts program. The budget assumes that funding will be provided through local resources. The CIG program was funded at \$2.413 billion in FY17.
- Includes \$200 million for Amtrak's Northeast Corridor and \$538 million for the National Network, which includes funding for State Supported Amtrak routes and Amtrak's Long Distance trains. State supported routes include the Capitol Corridor service (San Jose – Auburn), the Pacific Surfliner service (San Luis Obispo – San Diego) and the San Joaquins service (Bakersfield – Sacramento/Oakland). The budget proposes to have states begin to share the operating subsidy costs of long distance routes with the federal government. The budget reduces funding for the Northeast Corridor by \$128 million and the National Network \$529 million below FY17.
- Eliminates a total of \$98 million in funding for the Federal Railroad Administration's discretionary grant programs that were authorized in the FAST Act. These include the Consolidated Rail Infrastructure and Safety Improvement Program; the Federal State Partnership of State of Good Repair; and the Restoration and Enhancement grant program.
- Reduces funding for the Essential Air Service program by \$57 million and proposes reforms to the program by reducing support for service that results in high per passenger subsidies and ending subsidies to communities that are relatively close to other airports.
- Proposes reductions to the Federal Aviation Administration programs. FAA Operations is cut by \$95 million; Facilities and Equipment is cut by \$88 million and Research, Engineering and Development programs are cut by \$103 million.
- Renews its proposal to privatize the air traffic control operations of the Federal Aviation Administration. Despite the Administration support, the legislation proposed by House Transportation and Infrastructure Chairman Shuster has not yet passed the House floor.

Trump Administration Infrastructure Proposal Outline

The proposal calls for \$200 billion in federal funds that the administration is hoping will generate as much as \$1.5 trillion in infrastructure investment. In addition to the

investment, the plan focuses on shortening project permitting time to two years, investing in rural projects, and better training to get more qualified workers. The administration has said that this proposal simply gives Congress a set of principles, and the administration will allow them to work out the details, including how to pay for it. Although infrastructure legislation has historically been bipartisan, there is no guarantee that Congress will be able to pass an infrastructure plan this year, as some conservative Republicans are already objecting to the additional funds, while some Democrats are saying the \$200 billion is simply not enough to address all of our infrastructure needs. There are at least six committees in the House and five in the Senate that will consider elements of the plan.

The plan's main principle is that because states and localities own and finance most U.S. infrastructure, the best role for the federal government is: 1) to help create sustainable local revenue streams for projects, and 2) focus on federal permit streamlining. The proposal does not include any new permanent revenue streams, but rather cuts other programs to pay for the \$200 billion.

At the same time of the release of the proposal, the White House circulated a draft memo to 17 federal agencies that would speed up the time it takes to secure environmental permits for infrastructure projects. This draft memo would help implement an executive order signed in August that set a goal of completing the environmental review process for major projects within two years. The memo has three broad goals: "provide a more predictable, transparent and timely federal review and authorization process for delivering major infrastructure projects; establish standard operating procedures for how the federal government will make concurrent and synchronized reviews of major infrastructure projects, and eliminate duplication of effort among agencies, improve the efficiency of product delivery, make better informed decisions and promote good environmental, community and economic outcomes."

Below summarizes the proposal. Refer to Attachment A, White House Infrastructure Proposal for more detail.

PART 1: Funding and Financing

- **Infrastructure Incentives Program** (\$100 billion) is a competitive program for states and localities that are able to generate their own revenue to fund a portion of the project. Applies to surface transportation, airports, passenger rail, maritime and inland waterway ports, and other projects.
- **Rural Infrastructure Program** (\$50 billion) capital investment aims to spur growth in rural economies, facilitate freight movement, improve access to reliable, affordable transportation options, and enhance health and safety for residents and businesses in rural communities.

- **Transformative Projects Program** (\$20 billion) would fundamentally transform the way infrastructure is delivered or operated by providing funding and technical assistance for innovative and transformative infrastructure projects on a competitive basis. Funding would be available under three tracks: demonstration, project planning, and capital construction; applies to transportation, clean water, drinking water, energy, commercial space, and telecommunications sectors.
- **Infrastructure Financing Programs** (\$20 billion) would advance major, complex infrastructure projects by increasing the capacity of existing federal credit programs to fund investments and by broadening the use of Private Activity Bonds.
- **Public Lands Infrastructure** (new Interior Maintenance Fund) would be paid for by enabling the additional revenues generated from energy development on public lands to pay for capital and maintenance needs.
- **Disposition of Federal Real Property and Federal Capital Financing Fund** (\$10 billion) would allow for the disposal of federal assets to improve the allocation of economic resources in infrastructure investment and would endow a revolving fund to allow the General Services Administration (GSA) to address the current process for GSA to make big real estate purchases.

PART 2: Additional Provisions for Infrastructure Improvements

These provisions propose a wide variety of changes to the laws governing existing infrastructure programs that affect highways, mass transit, rail, airports, water (Environmental Protection Agency), and water (U.S. Army Corps of Engineers). In particular, the administration includes language to exempt projects across all modes with only a "de minimis" federal financing contribution from the regulatory and planning paperwork burdens that come with federal funding.

PART 3: Permitting

The infrastructure permitting section of the proposal aims to create a new expedited structure for review, delegate more decision-making to states, and authorize pilot programs through which agencies may experiment with innovative approaches to environmental reviews. It also includes judicial reform.

PART 4: Workforce Development

The workforce development provisions provide for access to education to ensure the country has enough skilled labor to perform not only existing work, but new opportunities created by the proposal.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities.

Transportation budget: The Legislative Analyst's Office (LAO) released its overview of the governor's January transportation spending proposals. This review provides the basis for the budget subcommittee discussions. The governor's budget proposal contains \$22.5 billion from all funding sources for transportation in the 2018-19 budget year, an increase of \$4.2 billion over the current year. Revenues from SB 1 are estimated to be \$2.8 billion in the current fiscal year, \$4.6 billion in 2018-19, and \$6.8 billion annually within 10 years. The LAO report can be found here:

<http://www.lao.ca.gov/Publications/Report/3745>

Cap & Trade Plan: Following the State of the State, Governor Brown released his expenditure plan for \$1.25 billion in auction revenues for the 2018-19 fiscal year. This amount is in addition the nearly \$2 billion in auction revenue that is automatically allocated for high-speed rail, transit operations, transit and intercity rail capital, and low-income housing. The budget summary of the governor's expenditure plan is available here: <http://www.ebudget.ca.gov/2018-19/pdf/BudgetSummary/ClimateChange.pdf>

The centerpiece of the governor's expenditure plan included issuing a new Executive Order dedicating \$2.5 billion over the next 8 years to expand the number of zero-emission vehicles from the current total of 350,000 to 5 million vehicles by 2030. The previous Executive Order set a goal of 1.5 million vehicles by 2025. The governor proposes to dedicate to the zero-emission vehicle initiative in 2018-19, \$235 million in auction revenue to California Energy Commission for hydrogen and electric charging stations, and provide a total of \$900 million for ZEV infrastructure through 2025. The governor also proposes to provide \$200 million annually in auction revenue to continue the Clean Vehicle Rebate program.

The balance of the Cap and Trade Expenditure Plan includes the following programs (see table on next page).

Figure CLI-01
2018-19 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Amount</i>
Air Toxic and Criteria Air Pollutants	Air Resources Board	AB 617 - Community Air Protection	\$250
		Technical Assistance to Community Groups	\$5
Low Carbon Transportation	Air Resources Board	Clean Vehicle Rebate Project	\$175
		Clean Trucks, Buses, & Off-Road Freight Equipment	\$160
		Enhanced Fleet Modernization Program, School Buses & Transportation Equity Projects	\$100
	Energy Commission	Low Carbon Fuel Production	\$25
Climate Smart Agriculture	Air Resources Board	Agricultural Diesel Engine Replacement & Upgrades	\$102
	Energy Commission	Energy Efficiency	\$34
	Department of Food and Agriculture	Healthy Soils	\$5
	Energy Commission	Renewable Energy	\$4
Healthy Forests	CAL FIRE	Healthy & Resilient Forests	\$160
	CalOES	Local Fire Response	\$25
Short-Lived Climate Pollutants	Department of Food and Agriculture	Methane Reduction	\$99
	CalRecycle	Waste Diversion	\$20
Integrated Climate Action: Mitigation & Resilience	Strategic Growth Council	Transformative Climate Communities	\$25
	IBank	California Integrated Climate Investment Program	\$20
	California Conservation Corps	Energy Corps	\$6
Climate and Clean Energy Research	Strategic Growth Council	California Climate Change Technology and Solutions Initiative	\$35
Total			\$1,250

A voter threshold initiative for local government revenue measures: The Attorney General's Office recently cleared for signature gathering another constitutional amendment initiative that would expand the requirement for supermajority approval to enact new local government revenue measures.

The changes in this initiative are extensive. Based on a quick review of this initiative, it would reverse recent Supreme Court decisions that found the cap & trade auction is neither a tax nor a fee, and another decision that found that local initiatives that increase or impose taxes or fees are not subject to the supermajority voter requirement. More specifically, this initiative would amend the Constitution to eliminate the distinction between a general tax and special tax, thus requiring any

tax, and many fees, to require a two-thirds vote of the governing board and the electorate.

The proponents are required to collect and submit 585,407 valid signatures by July 25, 2018 to qualify for the November ballot.

Legislation

February 16, 2018 was the deadline for bill introduction, and over 2,200 bills were introduced. Alameda CTC staff is reviewing legislation related to the adopted legislative platform and will bring positions for the Commission's consideration in the coming months. The following pieces of legislative are recommended for a position or as an update only as noted in the following table.

Bill Number	Bill Information	Recommendation
Proposition 70 ; ACA-1 (Mayes) Greenhouse Gas Reduction Reserve Fund.	ACA-1 created the Greenhouse Gas Reduction Reserve Fund and requires that the first appropriation of any moneys collected from the auction or sale of cap and trade allowances after January 1, 2024 be subject to a two-thirds vote of the Legislature. Upon the effective date of the two-thirds vote appropriation, moneys from the auction or sale of cap and trade allowances will return to being subject to a majority vote of the Legislature. Proposition 70, the Vote Requirement to Use Cap-and-Trade Revenue Amendment, is on the ballot in California as a legislatively referred constitutional amendment on June 5, 2018.	Alameda CTC's 2018 legislative program supports legislation that increases transportation funding. Requiring a two-thirds vote to appropriate cap and trade funds could potentially negatively affect the opportunity to fund critical transportation projects and programs. Staff recommends an oppose position on Proposition 70.
SB 989 (Wieckowski) State highways: relinquishment.	Existing law provides that Caltrans has full possession and control of all state highways. This bill would authorize the California Transportation Commission to relinquish to the City of Fremont a specified portion of Route 84 within its city limits, upon terms and conditions the Commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.	Alameda CTC's 2018 legislative program supports legislation that advances innovative project delivery and supports efforts to allow local agencies to advertise, award, and administer state highway system contracts. Staff recommends a support position on SB 989.

Bill Number	Bill Information	Update Only
AB 2304 (Holden) Transit pass programs: status report.	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes Caltrans to administer various programs and allocates moneys for various public transportation purposes. This bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.	Alameda CTC's 2018 legislative program supports legislation that would fund expansion of the Affordable Student Transit Pass Program. Staff will follow this bill and coordinate with the author's office on addressing funding needs for student transit pass programs.
SB 1427 (Hill) High-occupancy vehicle and high-occupancy toll lanes.	Existing law provides that Caltrans has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for high-occupancy vehicles (HOVs). Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes. This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.	Alameda CTC's 2018 legislative program supports legislation that protects the efficiency of managed lanes. Bay Area Metro supports this bill. Staff is watching this bill at this time, since it is a spot bill and will bring a recommendation to the Commission once further detail is added to the bill.

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

Attachment

A. White House Infrastructure Proposal

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MEMORANDUM

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FROM: CJ Lake, LLC

RE: President Trump's Infrastructure Proposal Outline

DATE: February 12, 2018

Summary

Earlier today, the administration unveiled its infrastructure statement of principles along with the FY19 budget request. Because of the various leaks over the last few months, we have already reported on major elements of the plan. The proposal only calls for \$200 billion in federal funds that the administration is hoping will generate as much as \$1.5 trillion in infrastructure investment. In addition to the investment, the plan focuses on shortening project permitting time to two years, investing in rural projects, and better training to get more qualified workers. The administration has said that with this proposal they are simply giving Congress a set of principles, and allow them to work out the details, including how to pay for it. Although infrastructure legislation has historically been bipartisan, there is no guarantee that Congress will be able to pass an infrastructure plan this year as some conservative Republicans are already objecting to the additional funds, while some Democrats are saying the \$200 billion is simply not enough to address all of our infrastructure needs. There are at least six committees in the House and five in the Senate that will consider elements of the plan.

The plan's main principle is that because states and localities own and finance most U.S. infrastructure, the best role for the federal government is: 1) to help create sustainable local revenue streams for projects, and 2) focus on federal permit streamlining. The proposal does not include any new permanent revenue streams, but rather cuts other programs to pay for the \$200 billion.

At the same time of the release of the proposal, the White House is circulating a draft memo to 17 federal agencies that would speed up the time it takes to secure environmental permits for infrastructure projects. This draft memo would help implement an executive order signed in August that set a goal of completing the environmental review process for major projects within two years. The memo has three broad goals: "provide a more predictable, transparent and timely federal review and authorization process for delivering major infrastructure projects; establish standard operating procedures for how the federal government will make concurrent and synchronized reviews of major infrastructure projects, and eliminate duplication of effort among

agencies, improve the efficiency of product delivery, make better informed decisions and promote good environmental, community and economic outcomes.”

Details:

PART 1 -- Funding and Financing

Infrastructure Incentives Program

As mentioned previously, \$100 billion (half of the proposed federal investment) would go to the creation of a competitive program for states and localities who are able to generate their own revenue to fund a portion of the project.

- Surface transportation and airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, and Brownfield and Superfund site projects would all be eligible.
- The \$100 billion would be divided up in specific amounts to be administered by DOT, USACE, and EPA.
- Applicants will need to show how they will secure and commit new, non-Federal revenue to create long-term funding for infrastructure investments and maintenance and operation of those investments.
- The Incentives program will include a three-year “look-back period” to ensure that applicants who implemented new revenue sources prior to enactment of the program will receive credit.
- A grant could not exceed 20 percent of new revenue.
- Any individual state could not receive more than 10 percent of the total amount under the program.

Rural Infrastructure Program

The proposal calls for \$50 billion in capital investment for the Rural Infrastructure Program. The investment aims to spur growth in rural economies, facilitate freight movement, improve access to reliable and affordable transportation options, and enhance health and safety for residents and businesses in rural communities.

- \$40 billion, or 80 percent of the total, would be distributed to the governor of each State via formula distribution. The governors in consultation with designated Federal agencies and State directors of rural development will have discretion to choose individual investments to respond to the unique rural needs of their States.
- \$10 billion, or 20 percent, would be reserved for rural performance grants that would be distributed as block grants to be used for infrastructure projects in rural areas with populations of less than 50,000.

Transformative Projects Program

\$20 billion would be available for the Transformative Projects Program. This program would “fundamentally transform the way infrastructure is delivered or operated.” Funding and technical assistance would be provided to those projects that “bold, innovative, and transformative...that could dramatically improve infrastructure.” Projects that are capable of generating revenue with Federal support and would provide net public benefits would be eligible.

- The Department of Commerce would serve as the Chair for program administration with an interagency selection committee composed of representatives of relevant Federal agencies.
- Funding would be available under three tracks:
 - Demonstration (up to 30 percent of eligible costs),
 - project planning (up to 50 percent of eligible costs), and
 - capital construction (up to 80 percent of eligible costs).

Applicants could apply under all three tracks or under individual tracks.

Infrastructure Financing Programs

An additional \$20 billion would be made available to advance major, complex infrastructure projects by increasing the capacity of existing Federal credit programs to fund investments and by broadening the use of Private Activity Bonds (PABs). *The proposed expansion of PABs is interesting to note considering the House tax bill would have eliminated PABs.* Of this amount, \$14 billion would be directed to expanding existing credit programs while \$6 billion would provide tools and mechanisms for market participants to invest in public infrastructure through PABs.

- The proposal calls for the expansion of funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA), Railroad Rehabilitation and Improvement Financing (RRIF), Water Infrastructure Finance and Innovation Act (WIFIA), and the Department of Agriculture Rural Utilities Service (RUS).
- Changes made to PABs to create flexibility and broaden eligibility.
 - Require public attributes for public infrastructure projects - either State or local governmental ownership or private ownership under arrangements in which rates charged for services or use of projects are subject to State or local governmental regulatory or contractual control or approval;
 - The proposal would expand and modify eligible exempt facilities for PABs to include the following public infrastructure projects.
 - Existing categories: airports (existing category); docks, wharves, maritime and inland waterway ports, and waterway infrastructure, including dredging and navigation improvements (expanded existing category); mass commuting facilities (existing category); facilities for the furnishing of water (existing category); sewage facilities (existing category); solid waste disposal facilities (existing category);

- Modified categories: qualified surface transportation facilities, including roads, bridges, tunnels, passenger railroads, surface freight transfer facilities, and other facilities that are eligible for Federal credit assistance under title 23 or 49 (i.e., qualified projects under TIFIA) (existing category with modified description); hydroelectric power generating facilities (expanded existing category beyond environmental enhancements to include new construction); flood control and stormwater facilities (new category); rural broadband service facilities (new category); and environmental remediation costs on Brownfield and Superfund sites (new category)
- Eliminate the Alternative Minimum Tax (AMT) preference on PABs
 - The AMT adds an estimated 30-40 basis points (0.30-0.40 percent) yield premium to the borrowing rate for PABs compared to traditional governmental municipal bonds due to the more limited demand. Eliminating the AMT would lower borrowing costs and increase utilization of PABs.
- Remove State volume caps and transportation volume caps on PABs for public purpose infrastructure projects and expand eligibility to ports and airports.
- Provide change-of-use provisions to preserve the tax-exempt status of governmental bonds.
- Provide change-of-use cures for private leasing of projects to ensure preservation of tax exemption for infrastructure projects.

Public Lands Infrastructure

The proposal would include provisions to enable the additional revenues generated from energy development on public lands to pay for capital and maintenance needs for public lands infrastructure. The administration proposes the creation of a new infrastructure fund in the U.S. Treasury entitled the Interior Maintenance Fund comprised of additional revenues from the amounts due and payable to the United States from mineral and energy development on Federal lands and water.

Disposition of Federal Real Property & Federal Capital Financing Fund

Provisions are included to establish authority to allow for the disposal of Federal assets to improve the allocation of economic resources in infrastructure investment. In addition, the proposal would provide \$10 billion to endow a revolving fund to allow the General Services Administration (GSA) to address the current process for GSA to make big real estate purchases.

PART 2 -- Additional Provisions for Infrastructure Improvements

These provisions propose a wide variety of changes to the laws governing existing infrastructure programs. In particular, the administration includes language to exempt projects across all

modes with only a “de minimis” federal financing contribution from the regulatory and planning paperwork burdens that come with federal funding.

Highways

- Would allow states to toll existing Interstate highway lane-miles as long as the proceeds are used for infrastructure.
- States would be given the flexibility to commercialize Interstate rest areas.
- The threshold for FHWA “major project oversight” rules would be increased from a \$500 million project to a \$1 billion project.
- States would be authorized to perform utility relocation before the NEPA process is completed.
- States would be given general authority to pay back the federal government for the federal contribution for already-completed highway projects in order to be freed from perpetual federal restrictions on the project.

Mass Transit

- The plan would require the use of “value capture” financing for all Capital Investment Grants (CIG) projects. It would eliminate existing legal constraints on the use of public-private partnerships.
- The proposal would codify the existing mass transit Public Private Partnership Pilot Program, ensuring it is allowable for all CIG projects. It would increase the federal share to 50 percent.

Rail

- The proposal would lower the statute of limitations for challenges to the permitting of rail projects (2 years) to that of highway and transit projects under the FAST Act (150 days)

Airports

- The proposal would allow small hub airports to apply for permission to levy passenger facility charges with the lower paperwork burden that currently applies to non-hub airports.
- The proposal would limit FAA approval and oversight of non-aviation development activities at airports.
- The existing airport privatization pilot program would be expanded and improved.
- The plan would allow airports to offer incentive payments for early completion of AIP projects.

Water (EPA)

- The Clean Water State Revolving Fund would be allowed to lend to private owners, giving the same ability the Safe Drinking Water Revolving Fund already has.

- The proposal would grant the authority to EPA to experiment with new project delivery provisions.

Water (Corps) -- *Note: some of these provisions could move in this year's WRDA bill separate from an infrastructure plan:*

- The plan would authorize the Corps to execute agreements with non-federal entities to use federal funding for construction, repair, rehab, maintenance and operation of inland waterways.
- The proposal would establish a pilot program that would authorize the issuance of user fees to carry out Corps projects at up to ten sites to enable public-private partnerships.
- The plan would amend current law to extend the duration of a contract that the Corps of Engineers can sign from 5 years to 50 years.
- The plan would create a streamlined deauthorization process for old WRDA projects.
- The plan would expand the authority of the Corps to accept contributed funds from a local sponsor, *even* if no Federal funds have been appropriated for the project.
- The plan would allow the Corps to waive the maximum total cost limitation for Congressionally authorized projects.

PART 3: Permitting

The infrastructure permitting section of the proposal aims to create a new expedited structure for review, delegate more decision-making to States, and authorize pilot programs through which agencies may experiment with innovative approaches to environmental reviews.

Federal Role

- Establish a firm deadline of 21 months for lead agencies to complete their environmental reviews through the issuance of a Finding of No Significant Impact (FONSI) or Record of Decision (ROD). In addition, other Federal agencies would have three months from that deadline to make a decision with respect to the necessary permits.
- Require the lead Federal agency under NEPA to develop a single Federal environmental review document to be utilized by all agencies, and a single ROD to be signed by the lead Federal agency and all cooperating agencies.
- Clarify that alternatives outside the scope of an agency's authority or an applicant's capability are not feasible alternatives for the purposes of NEPA.
- Require CEQ to revise its regulations to streamline NEPA.
- Eliminate the redundancy in environmental reviews of Environmental Impact Statements under Section 309 of the Clean Air Act.
- Focus Federal resource agencies' authority solely to comment on portions of the NEPA analysis that are relevant to their areas of special expertise or jurisdiction.
- Authorize any Federal agency to use a Categorical Exclusion that has been established by another Federal agency.

- Allow design-build contractors to conduct final design activities for a Federal-aid highway project before NEPA is complete.
- Allow advance acquisition and preservation of rail rights-of way prior to the completion of NEPA.
- Eliminate the requirement for concurrence by a cooperating agency in using transportation planning documents and decisions in NEPA

Delegation to States

- Expand the DOT NEPA Assignment Program to other Federal agencies.
- Provide States with authority to assume some, or all, of FHWA's responsibilities for approval of right-of-way acquisitions.
- Allow DOT to assign, and States to assume, project-level transportation conformity determinations and determinations regarding flood plain protections and noise policies.

Pilot Programs

- Performance-Based Pilot -- up to 10 projects would be selected to participate in this pilot that would be focused on experimenting with using environmental performance measures to address environmental impacts.
- Negotiated Mitigation Pilot -- this pilot would authorize the Secretary of Transportation to establish an alternative decision-making process in lieu of NEPA. These mitigation strategies could include purchase of offsets, avoidance of anticipated impacts, and in-lieu-fee dedicated to an advanced mitigation fund.

Judicial Reform

- Limit injunctive relief to exceptional circumstances.
- Revise statute of limitations for Federal infrastructure permits or decisions to 150 days.
- Direct Federal agencies to establish guidelines regarding when new studies and data are required to clarify requirements and create more certainty in the NEPA process.

PART 4 -- Workforce Development

The workforce development provisions are to ensure the country has enough skilled labor to perform not only existing work, but new opportunities created by the proposal.

Access to Education

- Expand Pell Grant eligibility to high-quality, short-term programs that lead to a credential or certification in an in-demand field.
- Reform the Carl D. Perkins Career and Technical Education (CTE) program:
 - Direct the majority of funding to high schools to promote apprenticeships, work-based learning, and dual-enrollment.
 - Promote and expand apprenticeships.

- Promote STEM CTE offerings.
- Enact Federal Work Study reforms
- Require States accepting Federal funds for infrastructure projects accept workers with out-of-State licenses to work on those projects.



Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 15, 2018

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Carolyn Clevenger, Director of Planning
Kristen Villanueva, Senior Transportation Planner

SUBJECT: Grade Crossing Analysis and Safety Improvements Update

Recommendation

Approve the grade crossing prioritization framework and approve staff using the prioritization results to advance discussions for a joint advocacy and improvement program.

Summary

This memo provides an update on the grade crossing component of Alameda CTC's Rail Strategy Study (RSS). The RSS is an outgrowth of recommendations included in the Countywide Goods Movement Plan and the Countywide Transit Plan, both of which identified significant growth potential for rail in the county. The grade crossing analysis is a critical element of the RSS as it seeks to develop a strategic framework for advancing grade crossing improvements throughout the county in order to improve safety and reduce community impacts. In addition, the grade crossing work is developing a toolkit for jurisdiction staff to use as a resource to advance grade crossing improvements throughout the county.

A key aspect of the strategy is to identify a list of high-priority crossings or collection of crossings, referred to as corridors, for funding advocacy and project development. The corridors include those areas between individual crossings, where trespassing can be an issue. In November 2017 and February 2018, staff met with ACTAC to get input on the prioritization methodology used to screen crossings, review initial results, and share the toolkit resource. This memo describes the final prioritization methodology and draft results. Crossings and corridors have been prioritized based on safety, vehicle delay, emissions, and noise impacts, as well as whether or not the crossing is in a high-growth

Priority Development Area or a Community of Concern.¹ Application of this analysis has identified a set of 23 Tier 1 crossings and 10 Tier 1 corridors. As a next step, staff will work with partner agencies to develop implementation plans for a subset of the Tier 1 crossings and corridors. The Tier 1 framework reflects a screening tool to identify high priority crossings and corridors, which will then be refined working with local jurisdictions in order to identify priorities and potential improvements within the Tier 1.

As a complement to the prioritization strategy, the grade crossing effort includes the development of a toolkit to assist local jurisdictions identify the types of safety and impact reduction improvements (e.g. improved signals and warning devices, grade separations, crossing closures, quiet zones) that are most cost-effective in different types of locations and typical situations around the County. This memo provides a brief introduction to the draft grade crossing improvement toolkit, which the project team is still refining, and will be a resource for agencies to use to advance safety improvements and quiet zones in their jurisdictions.

Staff presented these materials to ACTAC on February 8 and received feedback on both the contents of the toolkit and the screening methodology. Staff revised the screening methodology to better reflect the diversity of scores and incorporated minor technical revisions. The revised draft list of Tier 1 crossings and corridors is included in Appendix A. After discussion, ACTAC moved to recommend approval of this item.

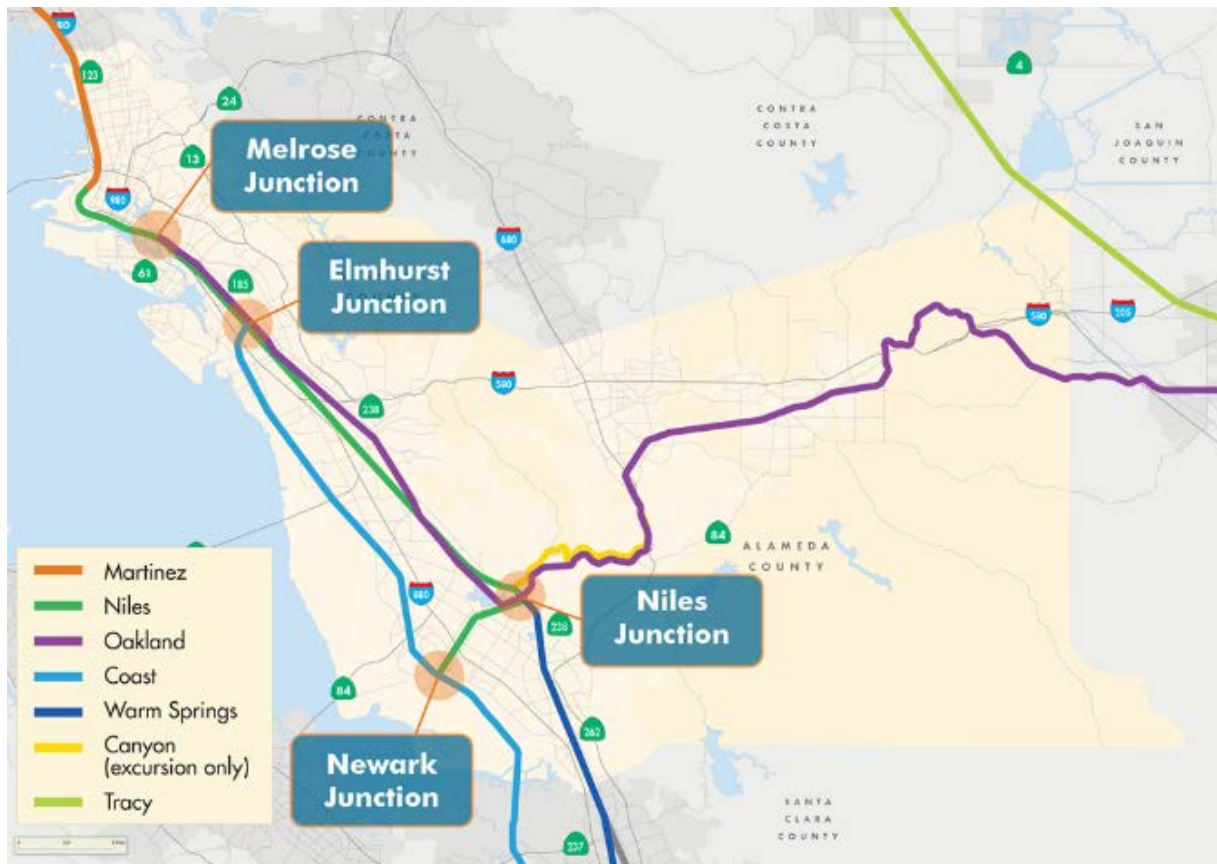
Staff recommends that the Commission approve the grade crossing prioritization framework and approve staff using the prioritization results to advance discussions for a joint advocacy and improvement program. Staff will return in the spring to provide an update on the development of the program.

Background

The rail system in Alameda County is a critical transportation link serving a unique role for both people and goods movement. Alameda County contains the core of the Bay Area/Northern California freight and passenger rail system. Two Class 1 freight railroads (the Union Pacific Railroad (UP) and the BNSF Railway), two intercity passenger services (Capitol Corridor and Altamont Corridor Express), and two longer distance rail services (Amtrak Coast Starlight and the San Joaquin's intercity rail service) operate in the county. The system is owned by UP, with the passenger rail providers operating as tenants on UP-owned right of way. Figure 1 presents a map of the existing rail infrastructure, colored by subdivision name, and identification of some critical rail junctions in Alameda County.

¹ Community of Concern refers to MTC's designation of communities that have high concentration of both minority and low-income households or that have a concentration of other factors including people with disabilities, seniors, and cost-burdened renters.

Figure 1. Existing Rail Infrastructure in Alameda County



The density of rail and the historic and projected patterns of development in Alameda County result in numerous locations where rail tracks pass through established communities and lead to safety and delay issues where these tracks intersect with roadways. There are 133 public at-grade rail crossings on the mainline in Alameda County. These crossing locations are used by trains, cars, trucks, bicyclists and pedestrians with potential impacts on safety and the efficient movement of people and goods. As shown in Figures 2-4, much of Alameda County's rail infrastructure travels through Communities of Concern, Priority Development Areas, and in close proximity to schools and parks. Sixty-six crossings are located in Communities of Concern and sixty-one are located in Priority Development Areas.

Alameda CTC included the grade crossing element in the RSS in order to better understand the impacts of rail throughout the county and identify strategies to reduce those impacts both now and in the future. A first step in that process is to quantitatively identify those crossings and corridors most impacted today in order to have a prioritized program of projects for which to jointly advocate on an ongoing basis. This model has been successful in other parts of the country in terms of maintaining an ongoing focus on grade crossing safety improvements and over time securing funding to systematically advance the improvements.

Figure 2. Alameda County Rail Network and Communities of Concern

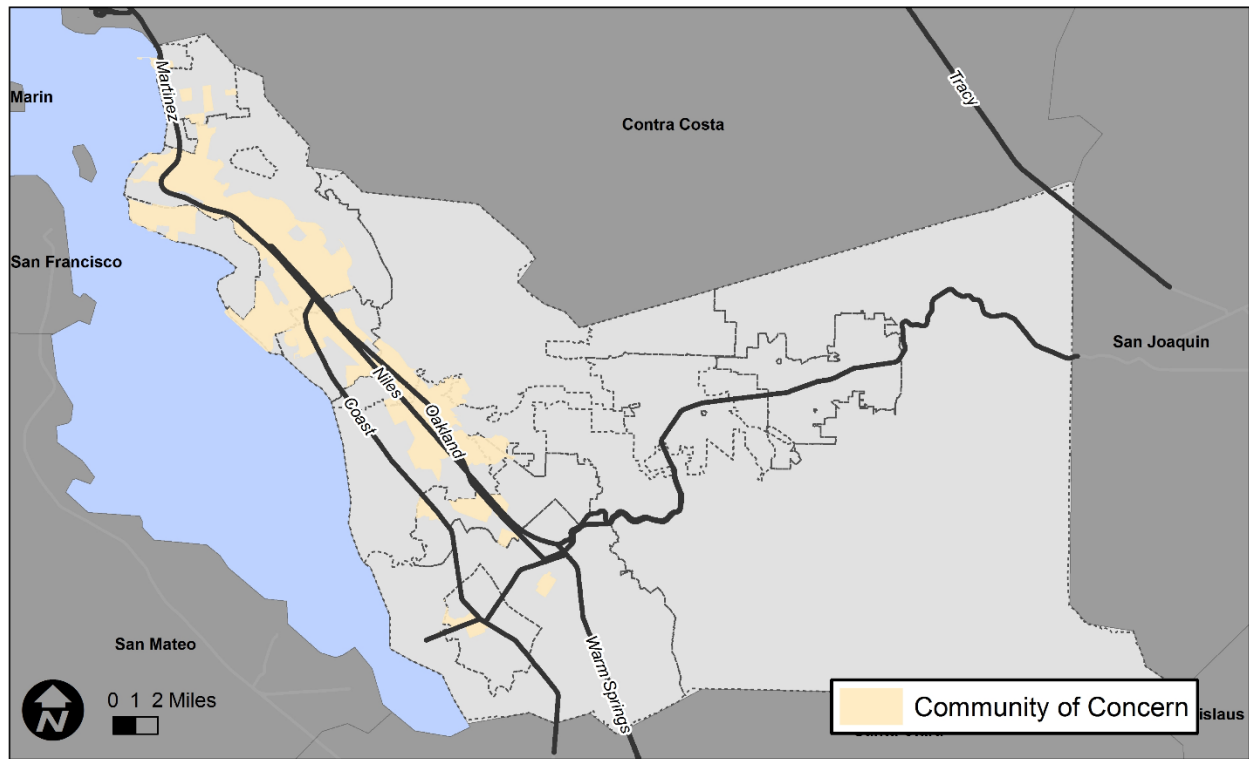


Figure 3. Alameda County Rail Network and Priority Development Areas

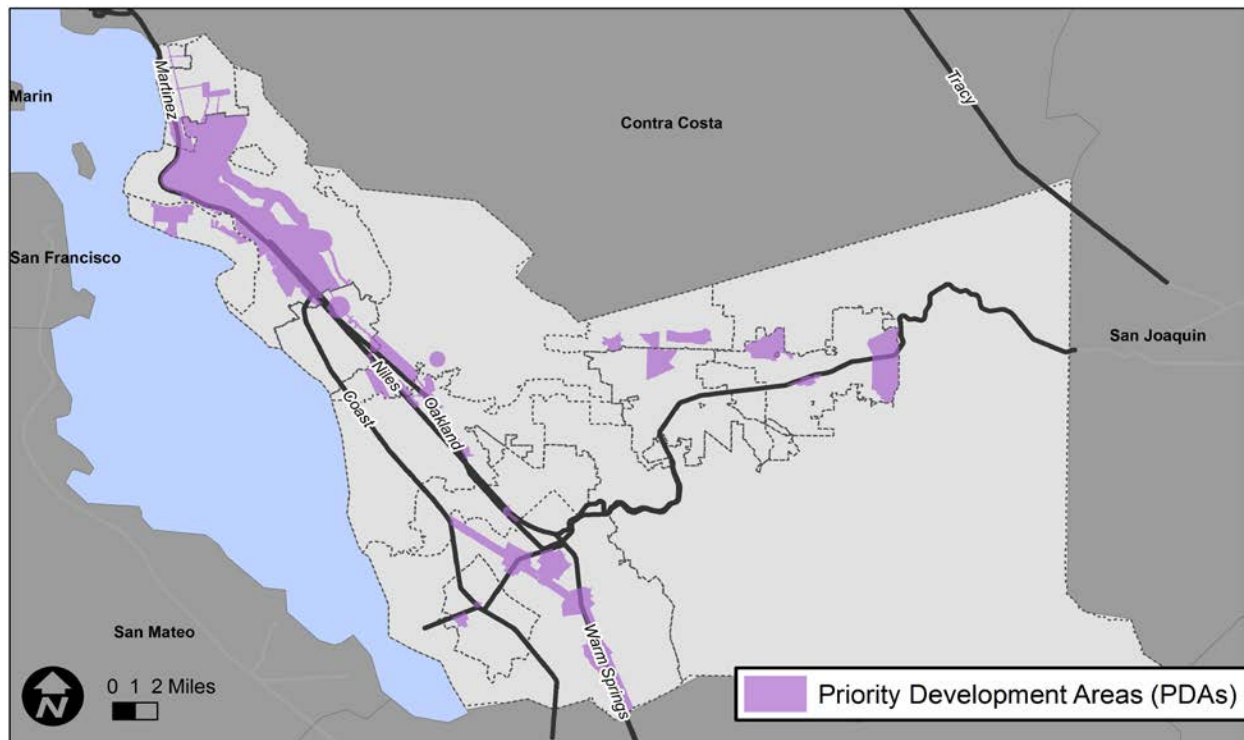
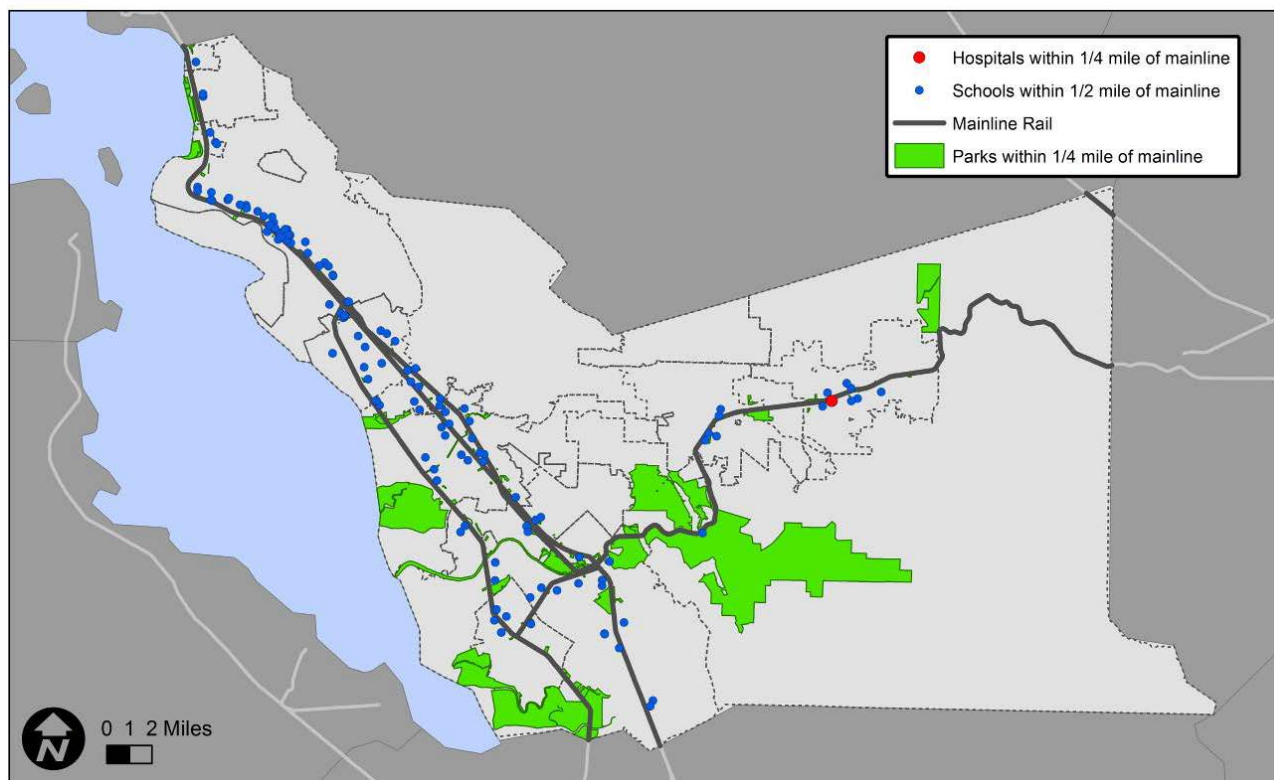


Figure 4. Sensitive Land Uses close to the Alameda County Rail Network



Prioritization Methodology

A prioritization methodology was developed to screen the 133 grade crossings in Alameda County based on readily available data and known impacts in order to identify a top tier of priority areas for improvement. The screening framework includes four measures: social cost, noise index, high growth areas, and equity.

- **Social Cost** estimates economic disbenefits of collisions, vehicle delay, and emissions. Safety impacts comprise the majority of the social cost figure. This includes both history of collisions as well as projected collisions using a Federal Railroad Administration predictor tool. Delay impacts are based on vehicle volumes, slow train speeds, and a person's value of time. Emission impacts are based on the health costs of exposure to pollutants from idling vehicles. Social cost is calculated for a base year of 2016.
- **Noise Index** estimates the magnitude of train horn exposure to residents within ¼ mile of the rail tracks, based on best practices from the Federal Railroad Administration. Noise index is calculated for a base year of 2016.
- **Growth** is incorporated through an index of projected household and employment growth of Priority Development Areas (PDAs) located along the rail network. Growth is calculated between 2010 and 2040 per land use adopted in Plan Bay Area 2040.
- **Equity** is reflected through a spatial assessment of crossings within Communities of Concern.

Table 1 presents the scoring methodology for how these four measures are combined into a single metric. The social cost metric has the highest weight, followed by noise. A crossing in a Community of Concern or within a high-growth PDA has the same weight. For each of these categories except Community of Concern, ranges are defined that determine the points associated with different levels of the category. For example, crossings with social cost values that are greater than \$800,000 would receive the full 60 points. For Community of Concern, there are two possible values based on if it is in a Community of Concern or not, rather than a range.

Table 1. Draft Screening Scoring

Total Social Cost	Residential Noise Index	PDA Growth Level in PBA2040	Community of Concern	Max Possible
0-60 points	0-20 points	0-10 points	0 or 10 points	100 points

Each of these factors were estimated first for individual crossings and then summed into groupings of crossings referred to as corridors. Corridors are a series of crossings generally spaced relatively close to each other with consideration given to jurisdiction boundaries and rail subdivisions. By looking at corridors and the roadway circulation

patterns for vehicles that use the crossings, it is possible to take into consideration the interaction of crossings in a corridor in terms of operations, safety, and potential benefits. Aggregating the prioritization criteria by corridors also highlights areas of importance that might not rank as highly when considered individually but taken together have large impacts on communities. Additionally, the social cost of trespass collisions was calculated for corridors. Figure 5 presents the map of corridors used for this assessment.

Figure 5. Definition of Rail Corridors



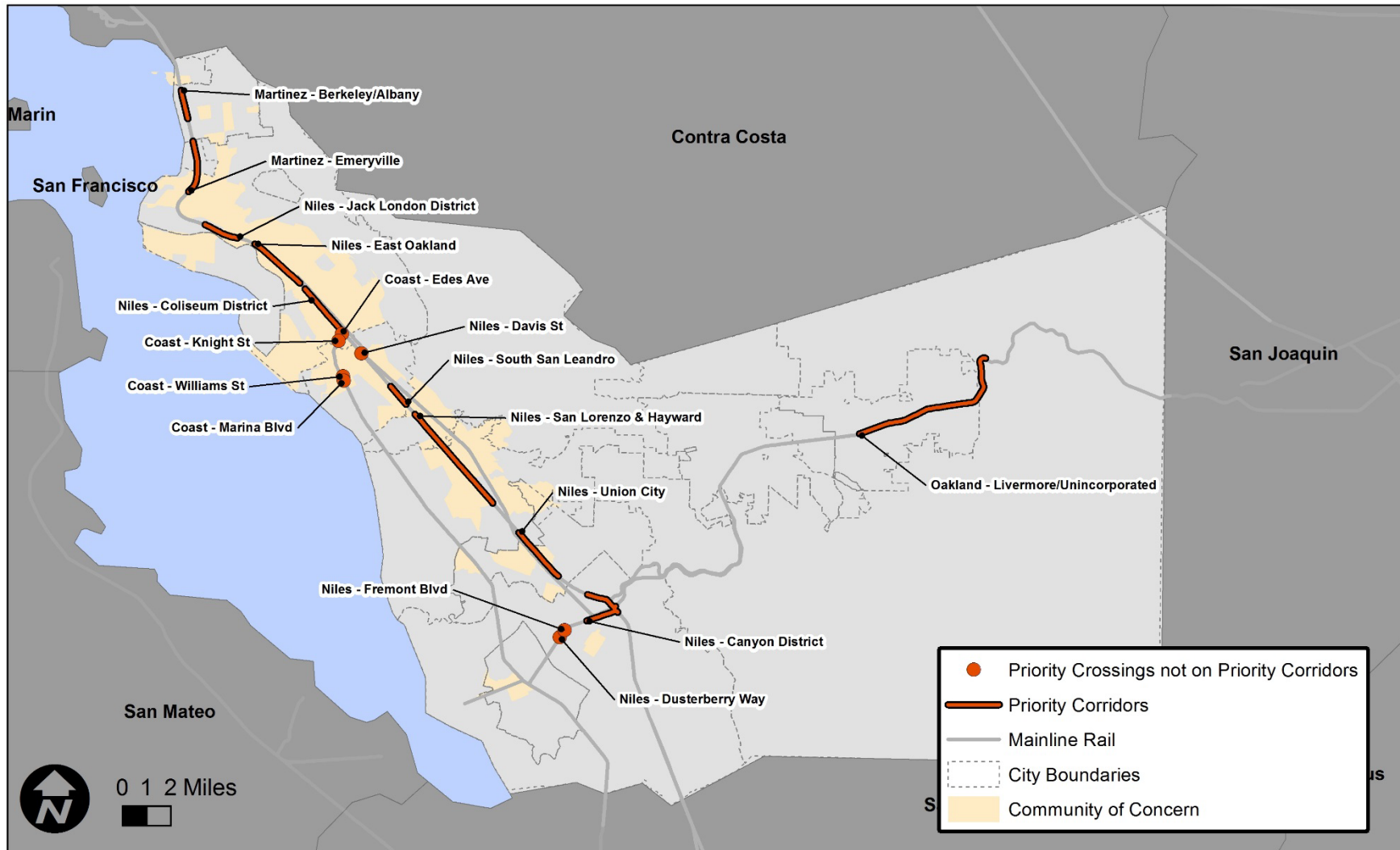
Screening Results - Crossings and Corridors

Applying the scoring methodology has identified a top tier consisting of 23 high priority crossings and 10 high priority corridors. The majority of the top 23 high priority crossings are also located in the 10 high priority corridors. Figure 6 presents the highest scoring corridors as well as those high priority crossings that are outside of these corridors. These corridors and crossings all scored at least 60 points out of 100 possible points. Appendix A lists the high priority corridors and crossings reflected on the map as well as the underlying scores across the different categories. Note that all of the crossings included in a high-priority corridor would be considered high-priority even if not listed individually in Appendix A.

Key findings of this assessment include:

1. Safety has the largest impact on the analysis. This is in part because of standard benefit cost analysis methodology, which rightfully places a very high value on a person's life. Safety costs represent 71 percent of the total social costs for individual crossings. Delay costs are 28 percent and emissions costs are minimal at one percent reflecting the relatively clean Bay Area auto and truck fleet. For corridors, safety costs represent 90 percent of the social costs due to the high frequency of trespass fatalities that occur between crossings. Delay costs are 10 percent of the total social costs at corridors and emissions are less than one percent.
2. In the scoring metric, the Niles-East Oakland and Niles-San Lorenzo & Hayward corridors scored at least 90 points due to having the highest social costs, medium to high noise index, and for being within Communities of Concern. The Niles-East Oakland corridor is also within a high-growth PDA. Both corridors have experienced significant safety issues in the last decade, with 8 fatalities on the East Oakland Corridor and 3 fatalities on the San Lorenzo & Hayward Corridor. Additionally, there were 3 and 11 trespass fatalities on the East Oakland and San Lorenzo & Hayward corridors, respectively, in the last 6 years.
3. The highest scoring crossings are along the Niles – East Oakland Corridor: Fruitvale Avenue, 37th Avenue, 29th Avenue, and High Street. Hesperian Boulevard in San Leandro and Fremont Boulevard in Fremont are also among the highest scoring crossings. With the exception of Fremont Boulevard, all of these crossing have among the highest safety issues; Fremont Boulevard experiences among the highest delay based on traffic and train volumes, train speeds, and time with gates down from trains serving passengers at the adjacent ACE and Capitol Corridor station. The high scoring crossings in Oakland and San Leandro are also within Communities of Concern.

Figure 6. Tier 1 Corridors and Crossings



Note: All crossings along a high-priority corridor are considered a high-priority crossing.

Grade Crossing Improvement Toolkit Overview

The grade crossing strategy includes development of a toolkit for local agencies that provides information and tools to identify candidate crossing improvements across a range of improvement options. The toolkit describes rail crossing treatments such as grade separations, closures, consolidation, passive treatments, active devices, quiet zones, and specialized treatments for pedestrian/bicycle issues. The toolkit then outlines the process by which cities initiate grade crossing projects with state agencies such as Caltrans and CPUC as well as coordination required with UP. Finally, the toolkit provides a framework for scoping projects using data collected through the Rail Strategy Study and applies the toolkit to several of the highest priority corridors in Alameda County. Note that the work suggested through this toolkit can guide the approach to advance project preparation to move into later refined design and official coordination work is ultimately required for implementation of treatments at crossings.

Implementation

The prioritization framework and toolkit applications identify several opportunities for implementing grade crossing and trespassing treatments that will significantly improve safety, alleviate delay, and reduce noise impacts. This section describes implementation options for rail safety education and capital projects.

Education

Given that safety is the largest issue identified through this assessment, staff has started to develop an implementation strategy for education and awareness. Many of the fatalities in the San Lorenzo and Hayward corridor are related to students trespassing over rail tracks to access the 33 schools within one half mile of the rail network and the 54 schools within one mile. Twenty-two of these schools are also currently enrolled in Alameda CTC's Safe Routes to Schools (SR2S) Program. In the near-term, staff has already begun developing a partnership with the California Operation Lifesaver (OLI)² program to deliver training and education at the 15 schools currently enrolled in SR2S along this corridor. OLI is the nationally recognized rail safety education organization supported by the Federal Railroad Administration, FHWA, and Caltrans Division of Rail. Within the Bay Area, OLI is active in the Caltrain Corridor and partners with Sonoma County's SR2S program. In addition, staff are seeking grant funding from the Office of Traffic Safety to deliver OLI's rail safety education program to all of the schools within one half mile of the rail corridor regardless of SR2S enrollment. Once a program is established in this area that has the highest number of safety incidents, the program will be expanded throughout the county as resources permit.

² For more information on Operation Lifesaver, visit this website: <https://oli.org/>

Capital Projects

There are several options for implementing capital projects, or engineering treatments, that range in level of involvement for Alameda CTC. The two primary mechanisms are through funding and project identification and development. Staff proposes to use the prioritization framework to guide funding advocacy, as a way to weigh projects submitted to Alameda CTC for funding, and in developing projects in the near-term. Once projects and funding are in place, a partnership between jurisdictions, CPUC, Capitol Corridor, and UP will be required for successful project implementation. There are at least three examples of combined funding and project prioritization efforts nationwide, including the Freight Action Strategy in Washington, Alameda Corridor East in Southern California, and CREATE in the Chicago region, which have resulted in significant improvements in grade crossings over a period of time.

1. Freight Action Strategy (Washington) was established in 1998 to pursue funding for 25 high-priority rail capacity/connectivity projects in the Puget Sound. Nineteen of the projects have been completed to date.
2. Alameda Corridor East (ACE -Southern California) is a Joint Powers Authority (JPA) with implementation authority for managing and constructing grade crossing improvements. ACE has implemented safety and mobility improvements at 45 crossing and completed 9 of 19 planned grade separations since 1998.
3. CREATE (Chicago) is a partnership between the freight and passenger railroads, City of Chicago, State of Illinois, and US DOT. Since 1999, 34 of 70 projects have been completed or are under construction. Illinois DOT leads environmental efforts and the agencies that own the infrastructure are responsible for construction. A joint statement of understanding guides governance, funding, and implementation responsibilities to deliver over \$4 billion in projects.

Next Steps: Staff will develop a list of proposed improvements and next steps for a subset of the crossings and corridors in the draft Tier 1 list. This will include coordinating with the local jurisdictions to better understand what improvements have recently been made or are under development and which crossings they see as most critical, conducting additional technical analysis and project scoping to identify potential improvements, and developing high-level cost estimates and schedules for advancing projects. In addition, staff will work with UP to assess these findings in relation to UP's crossing safety priorities and projects. Staff will work with partner agencies to discuss opportunities for a joint advocacy and project implementation program, similar to those examples listed above. Staff will return with specific next steps in the spring.

Staff will also continue to pursue grant funding to expand rail safety education for students throughout the county and will work to completely integrate rail safety into the SR2S program, including school safety assessments, funding permitting.

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

Attachment

A. Appendix A, Tier 1 Priority Crossing and Corridors

APPENDIX A – Tier 1 Priority Corridors and Crossings

These results reflect an update to the scoring methodology to social cost and technical corrections compared to the version presented to ACTAC on February 8, 2018. Note that a score of “0” implies a low score, not that there are zero impacts at that crossing or along the corridor.

Table A.1. High Priority Corridors Sorted by Score

Corridor Grouping Name	Annual Social Cost	Social Cost Score	Noise Score	PDA Score	COC Score	Total Score
Niles - East Oakland	\$10,000,000	60	15	10	10	95
Niles - San Lorenzo & Hayward	\$21,500,000	60	20	0	10	90
Niles - South San Leandro	\$5,600,000	50	10	5	10	75
Niles - Union City	\$5,100,000	50	10	5	10	75
Niles - Coliseum District	\$4,900,000	40	15	10	10	75
Martinez – Berkeley/Albany	\$6,400,000	50	10	0	0	60
Niles – Canyon District ¹	\$4,200,000	40	10	10	0	60
Oakland - Livermore/Unincorporated ¹	\$4,000,000	40	15	5	0	60
Niles - Jack London District	\$2,700,000	30	10	10	10	60
Martinez - Emeryville	\$2,500,000	30	20	10	0	60
Notes: 1. These corridors do not have any Tier 1 crossings listed in Table A.2, because they had relatively high frequencies of trespass fatalities since 2011, which significantly increase social cost estimates and are only reflected at the corridor-level.						

Table A.2. High Priority Crossings Sorted by Score

Street Name	Corridor Grouping Name	Annual Social Cost	Social Cost Score	Noise Score	PDA Score	CoC Score	Total Score
Fruitvale Ave	Niles - East Oakland	\$1,190,000	60	15	10	10	95
37th Ave	Niles - East Oakland	\$910,000	60	10	10	10	90
29th Ave	Niles - East Oakland	\$750,000	50	20	10	10	90
Hesperian Blvd	Niles - South San Leandro	\$1,010,000	60	10	5	10	85
High St	Niles - East Oakland	\$1,150,000	60	0	10	10	80
Fremont Blvd	Niles - Downtown District - Fremont	\$830,000	60	15	5	0	80
Davis St	Niles - Downtown District - San Leandro	\$690,000	50	10	5	10	75
Edes Ave	Coast - Oakland	\$470,000	40	15	10	10	75
Marina Blvd	Coast - San Leandro	\$1,100,000	60	0	0	10	70
Dusterberry Way	Niles - Downtown District - Fremont	\$580,000	50	15	5	0	70
50th Ave	Niles - East Oakland	\$570,000	50	0	10	10	70
Lewelling Blvd	Niles - San Lorenzo & Hayward	\$520,000	50	10	0	10	70
105th Ave	Niles - Coliseum District	\$500,000	40	10	10	10	70
E St	Niles - Union City	\$490,000	40	15	0	10	65
98th Ave	Niles - Coliseum District	\$390,000	30	15	10	10	65
Oak St	Niles - Jack London District	\$340,000	30	15	10	10	65
Knight St	Coast - Oakland	\$310,000	30	15	10	10	65
Gilman St	Martinez - Berkeley/Albany	\$1,030,000	60	0	0	0	60
Washington Ave	Niles - South San Leandro	\$800,000	50	0	0	10	60
Williams St	Coast - San Leandro	\$620,000	50	0	0	10	60
Bancroft Way	Martinez - Berkeley/Albany	\$570,000	50	10	0	0	60
5th Ave	Niles - Jack London District	\$430,000	40	0	10	10	60
65th St	Martinez - Emeryville	\$320,000	30	20	10	0	60

APPENDIX A – Tier 1 Priority Corridors and Crossings

These results reflect an update to the scoring methodology to social cost and technical corrections compared to the version presented to ACTAC on February 8, 2018. Note that a score of “0” implies a low score, not that there are zero impacts at that crossing or along the corridor.

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Niles - South San Leandro	\$5,600,000	50	10	5	10	75
Niles - Union City	\$5,100,000	50	10	5	10	75
Niles - Coliseum District	\$4,900,000	40	15	10	10	75
Martinez – Berkeley/Albany	\$6,400,000	50	10	0	0	60
Niles – Canyon District ¹	\$4,200,000	40	10	10	0	60
Oakland - Livermore/Unincorporated ¹	\$4,000,000	40	15	5	0	60
Niles - Jack London District	\$2,700,000	30	10	10	10	60
Martinez - Emeryville	\$2,500,000	30	20	10	0	60
Notes: 1. These corridors do not have any Tier 1 crossings listed in Table A.2, because they had relatively high frequencies of trespass fatalities since 2011, which significantly increase social cost estimates and are only reflected at the corridor-level.						

Table A.2. High Priority Crossings Sorted by Score

Street Name	Corridor Grouping Name	Annual Social Cost	Social Cost Score	Noise Score	PDA Score	CoC Score	Total Score
Fruitvale Ave	Niles - East Oakland	\$1,190,000	60	15	10	10	95
37th Ave	Niles - East Oakland	\$910,000	60	10	10	10	90
29th Ave	Niles - East Oakland	\$750,000	50	20	10	10	90
Hesperian Blvd	Niles - South San Leandro	\$1,010,000	60	10	5	10	85
High St	Niles - East Oakland	\$1,150,000	60	0	10	10	80
Fremont Blvd	Niles - Downtown District - Fremont	\$830,000	60	15	5	0	80
Davis St	Niles - Downtown District - San Leandro	\$690,000	50	10	5	10	75
Edes Ave	Coast - Oakland	\$470,000	40	15	10	10	75
Marina Blvd	Coast - San Leandro	\$1,100,000	60	0	0	10	70
Dusterberry Way	Niles - Downtown District - Fremont	\$580,000	50	15	5	0	70
50th Ave	Niles - East Oakland	\$570,000	50	0	10	10	70
Lewelling Blvd	Niles - San Lorenzo & Hayward	\$520,000	50	10	0	10	70
105th Ave	Niles - Coliseum District	\$500,000	40	10	10	10	70
E St	Niles - Union City	\$490,000	40	15	0	10	65
98th Ave	Niles - Coliseum District	\$390,000	30	15	10	10	65
Oak St	Niles - Jack London District	\$340,000	30	15	10	10	65
Knight St	Coast - Oakland	\$310,000	30	15	10	10	65
Gilman St	Martinez - Berkeley/Albany	\$1,030,000	60	0	0	0	60
Washington Ave	Niles - South San Leandro	\$800,000	50	0	0	10	60
Williams St	Coast - San Leandro	\$620,000	50	0	0	10	60
Bancroft Way	Martinez - Berkeley/Albany	\$570,000	50	10	0	0	60
5th Ave	Niles - Jack London District	\$430,000	40	0	10	10	60
65th St	Martinez - Emeryville	\$320,000	30	20	10	0	60



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 15, 2018

TO: Planning, Policy and Legislation Committee

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

SUBJECT: On Call Planning and Programming Technical Services

Recommendation

Approve the issuance of a Request for Proposal for consultant services and authorize Executive Director to enter into and execute all related agreements for On Call Planning and Programming Technical Services.

Summary

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. To deliver on this mission, Alameda CTC is pursuing on call planning and programming technical services to support agency initiatives. Through this procurement, Alameda CTC will select one qualified consultant team with which Alameda CTC may contract for on call services as needed. This will allow Alameda CTC to access technical planning and programming services to meet needs that arise over the course of regular business in a streamlined manner. The initial contract will be for two years, with the option to renew up to the five-year agency limit on a single RFP for a support services contract.

Anticipated Scope of Services

Alameda CTC will issue a Request for Proposals to provide technical planning and programming services. Services include countywide planning studies and initiatives, general planning and engineering studies and technical assistance, data analysis and support, rail and transit planning and implementation technical studies, project identification and early project development, environmental strategy development, project development public outreach and support, programming support and technical grant writing services.

All required services will be authorized by Task Order, initiated by Alameda CTC. Task Orders shall include, at a minimum, a detailed description of the work to be performed, a completion date for performance, a maximum payment amount, payment terms (deliverables based or time and materials) and subconsultant participation (if any). The contract will be funded with local funds. As such, the Alameda CTC Local Business Contract Equity Program requirements applicable to such contracts will apply.

Professional services to be included in the on call planning and programming technical support contract are anticipated to include, but not necessarily be limited to:

1. Countywide Transportation Plan: Alameda CTC is required to update the Countywide Transportation Plan every four years. The Consultant may provide technical planning and outreach support services to assist in development of the next Countywide Transportation Plan, including but not limited to research on key trends and issues, outreach activities including Title VI outreach support, data purchases and analysis or forecasting support, technical project or scenario analysis, policy development, and equity analysis.
2. General Planning Studies and Technical Analysis: Alameda CTC often conducts targeted technical analysis or studies throughout the county. The Consultant may provide technical planning support services to assist with planning efforts such as, but not limited to, analysis of transit services, passenger and freight rail technical and operational analysis, travel market analysis and ridership forecasting, financial analysis, initial project cost estimates, freeway operational assessments including analysis of current operations and system performance for express lanes and general purpose lanes, identification of potential multimodal capital and operational improvements and strategies to improve the overall transportation system performance.
3. Grade Crossing Program: As part of the Rail Strategy Study, Alameda CTC has conducted grade crossing analysis to identify a Tier 1 set of priority crossings or corridors for additional analysis to identify potential safety improvements. Consultant services are needed to help advance improvements for the Tier 1 crossings and corridors, including project identification, analysis of feasibility and tradeoffs to determine the best treatment, conceptual design, environmental strategy development, and funding and grant application assistance.
4. Project Identification and Development: Alameda CTC leads planning efforts that identify potential projects and implementable solutions. The Consultant will assist Alameda CTC in advancing projects through the early stages of project development, including but not limited to initial project alternatives identification and development, initial project scoping, feasibility studies, conceptual engineering, preliminary cost estimates, identification of risks and contingencies, environmental strategy, and project initiation documents.

5. Project Specific Outreach and Production Support: Through the on-call planning technical services, project identification and development will occur. This task will support project specific outreach to the public regarding agency activities, as well as to key stakeholders, partner agencies and elected officials. The Consultant may provide support including but not limited to mapping and graphics support, presentation and publications support, special events production and staffing support, Title VI and environmental justice analysis and outreach, and assistance with agency technical documents and publications.
6. Programming Support: Alameda CTC distributes funds for numerous transportation projects and programs from local, state and federal funding sources. The Consultant may provide technical programming services including, but not limited to specialized technical assistance in strategic programming, monitoring/oversight processes, policies and procedures, financial analyses, fund management processes and assistance in monitoring and reporting including Local Business Contract Equity Program, Disadvantage Business Enterprise for all federal, state local funds administered by Alameda CTC.
7. Program Delivery Support: Alameda CTC directly administers a number of programs, including the Safe Routes to School program, Affordable Student Transit Pass Program, and Transportation Demand Management program. The Consultant may provide technical program delivery support services, including but not limited to assisting with preparation and review of required program documentation and assisting with federal and state funding requirements, reporting and monitoring contract requirements such as Disadvantage Business Enterprise participation related to federal funding or Local Business Contract Equity Program for local funds, and reviews of funding eligibility requirements.
8. Technical Grant Writing Support: Alameda CTC seeks to leverage local funds to the fullest extent possible. As such, Alameda CTC regularly prepares grant applications. The Consultant may provide technical grant writing support services, including but not limited to drafting the actual grant application, conducting specific cost benefit analysis or other grant-specific required analysis, and developing application graphics.

Fiscal Impact: The recommended actions are for a contract amount of \$3,500,000 for a not to exceed contract of \$3,500,000. This funding will be included in the agency budget for FY2018-2019, which will come before the Commission in May 2018. Alameda CTC shall not enter into the contract with the selected consultant until the agency budget, including funding for this item, is approved by the Commission.

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Paratransit Advisory and Planning Committee (PAPCO)



Name: YVONNE BEHRENS

Home Address: _____

Mailing Address (if different): _____

Phone: (home) _____

(fax) _____

Email: _____

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on PAPCO and why you are qualified for this appointment, including any experience you have managing funding and/or making funding decisions.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC Commission.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature _____

Date _____

Return the application to your Commission representative for signature (see _____) or fax (510.893.6489) or mail it to Alameda CTC.


JOHN BATTERS
MAYOR, City of
EMERYVILLE

1. I have been a member of the Commission on Aging for the City of Emeryville since August of 2016

Prior to moving to California, I was involved in the service industry for the aging population in the tri-county areas of Bedford, Lynchburg, and Roanoke in Virginia. In this capacity, I was a

- a. Member of the Planning Committee for the Annual Conference on Aging put on by the Beard Center on Aging, Lynchburg College, Lynchburg, VA.
 - b. Member of the Steering Committee for the Bedford Council on Aging, Bedford, VA. At the time that I was on this steering committee, discussions were centered on how to approach the isolation of the elderly in this very rural part of the State.
 - c. Member of the Senior Citizen Coordinating Council (SCCC) for Roanoke County, Roanoke, VA. As part of the Public Education and Employer Outreach Subcommittee for the SCCC, I worked on creating and presenting the means by which employers could provide more flex time to their employees who were caregivers to aging parents.
 - d. Representative for the SCCC to the Roanoke Regional Housing Network Committee (RRHNC). At the time that I was attending these meetings, discussion and exploration centered around the topic of keeping aging and disabled individuals at home.
2. I believe that my prior experiences of sitting on committees as cited above and the fact that I am a senior citizen that is very interested in the question of continued mobility for the aging population through the use of public transportation qualify me. I also coordinated a very well attended mini conference on transportation at the Emeryville Senior Center this past June.

I do not have experience in managing funding or making funding decisions outside of the fact that I was a member of a small credit union in the early '70s and had a small business for approximately five years.

3. All of the activities above were volunteer positions in light of my involvement with the senior services community. I am presently volunteering with Meals on Wheels through the Senior Center, Emeryville, CA.

I also volunteered my teaching services as a French teacher to a small parochial school during the time that I was working in the senior services industry and caregiving for my father and mother in law.

In the '70s and '80s, I volunteered for an international summer youth program, the Global Youth Village, Legacy International.

4. As I mentioned above, I coordinated a mini conference on transportation for the Emeryville Senior Center this past June.

I use Emeryville Go Around, Bart, Muni, and buses (the latter two only in San Francisco). I do also own a car, which I use regularly as well.

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Independent Watchdog Committee Meeting Minutes Monday, January 8, 2018, 5:30 p.m.

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Call to Order

Independent Watchdog Committee (IWC) Chair Murphy McCalley called the meeting to order. A roll call was conducted and all members were present with the exception of Keith Brown, Brian Lester, Glenn Nate, Hale Zukas, and Harriette Saunders.

Subsequent to the roll call:

Hale Zukas arrived during item 4.2.

2. Public Comment

There were no public comments.

3. Approval of November 13, 2017 IWC Meeting Minutes

Pat Piras corrected the word "report" to "business card" on page 3 item 5 next to the last paragraph.

Pat Piras made a motion to approve this item with the above correction. Steve Jones seconded the motion. The motion passed with the following votes:

Yes: Buckley, Dominguez, Hastings, Jones, McCalley, Nelson, Piras, Tucknott

No: None

Abstain: None

Absent: Brown, Lester, Nate, Saunders, Zukas

4. Overview and Update on Delivery and Implementation of Measure B and Measure BB Projects and Programs

Chair McCalley moved agenda item 4.2 prior to 4.1.

4.1. Measure B/Measure BB Programs Update

John Nguyen delivered a presentation on the Measure B and Measure BB direct local distributions (DLD) and grant program for fiscal year (FY) 2017-18.

Pat Piras asked if the \$700,000 for the Broadway Shuttle was to fund two years. John Nguyen said yes, and it's for two years of operation and it's a very cost effective program.

Pat Piras asked the status of the East West Connector project. Patricia Reavey said that she would have the project folks get back to her via an email regarding the status of the East West Connector project.

Madeleine Nelson asked what the amendment status is for two Bicycle and Pedestrian Programs funding schools. The amendments are related to time extensions, not a cost extension, due to delays on the projects.

Pat Piras asked why BART and LAVTA are showing zero fund balances. Mr. Nguyen responded that BART, LAVTA and AC Transit use their funds primarily on transportation services and they use all of the funds received within the year.

Hale Zukas asked will there be a Discretionary Grant Program for PAPCO. Mr. Nguyen responded that in the 2018 Comprehensive Investment Plan a Call for Projects was initiated for PAPCO to fund two years of operations for FY2017-18 and FY2018-19. He noted that the Program was under subscribed in the Call for Projects and internal discussion is taking place to initiate another call to solicit additional projects for FY2018-19.

4.2. Measure B/Measure BB Capital Projects Update

Trinity Nguyen gave a presentation which was an overview of the status of Measure B and Measure BB capital projects and the process and phases that each of the capital projects go through. Ms. Nguyen encouraged the committee to visit the Alameda CTC website for more information on projects and visuals.

5. Measure B/Measure BB Program FY2016-17 Compliance and Audit Reports

John Nguyen gave an update on the annual program compliance review process for Measure B and Measure BB DLDs. He stated that all recipients submitted the required audited financial statements and program compliance reports and the unedited reports are available on Alameda CTC's website. He noted that Alameda CTC staff will review the submittals and work with the DLD recipients to ensure completion and consistency of data across the various reports, and the edited reports will be available for IWC review in March 2018.

6. IWC Member Reports/Issues Identification

6.1. Chair's Report

Murphy McCalley and the Committee requested that staff draft a thank you letter from the IWC to Jo Ann Lew and Cynthia Dorsey, which the Chair will sign.

6.2. IWC Issues Identification Process and Form

Murphy McCalley informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the committee.

Pat Piras noted that staff updated the process based on the recommendation made at the last meeting.

Patricia Reavey stated that the IWC's recommended changes to the Bylaws will go before the Finance and Administration Committee for approval on February 12, 2018 and then the Commission later in month.

7. Staff Report.

7.1. IWC Calendar

The committee calendar was provided in the agenda packet for review purposes.

7.2. IWC Roster

The committee roster was provided in the agenda packet for review purposes.

Patricia Reavey noted that Jo Ann Lew and Cynthia Dorsey did not ask to be reappointed to the committee. Mr. McCalley stated that the committee will miss their participation in the meetings.

8. Adjournment

The meeting adjourned at 7:00 p.m. The next meeting is scheduled for January 8, 2018 at the Alameda CTC offices.

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INDEPENDENT WATCHDOG COMMITTEE

January 8, 2018

ROSTER OF MEETING ATTENDANCE

Present	IWC Member	Appointed By
A	Brown, Keith	Alameda Labor Council AFL-CIO
P	Buckley, Curtis	Bike East Bay
P	Dominguez, Oscar	East Bay Economic Development Alliance
P	Hastings, Herb, Vice Chair	Paratransit Advisory and Planning Committee
P	Jones, Steven	Alameda County Mayors' Conference, District 1
A	Lester, Brian	Alameda County, District 1 Supervisor Scott Haggerty
P	McCalley, Murphy, Chair	Alameda County, District 4 Supervisor Nate Miley
A	Nate, Glenn	Alameda County, District 2 Supervisor Richard Valle
P	Nelson, Madeleine	League of Women Voters
P	Piras, Pat (waive)	Sierra Club
A	Saunders, Harriette	Alameda County Mayors' Conference, District 3
P	Tucknott, Robert	Alameda County Mayors' Conference, District 4
P	Zukas, Hale	Alameda County, District 5 Supervisor Keith Carson

STAFF

Present	Staff/Consultants	Title
/	Tess Lengyel	Deputy Executive Director of Planning and Policy
P	Patricia Reavey	Deputy Executive Director of Finance
/	Ahmad Gharaibeh	Independent Auditor, VTD
/	Kris Kokotaylo	Legal Counsel, Meyers Nave
P	Trinity Nguyen	Senior Transportation Engineer
P	John Nguyen	Senior Transportation Planner
P	Andrea Gomez	Assistant Transportation Planner
/	Tamara Halbritter	Senior Project Manager, Consultant
P	Angie Ayers	Public Meeting Coordinator, Consultant

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Angelina Leong	Alameda CTC	(510) 208-7427	aleong@alamedactc.org
2. JHAY DELOS REYES	ALAMEDA CTC	(510) 208-7469	jdelosreyes@alamedactc.org
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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2017-2018

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
2	Mr.	Hastings, Vice Chair	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-17	Jan-19
7	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13	Jan-16	Jan-18
8	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	Mar-19
9	Ms.	Nelson	Madeleine	Oakland	League of Women Voters	Dec-17		N/A
10	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
11	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	Jul-18
12	Mr.	Tucknott	Robert A.	Pleasanton	Alameda County Mayors' Conference, D-4	Jun-14	Jul-16	Jul-18
13	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	Jun-18
14		Vacancy			Alameda County Supervisor Wilma Chan, D-3			
15		Vacancy			Alameda County Mayors' Conference, D-2			
16		Vacancy			Alameda County Mayors' Conference, D-5			

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2017-2018

17		Vacancy			Alameda County Taxpayers Association			
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Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 15, 2018

TO: Planning, Policy and Legislation Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Leslie Lara-Enríquez, Safe Routes to Schools Program Manager

SUBJECT: Alameda County Safe Routes to Schools Program Update and Contract Amendments

Recommendation

Receive an update on the Safe Routes to Schools Program; and approve and authorize the Executive Director to Execute Amendment No. 1¹ to Professional Services Agreement Nos:

- A17-0075 with Alta Planning + Design, Inc. for an additional \$1,800,000 for a total not-to-exceed amount of \$2,700,000 for Direct Student Safety Training services and a two-year time extension;
- A17-0076 with Alta Planning + Design, Inc. for an additional \$850,000 for a total not-to-exceed amount of \$1,230,753 for School Site Assessments, Data Collection and Analysis and Program Evaluation services and a two-year time extension; and
- A17-0077 with Toole Design Group, LLC for an additional \$1,840,000 for a total not-to-exceed amount of \$2,745,075 for Education and Outreach services and a two-year time extension.

Summary

The Alameda County Safe Routes to Schools (SR2S) program is a countywide program that promotes safe walking, bicycling, carpooling and the use of transit to travel to school. The program began its 12th year of operations in fall 2017 under a new program implementation structure that is guided by goals and principles adopted by the Commission in January 2017. Under the new structure, three professional services contracts support the delivery of the program. Beginning with the 2017-18 school year, staff has implemented various changes to help achieve the program's goals, including

¹ Contingent upon Caltrans acceptance/approval.

new program elements, increased focus on regular events, education and training activities, and increased coordination at all levels of the program.

This memo provides an update on the changes implemented to date as well as a recap of program activities for the 2016-17 school year. In addition, staff requests approval and authorization for the Executive Director to execute Amendment No. 1 to the three professional service agreements (A17-0075, A17-0076 and A17-0077) for implementation of the Alameda County Safe Routes to Schools Program for FY 18/19 and FY 19/20.

2016-17 School Year Recap

The 2016-17 school year was Alameda County Safe Routes to Schools' eleventh year of promoting active and shared transportation choices to students. During the school year, Alameda County SR2S increased the number of schools participating in the overall program and saw steady participation levels in core activities. High school participation continued to grow. Successes from the 2016-17 school year include:

- 194 schools participated in the SR2S program, up from 173 schools during the previous school year.
- Of the schools participating in the program, 77 percent held three or more events, and 60 percent held five or more events — steady participation from the previous year given the increase in the total number of schools participating in the program.
- 145 schools participated in International Walk & Roll to School Day in October 2016, up from 139 schools in 2015.
- 100 schools participated in the Golden Sneaker Contest in March 2017, up from 84 schools in 2016.
- 123 schools participated in Bike to School Day in May 2017, up from 118 schools in 2016.
- The BikeMobile made 146 visits to schools and other community events, and repaired over 2,700 bikes throughout Alameda County.
- Six new high schools joined the SR2S program, increasing the total number of high schools to 18.

SR2S Program Changes Background

The Alameda County Safe Routes to Schools program shifted to a new, more data-driven, program implementation structure starting with the current school year. Under the new structure, Alameda CTC brought the management of the program in-house and staff has taken an active, hands-on management approach in addition to providing strategic direction and cultivating partnerships. Figure 1 below illustrates the new implementation structure, and Figure 2 outlines the responsibilities of each professional services contract.

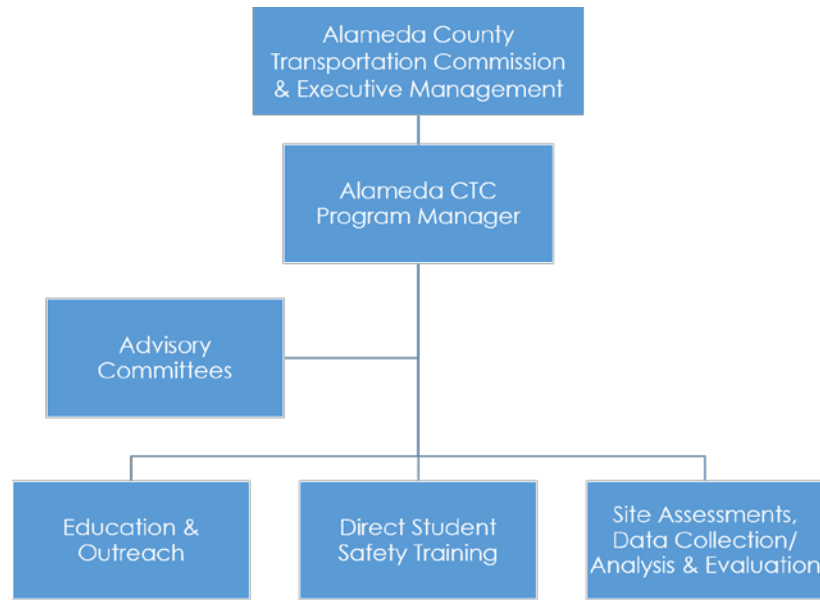


Figure 1. Alameda County Safe Routes to Schools Program Structure

Outreach & Education	Direct Student Safety Training	Site Assessments, Data Collection/ Analysis & Evaluation
<ul style="list-style-type: none"> • School Site Support • Recruitment • Encouragement Events • Outreach • Communications 	<ul style="list-style-type: none"> • Pedestrian Education • Bicyclist Education • BikeMobile • Walk & Roll Assemblies • Walking School Buses & Bike Trains • Educational Videos 	<ul style="list-style-type: none"> • School Safety Assessments • Program Evaluation • Data Collection • Data Analysis • Technical Support • Mapping

Figure 2. Alameda County Safe Routes to Schools Professional Services Contracts

Staff, in partnership with our three consultant teams, seeks to achieve the following outcomes with the SR2S program:

- **Increase the use of active and shared transportation** to travel to school by encouraging walking, bicycling, carpooling, and the use of transit as viable, everyday transportation options; and
- **Increase safety and health** by promoting safe pedestrian and bicycling behaviors through hands-on training and education, engineering, enforcement and evaluation.

Staff's implementation is also guided by the goals and principles adopted by the Commission in January 2017:

Goal 1: Provide a comprehensive and equitable program throughout Alameda County in a fiscally responsible manner, serving all public schools interested in participating.

Goal 2: Develop a core program that will allow every student in Alameda County to have access to age-appropriate bike/pedestrian safety training and SR2S educational activities throughout their school careers (i.e. at least once in elementary, once in middle school, and once in high school).

Goal 3: Establish and maintain strong, effective partnerships throughout the county in order to leverage program expansion and sustainability.

Goal 4: Support improvements to the built environment near schools that allow for better access and increase safety.

Goal 5: Encourage the adoption of SR2S policies and curriculum within schools and school districts.

Goal 6: Evaluate the SR2S program at the school level so that it is context sensitive and will allow the program to adjust to address what is learned during the evaluation process.

Goal 7: Engage parents as the transportation mode “decision maker.”

SR2S Program Update

Guided by these goals and principles, the SR2S team has implemented changes and improvements to maximize the effectiveness and impact of the program.

Goal 1 — Provide a comprehensive and equitable program in a fiscally responsible manner.

At the beginning of the 2017-18 school year, the team undertook a major update of the Alameda County schools database to better understand the needs and gaps in programming and service delivery. The effort helped identify where program resources were being concentrated and what areas of the county lacked programming. Understanding the gaps helps ensure equitable allocation of resources throughout the county. The schools database will be updated annually to ensure the most accurate understanding of the needs of schools in all areas of the county. Goal 2 below addresses how resources will be directed to areas that previously lacked programming.

Goal 2 — Develop a core program where every student has access to age-appropriate bike & pedestrian safety training.

In fall 2017, staff conducted an assessment of scheduling policies and protocols for the direct safety education and training activities to maximize the effectiveness of resource distribution. With this information, staff developed detailed scheduling guidelines and protocols for each direct student safety training provider to help guide their decision-making when scheduling trainings, services, and/or events. Each providers' scheduling guidelines takes into account availability of resources, geographic equity based on the number of students enrolled in each planning area, availability of programming provided by the local jurisdiction and historical scheduling data. Moving forward, the scheduling guidelines will help ensure that resources are allocated equitably throughout the county.

In addition, the team will work to develop a more structured program to maximize the benefit of each available educational element. The team will develop a series of educational element sequencing recommendations that could be tailored to the specific needs of each school. For example, scheduling a pedestrian rodeo after a Walk and Roll assembly would allow students to put into practice the safe pedestrian behaviors taught in the assemblies. Currently, no such sequencing exists. The team expects to kick off the sequencing recommendations at the beginning of the 2018-19 school year to help schools plan their SR2S programming for the whole year. Recommendations will be tailored to accommodate schools unique needs, and enable schools to take advantage of all available training elements as appropriate.

Goal 3 — Establish and maintain strong, effective partnerships to foster program sustainability.

With the goal of increasing coordination with local partners, the SR2S program manager met with most local jurisdiction staff implementing SR2S-related programming during the fall and winter. The goal of the in-person meetings was to update local jurisdictions on the changes to the countywide program, increase cooperation between the countywide program and existing local programs, identify synergies and opportunities for coordination, and understand local programs in order to better leverage countywide and local SR2S resources.

Local staff is very supportive of the changes to the countywide program and enthusiastic about the data-driven decision-making approach. Attachment A includes a summary of the feedback received and the lessons learned from the meetings with local jurisdictions. Two key takeaways from the meetings are:

- Increased funding for infrastructure improvements near schools is essential to program success.
- School Safety Assessments need to be more robust and coordinated with city staff and stakeholders.

In the spring, staff will begin outreach to school districts with the goal of building relationships with all school districts in the county. These efforts will inform the formation of high-level, SR2S Technical Advisory Committees in Alameda County that will allow for agency partners to coordinate and guide program implementation in each area of the county tailored to local needs.

Goal 4 — Support improvements to the built environment near schools to improve access and increase safety.

Although Alameda CTC conducts the site assessments, implementation is the responsibility of the local jurisdictions and school districts. As such, Alameda CTC has made a concerted effort to solicit input from local jurisdiction partners on the site assessment process to maximize the effectiveness of the assessments and the likelihood of implementation. During the fall, staff began making improvements to the site assessment process based on local staff feedback.

Key improvements include involving local jurisdiction staff earlier in the school site selection process and increasing outreach to, and coordination with, school community stakeholders. The school site selection process has historically been an exclusively data-driven process that incorporates safety, health, and equity (geographic and social) data. This year, in addition to the data analysis, local jurisdiction input also played a significant role in selecting the final school sites. By incorporating local priorities into the process, there is a much higher likelihood of local buy-in to the assessments, and thereby higher likelihood of implementation.

To further support improvements to the built environment around schools, staff is developing a countywide SR2S mini-grant program to fund capital improvements identified via the school safety assessment process. Seed money for this program was approved as part of the Alameda CTC's 2018 Comprehensive Investment Program and is expected to be implemented in the coming school year.

Goal 5 — Encourage adoption of Safe Routes to Schools policies and curriculum by schools.

As noted earlier, this spring staff will begin outreach to the county's school districts in order to engage them in the countywide SR2S program. The goal of the outreach is to work toward implementing Safe Routes-supportive policies at the district level and eventually institutionalize SR2S programs at schools. The team will begin by conducting an assessment of existing formal or informal SR2S-supportive policies at the district and/or school level to identify best-practices in school policy adoption.

Goal 6 — Continuous program evaluation so that it is context sensitive and allows for program improvement.

The SR2S team has completed significant work on development of a robust and effective SR2S program evaluation approach. The team identified desired data and data gaps, and finalized a series of data-collection instruments for different program elements (e.g. surveys for activity participants and quizzes to gauge students' understanding of the material being taught). Data collection using these instruments began at the start of 2018.

Any program changes take time to implement and influence program outcomes. Due to the significant program changes undertaken during this school year, the team has shifted to a two-year evaluation cycle in order to collect sufficient data to reflect program changes, and produce meaningful recommendations. The team will still produce an annual report on the services delivered, but the first comprehensive program evaluation report will be presented to the Commission in Fall-Winter 2019. At that time, staff will make recommendations for program changes that would take effect in the 2020-21 school year. As such, staff is requesting a two-year time and budget extension to enable this evaluation approach.

Goal 7 — Engage parents as transportation “decision-makers.”

The team is in the process of completing a Communications Plan that will propose a comprehensive SR2S communication strategy that will optimize messaging for different

audiences and maximize the reach of the program's messaging. For the first time ever, the team will be working to engage parents as transportation "decision-makers" by conducting direct outreach to parents, seeking to reach them early and often. The first major push will take place at the beginning of the 2018-19 school year. The beginning of the school year is a key time to engage parents as they are receptive to the back-to-school-day communications sent home from schools.

New Program Elements

During the fall, staff began work to develop and launch two new and important program elements to further improve and better balance the countywide program.

Access Safe Routes Pilot

Access Safe Routes is a SR2S pilot program that was developed to ensure all schools in Alameda County have the opportunity to benefit from SR2S programming, regardless of the level of staffing and resources available at the school. The Access Safe Routes Pilot seeks to:

1. Encourage greater participation by under-resourced schools in the SR2S program in the near term.
2. Understand how to build sustainable programs at under-resourced schools in the long term.
3. Deepen our understanding of effective methods and strategies to engage with and get results in under-resourced schools.

The program's objectives are to maintain or increase the participation level of under-resourced schools currently enrolled in the program, develop context-sensitive plans to encourage and promote SR2S participation in under-resourced schools, and provide broader recommendations for how under-resourced schools can participate fully in the SR2S program.

The team launched the program in December and has been working to onboard 25 schools throughout the county. To date, sixteen schools have agreed to participate in the program. The team will be conducting an in-depth, comprehensive evaluation of the pilot to generate recommendations on the best strategies to reach under-resourced schools throughout the county in the future.

Rail Safety Education

Staff is working to develop and integrate a new Rail Safety Education element into the overall Safe Routes to Schools Program. As a first step, staff identified funding within the current Outreach and Education contract to begin development and implementation of a Rail Safety Education element in the spring. Staff conducted research on best practices and opted to utilize the Operation Lifesaver (OLI) education curriculum, which is a respected national industry standard. OLI is the only nationally- and state-recognized provider of rail safety education throughout the U.S. and is supported by the FHWA, FRA and Caltrans Division of Rail. The team will work during the spring to facilitate the delivery

of the OLI curriculum to the fifteen schools currently enrolled and actively participating in the SR2S program that are located along the Hayward–San Lorenzo rail corridor, which has been identified as a high priority corridor for safety by Alameda CTC's Rail Strategy Study².

Second, staff is working with the OLI California State Coordinator to develop a partnership to deliver much-needed rail safety education to all schools in Alameda County. Locally, OLI has a partnership with Caltrain to deliver education along the Peninsula and with the Sonoma County Safe Routes to School program. For the past few years, delivering programming to Alameda County schools has been a top-priority for OLI; however, the program has struggled to enter Alameda County schools. As such, a partnership with OLI is an excellent opportunity to meet both of our goals. Staff will be working in the coming weeks with the OLI state coordinator to develop a strategy and work plan to implement and fully-integrate rail safety education into Alameda CTC's SR2S program.

Third, in December 2017, staff identified a grant opportunity for funding through the Office of Traffic Safety (OTS) to fund the development and implementation of the Rail Safety Education program element. Staff completed an application and submitted it to OTS in January. Grant awards will be announced in May/June. If awarded, the grant funds will allow the SR2S program to fully develop and integrate the Rail Safety Education program element sooner and deliver education to the 54 schools located within a mile of the Hayward-San Lorenzo rail corridor, whether they are enrolled in SR2S or not, during the 2018-19 school year — effectively reaching over 33,000 students enrolled at these schools.

Lastly, staff has been working with local jurisdictions to prioritize and conduct schools safety assessments at schools located along the Hayward-San Lorenzo rail corridor. To date, the team has conducted a school safety assessment at Cesar Chavez Middle School in Hayward and is working to schedule additional assessments at other critical school sites.

Fiscal Impact: The action will encumber \$4,490,000 of Project grant funds (STP/CMAQ funds, and local Measure B matching funds), which is subject to approval in the FY2018-19 Budget and the FY2019-20 Budget.

Attachment

A. Summary of Findings from Local Jurisdiction SR2S Coordination Meetings

² See Alameda CTC's Rail Strategy Study (RSS)

https://www.alamedactc.org/files/managed/Document/22420/5.1_Grade_Crossing_Update.pdf



Alameda CTC Safe Routes to Schools Coordination Meetings with Local Partners *Summary Findings*

During the 2016-2017 school year, Alameda CTC staff conducted a survey of Alameda County Technical Advisory Committee (ACTAC) members regarding the countywide Safe Routes to Schools (SR2S) program. The survey helped Alameda CTC staff identify local staff working on Safe Routes-related efforts and gauged their impressions of and level of interaction with the countywide program. To build on those efforts, Alameda CTC staff met in person with most local jurisdiction staff during the first half of the 2017-2018 school year. The purpose of the meetings was to:

1. Update local partners on the changes to the countywide SR2S program.
2. Learn about local Safe Routes to Schools efforts.
3. Identify opportunities for cooperation and coordination.

The meetings held thus far are as follows:

Jurisdiction	Meeting Date
City of Albany	January 19, 2018
City of Alameda	December 14, 2017
City of Berkeley	November 7, 2017
City of Dublin	November 27, 2017
City of Emeryville	Scheduling underway
City of Fremont	October 20, 2017
City of Hayward	December 1, 2017
City of Livermore	November 30, 2017
City of Newark	November 30, 2017
City of Oakland	November 29, 2017
City of Piedmont	Scheduling underway
City of Pleasanton	November 17, 2017
City of San Leandro	Scheduling underway
City of Union City	January 17, 2018
County of Alameda (Unincorporated Areas)	August 8, 2017

Topics of discussion included local SR2S efforts, SR2S-related needs, past experience with and impressions of the countywide program, new program elements such as SR2S Advisory Committees and the mini-grant program, school safety assessments, existing local programming and funding, relationships with relevant partners, and capital improvements around schools. Local staff also had the opportunity to provide feedback to help improve the countywide program. The key themes that emerged from these discussions are:

- There is a need for funding by all jurisdictions to implement larger capital improvements (e.g., bulb outs) around schools.
- The school safety assessments need to be more robust by increasing data collection and integrating engineers' analyses into the recommendations.

Comments heard from the meetings are summarized below.

City of Albany
Existing local SR2S efforts: <ul style="list-style-type: none">• The city's soda tax helps fund some SR2S efforts.• The city has a sustainable program because staff worked to institutionalize the program in the schools' PTAs.• The Albany Unified School District has an adopted board policy that supports SR2S. Coordination with ACTC program: <ul style="list-style-type: none">• Interested in support for educational video production to address bad parent behavior during drop off/pick up.• Consider implementing a countywide crossing guard program. Site assessments/capital improvements: <ul style="list-style-type: none">• Consider providing technical assistance for outreach to build support for projects identified from safety assessments.• In lieu of a safety assessment provide a menu of technical assistance options.
City of Alameda
Existing local SR2S efforts: <ul style="list-style-type: none">• The city received a two-year ATP grant for expanded bike safety education.• The city provides Safe Routes maps to all of its schools. Coordination with ACTC program: <ul style="list-style-type: none">• Alameda staff is very active in the countywide program.• Staff attend the SR2S Task Force meetings• Staff leads encouragement efforts around International Walk and Roll to School Day and Bike to School Day. Site assessments/capital improvements: <ul style="list-style-type: none">• A traffic engineering analysis in the school safety assessments would make them more useful. SR2S program needs: <ul style="list-style-type: none">• Funding for safety improvements is needed.
City of Berkeley
Existing local SR2S efforts: <ul style="list-style-type: none">• The city coordinates closely with Berkeley Unified School District. Coordination with ACTC program: <ul style="list-style-type: none">• City staff did not favor quarterly/monthly SR2S Advisory Committee meetings, but suggested a countywide annual SR2S workshop for city staff.• City staff need a platform that brings together parents and staff to discuss issues and concerns at schools — modified Task Force meeting would be useful. Site assessments/capital improvements: <ul style="list-style-type: none">• Direct participation of traffic engineers is critical to the success of site assessments in addition to robust outreach to and participation of parents and other school community stakeholders. SR2S program needs:

- Dedicated funding for infrastructure improvements would be most helpful for local SR2S efforts.

City of Dublin

Existing local SR2S efforts:

- Dublin conducts annual on-the-ground review of road conditions before school starts to ensure signage and road markings are visible.
- Dublin provides SR2S maps to all of its schools.
- Staff leads and coordinates encouragement efforts.
- The city's relationship with Dublin Unified School District is very limited but staff coordinates closely with the police department.

Coordination with ACTC program:

- City staff needs support engaging with the school district.
- Technical assistance to identify funding and support Engineering efforts would be helpful.

Site assessments/capital improvements:

- There needs to be a more robust data collection effort at the site assessments.

City of Fremont

Existing local SR2S efforts:

- Fremont has a very cooperative relationship with FUSD at all levels, including quarterly Council-School Board meetings and ongoing communication and cooperation between City and FUSD staff.
- Fremont is conducting school safety assessments at all of its 40 public schools. The City partnered with Fremont Unified School District (FUSD) to conduct the assessments and the costs will be split evenly between the City and FUSD with each paying for 20 assessments.
- The City and FUSD also jointly implement, administer, and fund a crossing guard program.

Coordination with ACTC program:

- City of Fremont staff want to increase participation in countywide encouragement and education activities by Fremont schools and requested close coordination with the countywide program to accomplish this.

City of Hayward

Existing local SR2S efforts:

- Hayward's SR2S efforts are focused on engineering.
- City staff does not have a mechanism (e.g., coordination meetings) to engage with Hayward Unified School District.

Coordination with ACTC program:

- Hayward is currently updating its bicycle/pedestrian masterplan and wants previous SR2S site assessment work to help inform the plan.

Site assessments/capital improvements:

- School safety assessments need to include the participation of various stakeholders.

City of Livermore

Existing local SR2S efforts:

- Livermore engineering staff participates in school safety assessments provided by the countywide program and planning staff coordinates some encouragement activities.
- The Livermore Valley Joint Unified School District is not engaged in SR2S.
- The police department participates in encouragement activities.

Coordination with ACTC program:

- Staff prefers to focus on encouragement and education elements.

Site assessments/capital improvements:

- Parent expectations need to be very clear as to what can be expected after completing a site assessment.
- The city has implemented some safety improvements around schools but needs additional funding.

SR2S program needs:

- Identifying funding is critical to program success.

City of Newark

Existing local SR2S efforts:

- City staff resources are limited to participating in the school safety assessments provided by the countywide program.

Coordination with ACTC program:

- Consider setting up the mini-grant program similar to the TDA program so that a small city like Newark can accumulate funding over a few years and can implement meaningful improvements.

SR2S program needs:

- Funding is needed to implement safety improvements around schools.

City of Oakland

Existing local SR2S efforts:

- The Oakland City Council's Transportation Subcommittee has identified school safety assessments and engineering efforts as a top priority.
- Staff coordinates closely with Oakland Unified School District and has an advisory committee that includes the district and the police department.
- The focus of local SR2S efforts will be on conducting school safety assessments at all Oakland schools that have never received an assessment.

City of Pleasanton

Existing local SR2S efforts:

- Pleasanton implements a "City Rides to School" program, which is a SR2S-based program.
- The local program is focused on engineering and encouragement efforts.
- High-level city staff meets regularly with Pleasanton Unified School District staff.
- The city has a Traffic Safety Committee that includes participation of transportation staff, the police department, and the fire department.

Coordination with ACTC program:

- Expanding the scope of existing SR2S Task Forces would be preferable to creating new SR2S Advisory Committees.

- The countywide program should consider implementing a SR2S Technical Assistance element to help identify good projects that could be successful in receiving grant funding.
- The mini-grant program may be the only opportunity for the City to secure funding for capital improvements around schools because Pleasanton has not historically been competitive in grant programs such as the ATP.

Site assessments/capital improvements:

- Site assessments need to be more robust. Consider using camera equipment to observe conditions at schools for longer periods of time.

SR2S program needs:

- Funding for larger capital improvement projects would increase the success of the program.

City of Union City

Existing local SR2S efforts:

- The city's SR2S efforts are limited to engineering.
- The city has implemented some sidewalk improvements, striping, and signage.

Coordination with ACTC program:

- SR2S needs to address parents' bad driving behavior during drop off/pick up.

SR2S program needs:

- Funding to implement larger safety improvements is needed.

County of Alameda (Unincorporated Areas)

Existing local SR2S efforts:

- The Alameda County Public Works Agency (ACPWA) received a two-year ATP grant to conduct site assessments at all schools located in unincorporated Alameda County.
- The ATP funds also provide expanded pedestrian and bicycle safety education at these schools.

Coordination with ACTC program:

- ACPWA wants to coordinate closely with the countywide program to leverage resources and ensure no redundancy.

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Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 15, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Minyoung Kim, Project Manager

SUBJECT: East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001): Adoption of Initial Study/Mitigated Negative Declaration (IS/MND)

Recommendation

Adopt the recently completed East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001) California Environmental Quality Act (CEQA) environmental document, an Initial Study/Mitigated Negative Declaration (IS/MND).

Summary

In September 2014, Alameda CTC leveraged available local funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for the East Bay Greenway (Lake Merritt BART to South Hayward BART) Project. The environmental strategy involves securing State and Federal environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) respectively.

In preparation for required Commission Project action under the CEQA process, a general project overview was provided to the Commission in July and October 2017. The Draft IS/MND was released on October 23, 2017, and the public was provided a 30-day review period as required by CEQA and the CEQA Guidelines. The Final IS/MND includes minor revisions and modifications since the release of the draft document for public review, none of which resulted in a change in impact significance. Due to the size of the document (320 pages including exhibits), the Final IS/MND is not included as part of this staff report, but is available on the Alameda CTC website at <https://www.alamedactc.org/eastbaygreenway>.

Based on the available project information and the environmental analysis presented in the Final IS/MND, there is no substantial evidence that, after the incorporation of mitigation measures, the Project would have a significant impact on the environment. The Final IS/MND

has been posted on the Alameda CTC website at alamedactc.org/eastbaygreenway, and is available at Alameda CTC's offices for review by members of the public.

As the lead agency for CEQA, staff recommends that the Commission adopt the IS/MND pursuant to Section 15074 of the CEQA Guidelines. To ensure consistency with CEQA requirements, this matter was presented to the Programs and Projects Committee solely as an informational report without a request for a recommendation from the Committee.

Background

Alameda CTC is the project sponsor for the East Bay Greenway (Lake Merritt BART to South Hayward BART) Project. The Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16-miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The environmental clearance approach for the Project incorporates the phased implementation of the 16-mile corridor on a segment-by-segment basis to allow design, and eventual project construction, to proceed once constraints, such as right-of-way (ROW) availability, jurisdictional readiness, and funding are resolved. ROW availability has the most impact on the final Project features. The IS/MND addresses both concepts shown below.

- **Rail-to-Trail** concept assumes that the Oakland Subdivision would no longer have active rail service and the full 80-100 foot wide right-of-way is available for the Project. Under this concept, existing railroad bridge structures at creeks and major roadways could be retrofitted as trail crossings, surplus right-of-way not needed for the trail could be repurposed for other uses, and the trail cross section (e.g. width) could be designed in an unconstrained manner.
- **Rail-with-Trail** concept assumes that the Oakland Subdivision remains active and a trail is constructed in the corridor alongside the rail. The rail-with-trail concept would meet all California Public Utilities Commission (CPUC) requirements for setbacks and assumes that fencing to separate trail users from an active rail line would be provided. The rail-with-trail assumes the minimum possible encroachment into UPRR right-of-way possible while still constructing a continuous facility in the BART/UPRR corridor. This concept requires encroachment into UPRR right-of-way for approximately six miles.

The adoption of the IS/MND will meet an important milestone in the project's progress toward becoming a reality. However, approval of the MND does not necessarily constitute approval of a particular design and/or alignment; rather it is an analysis of the environmental impacts of the footprint that includes both concepts. The final greenway design and alignment will be based on many considerations including right-of-way availability, cost, schedule, engineering feasibility, quality of facility, and ability to

generate larger regional benefits. Note also that Caltrans will be asked to approve the corresponding Finding of No Significant Impact (FONSI) under NEPA in June.

IS/MND - Environmental Findings

The purpose of the IS/MND is to identify potentially significant impacts from the Project to the environment; to identify mitigation measures for the potential impacts; and to describe how the potential significant effects could be mitigated or avoided.

Since the initiation of the environmental phase in fall 2015, Alameda CTC has prepared over 10 different technical studies to determine the extent of the environmental impacts. The IS/MND provides a detailed analysis and discussion of the potential environmental impacts that may occur as a result of the Project. It describes the mitigation measures and briefly explains how the impacts are reduced to a less-than-significant level. Based on the available project information and the environmental analysis presented in the document, there is no substantial evidence that, after the incorporation of mitigation measures, the Project would have a significant effect on the environment.

The Draft IS/MND was released on October 23, 2017 for a 30-day public review period. The comment period closed on November 21, 2017. During the comment period, Alameda CTC received three letters (including one from Caltrans District 4 and one from the Bay Area Rapid Transit [BART]), as well as 27 written and on-line comments. None of the comments received resulted in substantive changes to the IS/MND findings or required major changes to the text.

The comments covered the following topics:

- General support of the project
- Costs and funding for the project
- Additional project benefits of the Rail-to-Trail option
- Requests for minor text changes and clarifications
- Safety and law enforcement
- Access to the trail from private properties

Alameda CTC reviewed all letters and comments and prepared a Final IS/MND. The Final IS/MND includes minor revisions and/or modifications since the release of the document for public review. None of the modifications noted result in "substantial revision" to the Draft IS/MND, requiring recirculation. Rather, the changes in the Final IS/MND provides clarifying information ("merely clarifies, amplifies, or makes insignificant modifications to the negative declaration") as specified in § 15073.5(c)(4) of the CEQA Guidelines. Further, these minor revisions and modifications to the Draft IS/MND do not substantially change the setting, impacts, or mitigation measures identified.

To ensure that environmental commitments and mitigation measures are properly implemented, Alameda CTC has prepared a Mitigation Monitoring and Reporting Program

(MMRP). Subject to approval by the Commission, the final MMRP will be enforced during construction of the Project. The MMRP is included in Appendix C of the Final IS/MND.

Community Outreach

As noted above, the Draft IS/MND was made available to the public for a 30-day review period pursuant to CEQA.

Alameda CTC used several methods to solicit comments on the document including posting of notices on the Alameda CTC website and social media; posting flyers at local libraries; sending E-newsletters or E-blasts to stakeholder groups (elected officials, stakeholder agencies, and interest groups and individuals); and advertising in local newspapers for circulation in nearby communities.

Alameda CTC conducted four Project Information Meetings regarding the Project, in the cities of Hayward, Oakland, and San Leandro as follows:

- San Leandro: San Leandro Community Center on Tuesday, Nov. 7, 2017
- Alameda County/Hayward: Eden United Church of Christ on Thursday, Nov. 8, 2017
- Oakland: San Antonio-Fruitvale Senior Center on Wednesday, Nov. 15, 2017
- Hayward: Hayward City Hall on Thursday, Nov. 16, 2017

Participants had the opportunity to review displays, watch a brief presentation, interact with project team members, and submit written comments. The majority of the oral comments made by participants at the meetings or provided on the comment cards were in support of the Project, rather than comments related to the IS/MND.

Project Cost

The Project construction cost is estimated to be approximately \$160 million for Rail-to-Trail and \$161 million for Rail-with-Trail option for the length of the corridor. The ROW capital cost will be subject to ongoing discussions with Union Pacific Railroad and is yet to be finalized.

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

Attachments:

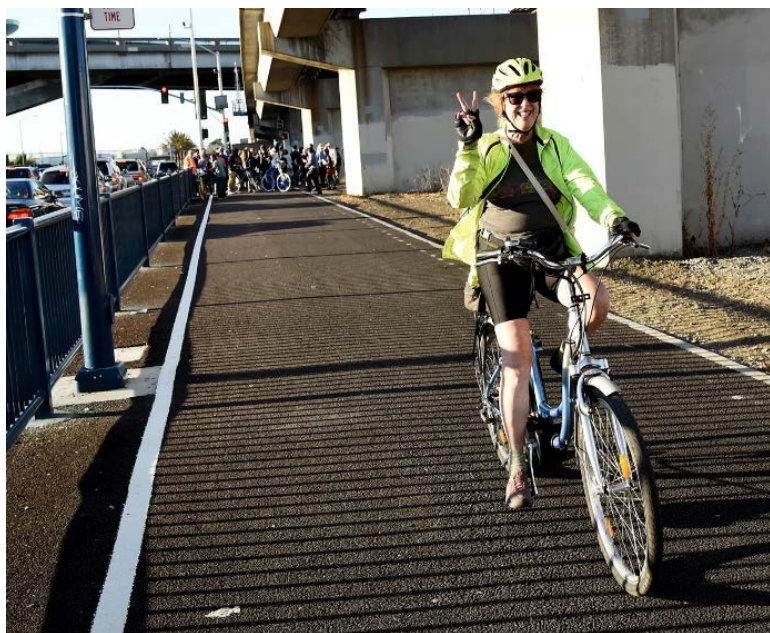
- A. East Bay Greenway (Lake Merritt BART to South Hayward BART) Fact Sheet
- B. East Bay Greenway (Lake Merritt BART to South Hayward BART) Project Corridor map
- C. The Final IS/MND is not included as part of this staff report, but is available on the Alameda CTC website at <https://www.alamedactc.org/eastbaygreenway>

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- In September 2014, Alameda CTC leveraged available local Measure B and BB funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for the Project.
- Alameda CTC is the lead agency for California Environmental Quality Act (CEQA) and Caltrans is the lead agency for National Environmental Policy Act (NEPA).
- The project seeks to obtain a CEQA Initial Study/Mitigated Negative Declaration (IS/MND) and a NEPA Categorical Exclusion (CE) determination, before the ATP grant expires on June 30, 2018.



Initial East Bay Greenway segment from Coliseum BART to 85th Avenue (funded by Measure WW, TIGER and BAAQMD).

PROJECT DOCUMENTS

For more information on the project, please visit:

www.alamedactc.org/eastbaygreenway

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, BART, East Bay Regional Park District and the California Department of Transportation – lead agency for NEPA clearance

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$	6,501
Final Design	\$	22,000
Right-of-Way	\$	TBD*
Construction	\$	161,000

* The cost for right-of-way could range from \$14 million to \$228 million and is subject to future discussions with UPRR.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$	3,500
Measure B	\$	345
Federal	\$	2,656
State	\$	TBD
Regional	\$	TBD

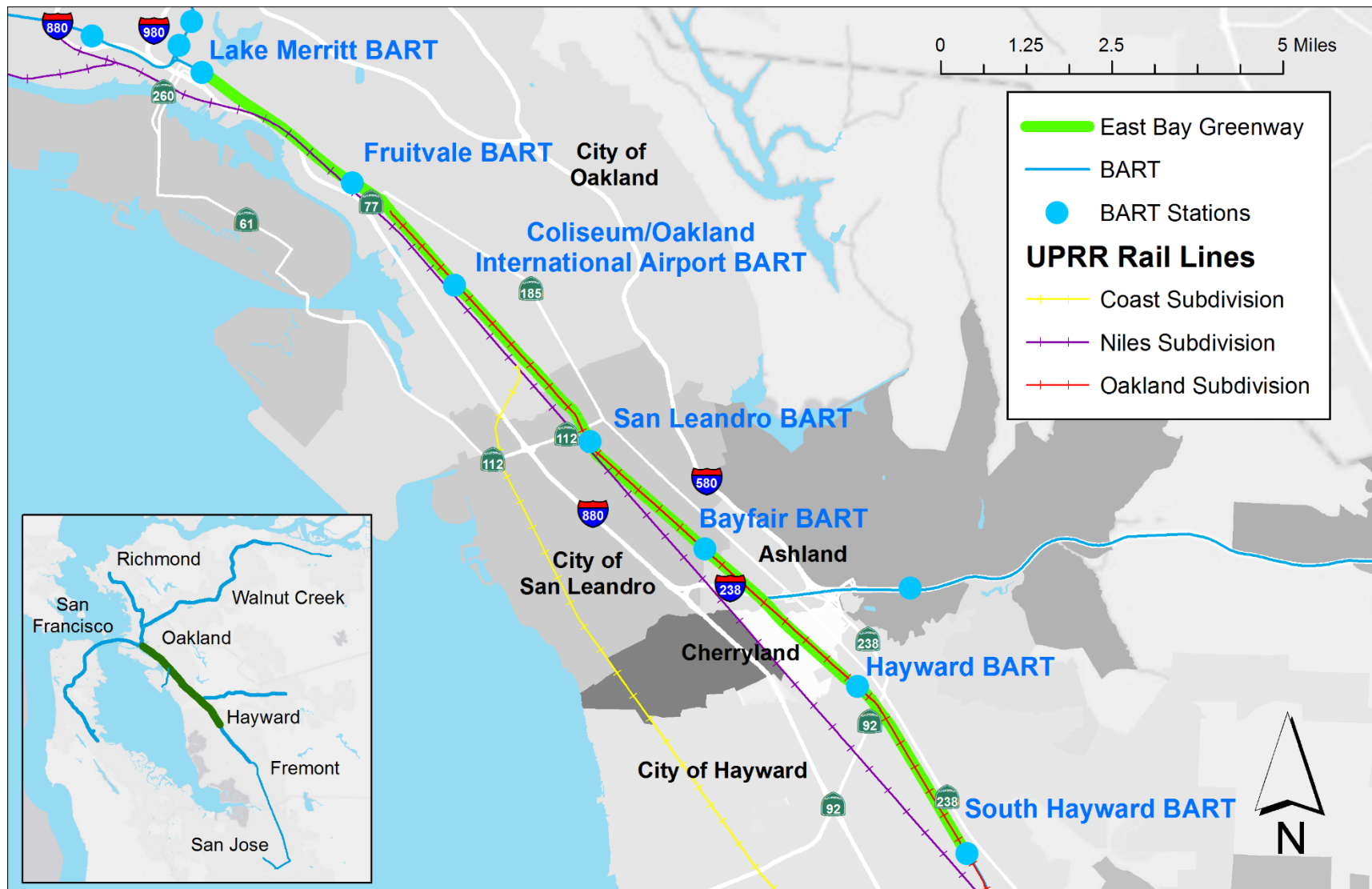
SCHEDULE BY PHASE

	Begin	End
Environmental	October 2015	Summer 2018
Final Design (PS&E)	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD



Project corridor in San Leandro south shared by UPRR – an active freight rail line.

Attachment B: East Bay Greenway (Lake Merritt BART to South Hayward BART) Project Corridor Map



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Memorandum

9.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 15, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: I-880 to Mission Boulevard East-West Connector Project (PN 1177000)

Recommendation

It is requested that the Commission consider three options, Options A through C, to fund and deliver the I-880 to Mission Boulevard (Route 238) East West Connector (EWC) Project in Union City and Fremont, and approve Option C - Deferred-Build as recommended unanimously by the Programs and Projects Committee (PPC) at its meeting earlier this month.

Option C – Deferred-Build would allow for the EWC Project to move forward and defer the full funding decision until the project's construction bid document is complete and meets the requirements for advertisement, construction readiness, and the project delivery plan, all as established and approved by the Commission. In addition, this option would include the transfer of the project sponsorship and assignment of all contracts and agreements associated with the development of the project to the City of Union City. Full details of Option C are provided in Attachment F.

There is no programming or allocation action requested at this time.

A key concern voiced during public comment at the March 12, 2018 PPC meeting centered on whether certain Measure BB funding categories and amounts proposed in the Local Funding Concept for Option A – Build Option (Attachment D) could be used to fund the EWC Project. A Supplemental Local Funding Analysis is provided as Attachment G.

The three project funding and delivery options considered by the PPC are as follows:

Option A - Build: Approve a full funding plan concept for the EWC Project with Measure BB funds from various funding categories included in the 2014 Transportation Expenditure Plan (2014 TEP), which would require discretionary action by the Commission and be subject to conditions and further actions as detailed in this memorandum and in Attachment D.

Option B - No-Build: Make the decision to not move forward with the project and reprogram the remaining 1986 Measure B funds according to the apportionment proposed in Attachment E.

Option C - Deferred-Build: Approve that the project move forward and defer the full funding decision until the project's construction bid document is complete and meets the requirements for advertisement, construction readiness, and the project delivery plan, all as established and approved by the Commission, subject to conditions detailed in Attachment F.

Summary

The EWC Project is the last major capital project commitment remaining to be delivered in the 1986 Measure B Transportation Expenditure Plan (1986 TEP). The EWC Project proposes to construct about 3.2 miles of improved east-west local arterial roadway on existing and new alignments connecting I-880 and Route 238 (Mission Boulevard).

The project includes a combination of three major grade-separated railway structures, new 4-lane roadways and bridges, improvements to existing roadways, and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard). This roadway, with transit and multimodal links, would also provide direct access to the Union City Intermodal (Bay Area Rapid Transit (BART)) transit oriented development district (see Attachment A for project details).

The EWC Project evolved from the original Route 84 Historic Parkway Project (Historic Parkway) - a Caltrans sponsored project approved in the 1986 TEP. Over a 13 year span between 1989 and 2002, Caltrans worked with local jurisdictions and communities to environmentally clear the Historic Parkway. Due to the continuing lack of local consensus for any of the six options studied as part of the Historic Parkway, Caltrans was unable to obtain federal environmental clearance and ultimately withdrew its sponsorship and suspended the project indefinitely.

In 2003, in an effort to save the Historic Parkway and meet the 1986 TEP commitment, the Alameda County Transportation Authority ("ACTA" - predecessor

agency to the Alameda County Transportation Commission (Alameda CTC)) initiated additional studies and evaluated additional alternatives in close coordination with the Cities of Union City and Fremont and Caltrans to establish consensus on an alternative project to function as an east-west connection between I-880 and Route 238 to replace the Historic Parkway. A total of sixteen alternatives were explored, and in May 2006, the agencies ultimately agreed to support the development, funding, and delivery of the EWC alternative and reflected their intent through a Memorandum of Understanding (MOU). The MOU outlined the general commitment of funding and general roles and responsibilities of each agency for the development and delivery of the EWC Project. As a result, ACTA became the sponsor and implementing agency for the project and initiated the 1986 TEP amendment process to replace the Historic Parkway with the EWC Project. Approved in June 2006, the 1986 TEP Amendment No. 2 added the EWC Project and named ACTA, Union City, and Fremont as project sponsors. The Alameda CTC, assuming responsibility of ACTA, has been the project's implementing agency in cooperation and partnership with the Cities of Union City and Fremont. The Cities agreed to work cooperatively to fund and deliver the project. The fully executed MOU is provided as Attachment B.

The EWC Project is considered to have officially started in 1989 when Caltrans initiated the environmental clearance process for the Historic Parkway; however, the beginnings of the EWC Project can be traced back even further to 1958 when Caltrans first identified the need for the Historic Parkway and through the 1960's and 70's when the right-of-way was acquired and preserved for the Historic Parkway. Thus, the EWC Project could be said to be the result of an evolutionary and consensus building process spanning almost 60 years. Over this period, the project has encountered many hurdles and controversies including a major litigation resulting in an unfavorable ruling, protracted opposition from impacted neighborhoods, on-going lack of local consensus, two different environmental clearance processes, changes in design standards and permitting requirements, and lack of funding. These factors have caused substantial project delays and increased costs. In addition, at the technical level, the project contains many challenging engineering features including: protecting the drinking groundwater supply, creeks, and wetlands from contamination, buried contaminated soils resulting from local land use development, and construction staging to maintain freight railroad and BART operations. It should also be noted that this project will construct the first ever BART shoofly. All of these challenges add to project risks and additional project costs.

Despite these many major hurdles, the project has met many significant and critical milestones, including environmental clearance. The new California Environmental Quality Act (CEQA) environmental process was lengthy and addressed many controversial issues including water quality, hazardous materials, traffic, noise, right-

of-way, and wetland and habitat impacts. Project support and consensus was obtained in 2009 with the adoption of the CEQA Final Environmental Impact Report (EIR); however, due to insufficient construction funding, the project was suspended in 2011. With the passage of the 2014 Measure BB, the project was restarted in 2015. During the four-year suspension, many design standards had changed that required the plans to be revised and the costs and project deliverability to be re-evaluated. In March 2017, a comprehensive assessment was completed and the project cost updated. Currently the project's plans, specifications, and estimates (PS&E) is approximately 65% complete. The associated project cost estimate is \$320 million, and the funding shortfall is \$210 million. A project timeline and cost history is provided in Attachment C.

Over the past year, Alameda CTC staff has validated project estimates and risks and engaged the Cities of Union City and Fremont to discuss potential options to build the project and also the consideration of a "No-Build" option. The 2006 MOU provides guidance on the distribution of remaining funds in the event the project does not continue into construction.

The greatest hurdle to build the EWC Project has been funding. Given the significant shortfall, Alameda CTC facilitated the convening of elected officials representing the Cities of Fremont, Newark, and Union City and the South County Area to assist with the funding discussion. From this forum, the Dumbarton Corridor Area Transportation Improvement funds (MBB TEP-21) was identified as one of many potential funding sources for the EWC Project. Action by the Alameda CTC Commission in October 2017 supported the recommendations of the Tri-City and South County elected officials to approve up to \$40 million for projects in the City of Union City that meet the approved Programming principles of MBB TEP-21. The EWC Project meets the programming principles of MBB TEP-21.

The EWC Project currently has an environmental document compliant with CEQA. Unless the project can secure an environmental document compliant with the National Environmental Protection Act (NEPA), the project will not be eligible to receive any federal funding.

The City of Union City has expressed a strong desire to pursue a "Build" option for the project and the City of Fremont has expressed their commitment to work with the City of Union City to move the project forward. The current estimated total project cost is about \$320 million. The project has about \$110 million of committed funding, leaving a funding gap of about \$210 million.

In light of the EWC Project's long history and complexities, the Commission is requested to consider at least three project delivery and funding options. Additionally, depending on which option is chosen by the Commission, additional

programming, allocation, and/or other administrative processes may need to be developed and brought back for future action by the Commission.

The three project delivery and full funding options are as follows:

Option A - Build: Fully fund the project with Measure BB funds from various funding categories included in the 2014 TEP which would require discretionary action by the Commission, as detailed further in this memorandum and in Attachment D. This option would require that the Commission approve the conditions the project must meet to be fully funded. Under this Build Option, the Commission also would be required to approve a full funding plan concept and all necessary subsequent actions, including any necessary amendment to the 2014 TEP, to ensure the funds will be in place to construct the project when it is ready. In addition, Alameda CTC and the Cities of Union City and Fremont would work cooperatively to pursue external funding sources and deliver the project.

Option B - No-Build: Not move forward with the project and reprogram the remaining 1986 Measure B funds according to the apportionment proposed in Attachment E.

Option C - Deferred-Build: Allow the project to move forward and defer the full funding decision until the project's construction bid document is complete and meets the requirements for advertisement, construction readiness, and the project delivery plan all as established and approved by the Commission, subject to conditions detailed in Attachment F. There currently is adequate funding available to allow for the project to proceed to this milestone.

For all options, it is recommended that the Commission approve the transfer of the project sponsorship to the City of Union City and authorize the assignment of all contracts and agreements associated with the development of the project to the City of Union City.

Staff is not requesting any programming or allocation action at this time.

Background

Alameda CTC is responsible for the programming and allocation of funds from each of the three voter approved sales tax measures from 1986, 2000, and 2014. The passage of these transportation measures have facilitated the delivery of significant projects and programs throughout Alameda County by providing funding to

expedite projects and to leverage external funding. The EWC Project is the only project remaining to be delivered from the 1986 TEP.

The EWC Project, located in the cities of Union City and Fremont, proposes to construct about 3.2 miles of improved east-west local arterial roadway on existing and new alignments connecting I-880 and Route 238 (Mission Boulevard).

The EWC Project includes three major grade-separated railway structures, a combination of new roadways, new 4-lane roadways and bridges, improvements to existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard). This roadway with transit and multimodal links will:

- Improve local connectivity from Mission Boulevard (SR-238) to the Dumbarton Bridge (SR-84),
- Provide direct access to planned transit oriented development and regional transit at the Union City Intermodal BART transit oriented development district,
- Allow for expanded bus access to the Union City Intermodal Station,
- Create three grade-separated railway structures under BART and UPRR tracks, and
- Construct new Class I multi-use path, new Class II bike lanes, and implement Complete Streets features.

Currently the project's PS&E is approximately 65% complete. The associated project cost estimate is \$320 million and the funding shortfall is \$210 million. See Attachment A for project details.

The beginnings of the EWC Project can be traced back to 1958 when Caltrans first identified the need for the Historic Parkway. Right-of-way was acquired and/or zoned for the Historic Parkway during the 1960's and 70's and the approval of the Expenditure Plan in 1986 made funding available to develop the project. Upon initiation of the environmental process in 1989, the project faced immediate opposition. In 1991, litigation against the project was filed by the Citizens for Responsible Neighborhoods. The litigation was eventually settled in 1994 but at a significant cost to the project due to delays and added scope. Six alternatives were ultimately analyzed as part of the environmental studies and the Historic Parkway was identified as the preferred alternative. A Final Environmental Impact Report/Study (EIR/S) was completed and approved by Caltrans in 2002; however, due to the continuing lack of local consensus and continuing local opposition for any of the alternatives studied, the Federal Highway Administration would not certify the EIR/S. Subsequently, Caltrans withdrew its sponsorship of the Historic Parkway until consensus could be reached.

In 2003, in an effort to meet the 1986 TEP commitment to the Historic Parkway, ACTA (one of the predecessor agencies to the Alameda CTC) initiated additional studies and evaluated additional alternatives in close coordination with the Cities of Union City and Fremont and Caltrans to establish consensus on an alternative project to function as an east-west connection between I-880 and Route 238 to replace the Historic Parkway. A total of sixteen alternatives were explored and a conceptual cost of \$136 million established. In May 2006, the parties ultimately agreed to enter into an MOU to outline the general commitment of funding and general roles and responsibilities of each agency to support the development and delivery of the EWC Project option. As a result, several key actions occurred to move the EWC Project forward:

- May 2006, ACTA voted to approve and include the EWC Project as one of the alternative set of improvements to replace the Historic Parkway.
- October 2006, ACTA adopted Amendment No. 2 to the 1986 TEP which resulted in the inclusion of the EWC Project as a 1986 TEP capital project and listed ACTA, Union City, and Fremont as the project sponsors.
- January 2007, ACTA, the Cities of Union city and Fremont, and Caltrans finalized the terms of the MOU. ACTA became the implementing agency for the project and the Cities agreed to work cooperatively to fund and deliver the project.

The Alameda CTC, after assuming the responsibility of ACTA, has been the project's implementing agency in cooperation and partnership with the Cities of Union City and Fremont. The fully executed MOU is provided as Attachment B.

Upon execution of the MOU, Alameda CTC proceeded, as the implementing agency, to initiate the environmental process for the EWC Project. The new CEQA environmental process was lengthy and addressed many controversial issues including, water quality, hazardous materials, traffic, noise, right-of-way and wetland and habitat impacts. As part of the environmental process, the project estimate was refined and updated. The 2008 project cost estimate was \$192 million. Project support and consensus was achieved in 2009 with the adoption of the CEQA Final EIR and design efforts began. An update to the cost estimate was performed in 2011 yielding a project cost estimate of \$211 million. Due to insufficient construction funding, design efforts were halted later that year. With the successful passage of Measure BB in November 2014, work on the EWC Project was re-initiated in 2015. During the four year project suspension, many design standard requirements had changed. Most significant to the project included the BART track shoofly which had to be redesigned to accommodate higher design speeds. Critical path work activities, including right-of-way acquisition and mitigation of environmental impacts, were also initiated to more adequately assess the cost and to avoid further costly schedule delays. A comprehensive review of project cost, risks, and schedule completed in March 2017 resulted in an updated project cost estimate of \$320

million. The cost estimate factors in risks in the areas of utilities, right-of-way, and material cost increases as well as challenging engineering complexities such as protecting the drinking groundwater supply, creeks, and wetlands from contamination, buried contaminated soils resulting from local land use development, and construction staging to maintain freight railroad operations and BART operations. A project timeline and cost history is provided in Attachment C.

Over the past year, Alameda CTC staff has validated the project estimates and risks and engaged the Cities of Union City and Fremont to discuss potential options to build the project and also the consideration of a "No-Build" option. If the project cannot be moved into construction, the provisions of the MOU document would govern. Although the current cost estimate has been validated, there are risks that cannot be fully estimated. The quantity and level of contaminated soil, costs for right-of-way acquisitions, and utility relocations are project risk areas that may increase beyond what is currently anticipated and reflected in the project estimate. It should also be noted that this project will construct the first ever BART shoofly and there is no pre-existing technical information which can be relied upon to fully understand all associated risks.

Beyond the project complexities and engineering challenges, the single greatest hurdle facing the construction of the EWC Project is funding. Given the significant capital shortfall and other capital needs for projects in the Cities of Fremont and Newark, Alameda CTC facilitated discussions in May 2017 to convene elected officials representing the Cities of Fremont, Newark, and Union City and the South County Area to assist with the funding discussion. The forum was held in September 2017, and the Dumbarton Corridor Area Transportation Improvement funds (MBB TEP-21) were identified as one of many potential funding sources for the EWC Project. Action by the Alameda CTC Commission in October 2017 supported the recommendations of the Tri-City and South County elected officials to approve up to \$40 million for projects in the City of Union City that meet the approved Programming principles of MBB TEP-21. The EWC Project meets the programming principles of MBB TEP-21.

Currently the EWC Project has an environmental document compliant with CEQA. Unless and until the project can secure an environmental document compliant with NEPA, the project will not be eligible to receive any federal funding.

The City of Union City has expressed a strong desire to pursue an option that would move the EWC Project forward to construction, and the City of Fremont has expressed their commitment to work with the City of Union City to support the delivery of the EWC Project and to ensure the portions of the EWC Project that go through the City of Fremont can move forward into construction. The current estimated total project cost is about \$320 million. The project has about \$110 million

of secured funding, of which \$89 million is from 1986 Measure B, leaving a funding gap of about \$210 million.

In light of the project's history and complexities, the Commission is asked to consider at least three project delivery and funding options. Additionally, depending on which option is chosen by the Commission, additional programming, allocation, and/or other administrative processes may need to be developed and brought back for future action by the Commission.

The three project delivery and full funding options are as follows:

Option A - Build: Fully fund the project with Measure BB funds from various funding categories included in the 2014 TEP which would require discretionary action by the Commission. This option would require that the Commission approve the conditions that the project must meet to be fully funded. Under this Build Option, the Commission also would be required to approve a full funding plan concept and all necessary subsequent actions, including any necessary amendment to the 2014 TEP, to ensure the funds will be in place to construct the project when it is ready. In addition, Alameda CTC and the Cities of Union City and Fremont would work cooperatively to seek external funding sources and deliver the project. Details and stipulations are further detailed in Attachment D.

Option B - No-Build: Not move forward with the project and reprogram the remaining 1986 Measure B funds according to the apportionment proposed in Attachment E.

Option C - Deferred-Build: Allow the project to move forward and defer the full funding decision until the project's construction bid document is complete, ready for advertisement, and meets the requirements for construction readiness in accordance with the project delivery plan as established and approved by the Commission. Previously allocated funds are sufficient to allow the project to proceed to this milestone. Details are provided in Attachment F.

For all options, it is recommended that the Commission approve the transfer of the project sponsorship to the City of Union City and authorize the assignment of all contracts and agreements associated with the development of the project to the City of Union City. The change in sponsorship would be reflected in the FY 2018 Comprehensive Investment Plan Update.

Staff is not requesting any programming or allocation action at this time.

Fiscal Impact: There is no fiscal impact to the Alameda CTC budget.

Attachments

- A. I-880 to Mission Blvd. East-West Connector Fact Sheet
- B. Memorandum of Understanding
- C. Project Timeline and Cost History
- D. Build Option
- E. No-Build Option
- F. Deferred-Build Option
- G. Supplemental Local Funding Analysis



Interstate 880 to Mission Blvd East-West Connector

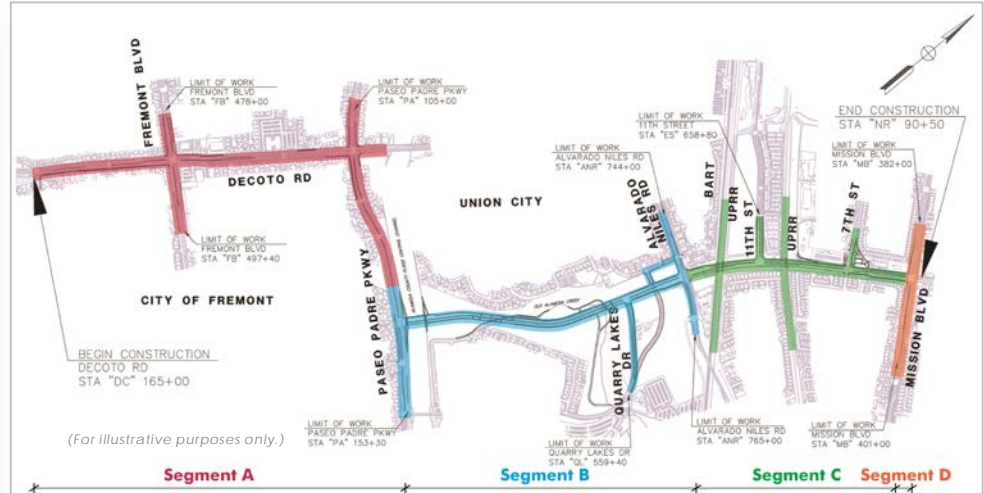
9.2A

JANUARY 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is leading the project implementation efforts in cooperation with the cities of Fremont and Union City on this 2.6-mile roadway realignment project. Work includes the construction of an improved east-west connection between Interstate 880 (I-880) and State Route 238 (SR-238), also known as Mission Boulevard, new roadways, widening two existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and SR-238 (Mission Boulevard).

In addition to improving existing roadways, this critical roadway with transit and multimodal links will also provide direct access to the Union City Intermodal Bay Area Rapid Transit (BART) transit oriented development district.



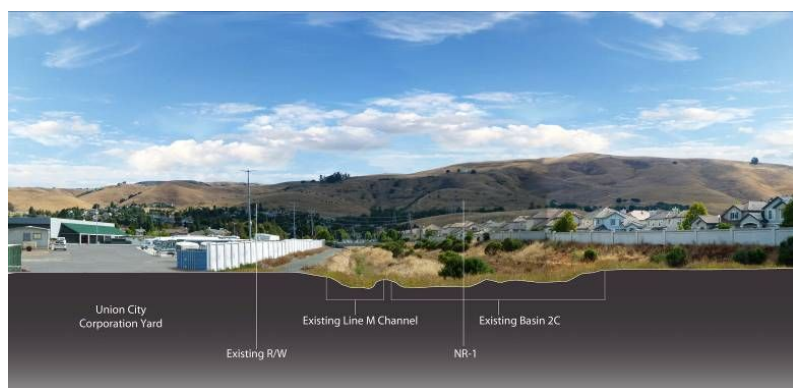
Note: The project is designed to be constructed as four independent construction bid packages as represented by Segments A through D.

PROJECT NEED

- Provides connection from SR-84/I-880 to Mission Boulevard.

PROJECT BENEFITS

- Improves connectivity from Mission Boulevard (SR-238) to the Dumbarton Bridge (SR-84)
- Provides access to planned transit oriented development and regional transit at the Union City Intermodal
- Expands bus access to Union City Intermodal Station
- Creates a grade separate roadway under BART and UPRR tracks
- Constructs new Class I multi-use path and Class II bike lanes
- Implements Complete Streets features



Project site rendering, WRECO.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Design

- Final Environmental Impact Report (EIR) was approved in 2009.
- Due to insufficient construction funding, design efforts were halted in late 2011.
- In November 2014 with the passage of Measure BB, critical path work activities began, including right-of-way acquisition, Union Pacific Railroad (UPRR) and BART grade separated designs, and mitigation of environmental impacts.
- Alameda CTC, in partnership with the city of Union City, is working on a funding strategy to address the significant project shortfall.

PROJECT DOCUMENTS

Project web page:

http://www.alamedactc.org/app_pages/view/7146

Final Environmental Impact Report (EIR) was approved in 2009

http://www.alamedactc.org/app_pages/view/7146

Final EIR/EA with finding of no significant impact (FONSI):

http://www.dot.ca.gov/d4/documents-environmental/680nbhovlane/680final/Report-I-680_NB_Express_Lane_FED_July2015.pdf

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC and the cities of Fremont and Union City

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ X 1,000)

Scoping	\$	0
PE/Environmental	\$	5,358
Final Design (PS&E)	\$	16,891
Right-of-Way/Utility	\$	95,164
Construction	\$	202,447
Total Expenditures	\$	319,860

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$	0
Measure B	\$	88,771
Local ¹	\$	14,300
Local ²	\$	6,708
TBD	\$	210,081
Total Revenues	\$	319,860

¹Congestion Management Agency Transportation Improvement Program (CMA-TIP) funds

²City of Union City funds

SCHEDULE BY PHASE

	Begin	End
Scoping/Environmental	Spring 2007	Summer 2009
Final Design (PS&E)	Fall 2015	Spring 2019
Right-of-Way/Utility	Fall 2015	Spring 2019
Construction ³	Spring 2019	Fall 2022

³Assumes full funding decision spring 2018.

MEMORANDUM OF UNDERSTANDING
FOR THE
FUNDING AND DELIVERY
OF THE
I-880/ROUTE 262 (MISSION BOULEVARD)/WARREN AVENUE/BART
ACCOMMODATION PROJECT IN FREMONT
AND
LOCAL ROADWAY IMPROVEMENT (OPTION 2) PROJECT IN FREMONT AND
UNION CITY
BY AND BETWEEN
THE ALAMEDA COUNTY TRANSPORTATION AUTHORITY, THE CALIFORNIA
DEPARTMENT OF TRANSPORTATION, AND THE CITIES OF UNION CITY AND
FREMONT

This Memorandum of Understanding (MOU) between the Alameda County Transportation Authority (ACTA), California Department of Transportation (Caltrans), the City of Union City (Union City), and the City of Fremont (Fremont), dated effective for convenience on May 25, 2006, outlines the general commitment of funding and general roles and responsibilities of each agency for the development and delivery of the I-880/Route 262 (Mission Boulevard) Interchange Phase 1B/Warren Avenue/BART Accommodation Project ("Mission/I-880 Completion Project") and the Local Roadway Improvement Project ("Option 2") in Fremont and Union City. The Mission/I-880 Completion Project and Option 2 are both defined in Exhibit A, attached to and made an express part of this MOU.

This MOU constitutes solely a guide to the respective intentions and policies of the parties involved and is not an enforceable contract. Funding commitments to provide for the deposit of funds for specific work phases or project effort committing machine or personnel time will be covered by one or more separate cooperative agreements as may be necessary. Therefore, contingent on full support and consensus for the development and eventual construction of Option 2 by the Cities of Union City and Fremont, it is understood that:

CALTRANS

1. Caltrans is committed to work closely with ACTA and the Cities of Union City and Fremont using that flexibility provided by the approved AB 1462 to redirect funds from the sale of State-owned lands purchased for the Historic Parkway Project to instead fund State Highway improvements, in Alameda County as specified in AB 1462.
2. Caltrans will support directing up to \$42.35 million, derived from sale of State-owned lands in the Historic Parkway Corridor to fund the currently estimated \$42.35 million Mission/I-880 Completion Project funding needs.

3. Caltrans will support using other AB 1462 funding to rehabilitate and improve existing State Route 84 between I-880 and State Route 238 (Mission Boulevard) before relinquishing it to the City of Fremont, pursuant to section 73 of the Streets and Highways Code. The cost to relinquish will be established through the development of a Project Scope Summary Report (PSSR) to be prepared by Caltrans coordinated with the City of Fremont.

4. Caltrans will work with ACTA and the Cities of Fremont and Union City to utilize AB 1462 funding for State Route 238 (Mission Boulevard) in the vicinity of the Historic Parkway project so that Option 2 can be constructed utilizing previously committed local funds (Measure B funds and local matching funds).

5. Caltrans will work with ACTA, the Cities of Fremont and Union City, as well as other local and regional partners to develop a priority list of other State highway projects in Alameda County (as specified in AB 1462), in order to fully utilize any then remaining AB 1462 funds.

6. Caltrans will recommend that the California Transportation Commission (CTC) program State funding derived from the sale of State-owned land in the Historic Parkway Corridor for the Mission/I-880 Completion Project as part of the development of the list of priority projects on State Highways in accordance with AB 1462.

7. Caltrans agrees to relinquish existing Route 84 between I-880 and Route 238 (Mission Boulevard) to Fremont once funding becomes available and Caltrans completes its obligations to improve or rehabilitate that facility or relinquishes it to Fremont with CTC funding allocated to allow Fremont to perform that work of improvement or add betterments as authorized by the CTC.

8. Caltrans will work with the appropriate regional transportation planning agencies to expeditiously amend the regional traffic model to remove planned State Route 84 in the Historic Parkway Corridor between I-880 and State Route 238 (Mission Boulevard) and include Option 2 as the replacement project.

9. Caltrans will work with the Cities of Fremont and Union City to amend their respective General Plans to ensure that Caltrans' excess lands are appropriately zoned prior to sale.

10. Caltrans will not declare the State-owned lands located in Fremont and Union City as excess until such time the final environmental document ("EIR") for Option 2 is certified by the lead agency and Fremont and Union City have agreed to allow Option 2 to proceed to construction.

11. Caltrans will withdraw as the project sponsor for the State Route 84 project that is identified in the 1986 Measure B Expenditure Plan as soon as the amendment to that Expenditure Plan (modifying the Rt. 84 Project as described in this Agreement) has been approved.

12. Caltrans will thereafter proceed with the sale of the State-owned lands purchased for the Historic Parkway Project within the Historic Corridor and will return all proceeds to the State Highway Account if local consensus cannot be reached and Option 2 is not constructed by the date required by AB 1462.

ACTA

13. ACTA will program \$70 million of Measure B sales tax revenue, plus any interest earned on this amount (estimated to be \$3 million for a \$73 million total) and the proceeds from the sale of the property ACTA owns in the Route 84 historic alignment (estimated to be worth approximately \$15 million) for the delivery of Option 2. Neither Fremont nor Union City will be responsible for any Option 2 costs above the (approximate) \$88 Million to be committed by ACTA from these specific sources only.

14. ACTA will be the project sponsor of Option 2 and will take the lead in the project development, environmental review process and implementation process while adhering to all state and federal regulations for environmental review, but will utilize the appropriate city design standards for project development and construction for portions of the project roadway outside of the State Highway right of way. ACTA's Board will review and certify the final environmental document. Staff members from Caltrans, the Cities of Fremont and Union City, as well as others, will be a part of a technical advisory team to help define the scope and review the administrative draft of the EIR and guide project development. In addition, a policy committee comprised of a Caltrans representative and elected officials from Fremont, Union City and ACTA will also be formed to oversee project development.

- (a) The EIR will address, among other things, the following issues:
 - (i) How neighborhood traffic will access the new road.
 - (ii) How the new alignment adjacent to the creek will avoid significant impacts on the creek and mitigate those impacts it cannot avoid.
 - (iii) Documenting traffic mitigation benefits of the new alignment.
 - (iv) Using the most updated travel model for the traffic analysis.
 - (v) The relative sound levels on all adjacent residential neighborhoods.
 - (vi) Constructing sound walls as warranted by sound studies, along adjacent residential streets, including Decoto Road, Paseo Padre Parkway, and within the segment behind Mission Lakes and the following Union City streets of Mahogany Ln, Cascades Cir., Sandburg Dr., Chesapeake Ct., Sandburg Ct., Platinum St., Monterra Ter., Osprey Dr., Astor St., Clover St., Begonia St., Daffodil Way, Daisy St., and Oak Tree Ct.
 - (vii) Evaluating the affect of noise and traffic on existing homes fronting on Paseo Padre Parkway and others on Decoto Road, in the Mission Lakes Subdivision, and on the following Union City streets of Mahogany Ln, Cascades Cir., Sandburg Dr., Chesapeake Ct., Sandburg Ct., Platinum St., Monterra Ter., Osprey Dr., Astor St., Clover St., Begonia St., Daffodil Way, Daisy St., and Oak Tree Ct., potential mitigation, and appropriate remedies, including possible acquisition of these homes.

- (viii) Providing funding for double-pane windows for houses along the Option 2 route where needed to meet noise requirements identified in the EIR.
- (b) The following potential alternatives, with the appropriate level of information, will be included in the environmental document:
 - (i) Option 2.
 - (ii) Option 2 with two access points for new homes behind existing Mission Lakes development.
 - (iii) Option 2 with access point(s) to Union City neighborhoods.
 - (iv) Historic alignment in Union City up to Alvarado-Niles Road.
 - (v) TSM (which may summarize results from previous EIR/S for comparison purposes).
- (c) In designing the project, ACTA will consider the following respective concerns of Fremont and of Union City:

Fremont:

- (i) An alignment that will not move any closer to the Mission Lakes neighborhood than was generally shown at the Option 2 community meetings, keeping the roadway alignment as far from existing Mission Lakes homes as physically and environmentally possible.
- (ii) Providing reasonable median improvements, including landscaping and irrigation, throughout the alignment on Decoto, Paseo Padre Parkway, and along the historic alignment within Fremont.
- (iii) The upgrade of intersections at Fremont/Decoto and Decoto/Paseo Padre in order to optimize capacity and traffic flow.

Union City:

- (iv) An alignment that will move farther from Union City neighborhoods than was generally shown at the Option 2 community meetings, keeping the roadway alignment as far from existing adjacent homes in Union City as physically and environmentally possible.
- (v) Providing reasonable median improvements throughout the alignment and on Mission Boulevard.

For both Cities:

- (vi) Making all traffic signals within the Option 2 alignment interconnected and connecting those signals to each city's Traffic Management Center.

15. ACTA is committed to initiate an amendment to the 1986 Measure B Expenditure Plan to replace the Route 84 Historic Parkway with Option 2.

16. ACTA supports Caltrans' position on local consensus and these proposed uses of the sale proceeds from State-owned land.

17. ACTA, as the project sponsor, will acquire the right of way needed to construct Option 2 that is owned by Caltrans, the City of Fremont, and Union City at fair market value, appraised at its highest and best use.

18. ACTA will advance funds for the construction of the Mission/I-880 Completion Project to the extent allowed by its Capital Budget, provided that the provisions for repayment of any such advance include a reasonable interest rate, sufficient security and that such advance does not negatively impact ACTA's ability to fully fund Option 2 if is approved by Fremont and Union City, or all elements of the Union City Segment if Option 2 is not approved by Fremont and Union City. In no event shall such advance exceed \$20 million [as stated in Section 37(c)] plus any excess 1986 Measure B funds from Phase 1A unless and until Fremont has accepted the final environmental document for Option 2 and commits to allow Option 2 to proceed to construction. Other terms of such an advance, consistent with the provisions of this section, will be the subject of a separate agreement among Caltrans, ACTA, Santa Clara Valley Transportation Authority and Fremont ("Mission/880 Interchange Coop").

UNION CITY

19. Union City will agree to pay its fair share of the required local match, which share shall be determined by the ratio of lane mileage of new roadway within Fremont and Union City.

20. Union City will have the right to review and comment on the Mission/880 Interchange Coop before it is finalized.

21. Union City will support efforts to ensure that the environmental impact studies will be conducted fairly and equitably, without bias for or against either Fremont or Union City.

22. Union City will formally consider the construction of Option 2 contingent upon its review and acceptance of the environmental document and mitigation of potential significant impacts of the project or findings of overriding considerations, which shall be made in Union City's sole discretion, all as required by applicable state and federal regulations and procedures.

CITY OF FREMONT

23. Fremont will fairly and openly consider the environmental review and project development of Option 2.

24. Fremont will support efforts to ensure that the environmental impact studies will be conducted fairly and equitably, without bias for or against either Fremont or Union City.

25. Fremont will formally consider the construction of Option 2 contingent upon its review and acceptance of the environmental document and mitigation of potential significant impacts of the project or findings of overriding considerations, which shall be made in Fremont's sole discretion, all as required by applicable state and federal regulations and procedures.

26. Fremont agrees that if does not agree to allow Option 2 to proceed to construction, Caltrans will no longer be obligated to contribute \$42.35 million to the Mission/880 Interchange Project and Caltrans may proceed with the sale of State-owned lands governed by AB 1462 and all proceeds of such sales will flow to the State Highway Account.

27. Fremont agrees that if it does not accept the final environmental document for Option 2 and does not allow Option 2 to proceed to construction, Fremont will refund all the proceeds, plus interest, derived from the sale of the State-owned lands that were expended by any party on the Mission/I-880 Completion Project with the written permission of Fremont pursuant to the terms of the Mission/880 Interchange Coop.

28. Fremont agrees to accept relinquishment of existing Route 84 between I-880 and Route 238 (Mission Boulevard) once funding becomes available. The facility will be subject to negotiations between Caltrans and Fremont with respect to any required betterments or improvements deemed necessary by the parties, the cost of which shall be paid from project funds or other funding available from Caltrans, subject to the determination of the CTC that such an allocation of funding is in the best interest of the public or the State in accordance with section 73 of the Streets and Highways code.

29. Fremont will not be required to pay any portion of the local match for the Project.

ALL PARTIES

30. All parties understand that the environmental document for Option 2 shall include the Historic Parkway Segment in Union City as an alternative, and that the Union City Segment will be implemented if Option 2 is not chosen as the preferred alternative at the conclusion of the environmental process.

31. All parties agree that the optimal alignment of the Option 2 project between Alvarado Niles Road and Paseo Padre Parkway shall be based upon the best traffic engineering standards, taking into account environmental impacts and community concerns.

32. All parties will work cooperatively to fund and deliver both Option 2 and the Mission/I-880 Completion Project.

33. All parties will support the full and fair evaluation of Option 2 and, subject to the discretionary certification or acceptance of the Environmental Impact Report, endorse an Amendment to the 1986 Measure B Expenditure Plan to replace the Route 84 Historic Parkway with Option 2.

34. Conditioned upon Option 2 proceeding to final design and construction, all parties will support the use of AB 1462 funds for the Mission/880 Interchange Project, for improving existing State Route 84 prior to relinquishment as provided in this Agreement and for use on Route 238 at the intersection with Option 2, and then for the other parts of State Route 238 related to Option 2 in Union City and Fremont, and after those uses for a priority list of projects

to be developed by ACTA, Fremont, Union City and Caltrans, as previously described in this Agreement.

35. If any party does not approve or accept the Environmental Impact Report, then all parties will endorse an Amendment to the 1986 Measure B Expenditure Plan to replace the Route 84 Historic Parkway with another project that incorporates the elements described in Section 38 below.

36. All parties will support reprogramming \$10 million of State Transportation Improvement Program (STIP) funds previously programmed for the Route 84 Historic Parkway Project to Option 2. ACTA will sign the PSR/PR that is required by the use of STIP funds on Option 2, providing that all parties have certified or accepted the EIR.

37. All parties will cooperate with Fremont if it takes action to ban trucks on the Option 2 alignment within the Fremont City limits.

38. All parties understand that if at the end of the environmental process for Option 2, which will be conducted fairly and equitably in adherence with state and/or federal environmental guidelines and regulations and ACTA has certified the environmental document in accordance with this MOU, that if there is no local consensus to move the project into the final design and eventual construction phases, the following actions will occur:

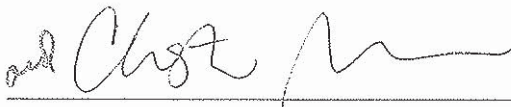
- (a) ACTA will program \$46 million in Measure B funds to Union City to complete the portion of the Historic Parkway in that City.
- (b) ACTA will program \$9 million in Measure B funds for the mitigation of potential impacts from constructing the Union City segment of the Historic Parkway.
- (c) ACTA will program the remaining funds from the sources described in Section 13 above among the Cities of Newark, Union City, and Fremont based on the roadway mileage and population formula, resulting in about \$4.2 million for Newark, \$5.8 million for Union City, and \$20.0 million for Fremont (or the equivalent percentages based on the actual money available). Once these funds are redistributed, no further Measure B funding would be available for any projects in this Tri-City area and no additional 1986 Measure B funds will be available for the Mission/I-880 Completion Project.
- (d) Any AB 1462 funds expended on the Mission/I-880 Completion Project would be returned to Caltrans by the jurisdiction that does not approve Option 2.
- (e) All proceeds from the sale of State owned lands will be returned to the State Highway Account.
- (f) Measure B funds expended on the environmental clearance effort of Option 2 will be deducted from the portion of the \$30 million of Measure B funds that would be programmed to the jurisdiction that does not approve Option 2.

Memorandum of Understanding between the
Alameda County Transportation Authority,
California Department of Transportation,
City of Fremont, and City of Union City

SIGNATURE PAGE

(One Page per Agency)

ALAMEDA COUNTY TRANSPORTATION AUTHORITY

By: 
Christine Monsen, Executive Director

Date of Execution: 1/24/07

Memorandum of Understanding between the
Alameda County Transportation Authority,
California Department of Transportation,
City of Fremont, and City of Union City


SIGNATURE PAGE

(One Page per Agency)

CALIFORNIA DEPARTMENT OF TRANSPORTATION

By: 
Bijan Sartipi, District 04 Director

Date of Execution: 12/14/06

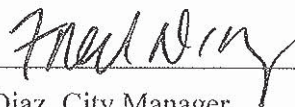

APPROVED AS TO FORM AND SUBSTANCE
WILLIAM B. BASSETT
ATTORNEY
DEPARTMENT OF TRANSPORTATION

Memorandum of Understanding between the
Alameda County Transportation Authority,
California Department of Transportation,
City of Fremont, and City of Union City

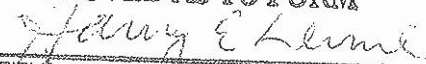
SIGNATURE PAGE

(One Page per Agency)

CITY OF FREMONT

By: 
Fred Diaz, City Manager

Date of Execution: 01-05-07


APPROVED AS TO FORM

HILE City Attorney

Memorandum of Understanding between the
Alameda County Transportation Authority,
California Department of Transportation,
City of Fremont, and City of Union City

SIGNATURE PAGE

(One Page per Agency)

CITY OF UNION CITY

By: 
Larry Cheeves, City Manager

Date of Execution: 11/29/09

EXHIBIT A

Mission/I-880 Completion Project

The Mission/I-880 Completion Project proposes to complete several elements of the current project to reconstruct the I-880/Mission Boulevard (Route 262) Interchange and widen the I-880 Freeway. These elements are technically integrated and interdependent and cannot be implemented individually without substantial staging and cost impacts as well as having the potential of railroad denial of approval and will include the following:

1. Widening of Mission Boulevard (Route 262) to six lanes from Warm Springs Boulevard to I-880.
2. Reconstruction of the Kato on and off-ramps connecting Warm Springs Boulevard to the widened Mission Boulevard.
3. Construct a new replacement railroad underpassing structure to carry Union Pacific Railroad rail traffic.
4. Construct a new railroad underpassing structure to carry BART rail traffic.
5. Construct two new grade separated railroad underpassing structures over the existing Warren Avenue, one underpassing structure for BART and the other for UPRR.
6. Reconstruct the portion of the Warren Avenue that would be affected by the grade separation.
7. Relocation of an existing truck-rail transfer facility located southerly and adjacent to Warren Avenue.
8. Construct and reconstruct all necessary railroad tracks and railroad facilities to provide for continuous railroad and BART operating facilities between Mission Boulevard (Route 262) and Warren Avenue.
9. Relocate and/or remove all existing structures and utilities to accomplish all of the above.

EXHIBIT A (cont.)

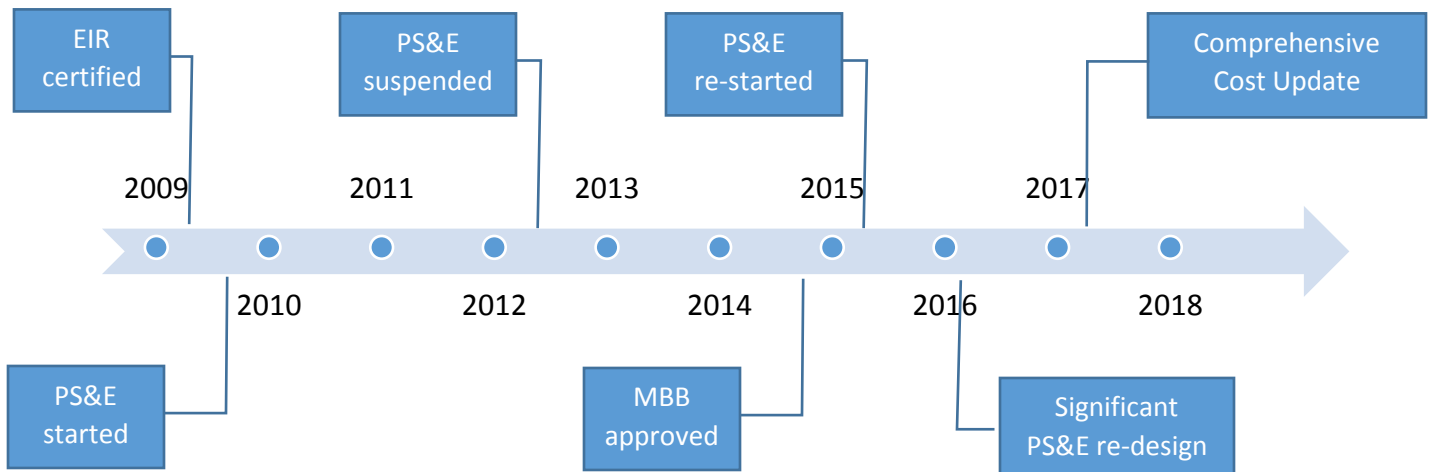
Option 2

Option 2 Project proposes to construct the following, at a minimum:

1. Provide one additional lane in each direction on Decoto Road between (approximately) I-880 and Paseo Padre Parkway
2. Provide one additional lane in each direction on Paseo Padre Parkway between Decoto Road and the approximate location of the Historical Parkway Corridor.
3. Provide intersection improvements on Decoto Road and Paseo Padre Parkway as required by the traffic technical studies and the environmental document to be prepared for the Option 2 project.
4. Construct a new 4 lane roadway between Paseo Padre Parkway and Mission Boulevard (Route 238) with median and shoulders width appropriate for this type of facility.
5. Construct grade separated underpassing structures between the new 4-lane roadway and the existing BART and UPRR railroad tracks.
6. Construct all intersection improvements on the new 4-lane roadway between Paseo Padre Parkway and Mission Boulevard, inclusive of new intersections at Paseo Padre Parkway, Alvarado Niles Road and Mission Boulevard. Additional intersection(s) with the new 4-lane roadway may be added during the environmental phase of the project development.
7. Construct appurtenance drainage facilities required for the project.
8. Construct noise barriers where required by the environmental document.
9. Where possible, Option 2 can be constructed in phases. The new 4-lane roadway segment between Alvarado-Niles Road and Mission Boulevard could be considered (and defined as) the initial phase of Option 2 project to move forward into final design and construction.

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- **1958** California Transportation Commission adopted New Route 84
- **1970s, 1980s**, Corridor Right-of-Way Being Reserved
- **1980** California Transportation Commission rescinded the Route Adoption of Route 84
- **1986** Measure B/1986 Transportation Expenditure Plan (TEP) passes
- **1989** Environmental Phase Initiated (Project Approval and Environmental Document - PA/ED)
- **1991** Litigation filed against Project by Citizens for Responsible Neighborhoods
- **1994** Litigation Settled, but Continuing Lack of Consensus Increased Cost
- **2002** Completed Draft Environmental Phase (Final PA/ED - EIR/EIS)
- **2003** Alameda CTC took over as lead implementation agency
- **2004** Alameda CTC developed "Option 2" (Current Project) and received both Cities concurrence
- **2006** Alameda CTC approved 1986 Plan Amend No. 2, EWC project inclusion to 1986 TEP
- **2007** Alameda CTC executed MOU with Union City, Fremont & Caltrans
- **2008** SB 791 was signed into law creating a separate LATIP for SR 84
- **2009** CEQA (State) Final EIR Approved



Project Element	2004	2008	2011	2017
Project Engineering and Support	\$20,840,000	\$36,620,000	\$38,540,000	\$46,809,000
Environmental Mitigation		\$7,010,000	\$7,910,000	\$15,850,000
Right of Way Capital	\$46,070,000	\$23,000,000	\$23,000,000	\$78,230,000
Construction Capital	\$69,480,000	\$125,410,000	\$141,460,000	\$178,971,000
Total Project Cost:	\$136,390,000	\$192,040,000	\$210,910,000	\$319,860,000

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Option A: "Build" Option

Under this option, the Commission is requested to approve a full funding plan concept as detailed below, and approve all necessary subsequent actions to ensure that the funds will be in place to construct the project when it is ready. In addition, Alameda CTC and the Cities of Union City and Fremont would work cooperatively to seek funds and deliver the project.

Funding

- Federal: The project cannot qualify for federal funds until clearance is obtained under the National Environmental Protection Act (NEPA). Obtaining clearance would likely take an additional three years or more based upon the impacts outlined in the approved EIR document. This delay would increase the project cost and there is no assurance that the project would compete well for federal funding.
- State funds: The project can qualify for state funds from some of the funding programs under SB1. It should be noted that many state funding programs are leveraged with federal dollars at an 88/12 ratio match and would require NEPA clearance. Funding programs under the SB1 purview are administered by the California Transportation Commission and could potentially have a federal component. There is no guarantee that state only funding at this magnitude would be available.
- Regional funds: No funding has been identified that could be pursued for the project.
- Local funds: The project is eligible to receive sales tax funding subject to the eligible uses and approval of the Alameda CTC.

Risk Management

- The deliverability of the project is greatly impacted by approval of third-party agreements (particularly BART and Union Pacific Railroad), right-of-way costs, environmental mitigation, and public acceptance. Effectively managing these risk areas will ensure the project can be delivered within the estimated project costs. These risk areas are best managed at the local jurisdictional level. For this reason the implementing agency will need to be transferred to the City of Union City.

Based on the above, a full funding plan concept has been prepared along with conditions to minimize risks for Alameda CTC and increase the deliverability of the project.

Project Cost and Funding Information

- Current Estimated Project cost (March 2017): \$320,000,000
- Current Programmed (Committed) Funds:

1986 Measure B	\$ 88,871,000
Union City	\$ 6,708,000
CMA-TIP	\$ 14,300,000
	<u>\$109,879,000</u>

- Proposed Full Funding Plan Concept (See Table A for full analysis):

TEP 21	Dumbarton Corridor Area Transportation Improvements	\$ 40,000,000
TEP 22	Union City Intermodal *	\$ 75,000,000
TEP 23	Railroad R/W Preservation and Track Improvements**	\$ 32,000,000
TEP 26	Congestion Relief**	\$ 25,000,000
TEP 44	Bike/Pedestrian Grant Program	\$ 10,000,000
TEP 45	Community Development Investment	\$ 9,500,000
	<u>Union City Local Funds/Contributions</u>	<u>\$ 19,400,000</u>
		\$210,900,000

* Named Capital – Plan Amendment required to move funding.

**Estimated \$10 million as an advance for future Local Alternative Transportation Improvement Program (LATIP) funds for the EWC project.

Conditions:

- City of Union City will sponsor and implement the project as contained within the approved environmental document.
- City of Union City will be responsible for all cost overruns.
- City of Union City will not be eligible to receive any future discretionary funding from Measure BB.
- All provisions of Alameda CTC's Project Funding Agreement apply.
- The project will comply with the timely use of funds requirement which will require that the City of Union City deliver the project in accordance with an approved project delivery plan. The delivery plan will ensure that all project segments will begin construction by January 2021, assuming that all additional funds are available for allocation and encumbrance. No construction funding will be authorized until the delivery plan is approved by Alameda CTC. In the event the City cannot meet this requirement, the project will be deemed infeasible, and the provisions of the "No Build" option will apply.
- In the event of project savings or additional funding is secured from regional, state, or federal sources for the project, the order of reduction will be as follow: TEP 21, then TEP 22, then TEP 23.
- If the approved delivery plan results in the need to bond, the City of Union City will bear the cost of bonding and or other advancement of funds.

No programming or allocation action is recommended at this time.

TABLE A: LOCAL FUNDING PROPOSAL ANALYSIS			
Estimated Total Project Cost (March 2017)		\$320,000,000	
CURRENT FUNDING PLAN	Union City Funds	\$6,708,000	
	ACTA funds	\$88,871,000	
	CMA-TIP	\$14,300,000	
	SUBTOTAL:	\$109,879,000	
FUNDING SHORTFALL	NEEDS:	\$210,121,000	
Proposed TEP Amount			NOTES
TEP 21*	Dumbarton Corridor Area Transportation Improvements	\$40,000,000	<p><u>TEP language:</u> Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.</p> <p><u>Analysis:</u> Eligible project based on the TEP-21 Programming Principles adopted by the Alameda CTC Board on October 26, 2017. The project will provide an East-West connection and facilitate transit connections. Amount is within the total authorized for Union City as approved by the Commission.</p>
TEP 22	Union City Intermodal	\$75,000,000	<p><u>TEP language:</u> This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.</p> <p><u>Analysis:</u> Union City Intermodal has \$75,000,000 earmarked in the TEP and is sponsored by the City of Union City. The City may seek approval, through a Plan Amendment, to use these funds for the EWC. The EWC project will provide a second entrance into/out of the Union City Intermodal Station and is vital to the success of the Transit-Oriented Development area.</p>
TEP 23*	RR R/W preservation	\$32,000,000	<p><u>TEP Language:</u> Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.</p> <p><u>Analysis:</u> The project includes \$32 million of railroad-related improvements to construct three railroad grade separations. The proposed amount of \$32 million is 29% of the total TEP amount of \$110 million.</p>
TEP 26*	Congestion Relief, Local Bridge Seismic Safety	\$25,000,000	<p><u>Analysis:</u> The project is listed as a "such as" project in TEP and meets the objective of this funding program. The entire project cost is eligible for this program. The proposed amount of \$25 million is 3.9% of the total TEP amount of \$639 million.</p>
TEP 44**	Bicycle and Pedestrian Grant Program	\$10,000,000	<p><u>Analysis:</u> The project includes complete street elements and will construct class 1, 2, and 4 bicycle facilities. The cost of these improvements \$10 million. The proposed amount of \$10 million is 6.4% of the total TEP amount of \$154.8 million.</p>
TEP 45**	Community Development Investments Program	\$9,500,000	<p><u>Analysis:</u> The project will also provide direct access to the Union City Intermodal (BART) transit oriented development district and meets the objective of the funding program. The project work within a one-mile radius is estimated to be \$175 million would be considered eligible for this program. The proposed amount of \$9.5 million is 3.2% of the total TEP amount of \$300 million.</p>
	Additional Union City Local Match	\$19,400,000	<p><u>Analysis:</u> The project work to be borne by City's funding is: R/W (\$15.5 M) and environmental mitigation (\$3.9 M). The additional match of \$19.4 M brings City of Union City's total contribution to \$26.2 M. This equates to a 8.1% contribution. 8-11% match is general minimum match requirements from Fed funding sources.</p>
	POTENTIAL FUNDS:	\$210,900,000	<p><u>Analysis:</u> *Discretionary Capital Projects MBB amount = \$1.2 B.... Proposed amount for EWC is \$97 M from discretionary funds. (8.1%) **Discretionary Programs MBB amount = \$0.9 B Proposed amount for EWC is \$19.5 from discretionary funds. (2.2%) Total: This is 5.55% of total MBB discretionary funds. Union City by population is 4.56%. (Lane Miles is 4.16%; 50%Pop+50%Lane Miles= 4.36%)</p>

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Option B - "No-Build" Option

Under this option, the EWC would not move forward to construction. The remaining Measure B funds, estimated to be \$69 million, would be distributed in accordance with the intent of the MOU provisions, to Union City, Fremont, and Newark.

Funding Assessment:

1986 Measure B Allocated Funds:	\$ 88,871,000
<u>Estimated Sunk Costs:</u>	<u>\$ 19,871,000</u>
Estimated Remaining Funds:	\$ 69,000,000

Fremont \$ 9,338,000 Transportation projects in Fremont

Newark \$ 1,960,000 Transportation projects in Newark

\$46,000,000 Construct Historic Parkway in Union City

\$ 9,000,000 Environmental mitigation costs for Historic Parkway

\$ 2,702,000 Transportation projects in Union City

Union City \$57,702,000

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Option C – “Deferred-Build” Option

Allow the project to move forward but defer the full funding decision until the project's construction bid document is complete and ready for advertisement and meeting the requirements for construction readiness and the project delivery plan as established and approved by the Commission.

The estimated cost required to complete the project plans and secure all necessary permits to allow the project to be advertised and awarded is \$ 56,571,000. This amount is less than the \$ 88,871,000 of 1986 Measure B Allocated Funds.

Conditions:

- City of Union City will sponsor and implement the project as contained within the approved environmental document.
- All provisions of Alameda CTC's Project Funding Agreement apply.
- City of Union City will accept the assignment of all contracts and agreements associated with the development of the project.
- The City of Union City must ensure the project's construction bid document is complete and ready for advertisement and meeting the requirements for construction readiness and the project delivery plan as established and approved by the Commission.
- The project will comply with the timely use of funds requirement which will require that the City of Union City deliver the project in accordance with an approved project delivery plan. The delivery plan will ensure that all project segments will be in a position to advertise by June 2020.

No programming or allocation action is recommended at this time.

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Supplemental Local Funding Analysis

At the March 12, 2018 Programs and Projects Committee meeting, a key concern voiced during public comment centered on whether certain Measure BB categories proposed under the Local Funding Concept for Option A – Build Option (Attachment D) could be used to fund the EWC. The concern was limited to two categories which have been identified and further expanded upon below.

TEP 22 – Union City Intermodal:

TEP language: This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.

The Union City Intermodal project is a Transit Investment Type project and has \$75 million earmarked in the TEP. The City of Union City is the project sponsor.

Analysis:

The EWC includes many transit supportive features:

- (1) Bus access to the Union City Intermodal Station by way of Decoto. At-grade crossings on Decoto near 7th Street and 12th Street create delays. The EWC will provide a second entrance into and out of the Union City Intermodal Station that has no rail crossing conflicts.
- (2) Promotes transit to transit alternatives by creating alternative bus access to the BART Station via the EWC.
- (3) The Fire Station located near the 7th Street/Decoto Intersection uses Decoto as a primary access to provide service for the BART station and all areas within the general vicinity. The EWC improves access for emergency service by providing an alternative parallel corridor to the south of Decoto Road.
- (4) Within a one-mile radius of the Union City Intermodal Station the EWC project includes new bicycle and pedestrian infrastructure that will have a new access connection to the East entrance. The EWC also completes the circulation network around the Union City BART Station as it closes the loop by extending 11th Street to the EWC and through the EWC to Mission Boulevard.

The estimated cost of the transit supportive features is \$175 million.

The City of Union City believes the EWC is vital to the success of the Transit-Oriented Development area surrounding the Union City Intermodal Station. Although the EWC includes many transit supportive features, it is identified in the TEP as a Street Investment Type project. If the City of Union City decides that it wishes to construct the EWC, a 1986 TEP Union City project, and proposes to utilize any portion of funds from the Union City Intermodal project, a 2014 TEP Union City project, to fully fund the EWC, the approval of a Plan Amendment to the 2014 TEP would be required.

TEP 44 – Bicycle and pedestrian grant program

TEP language: These funds, administered by Alameda CTC, will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe bicycling. These funds will be periodically distributed by Alameda CTC for projects and programs that ... Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan, Implement bicycle and pedestrian elements of Community Based Transportation Plans... Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas...

The total estimated TEP amount is \$154.8 million.

Analysis:

The EWC includes complete street elements and will construct:

Class 1	~0.3 miles
Class 2,	~9.5 miles
Multi-use path	~1.5 miles

Eligible features included in the EWC project:

- (1) Bicycle/Pedestrian infrastructure within and connecting to developments in Union City's Intermodal Station District, an identified Central Business District in Alameda CTC's Bicycle and Pedestrian Plans.
- (2) Paths connect to the Alameda Creek Regional Trail.
- (3) Completes the bike path loop within Union City by constructed the south leg of a Decoto, Mission, EWC, and Paseo Padre (or Alvarado-Niles) loop(s).
- (4) The EWC completes Union City's Master Bike Plan connections by connecting to existing bike path terminations at 11th/Green Street and Alvarado-Niles.

The estimated construction cost of these improvements \$10 million.

Notes:

The local funding concept provided in Attachment D is one potential option to achieve full funding. The proposed amount could vary significantly from \$0 up to the maximum amount of the eligible project cost within the funding category based upon the final construction estimate, other external funds secured for the project, and/or the discretion of the Commission.