



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director 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
Vice 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 Dan Kalb

City of Piedmont
Mayor Bob McBain

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, October 26, 2017, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

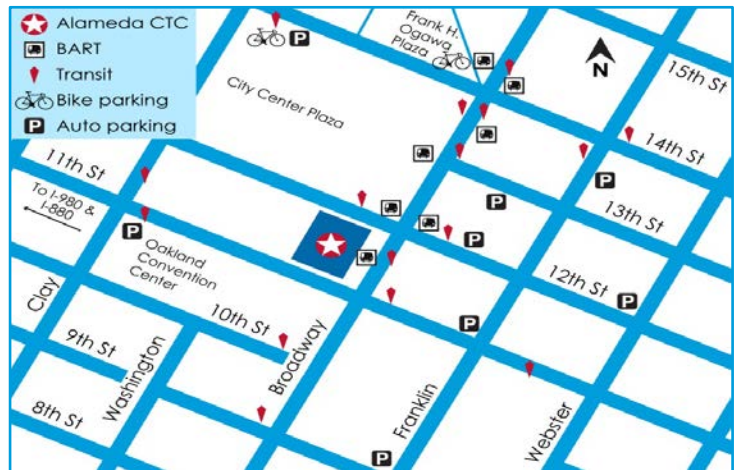
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.



Commission Meeting Agenda

Thursday, October 26, 2017, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Approval of Consent Calendar

On October 9, 2017 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1.	Approval of the September 26, 2017 meeting minutes.	1	A
6.2.	I-580 Express Lanes: Monthly Operations Update.	7	I
6.3.	Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	17	I
6.4.	Receive an update on federal, state, and local legislative activities and state legislation.	21	A/I
6.5.	Approve and authorize the Executive Director, or a designee, to execute a funding agreement contributing \$200,000 of Alameda CTC funds to the Metropolitan Transportation Commission for completion of the I-580 Design Alternative Assessment.	31	A
6.6.	Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement with Kittelson & Associates, Inc. for a not-to-exceed amount of \$1,200,000 to provide Planning and Engineering Services for the East 14th/Mission and Fremont Boulevard Multimodal Corridor Project.	37	A
6.7.	Approve Resolution 17-004, regarding the approval of the Alameda County 2018 State Transportation Improvement Program (STIP) Project List; and approve Resolution 17-005, the project-specific resolution of local support for recommended STIP projects implemented by the Alameda CTC.	43	A

Chair: Councilmember Rebecca Kaplan,
City of Oakland

Vice Chair: Supervisor Richard Valle,
Alameda County Board of Supervisors

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

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6.8.	South County Capital Projects and Programming Strategy: Receive an update on the South County Capital Project needs and approve the Programming Principles for the 2014 Measure BB Dumbarton Corridor Area Transportation Improvements (MBB TEP-21) funds.	61	A
6.9.	East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001): Receive an update on the status of the release of the Draft Environmental Document.	67	I
6.10.	State Route 84 Expressway – South Segment (PN 1210002): Approve and authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A05-0004 with AECOM Technical Services, Inc. and Amendment No. 1 to Professional Services Agreement A17-0010 with H.T. Harvey & Associates Ecological Consultants for additional budget and time to provide required services to project completion.	75	A
6.11.	Approve Administrative Amendments to Various Project Agreements (2003-02, A11-0038, A11-0039, A13-0058, A13-0062) in support of the Alameda CTC's Capital Projects and Program delivery commitments.	85	A
6.12.	Goods Movement Funding Updates.	89	I
6.13.	Rail Strategy Study Update.	95	A
6.14.	Approval of Community Advisory Committee Appointments.	105	A
7. Community Advisory Committee Reports (Time limit: 3 minutes per speaker)			
7.1.	Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair	107	I
7.2.	Independent Watchdog Committee (Verbal) – Murphy McCalley, Chair		I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	117	I
8. Planning, Policy and Legislation Action Items On October 9, 2017, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations:			
8.1.	Receive an update on the evaluation of Year One of the Affordable Student Transit Pass Program Pilot and the launch of Year Two.	139	I
9. Programs and Project Committee Action Items On October 9, 2017, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations:			

- 9.1. [Alameda CTC's Measure B, Measure BB, and Vehicle Registration Fee Programs Update.](#)

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10. Member Reports

11. Adjournment

Next meeting: December 7 , 2017

All items on the agenda are subject to action and/or change by the Commission.

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, September 28, 2017, 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 Spencer, Commissioner Thorne, Commissioner Miley, Commissioner Mei, Commissioner Carson, and Commissioner Saltzman

Commissioner Campbell-Washington was present as an alternate for Commissioner Chan. Commissioner Pilch was present as an alternate for Commissioner Maass.

Subsequent to the Roll call

Commissioner Mei arrived during Item 4. Commissioner Carson arrived during item 8.1. Commissioner Saltzman arrived during Item 9.1. Commissioner Haubert and Commissioner Carson left during item 9.2.

3. Public Comment

There was one public comment made by Jonah Markovich regarding implementing an emergency wheelchair breakdown service in all areas of the county.

4. Chair/Vice-Chair Report

Chair Kaplan noted that Bay Area Air Quality Management Board Mobile Source committee meeting was earlier in the day, where a successful vote was taken regarding diesel locomotive engine replacement at the Port of Oakland. Vice-Chair Valle stated that he and Commissioner Haggerty will be attending the Niles Canyon Stroll & Roll event on Saturday, October 30, 2017.

Chair Kaplan concluded her report by stating that the meeting would be adjourned in memory of the late, Meg Wasserman.

5. Executive Director's Report

Art Dao stated that the Executive Directors report can be found in the Commissioners folders as well as the Alameda CTC website. He commented on SB1 discretionary programs and Senate Bill 595, and he thanked the RM3 ad-hoc committee on their work advocating for projects in Alameda CTC. Mr. Dao reviewed significant project milestone over the last few months, provided information on the Student Transit Pass program and invited the Commission to participate in the

6. Consent Calendar

6.1. Approval of the July 27, 2017 meeting minutes.

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

- 6.3. FY2016-17 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act.
- 6.4. Approval of Alameda CTC FY16-17 Year-End Unaudited Investment Report.
- 6.5. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.
- 6.6. Approve and authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A16-0045 with Iteris, Inc. for an additional amount of \$500,000 for a total not-to-exceed amount of \$922,953 and a three-year time extension to provide Professional Services for Overall Multimodal System Monitoring and Modeling Services.
- 6.7. Approve Alameda CTC's Transportation Technology Initiative and Matching Opportunity.
- 6.8. Senate Bill 1 (SB 1) Programs update and approve the 2018 State Transportation Improvement Program (STIP) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list.
- 6.9. Approve the Proposed 2017 Federal Earmark Repurposing Strategy.
- 6.10. I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide services for the Project Approval and Environmental Document (PA&ED) and Final Design Plans, Specifications and Estimates (PS&E) phases.
- 6.11. I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project, (PN 1453.000): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.
- 6.12. I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.
- 6.13. I-680 Northbound Express Lane (PN 1369.000): Approve and authorize the Executive Director to execute Amendment No. 1, to Professional Services Agreement No. A15-0035 with WMH Corporation for an additional \$1,500,000 for a total not-to-exceed amount of \$11,725,405 and a two-year time extension to provide design services through the project completion.
- 6.14. AC Transit Transbay Tomorrow Study Update.
- 6.15. San Francisco County Transportation Authority Study of Transportation Network Company Activity.

Commissioner Halliday asked why the investment return seemed low in regards to Item 6.4 in the consent calendar. Ms. Reavey stated that the return appears low because there were GASB 31 adjustments that were required to be made, which marked investments as

of June 30, 2017. These adjustments were unrealized losses. She noted that in actuality, the investment returns were not as material as they appear in the report.

A public comment was made by Charlie Cameron regarding corrections to corridors erroneously listed as I-880 in the project map on Item 6.11. Commissioner Cutter moved to approve the item with the correction noted by Mr. Cameron. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following vote:

Yes: Ortiz, Haggerty, Valle, Campbell-Washington, Piltch, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, McBain, Cutter, Dutra-Vernaci, Kaplan
No: None
Abstain: None
Absent: Miley, Carson, Saltzman, Spencer, Thorne

Commissioner Ortiz moved to approve the remainder of the consent calendar. Commissioner Mei seconded the motion. The motion passed with the following votes:

Yes: Ortiz, Haggerty, Valle, Campbell-Washington, Piltch, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, McBain, Cutter, Dutra-Vernaci, Kaplan
No: None
Abstain: None
Absent: Miley, Carson, Saltzman, Spencer, Thorne

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no report from the BPAC.

7.2 Independent Watchdog Committee (IWC)

There was no report from the IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, PAPCO Chair, stated that the committee met on September 25, 2017. They discussed Gap Grant Cycle 5 Progress reports, received updates on Hospital discharge program and wheelchair scooter break-down transportation service, and reviewed program reports from the cities of Hayward and Newark as well as East Bay Paratransit. She noted that PAPCO will meet with the technical advisory committee on October 23, 2017.

8. Finance and Administration Action Items

8.1. Discussion of Socially Responsible Investments.

Patricia Reavey stated that the FAC requested information on Socially Responsible Investments (SRI) at its meeting in May 2017. Ms. Reavey provided the Commission with a brief overview of SRI's and stated that at its meeting in September 2017, the FAC agreed that a full SRI program would not be feasible for Alameda CTC, but had extensive discussion regarding the banning of industries or specific

corporate bonds from Alameda CTC's investment policy. She stated that it was determined that banning industries would be a complex and complicated process for the Commission to decide and a costly venture. Ms. Reavey noted that there were various suggestions discussed regarding the banning of specific corporate bonds including FAC members creating lists of corporations they would like to ban and coming back to the FAC to discuss those lists and create a master list for the agency, and moving the item to the Commission to provide input and make a decision on corporations to ban from the Alameda CTC investment policy. She concluded by stating that the final approved recommendation by the FAC was to move the item to the full Commission to provide direction to FAC regarding whether or not specific corporate bonds should be banned from Alameda CTC's investment policy, and if so, how to determine which corporations to ban.

Chair Kaplan stated that she suggested that the Commissioners who are interested in banning specific companies could research the item and bring any applicable recommendations come back to the Commission for further discussion.

Commissioner Kalb noted that setting aside a few risky investments could be beneficial to the agency and requested that staff move forward with considering banning the investments.

Commissioner Haggerty noted that staff should be focused on the transportation issues in the county and suggested that the issue of banning SRI investments not be considered by the Commission.

Commissioner Bauters agreed with Commission Haggerty and stated that it is beyond the purview of the agency to review social investments and it is unnecessary to add the item to any future Commission agendas for consideration.

Commissioner Haggerty moved that the staff will not do further work on the report and the report be filed for two years. Commissioners Worthington made a substitute motion that staff is instructed not to spend any additional time working on the item with the exception that if two or more Commissioners from the different jurisdictions come forward with a written proposal, the FAC will consider the proposal. Commissioner Kaplan seconded the motion. A roll call vote was conducted for the substitute motion. The substitute motion passed 15-8 with the following vote:

Yes: Ortiz, Valle, Campbell-Washington, Carson, Pilch, Worthington,
Halliday, Marchand, Kalb, Kaplan, Dutra-Vernaci
No: Haggerty, Haubert, Bauters, Mei, Freitas, McBain, Cutter
Abstain: None
Absent: Miley, Spencer, Saltzman, Thorne

Planning Policy and Legislation Committee Action Items

9.1. Reaffirm Alameda CTC support position on SB 595, submit letters of support and receive an update on federal, state, and local legislative activities and state legislation.

Tess Lengyel provided an update on federal, state, and local legislative activities and state legislation. She provided information on SB 595 and stated that staff recommends reaffirmation of Alameda CTC's support for SB 595 (Beall) and directed staff to send a letter of support for the bill.

Commissioner Dutra-Vernaci mentioned that the Metropolitan Transportation Commission (MTC) reaffirmed support on SB 595 and stated that MTC will start polling to determine the dollar amount increase and funding will be increased or decreased proportionally. She also noted that MTC will be attempting to place the item on the June ballot.

Commissioner Ortiz commended Commissioner Dutra-Vernaci for her work on the bill at the regional level, as well as staff on their work on advocating for the bill.

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

Yes: Ortiz, Haggerty, Valle, Campbell-Washington, Carson, Piltch, Saltzman, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, McBain, Cutter, Dutra-Vernaci, Kaplan
No: None
Abstain: None
Absent: Miley, Spencer, Thorne

9.2. Travel Demand Management (TDM) Update

Tess Lengyel provided an update on the TDM program. She noted that there are several types of promotional programs across the state and Alameda CTC is in coordination with Metropolitan Transportation Commission (MTC), Contra Costa Transportation Authority and other regional partners to launch Share your Ride Week from October 2-6, 2017 during Rideshare Week. She noted that an objective of this campaign is to raise awareness of opportunities available to solo-driver commuters and encourage them to try modes like carpool, vanpool and public transit. Another objective is to promote technologies that make sharing rides easier. Ms. Lengyel stated that the agency is also planning on solidifying many of its TDM work components into a single contract and will bring consultant on board to manage the overall TDM efforts.

Chair Kaplan noted that there has been development of apps who match people to carpool options and stated that the messaging in our online outreach materials needs to direct people to a link that connects them to carpool apps.

Commissioner Ortiz stated that the easy/eco-pass provided by AC transit should be included in the promotional materials as well.

Commissioner Kalb requested that staff send each jurisdiction sample social media posts to share on social media sites. Ms. Lengyel noted that a tool kit was sent to ACTAC and will be sent to the Commission following the meeting.

Commissioner Kalb asked if there will be any evaluation on the effectiveness of the outreach and wanted to know if there is any information on a parking cash-out with employers. Ms. Lengyel stated that the contract includes technical services in the scope of work which can be used to evaluate parts of the program and she noted that the TDM program does not include a parking cash-out option.

Commissioner Marchand wanted to know if there is any statistics on the specific amount of participants who participated in the program and how many people continued with the program as a result of participation. Ms. Lengyel stated that those statistics would be evaluated and brought back to the Commission at a future meeting.

Commissioner Mei asked if the materials come in different languages. Ms. Lengyel stated that all materials will be available in a variety of languages.

Commissioner Mei strongly encouraged some sort of company-wide challenge for Share your Ride week. Ms. Lengyel stated that there are several opportunities that could be included in the program.

This item was for information only.

9. Closed Session

10.1. Closed Session

The Commission went into closed session pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director.

10.2 Report on Closed Session

Chair Kaplan stated that no action was made in Closed Session. She noted that the Commission reviewed the performance and accepted the staff report.

10. Member Reports

There were no member reports.

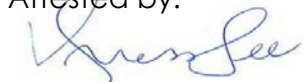
11. Adjournment

The next meeting is:

Date/Time: Thursday, October 26, 2017 at 2:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 19, 2017

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

RECOMMENDATION: Receive a status update on the operation of I-580 Express

Lanes.

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 are now in operation having opened to traffic on February 19th and 22nd of 2016. See Attachment A for express lane operation limits.

The August 2017 operations report indicates that the new express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds up to 27 mph greater than the average speeds in the general purpose lanes, along with lesser average lane densities than the general purpose lanes, in the most congested segments of the corridor.

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.

August 2017 Operations Update: Over 758,000 express lane trips were recorded during operational hours in August, an average of approximately 33,000 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel; these percentages have remained consistent for the last seven months. 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.

Table 1. Express Lane Trips by Type and Direction for August 2017

Trip Classification		Percent of Trips
By Type	HOV-eligible with FasTrak flex tag	40%
	SOV with FasTrak standard or flex tag	39%
	No valid toll tag in vehicle	21%
By Direction	Westbound	45%
	Eastbound	55%

Express lane users generally 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 at four locations in each of the westbound and eastbound directions during respective commute hours for August. 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 January 2017 – June 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 in the westbound express lane ranged from 55 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Hacienda Road. The express lane operated at LOS C or better at all times, with LOS C occurring only for a short period of time in the middle of the corridor (Isabel Avenue to Hacienda Road) during the morning commute hours. By comparison,

the general purpose lanes experienced speeds as low as 42 mph and LOS D throughout several sections of the corridor. During the evening commute, the westbound lanes reflect a small period of reverse-commute congestion between Hacienda Road and San Ramon Road from 5 pm to 6 pm, though the express lane continued to operate at LOS A or better during this time. Outside of the commute hours, express lane users experience average speeds of 70 mph or higher and average LOS A.

Table 2. Speed Differentials and Level of Service for August 2017

Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
Westbound Morning Commute: 5 am – 11 am	North First Street	6 - 8	7	B	C
	North Livermore Ave	2 - 5	4	B	C
	Fallon Road	3 - 11	7	C	C
	Santa Rita Road	9 - 15	11	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Drive	20 - 27	23	C	E
	Airway Blvd	8 – 11	10	B	C
	North Livermore Ave	9 – 15	12	B	C
	North First Street	11 - 25	17	B	D

In the eastbound direction, average express lane speeds from January 2017 through June 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 5 pm and at the eastern terminus between 4 pm and 6 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, for August 2017.

Table 3. Toll Rate Data for August 2017

Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
Westbound	\$12.25 (1 of 23 days)	\$2.13
Eastbound	\$9.00 (20 of 23 days)	\$3.06

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 over 1.4 million total trips. Total gross revenues received include \$1.97 million in toll revenues and \$772,000 in violation fees and penalties.

Staff is coordinating education and outreach with partner agencies including CCTA, MTC, 511 Contra Costa as well as local CMAAs to promote consistent messaging and accessible information about the I-580, I-680 Sunol, and the I-680 Contra Costa County express lanes, which are scheduled to open this fall.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-580 Corridor Express Lane Location Map
- B. I-580 Corridor Heat Maps January 2017 – June 2017

Staff Contacts

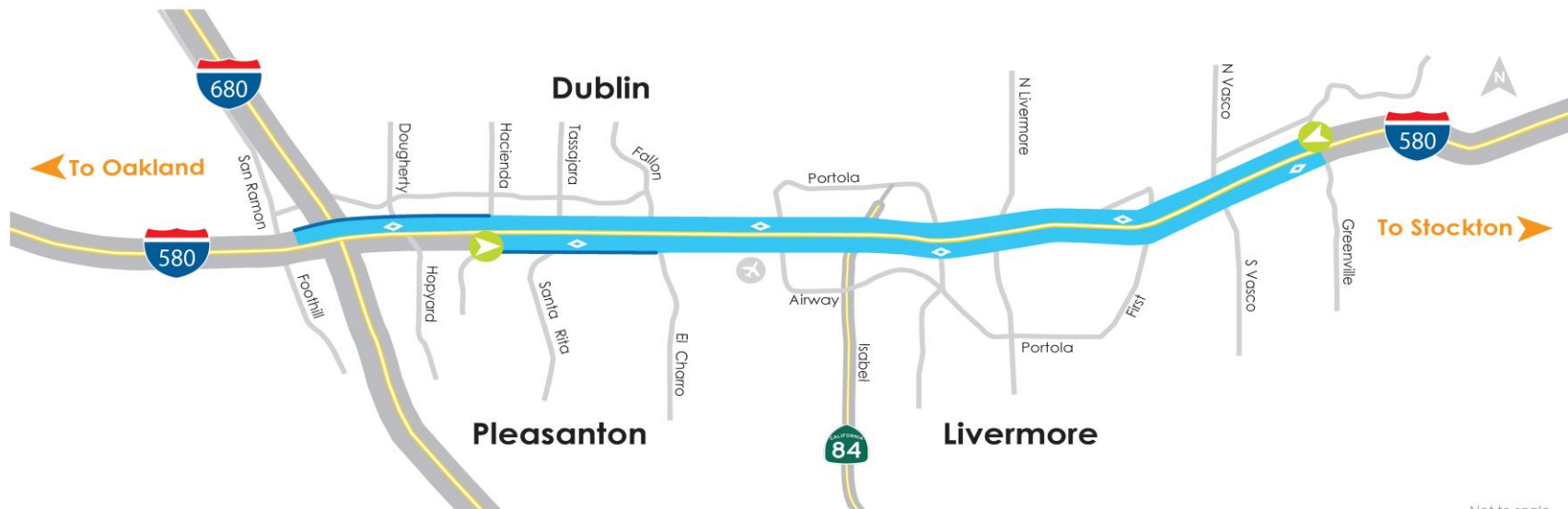
[Liz Rutman](#), Director of Express Lanes Implementation and Operations

[Ashley Tam](#), Assistant Transportation Engineer



I-580 Express Lanes Project Location Map

6.2A



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



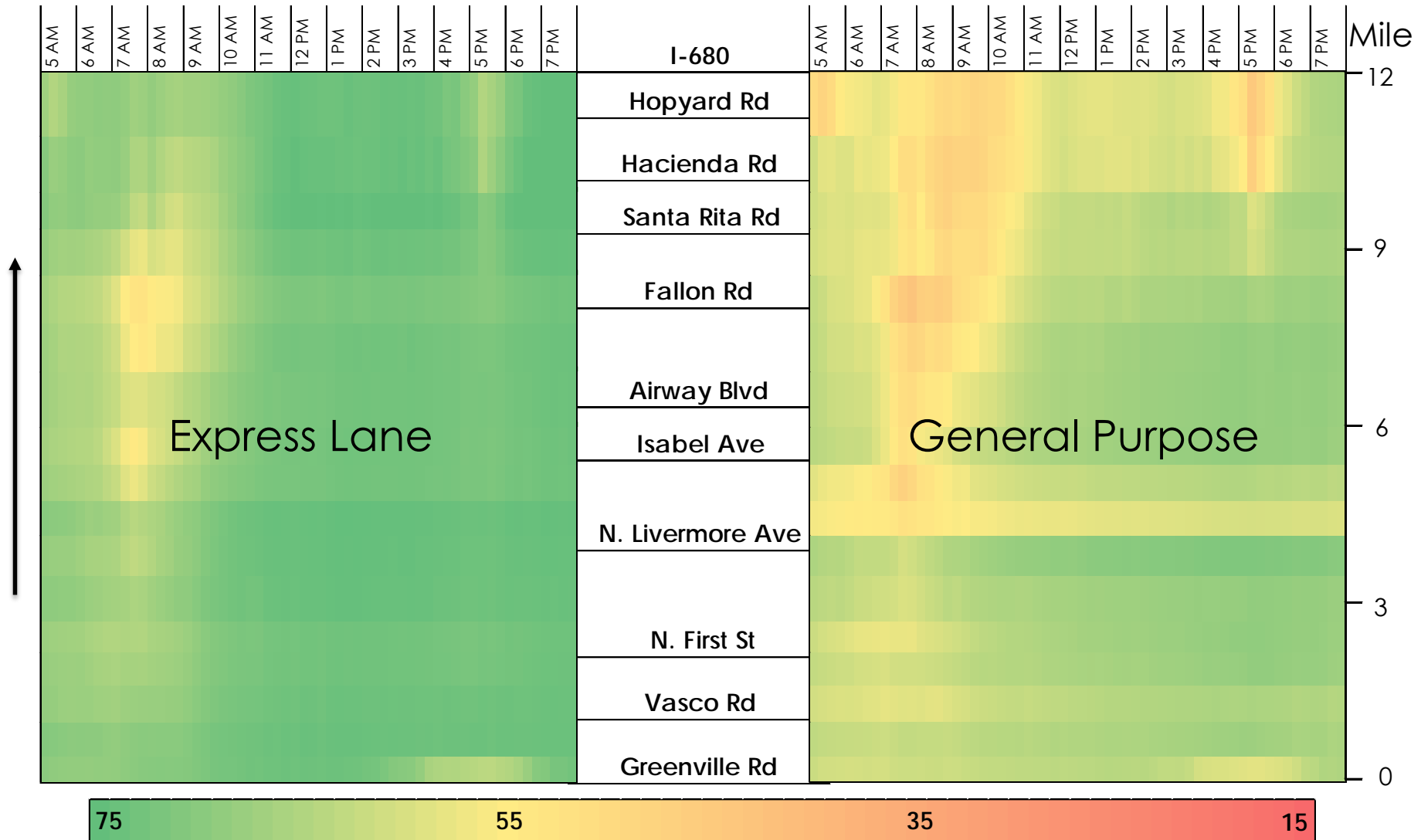
No entry/exit from westbound express lane from Hacienda to end.

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

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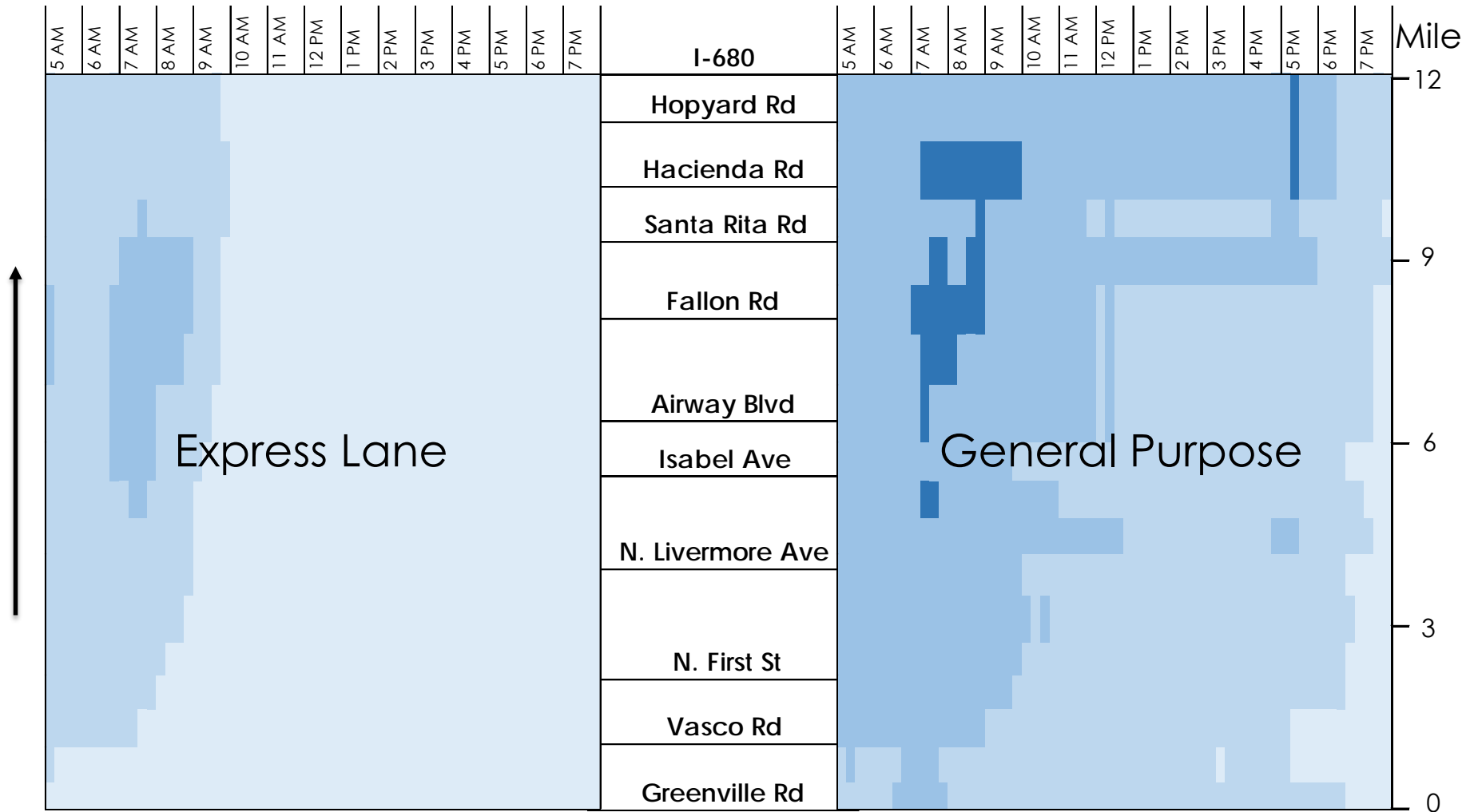
Westbound I-580 Corridor Speed Heat Maps 6.2B

Monday-Friday, January 2017 – June 2017



Westbound I-580 Corridor Density Heat Maps

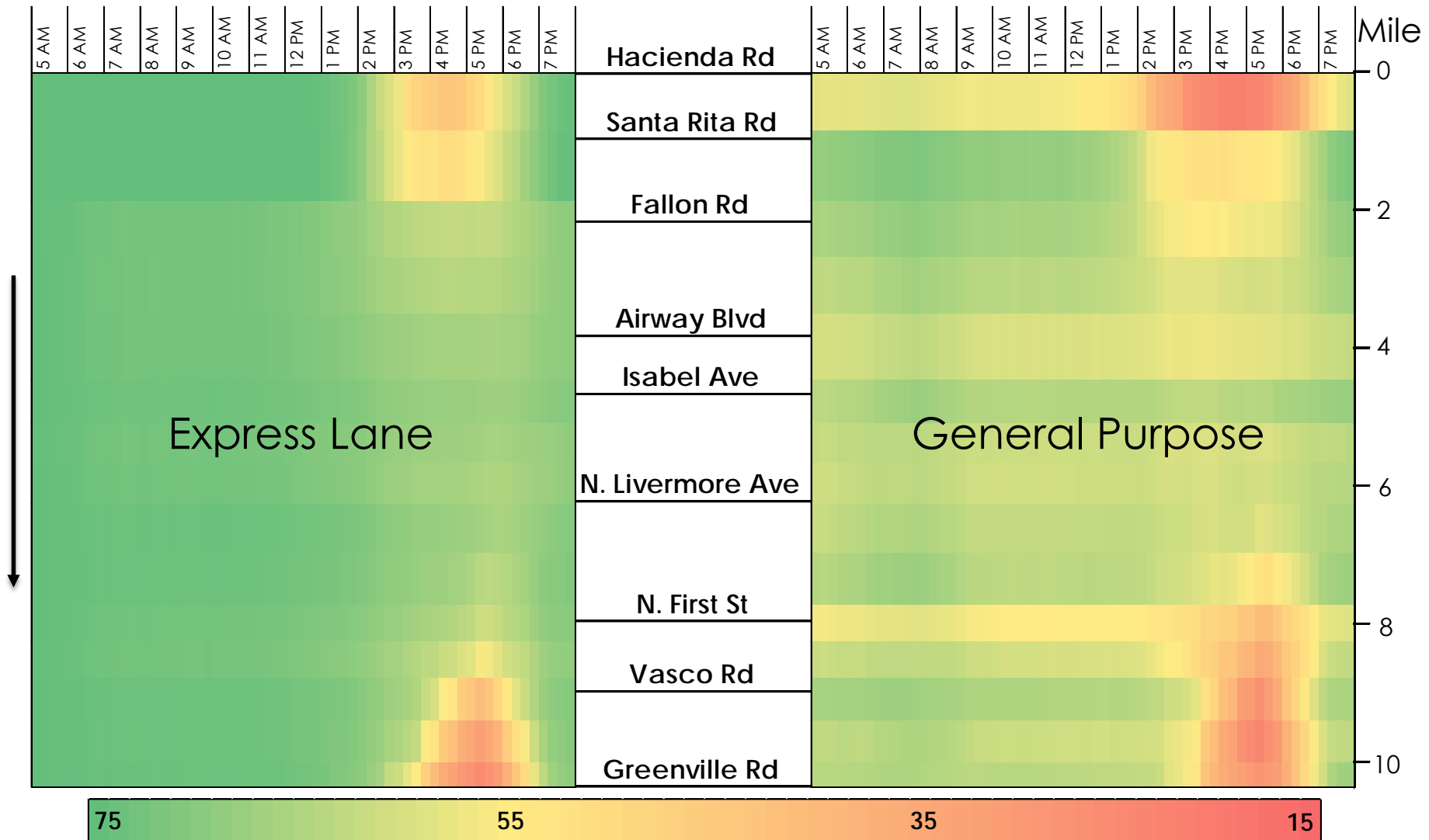
Monday-Friday, January 2017 – June 2017



LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
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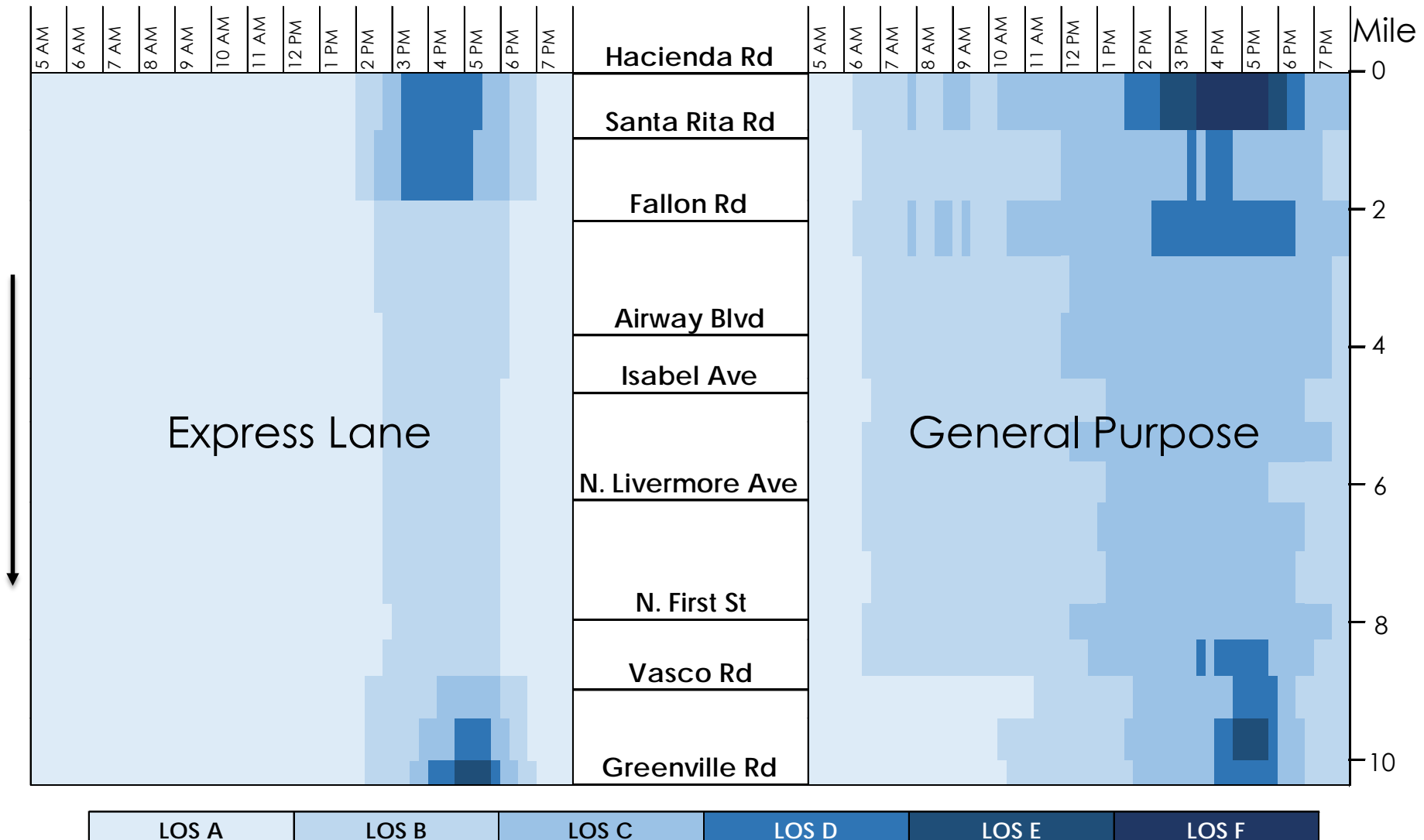
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, January 2017 – June 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, January 2017 – June 2017





Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 19, 2017

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

RECOMMENDATION: Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program. As part of the LUAP, Alameda CTC reviews Notices of Preparations, General Plan Amendments, 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 September 11, 2017, Alameda CTC reviewed one DEIR. Comments were submitted on this document and are included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Response to the Draft Environmental Impact Report for the Proposed 2190 Shattuck Avenue Mixed-Use Project in Berkeley

Staff Contacts

[Saravana Suthanthira](#), Principal Transportation Planner

[Chris G. Marks](#), Associate Transportation Planner

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September 21, 2017

Leslie Mendez
 Senior Planner
 City of Berkeley
 Planning and Development Department
 1947 Center Street, 2nd Floor
 Berkeley, California 94704

SUBJECT: Response to the Draft Environmental Impact Report for the Proposed 2190 Shattuck Avenue Mixed-Use Project in Berkeley

Dear Ms. Mendez,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 2190 Shattuck Avenue Mixed-Use Project. The project site is located at 2910 Shattuck Avenue, on the northwest corner of Shattuck Avenue and Allston Way, in Downtown Berkeley. The proposed project would replace the existing two-story, 38,700 square-foot, commercial building with an 18-story, 211,590 square-foot, residential and commercial mixed-use development. The proposed project includes 274 residential units, 10,000 square feet of commercial uses on the ground floor, and a two-level subterranean parking garage.

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


Alameda CTC reviews projects for conformance with the most recent approved Congestion Management Program Land Use Analysis Program if they generate at least 100 p.m. peak hour trips over the existing conditions. It appears from the DEIR that the net trips generated by the proposed project likely do not exceed this threshold of 100 p.m. peak hour trips. However, to make that determination, we request the following clarifications:

- The DEIR states that the proposed new 10,000 square feet of commercial retail would replace the existing 38,700 square feet of retail and offices uses and that this change would result in a net loss of peak-hour vehicle trips. Therefore, assuming the trips from the commercial uses to be part of the background or existing traffic, Table 29 in Section 4.5 of the DEIR includes vehicle-trip generation estimates for only new residential uses. However, to assess the total net new trip generation from the project site, Table 29 should be modified to include trip generation information for all current and proposed future uses so that it presents the complete picture of changes anticipated for the project site.

- Table 29 of the DEIR shows that a factor of 1.143 was used to convert vehicle-trips into person-trips so that those person-trips can be used to estimate mode split. Please include information on the source of this factor and the justification for applying this factor.

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,

A handwritten signature in dark ink, appearing to read 'Saravana Suthanthira', with a long horizontal stroke extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: October Legislative Update

RECOMMENDATION: Receive an update on federal, state, and local legislative activities and state legislation.

Summary

The October 2017 legislative update provides information on federal and state legislative activities including updates on state budget statutes and state legislation, and on Alameda CTC's advocacy efforts in 2017, the first year of a two-year session.

Background

The Commission approved the 2017 Legislative Program in December 2016. The final 2017 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, 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 Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

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

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following updates on state legislative activities, transportation and cap & trade budget trailer bills, and transportation and housing funding.

In the last weeks of the session, the Legislature remained extremely busy, passing budget clean-up bills, a parks and water bond, a cap & trade spending plan, as well as a housing package for which passage had remained in question for the majority of the year. The

governor has until October 15th to sign, veto, or allow measures sent to him to become law without his signature.

SB 1 Repeal

Assemblyman Travis Allen (R-Huntington Beach) received the verdict he wanted in his challenge to the title and summary issued by the Attorney General's (AG) Office. Assemblyman Allen filed a lawsuit challenging the AG's title, claiming it misleading, because it does not use the word tax or fee in the title. The official title provided by the AG for this initiative is, "Eliminates Recently Enacted Road Repair and Transportation Funding by Repealing Revenues Dedicated for This Purposes." The tentative ruling from the Sacramento Superior Court Judge Timothy Frawley was in agreement.

Adding to the SB 1 challenges, another initiative has been filed with the AG's office that goes much further than just repealing SB 1. This new proposal would amend the Constitution in a manner that would not only temporarily repeal SB 1, but it would prohibit the legislature from imposing, extending, or increasing any tax on vehicles or fuel unless that proposal is submitted to the voters, where it must be approved with a majority vote. The proposed initiative states these new restriction would apply to any vehicle or fuel tax imposed after January 1, 2017. If enacted, this implementation date would place SB 1 on hold until it is approved by the voters.

Majority Vote Taxes

In *California Cannabis Coalition v. City of Upland*, the court found that a voter initiative that imposed a new fee on new dispensaries could be imposed with a majority vote. Although the initiative was ultimately rejected by the voters, the City of Upland decided to place the initiative on a general election ballot, because the City determined that the proposed fee constituted a tax that must adhere to the requirements in Prop 218, which requires taxes to be placed on a general election ballot. However, the Constitution requires an initiative to be placed on a special election ballot. This action opened the door for the Supreme Court's review.

In short, the Court determined that the two-thirds vote requirements for local taxes imposed by Prop 13 and Prop 218 only apply to taxes proposed by local governments. The provisions of Prop 13 and Prop 218 only mention local governments and do not mention citizen initiatives. Therefore, an initiative that imposes new fees or increases taxes can be placed on the ballot and enacted with a simple majority vote.

This opens a strange new world of possibilities of creating new local tax programs through the initiative process. In addition, it raises the possibility of a local government simply adopting a valid initiative that imposes a tax or fee without placing it on ballot. The initiative process requires a local government to choose one of three options when an initiative is submitted:

- 1) adopt the ordinance without alteration,
- 2) immediately order a special election, or
- 3) direct staff to draft a report, and once the report is complete to either adopt the ordinance or place it on the ballot.

Transportation and Cap & Trade Budget Trailer Bills

The legislature sent the governor several budget trailer bills on the last night of session. These include some policy fixes aimed at expediting the implementation of SB 1 and implementation of the cap & trade expenditure plan. Surprisingly, Governor Brown signed these budget bills only a few hours after the legislature adjourned for the year, including the following bills.

AB 135, Chapter 255, Statutes of 2017: Transportation Budget Trailer Bill. This measure makes several mainly clarifying changes on the use of SB 1 funds. These changes primarily allow local entities to spend local funds in advance of an SB 1 allocation, and use the SB 1 funds to repay the local funding source. This is commonly known as the “letter of no prejudice” process. Specifically, AB 135 makes the following changes:

- Allows cities and counties to advance a street or road repair project using local funds and use the SB 1 local street and road fund to repay the local source.
- Allows a city or county a 90-day grace period if the city or county fails to submit its list of local street and road repair projects to the California Transportation Commission (CTC) by the deadline.
- Allows a project sponsor to seek a letter of no prejudice from the CTC to allow the local entity to use local funds to advance a project that is programmed to receive funds in a future year in the Transit and Intercity Rail Program, the Solutions for Congested Corridors Program, and the Local Partnership Program.
- Allows small (typically rural) transportation planning agencies to receive from the California Department of Transportation (Caltrans) a single advance payment for programming, planning, and monitoring activities of no more than \$300,000 or less per year. This change essentially formalizes an existing practice at Caltrans.
- Authorizes the California State Transportation Agency (CalSTA) to assume the federal government's responsibility for federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) for any railroad, public transportation, or multimodal project undertaken by state agencies. CalSTA currently assumes this role for highway projects.

AB 134, Chapter 254, Statutes of 2017: Cap & Trade Budget Trailer Bill. AB 134 is the primary vehicle that appropriates cap & trade auction revenue to various programs. This bill appropriates \$900 million to the following programs:

- \$250 million for Carl Moyer program funding for the South Coast, San Joaquin Valley, and Bay Area Air Quality management districts.
- \$180 million for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program. At least \$35 million is allocated for zero-emission buses.
- \$140 million for the Clean Vehicle Rebate Program for rebates for light-duty vehicles.
- \$140 million for equipment and improvements at ports, including for projects for ships at birth.
- \$100 million for Enhanced Fleet Modernization Program and light duty equity pilot projects like agricultural vanpools.

- \$85 million for agriculture equipment and tractor replacement.
- \$5 million for technical assistance for environmental justice communities.

AB 109, Chapter 249, Statutes of 2017: Budget Trailer Bill. This bill contains appropriation and fixes for numerous programs, including \$621 million in cap & trade appropriations and other funding commitments made as part of the cap & trade deal. The cap & trade appropriations include the following:

- \$200 million for healthy forests and fire prevention in State Responsibility areas, of which \$5 million shall be used for activities of the California Conservation Corp.
- \$25 million for fire prevention grants to localities in High Risk Fire Areas.
- \$99 million for methane reduction programs, including dairy digesters research and development and alternative manure management programs. These investments must comply with siting requirements applied to digester projects awarded in the 2016-17 fiscal year.
- \$60 million for energy efficiency funding for agricultural entities, including food processors.
- \$6 million for renewable energy projects related to agriculture.
- \$40 million for waste diversion and recycling infrastructure.
- \$10 million for the Transformative Climate Communities program.
- \$26 million for urban greening.
- \$20 million for urban forestry.
- \$18 million for low-income weatherization for multi-family, solar, and farmworker residential units.
- \$15 million for wetland restoration.
- \$26 million for adaptations activities, with \$20 million for natural land adaptation and \$6 million for coastal adaptation.
- \$11 million for competitive grants for research related to climate change, clean energy, and adaptation.
- \$80 million to backfill State Responsibility Area funds for fire protection in local areas. This bill includes a provision to appropriate these funds prior to the application of the continuous appropriation of Greenhouse Gas Reduction funds for the budget year.
- \$11.7 million for statewide implementation costs.

The following funds are part of the cap & trade deal but are appropriated from other sources as specified:

- \$50 million for agricultural diesel replacement and upgrades, of which \$35 million is from the Alternative and Renewable Fuels and Vehicle Technology Fund and \$15 million is from Air Quality Improvement Fund.
- \$28.3 million for implementation costs, including \$27 million of Air Pollution Control fund for local efforts to implement AB 617 (Cristina Garcia), Chapter 136, Statutes of 2017, and \$1.3 million from the Cost of Implementation Fund for the implementation of AB 398 (Eduardo Garcia), Chapter 135, Statutes of 2017.

Alameda CTC Legislative Advocacy

In this first legislative year of the two-year session, California's Assembly and Senate accomplished a great deal. Alameda CTC followed legislation and approved support positions on 12 bills in 2017, including one support-in-concept position and one support-and-amend position; the agency also approved watch positions on five bills. Of these support/watch bills, three bills were signed into law (AB 28 (Frazier), AB 1113 (Bloom), and (SB 1)); and seven are at the governor's desk for approval (AB 17(Holden), AB 333 (Quirk), AB 758 (Eggman), AB 1444 (Baker), SB 2 (Atkins), SB 4 (Mendoza), and SB 595 (Beall)).

In addition, Alameda CTC took one oppose position on a previous version of AB 1069; a revised version, which was modified to not be an issue with Alameda CTC, is with the governor for signature.

The table below shows the positions that Alameda CTC took in 2017, and the status of the bills as of September 21, 2017.

Bills	Title	Status	Position
AB 1 (Frazier D)	Transportation funding.	ASSEMBLY TRANS	Support
AB 13 (Eggman D)	580 Marine Highway.	ASSEMBLY 2-Year Bill	Watch
AB 17 (Holden D)	Transit Pass Program: free or reduced-fare transit passes.	Governor's Desk	Support in Concept
AB 28 (Frazier D)	Department of Transportation: environmental review process: federal pilot program.	Signed Into Law	Support
AB 333 (Quirk D)	State Highway Route 185: relinquishment: County of Alameda.	Governor's Desk	Support
AB 734 (Bonta D)	Infrastructure financing districts: City of Oakland: freight rail.	SENATE 2 Year Bill	Watch
AB 758 (Eggman D)	Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority.	Governor's Desk	Watch
AB 1113 (Bloom D)	State Transit Assistance program.	Signed Into Law	Support
AB 1069 (Low D)	Local government: taxicab transportation services.	Governor's Desk	Oppose – prior version

Bills	Title	Status	Position
AB 1444 (Baker R)	Livermore Amador Valley Transit Authority: demonstration project.	Governor's Desk	Support
SB 1 (Beall D)	Transportation funding.	Signed Into Law	Support
SB 2 (Atkins D)	Building Homes and Jobs Act.	Governor's Desk	Support
SB 3 (Beall D)	Affordable Housing Bond Act of 2018.	ASSEMBLY RULES	Support
SB 4 (Mendoza D)	Medi-Cal: county organized health system: County of Orange.	Governor's Desk	Watch
SB 251 (Cannella R)	Autonomous vehicles: pilot project.	SENATE Two-Year Bill	Support and Amend
SB 595 (Beall D)	Metropolitan Transportation Commission: toll bridge revenues	Governor's Desk	Support
SCA 2 (Newman D)	Motor vehicle fees and taxes: restriction on expenditures.	SENATE Inactive File	Watch
SCA 6 (Wiener D)	Local transportation measures: special taxes: voter approval.	SENATE Appropriations – Held on Suspense File	Support

In 2017, Alameda CTC was heavily engaged in advocating for passage of two key bills:

- **SB 1 (Beall)** Transportation funding. The [Road Repair and Accountability Act of 2017](#) is the first significant increase in state transportation funding in more than two decades. This funding will be dedicated to the repair and maintenance of local roadways, state highways, public transit and active transportation programs. The governor signed the bill on April 28, 2017, which will result in approximately \$5.24 billion per year in transportation funding.
- **SB 595 (Beall)** Metropolitan Transportation Commission: toll bridge revenues: BART Inspector General: Santa Clara Valley Transportation Authority: high-occupancy toll lanes. Introduced as a bill for Regional Measure 3, the bill would allow voters to approve a toll increase to fund congestion-relief projects and improve mobility in the bridge corridors. Alameda CTC adopted a list of candidate projects in January 2017 and submitted them to the Metropolitan Transportation Commission. SB 595 was approved by the Assembly on September 13 and the Senate on September

14. This bill is with the governor for signature and, if approved, will provide approximately \$4.45 billion in funding for transportation projects.

October 15 is the last day for the governor to sign or veto bills passed by the legislature on or before September 15 and in his possession after September 15. All statutes will take effect on January 1, 2018, unless bills were enacted as urgency bills, and the legislature reconvenes on January 3, 2018.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Alameda CTC 2017 Legislative Program

Staff Contact

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

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2017 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

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www.AlamedaCTC.org

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. Support efforts that protect against transportation funding diversions and overall increase transportation funding. Support new funding sources for transportation. Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. Support efforts that streamline financing and delivery of transportation projects and programs. Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> Support environmental streamlining and expedited project delivery. Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles. Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use. Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> Support efforts that reduce project and program implementation costs. Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none"> • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation that improves the efficiency and connectivity of the goods movement system. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: Funding Agreement with the Metropolitan Transportation Commission (MTC) for the I-580 Design Alternatives Assessment

RECOMMENDATION: Approve and authorize the Executive Director, or a designee, to execute an agreement contributing a not-to-exceed amount of \$200,000 of Alameda CTC's share of MTC Planning Funds to the Metropolitan Transportation Commission for completion of the I-580 Design Alternative Assessment.

Summary

Interstate 580 (I-580) is one of Alameda County's key transportation routes, carrying over 200,000 vehicles per day in its most heavily used segments and serving as a primary conduit to the Transbay/Bay Bridge corridor. Given worsening congestion associated with Bay Bridge traffic and constrained right-of-way, MTC has identified the segment of I-580 from SR-238 in Castro Valley to I-80 in Oakland in Alameda County as a candidate for managed lanes as part of its Managed Lanes Implementation Plan effort. To evaluate this corridor further for identifying potential improvements, MTC has proposed to conduct a Design Alternative Assessment (DAA) for this segment in partnership with Alameda CTC. In the last year, MTC has initiated similar arrangements with several other CMAs, including Contra Costa Transportation Authority (CCTA) for I-680 and jointly with the Congestion Management Agencies of Solano, Sonoma, Napa, and Marin counties (STA, SCTA, NVT, and TAM) for State Route 37. The DAA will evaluate the traffic and throughput needs for this segment of I-580 and identify a list of feasible, near- and mid-term project concepts that can be advanced to project development.

The DAA is estimated to cost approximately \$400,000 with a 50% contribution of \$200,000 from Alameda CTC. Considering the persistent congested condition of this corridor and lack of other transportation planning efforts, staff recommends that the Commission approve and authorize the Executive Director, or a designee, to execute an agreement with MTC for a not-to-exceed amount of \$200,000 of Alameda CTC's share of MTC Planning funds to be leveraged with MTC funds for completion of the DAA.

Background

Alameda CTC's biennial LOS monitoring studies reveal persistent congestion on I-580 in the Bay Bridge corridor since 2008. The latest 2016 LOS monitoring report highlights LOS F conditions (average speeds less than 30 mph) on I-580 traveling from the Bay Bridge in the afternoon and worsening LOS F conditions approaching Highway 13 in both the morning and afternoon. Attachment A illustrates the corridors with the slowest travel speeds throughout Alameda County, underscoring the significant concentration of traffic and travel demand to and from the Bay Bridge. As described in MTC's latest congestion data release from Vital Signs, the region's most congested commute, for the second year in a row, is the afternoon eastbound commute on the Bay Bridge. Traffic delay for this corridor now spans from noon to 10 pm on average. This traffic has significant ramifications for Alameda County as it continues into the region's ninth most congested corridor, Highway 24 through north Oakland, and I-580 from the toll plaza to Seminary Avenue in central Oakland, which is one of the top 25 most congested corridors in the region.

Despite worsening traffic in the Bay Bridge and I-580 corridors in Alameda County, there has been limited corridor planning work on this segment of I-580. Worsening levels of service suggest a need to evaluate options for increasing corridor efficiency while acknowledging right-of-way and capacity constraints in this corridor and upstream at the Bay Bridge.

Study Purpose

The purpose of the Design Alternative Assessment (DAA) is to evaluate a range of improvement options to address congestion in the corridor. The assessment will evaluate the feasibility of providing a bus lane, HOV lane, or an express lane on all, or a portion of, this segment of I-580, as well as additional operational strategies and traffic demand management strategies. The outcome of the DAA will be a set of near- and mid-term project concepts that could advance into project development and project delivery. Project concepts would be defined to the level of detail required for accessing funding opportunities from a variety of existing and emerging sources.

The work performed through the DAA has the following specific intended outcomes:

1. Discussion of traffic and throughput needs of this segment of I-580.
2. List of feasible, near and mid-term project concepts that can be advanced to project development and that would be competitive for near and mid-term funding opportunities.

Study Scope and Schedule

The study limits of the DAA will be on I-580 in Alameda County between the SR-238 interchange in Castro Valley and the I-80 interchange in Oakland (San Francisco-Oakland Bay Bridge Toll Plaza), as shown in Figure 1.



Figure 1. DAA Study Limits: I-580 from SR-238 in Castro Valley to I-80 in Oakland

The scope of the DAA includes:

- Evaluation of existing conditions
- Development of a feasible set of alternatives
- Screening of alternatives
- Recommendations for project concepts that could continue through subsequent project development within Caltrans processes.

The timeline for the DAA is approximately nine months, from December 2017 to September 2018, as shown in Table 1.

Table 1. Draft DAA Schedule

<u>Task</u>	<u>Tentative timeline</u>
Commence Contract	December 2017
Existing Conditions Assessment	April 2018
Alternative Development and Screening	July 2018
Alternative Evaluation and DAA Documentation	September 2018

MTC and Alameda CTC will jointly develop the DAA working with a Technical Advisory Committee (TAC) for the DAA. Staff from Caltrans and AC Transit and the jurisdictions along the corridor will be invited to participate in the TAC. Alameda CTC and MTC staff anticipate that there will be up to nine (9) TAC meetings throughout the study.

Funding Agreement with MTC

Pending approval of the funding agreement, MTC will release an RFQ to their on-call consultant bench and will manage the invoices throughout the DAA timeline. Alameda CTC

and MTC will jointly manage the DAA, which will include weekly project management meetings and joint approval of deliverables throughout the study.

Fiscal Impact: This action will authorize a not-to-exceed amount of \$200,000 of Alameda CTC share of MTC Planning funds to match \$200,000 of MTC funds for the study and the Alameda CTC commitment will be included in the Fiscal Year 2017-18 budget.

Attachment

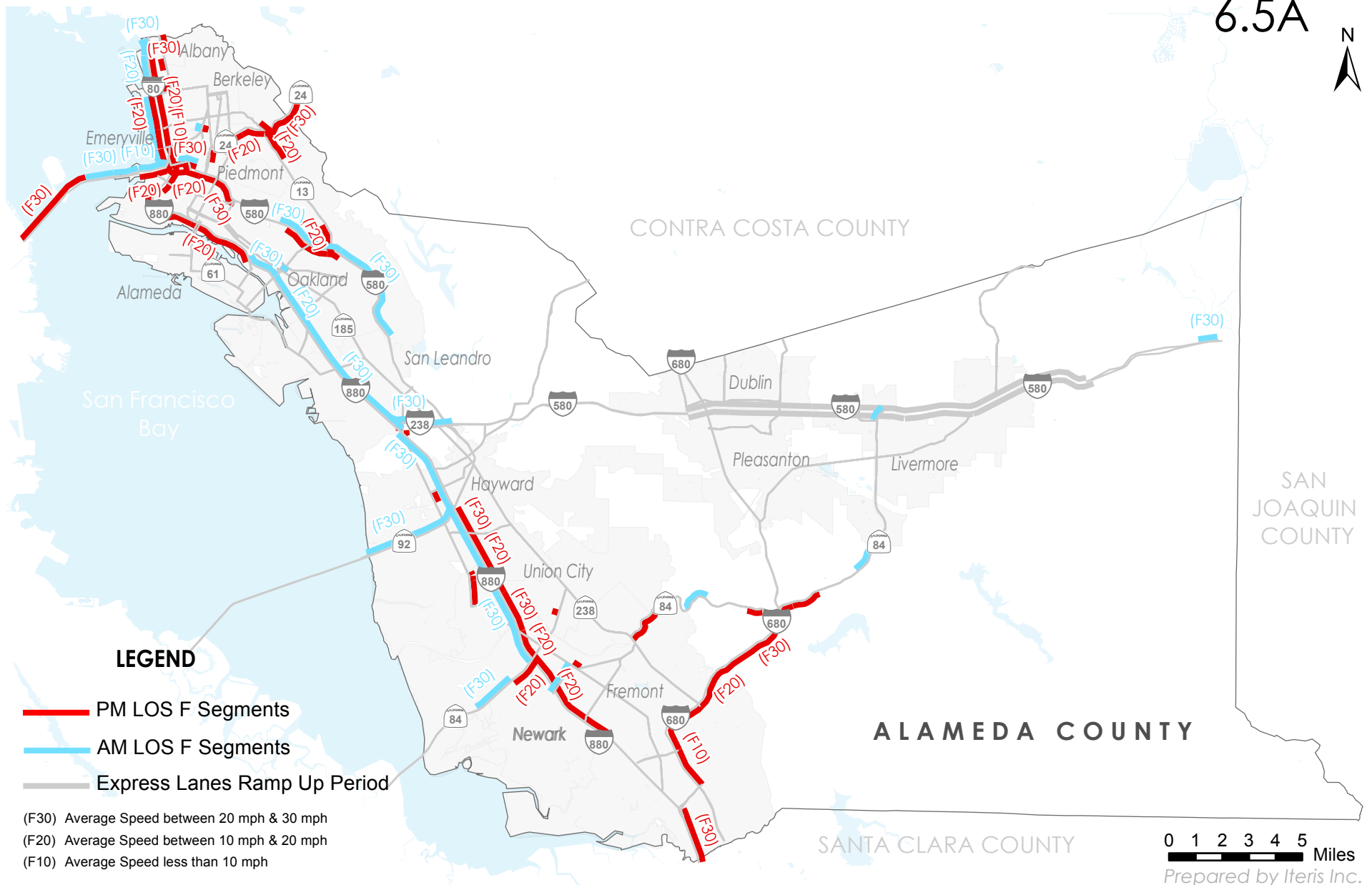
- A. 2016 Level of Service Monitoring Results: LOS F Segments

Staff Contacts

[Tess Lengyel](#), Deputy Executive Director of Planning

[Saravana Suthanthira](#), Principal Transportation Planner

[Kristen Villanueva](#), Senior Transportation Planner



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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE:	October 19, 2017
SUBJECT:	East 14 th /Mission and Fremont Boulevard Multimodal Corridor Project (PN 1476.000): Professional Services Agreement with Kittelson & Associates, Inc.
RECOMMENDATION:	Approve and authorize the Executive Director, or a designee, to negotiate and execute the Professional Services Agreement with Kittelson & Associates, Inc. for a not-to-exceed amount of \$1,200,000 to provide Planning and Engineering Services for the East 14 th /Mission and Fremont Boulevard Multimodal Corridor Project (Project).

Summary

The Alameda County Transportation Commission (Alameda CTC) is initiating the East 14th/Mission and Fremont Boulevard Multimodal Corridor Project (Project). The three countywide modal plans, approved by the Commission in 2016, as well as the AC Transit Major Corridors Study identified this corridor as one of Alameda County's critical multijurisdictional arterials serving transit, goods movement, auto, bicycle and pedestrian needs. In addition, significant local land use and transportation planning efforts and economic development initiatives have recently focused on the corridor, where major development is underway and anticipated for the future. The Project is the second Multimodal Arterial Corridor Project that Alameda CTC is launching, following the San Pablo Avenue Multimodal Corridor Project that was approved by the Commission in April 2017 for contract execution.

This Project will build upon existing transportation and land use planning efforts along the corridor to develop an implementable multimodal improvement plan for the East 14th/Mission and Fremont Boulevard. The Project seeks to advance the corridor through alternatives development and to prepare and finalize appropriate Caltrans project initiation documents for ultimate project delivery.

The Commission allocated \$1,500,000 of Measure BB funds in the 2018 Comprehensive Investment Program to the Project. Staff has subsequently coordinated closely with local jurisdictions, Caltrans, and AC Transit to define the scope of work for the Project and procure a consultant team. In order to deliver the Project, consultant services were sought through a Request for Proposals (RFP), released in July with a due date in August. Three proposals were received and reviewed by a panel consisting of representatives from AC Transit, Caltrans

and Alameda CTC. Based on the review of the proposals and interviews, the panel selected Kittelson & Associates, Inc. as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director, to negotiate and execute a Professional Services Agreement with Kittelson & Associates, Inc. for a not-to-exceed amount of \$1,200,000 to provide Planning and Engineering Services.

Background

The East 14th /Mission and Fremont Boulevard Corridor is a critical interjurisdictional arterial corridor for Alameda County that traverses five jurisdictions in Central and Southern Alameda County (San Leandro, unincorporated Alameda County, Hayward, Union City, and Fremont) generally running parallel to I-880. The surrounding transportation network includes two major bay crossing corridors (San Mateo and Dumbarton bridges), as well as major commute corridors to the Tri-Valley including Niles Canyon (SR-84) and the Sunol Grade (I-680). The corridor includes multiple owners, with portions that are owned and managed by the California Department of Transportation (Caltrans) such as State Routes (SR 185 and 237) and portions that have been or are in the process of being relinquished to local agencies, some of which are currently developing projects along the corridor.

The corridor serves all transportation modes. The roadway carries up to 32,000 average daily vehicles of all types, including autos, buses, shuttles and trucks. Four AC Transit routes and a Union City Transit bus route run on this corridor and connect with other local and Transbay transit routes such as the Dumbarton Express. Additionally, the corridor parallels BART service and provides access to seven stations including the recently opened Warm Springs station. The corridor runs through high-activity pedestrian areas and parallels the proposed East Bay Greenway trail facility in San Leandro and Hayward. Many segments of the corridor also provide Class II and Class III bicycle facilities, and Class IV facilities are planned on Fremont Boulevard. Major portions of the corridor are designated as truck routes, serving commercial and industrial uses throughout the corridor.

The corridor is also very important from a land use and economic development perspective. Land uses along the corridor are transitioning and continued growth in new high density and mixed use development is expected. Many segments of East 14th Street and Mission Boulevard (particularly in San Leandro, unincorporated Alameda County, and Hayward) have been designated as Priority Development Areas (PDAs) by local jurisdictions, and Fremont has designated PDAs along Fremont Boulevard. The PDA designated around the newly opened Warm Springs BART station in Fremont is expected to see transit oriented development.

Project Limits

The project area will generally extend from the northern terminus at Davis Street in San Leandro, at the end point of the East Bay Bus Rapid Transit project currently under construction, along East 14th Street and Mission Boulevard, to Decoto Road. From Decoto Road, the corridor is expected to fork, with some travel extending down Mission Boulevard to

I-680, and other travel turning down Decoto Road to Fremont Boulevard. The final end point along Fremont Boulevard will be determined during the course of the Project based on the analysis and findings of Phase 1 and input from project stakeholders. The southern terminus could extend as far south as the Warm Springs BART station in the City of Fremont. The Project will also include analysis of the segment of Mission Boulevard between Decoto Road in Union City and I-680 in order to inform the final recommendations of corridor route and terminus points. The exact definition of the corridor will be a critical early task of the project.

The Project will consider the "East 14th /Mission and Fremont Boulevard Corridor" to mean not just East 14th Street, Mission Boulevard, Decoto Road and Fremont Boulevard but also parallel roadways and sections of perpendicular roadways as necessary in order to understand larger circulation patterns and infrastructure needs.

Project Purpose

This Project seeks to build off of the high-level planning efforts completed throughout the corridor and identify specific implementable short-, medium- and long-term improvements that can advance through alternatives development and subsequent Caltrans project initiation documents. Alameda CTC is embarking on this corridor study for several key reasons:

- To accommodate anticipated growth by improving operational efficiency and reliability and expanding person-throughput by improving transit within existing right-of-way
- To improve safety for all modes
- To improve comfort and quality of trip for all users
- To enhance the sense of place and community identity throughout the corridor and support local land use and economic development priorities

In order to transition from high-level planning to an implementable multimodal improvement plan, it is necessary to ensure that alternatives are consistent with expected uses along the corridor. This multimodal, multijurisdictional project will include participation from all local jurisdictions along the corridor, Caltrans, transit agencies, and appropriate private transportation operators. Stakeholder engagement is included in the project scope described below. All these partners will be essential to defining and advancing substantial improvements to the corridor.

Procurement: In order to provide the consultant resources necessary for the successful delivery of the Project, Alameda CTC released RFP #R18-0004 in July 2017. Alameda CTC received three proposals on August 11, 2017 from the following firms:

- HDR Engineering, Inc.
- Kittelson & Associates, Inc.
- STV, Inc.

An independent selection panel composed of representatives from AC Transit, Caltrans, and Alameda CTC reviewed the proposals and selected all three (3) firms for interview. Consultant interviews were conducted on September 13, 2017.

Proposers were evaluated and scored based on the following criteria:

- Knowledge and Understanding of the required services and scope of work.
- Management Approach and Staffing Plan to performing scope of work efficiently and effectively. The ability and willingness to work within a managed contract budget, scope of work, and schedule of deliverables.
- Qualifications of the Proposer Firm and ability of the consultant team and key staff in performing the scope of work
- Effectiveness of Interview – Overall interview discussions and presentation.
- Ability to meet or exceed applicable LBE and SLBE Goals: This RFP and the resulting Contract are subject to the Local Business Contract Equity Program established by Alameda CTC.

At the conclusion of the evaluation process, the selection panel ranked the teams in the following order:

- Kittelson & Associates, Inc.
- HDR Engineering, Inc.
- STV, Inc.

The Professional Services Agreement scope will include:

- Stakeholder and community engagement
- Detailed existing conditions and market analysis
- Establishment of project purpose, goals and performance measures
- Alternatives development, evaluation and refinement
- Conceptual engineering, environmental analysis and cost estimates for a limited set of alternatives
- Initiation of project development

Kittelson & Associates is a well-established local firm and its team is comprised of several Alameda CTC certified local, small local, and very small local firms. In the event Alameda CTC does not reach agreement with Kittelson & Associates, negotiations will proceed with the second highest ranked proposer from the ranking list, shown above.

Recommendation: Staff recommends that the Commission approve and authorize the Executive Director, or his designee, to negotiate and execute Professional Services Agreement with Kittelson & Associates, Inc. for a not-to-exceed amount of \$1,200,000 to provide Planning and Engineering Services.

Levine Act Statement: The Kittelson & Associates Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$1,200,000 in previously allocated Project funds (Measure BB) approved in the 2018 CIP for this project. This amount is included in the Project Funding Plan, and sufficient budget has been included in the Alameda CTC Adopted FY2017-18 Budget.

Staff Contacts

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Saravana Suthanthira](#), Principal Transportation Planner

[Kristen Villanueva](#), Senior Transportation Planner

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: 2018 State Transportation Improvement Program (STIP): Alameda County 2018 STIP Project List

RECOMMENDATION:

1. Approve Resolution 17-004, regarding the approval of the Alameda County 2018 STIP Project List; and
2. Approve Resolution 17-005, the project-specific resolution of local support for recommended STIP projects implemented by the Alameda CTC.

Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). The 2018 STIP will include programming capacity resulting from the passage of the Road Repair and Accountability Act of 2017 (Senate Bill 1) and covers Fiscal Years (FYs) 2018-19 through 2022-23. Alameda County's share of the State's 2018 STIP Fund Estimate is \$48.8 million and represents the amount of new STIP funding made available in the last two years of the 2018 STIP period. Staff is recommending Commission approval of the Alameda County 2018 Project List (Attachment A) which is consistent with the 2018 STIP Principles approved by the Commission in September 2017 (Attachment B).

The recommendation for the Alameda County 2018 STIP Project List includes an exchange component between STIP and Alameda CTC-administered local funds (Attachment C). The exchange proposal includes reprogramming \$12 million of existing STIP funding from the East West Connector project to the I-80 Gilman Interchange project for a like amount of local funds and reprogramming \$2 million of 2018 STIP funds proposed for the Caldecott Settlement project to the SR-84 Widening from south of Ruby Hill Drive to I-680 and SR-84/680 Interchange Improvements project for a like amount of local funds.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had

significant impacts on the regional transportation planning and programming processes. The statute delegated major funding decisions to a local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects to be funded through the STIP. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities. The STIP is composed of two sub-elements: 75% of the STIP funds goes toward the Regional Transportation Improvement Program (RTIP) and 25% goes to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC is to adopt and forward a county program of STIP projects to the Metropolitan Transportation Commission (MTC) each biennial STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the STIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the Statewide STIP. The MTC region's RTIP is due to the CTC in December 2017.

2018 STIP Fund Estimate

The CTC approved the Fund Estimate for the 2018 STIP at its August 2017 meeting. The 2018 STIP Fund Estimate identifies a total of approximately \$48.8 million for Alameda County. Based on anticipated regional policy (and existing regional commitments), the Alameda CTC will have about \$24.9 million available to program to projects. The MTC Region 2018 STIP Policy is scheduled to be approved on October 25, 2017.

\$ 48.813 M	2018 Fund Estimate for Alameda County
\$ 23.914 M	Fulfillment of previous STIP commitments *
\$ 0.466 M	Less STIP Administration funds for MTC
<u>\$ 1.535 M</u>	<u>Less STIP Administration funds for Alameda CTC</u>
\$ 24.899 M	2018 STIP Funds Available to Program to Projects

** Due to limited STIP funding in past STIP cycles, the Alameda CTC (and the Alameda County CMA prior to the Alameda CTC) periodically approved commitments for future STIP funding starting with the 2008 STIP cycle. With each subsequent cycle, the Alameda CTC has prioritized the programming of available STIP funding, to the extent practicable, to the approved STIP commitments.*

2018 STIP Project List

Staff is recommending Commission approval of the 2018 STIP Project List (Attachment A) consistent with the Principles for the 2018 STIP Project List, approved by the Commission in September 2017 (Attachment B). The Principles prioritize consideration of previously approved STIP commitments related to the programming of future Alameda County STIP shares. These commitments included MTC Resolution 3434 projects and funds to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond projects. In some cases, previous STIP commitments have since been delivered using other funding or have been delivered with less funding than originally anticipated due to

significant project savings. The recommendation for the 2018 STIP Project List includes programming to fulfill the STIP commitments from previous cycles to projects with remaining funding needs.

The projects recommended for 2018 STIP funding are based on the project applications submitted for the Alameda CTC's 2018 Comprehensive Investment Plan (CIP). The CIP process involves extensive outreach and consideration of a wide range of investments for the various funding programmed and allocated by the Alameda CTC, including the Alameda County share of STIP funding.

2018 STIP Exchange Proposal

The 2018 STIP recommendation includes an exchange between STIP and Alameda CTC-administered local funds. The proposal includes reprogramming \$12 million of existing STIP funds from the East West Connector project to the I-80 Gilman Interchange project for a like amount of local funds and exchanging \$2 million of proposed 2018 STIP funds from the Caldecott Settlement project with the SR-84 Widening from south of Ruby Hill Drive to I-680 and SR-84/680 Interchange Improvements project for a like amount of local funds.

The 2014 STIP included \$12 million for the East West Connector project which is currently programmed in FY 2020-21. The I-80 Gilman Interchange project is proposed as a new project in the 2018 STIP with the STIP funds proposed for FY 2020-21 to align with the current construction schedule. Additionally, moving the STIP funds onto the I-80 Gilman Interchange project would result in less administration costs for the East West Connector project, and increasing the local funding programmed to the project will add flexibility to its project delivery strategy.

The \$2 million balance remaining from the Alameda CTC's existing funding commitment to the Caldecott Settlement project is also proposed through the 2018 STIP. In order for the City of Oakland to access these funds earlier than the 2018 STIP schedule, staff is proposing exchanging a like amount of local funds from the SR-84 Widening, South of Ruby Hill Drive to I-680, and SR-84/I-680 Interchange Improvements project.

The I-80 Gilman and SR84/I-680 Interchange projects are both being implemented by the Alameda CTC. Thus, the Commission is also requested to approve Resolution 17-005, the MTC-required 2018 STIP project-specific resolution of local support (Attachment E).

Next Steps

The Alameda CTC must forward a draft 2018 STIP Project List to MTC by October 13, 2017. Final governing body approval and all supporting documentation is due to MTC by November 1, 2017. MTC will consolidate the RTIP proposals from the nine Bay Area counties into a 2018 Regional STIP program (2018 RTIP), which is due to the CTC in December 2017. The final 2018 STIP is scheduled to be approved by the CTC in March 2018.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2018 STIP Draft Project List
- B. Approved 2018 STIP Principles
- C. 2018 STIP Exchange Proposal
- D. Resolution 17-004, Approval of Alameda County 2018 STIP Program
- E. Resolution 17-005, Alameda CTC's 2018 STIP Resolution of Local Support

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Senior Program Analyst

Index #	Project	Amount Proposed for 2018 STIP (\$ x 1,000)	Notes
1	AC Transit Bus Rapid Transit Project	13,125	<ul style="list-style-type: none"> \$40M included with Resolution 08-018, Dec. 2008. \$23.125 remaining per Revised Resolution 14-007. \$10M fulfilled through Measure BB Allocation. \$13.125M proposed for 2018 STIP will fulfill Alameda CTC's existing funding commitment to BRT.
2	Route 24 Corridor – Caldecott Settlement Projects	2,000	<ul style="list-style-type: none"> \$8M included with Resolution 08-018, Dec. 2008. \$2M fulfilled in STIP 2008. \$2M fulfilled in STIP 2010. \$2M fulfilled in STIP 2014. \$2M proposed for 2018 STIP will fulfill Alameda CTC's existing funding commitment to project.
3	BART Station Modernization	3,726	<ul style="list-style-type: none"> \$3.726M represents Alameda County portion of multi-county STIP project. Project was moved out of the 2016 STIP period due to a negative fund estimate.
4	Improved Bike/Ped Connectivity to East Span SFOBB (BATA)	3,063	<ul style="list-style-type: none"> \$3.063M represents Alameda County portion of regional STIP project. Project was moved out of the 2016 STIP period due to a negative fund estimate.
5	Caldecott ARRA Payback	2,000	<ul style="list-style-type: none"> Project was moved out of the 2016 STIP period due to a negative fund estimate.
6	STIP Administration	2,001	<ul style="list-style-type: none"> Alameda CTC STIP Administration \$1.5 M MTC STIP Administration \$0.5 M
7	I-80 Gilman Interchange Improvements	13,784	<ul style="list-style-type: none"> New project proposed through 2018 STIP
8	SR-84 Widening from south of Ruby Hill Drive to I-680 and SR-84/680 Interchange Improvements	9,114	<ul style="list-style-type: none"> New project proposed through 2018 STIP
	Total	48,813	

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Principles for the Development of the Alameda County 2018 STIP Project List

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - Projects that can leverage funds from other SB1 programs
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan;
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

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Proposed Funding Exchanges for the 2018 STIP

Exchange 1

Current Programming (w/ Proposed 2018 STIP)			
Project/Phase	\$ x 1,000		
	STIP	Local	Total
East-West Connector Project	12,000	-	12,000
I-80 Gilman Interchange Reconfiguration	13,784	14,340	28,124
Total	25,784	14,340	40,124
Proposed Programming (After Exchange)			
Project/Phase	\$ x 1,000		
	STIP	Local	Total
East-West Connector Project	-	12,000	12,000
I-80 Gilman Interchange Reconfiguration	25,784	2,340	28,124
Total	25,784	14,340	40,124

Exchange 2

Current Programming (w/ Proposed 2018 STIP)			
Project/Phase	\$ x 1,000		
	STIP	Local	Total
Caldecott Settlement Projects	2,000	-	2,000
State Route 84/I-680 Interchange Improvements	9,114	83,000	92,114
Total	11,114	83,000	94,114
Proposed Programming (After Exchange)			
Project/Phase	\$ x 1,000		
	STIP	Local	Total
Caldecott Settlement Projects	-	2,000	2,000
State Route 84/I-680 Interchange Improvements	11,114	81,000	92,114
Total	11,114	83,000	94,114

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Commission Chair
Councilmember At-Large
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director 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
Vice 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 Dan Kalb

City of Piedmont
Councilmember Bob McBain

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 17-004

Approval of the Alameda County 2018 State Transportation Improvement (STIP) Program

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, projects recommended for inclusion in the 2018 STIP must be consistent with the goals and objectives of the Alameda CTC Comprehensive Investment Plan and the Countywide Transportation Plan and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the Alameda CTC 2018 STIP Principles placed a programming priority on projects that have received a commitment of future STIP programming and projects that can leverage funds from other Senate Bill 1 programs; and

WHEREAS, the funding identified in the 2018 STIP Fund Estimate for Alameda County includes approximately \$2 million of STIP capacity for Planning, Programming and Monitoring (PPM) and \$ 46.8 million of Regional Transportation Improvement Program (RTIP) for a total of \$ 48.8 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2018 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular Alameda CTC Board meeting held on Thursday, October 26, 2017 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

Rebecca Kaplan, Chair

Vanessa Lee, Commission Clerk

EXHIBIT A

Alameda County 2018 STIP Program

Index #	Project	Amount Proposed for 2018 STIP (\$ x 1,000)
1	AC Transit Bus Rapid Transit Project	13,125
2	Route 24 Corridor – Caldecott Settlement Projects	2,000
3	BART Station Modernization	3,726
4	Improved Bike/Ped Connectivity to East Span SFOBB (BATA)	3,063
5	Caldecott ARRA Payback	2,000
6	STIP Administration	2,001
7	I-80 Gilman Interchange Improvements	13,784
8	SR-84 Widening from south of Ruby Hill Drive to I- 680 and SR-84/680 Interchange Improvements	9,114
	Total	48,813

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Resolution No. 17-005
Resolution of Local Support

Commission Chair
 Councilmember At-Large
 Rebecca Kaplan, City of Oakland

Commission Vice Chair
 Supervisor Richard Valle, District 2

AC Transit
 Director Elsa Ortiz

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 Councilmember Dan Kalb

City of Piedmont
 Councilmember Bob McBain

City of Pleasanton
 Mayor Jerry Thorne

City of San Leandro
 Mayor Pauline Cutter

City of Union City
 Mayor Carol Dutra-Vernaci

Executive Director
 Arthur L. Dao

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the project

WHEREAS, the Alameda County Transportation Commission (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$36,898,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the I-80 Gilman Interchange Reconfiguration and SR-84 Widening from south of Ruby Hill Drive to I-680 and SR- 84/ I-680 Interchange Improvements projects (herein referred to as PROJECT) for the Regional Transportation Improvement Program (RTIP) (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code § 182.6, § 182.7, and § 2381(a)(1), and California Government Code § 14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and
be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular Alameda CTC Board meeting held on Thursday, October 26, 2017 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: _____ Attest: _____

Rebecca Kaplan, Chair

Vanessa Lee, Commission Clerk



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: South County Capital Projects and Programming Strategy

RECOMMENDATION: Receive an update on the South County Capital Project needs; and Approve the Programming Principles for the 2014 Measure BB Dumbarton Corridor Area Transportation Improvements (MBB TEP-21) funds.

Summary

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. Within the South County, which includes the cities of Fremont, Newark, and Union City (Tri-Cities), several major capital projects are at a point in the project delivery cycle where a full funding plan for construction should be in place before committing to capital Right-of-Way (ROW) or construction expenditures:

1. BART Warm Springs West Side Access – Advertise Phase (Fremont)
2. Central Avenue Overpass – Design/ROW Phase (Newark)
3. I-880 to Mission Blvd. East-West Connector – Design/ROW Phase (Union City)

Exclusively contained within the South County, the 2014 Transportation Expenditure Plan (TEP) earmarks \$120 million Measure BB funds for Transportation Improvements in the Dumbarton Corridor Area (MBB TEP-21) which could potentially address the capital needs within the Tri-Cities. To facilitate the programming of MBB TEP-21 funds towards the delivery of these significant capital investments, elected officials representing the Tri-Cities and the South County convened on September 28, 2017. The meeting discussion focused on prioritizing the immediate capital needs of major projects within the South County and devising a programming strategy for the MBB TEP-21 funds to leverage available regional, state, and federal funds for future transportation needs.

The programming principles presented in Attachment A is consistent with the principles and objectives of the Alameda CTC's Comprehensive Investment Plan (CIP). Specifically

the principles reflect an equitable amount of funding (up to \$40 million for each City, towards eligible projects and programs in the South County), facilitate the expedited delivery of near-term capital priorities to bring benefits to the public, and support the leveraging of external funds for long-term priorities in the South County.

Staff recommends the approval of the Programming Principles for the 2014 Measure BB Dumbarton Corridor Area Transportation Improvements (MBB TEP-21) funds.

Discussion

Alameda CTC is responsible for the programming and allocation of funds from each of the three sales tax measures from 1986, 2000, and 2014 subject to the requirements of each of the approved measures. While the Tri-Cities continue to deliver important projects and programs, there are several major capital projects with unfunded capital costs that are nearing a standstill until a full funding plan for construction capital can be established:

I-880 to Mission Blvd. East-West Connector (Implementing Agency: Alameda CTC)

Connecting the cities of Fremont and Union City, this 1986 Measure B project will construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) and is a combination of new roadways, 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 critical roadway with transit and multimodal links will also provide direct access to the Union City Intermodal (BART) transit oriented development district.

Alameda CTC is leading the project implementation efforts in cooperation with the cities of Fremont and Union City. The project Final Environmental Impact Report (EIR) was approved in 2009; however, due to insufficient construction funding, design efforts were halted in late 2011. With the successful passage of Measure BB in November 2014, work was initiated on critical path work activities including initial ROW assessments for acquisitions, UPRR and BART grade separated designs, and mitigation of environmental impacts in order to competitively position the project for full funding. A comprehensive review of project cost, risks, and schedule has been completed and a shortfall of \$210 million has been identified. Until a full funding plan is in place, offers for acquisition of ROW is on hold.

Central Avenue Overpass Project (Implementing Agency: City of Newark)

Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Central Avenue Overpass project will eliminate a significant impediment to the flow of traffic through the project area and relieve congestion in the corridor by constructing a four lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central

Avenue between Sycamore Street and Morton Avenue. Improvements are designed to relieve traffic congestion within the Dumbarton Corridor, provide enhanced vehicle, bicycle and pedestrian safety, improve emergency response times and eliminate potential at grade accidents. In addition, the overpass will enhance circulation and promote transit use to the City of Newark's planned transit oriented center. The project is currently in the design phase and initial ROW assessments have begun. A shortfall of \$16 million has been identified due to railroad ROW impacts. Until a full funding plan is in place, offers for acquisition of ROW is on hold.

West Side Access Project (Implementing Agency: City of Fremont)

The new BART Warm Springs/South Fremont station opened on March 25, 2017. Access from the east side of the station was constructed by BART. The overall plan for the station is to also have access from west side of the concourse. The Warm Springs BART West Access Bridge and Plaza Project is intended to provide the pedestrian/bicycle connection required to enhance multi-modal connectivity between the station and the properties west of the station, including Tesla, Thermo Fisher, and other major employers in the City of Fremont.

The project consists of construction of a pedestrian/bicycle bridge that will connect the west side of the new Warm Springs/South Fremont BART station to a ground level entry plaza. The bridge will consist of two connected spans, one approximately 147-foot long truss span connected to the station concourse level over the existing UPRR mainline tracks, and one approximately 102-foot long cable-stay span connecting from the truss span, over a UPRR spur track, to a 1 acre entry plaza. The plaza will provide a landing area for the bridge's staircase, escalators, and elevator, and, will be a public space that will provide a setting for community gatherings and outdoor activities. The project was recently advertised and the bids received in September 2017 were significantly higher than the Engineer's Estimate and subsequently an award could not be made. Efforts are underway to modify and rebid the construction package; however, no award can be made without a full funding plan in place for construction.

Programming Strategy

The Dumbarton Corridor Area Transportation Improvements Program (MBB TEP-21) is a funding program from the 2014 TEP that is exclusively contained within the South County area and has been identified as a potential solution to address the capital needs within the Tri-Cities.

\$120 million in program funds are available to support:

- Projects that support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula.
- Projects that support transit oriented development and priority development areas and that improve local streets and bicycle and pedestrian infrastructure within the Cities of Fremont, Newark, and Union City.

To facilitate the programming of MBB TEP-21 funds towards the delivery of these significant investments, elected officials representing the Tri-Cities and the South County convened on September 28, 2017. The meeting discussion focused on prioritizing the immediate capital needs of regionally significant projects within the South County and devising a programming strategy for MBB TEP-21 funds to leverage available regional, state, and federal funds for future needs.

The programming principles for MBB TEP-21 detailed in Attachment A reflect an equitable amount of funding (up to \$40 million for each City towards eligible projects and programs in the South County), facilitates the expedited delivery of the near-term priorities, and supports the leveraging of external funds for the long-term priorities in the South County. Projects recommended for programming and allocation through MBB TEP-21 will be included in Alameda CTC's CIP.

Fiscal Impact: None.

Attachments

- A. Draft Programming Principles for MBB TEP-21 Program funds

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Trinity Nguyen](#), Director of Project Delivery

Draft Programming Principles for MBB TEP-21 Program

The following principles will guide the allocation of funds from MBB TEP-21:

- The cities of Fremont, Union City, and Newark may prioritize projects and programs, within their respective jurisdictions, to receive up to \$40 million of funding for eligible transportation Improvements with the objective to expedite the delivery of projects and programs within the South County.
- Eligible transportation improvements include but are not limited to:
 - Complete streets/streetscape projects that improve safety and multimodal mobility on arterial and collector roadways in the Dumbarton Corridor Area.
 - Highway capital improvements that improve the efficiency, person-throughput, safety, or reliability of the Dumbarton Bridge.
 - Transit priority treatments.
 - Access to transit – station area improvements and bicycle/pedestrian improvements that improve efficiency of station circulation or overcome first- and last-mile barriers.
 - Park and ride lots and shared parking arrangements including expansion of existing locations and new locations.
 - Technology strategies including traditional Intelligent Transportation Systems deployment emerging shared use mobility solutions such as ride-matching platforms, and other strategies.

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001); Environmental Phase Update

RECOMMENDATION: Receive an update on the status of the release of the Draft Environmental Document.

Summary

Alameda CTC is the project sponsor for the East Bay Greenway (Lake Merritt BART to South Hayward BART) Project (PN 1457001). 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.

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. The environmental strategy involves securing State and Federal environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) respectively. Alameda CTC is the lead agency for CEQA and Caltrans is the lead agency for NEPA. Specifically, 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.

As the lead agency for CEQA, Alameda CTC is responsible for approving and certifying the Final IS/MND. In preparation for required Commission Project action under the CEQA process, a general project overview was provided in July 2017. This update focuses on the considerations for the release of the Draft IS/MND. The release of the Draft IS/MND is scheduled for October 23, 2017, and as required by CEQA under Division 13 of the California Public Resource Code, the public will be provided a 30-day review period.

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

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.

In September 2014, Alameda CTC leveraged available local funds and was awarded \$2.6 million in state ATP funding towards the environmental clearance for the Project. The ATP grant requires Project environmental clearance by June 30, 2018.

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 environmental document addresses both options shown below.

- **Option 1 – Rail-to-Trail** option 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 option, 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.
- **Option 2 – Rail-with-Trail** option assumes that the Oakland Subdivision remains active, and a trail is constructed in the corridor alongside the rail. The rail-with-trail option 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 option requires encroachment into UPRR right-of-way of approximately six miles.

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 ten different technical studies to determine the extent of the environmental impacts. The IS/MND 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 will be released on October 23, 2017 and will provide additional details regarding the analysis and discussion on the potential environmental impacts that may occur as a result of the Project.

Community Outreach

As required by CEQA under Division 13 of the California Public Resource Code, the Draft IS/MND will be made available to the public for a 30-day review period.

Alameda CTC will use 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 and community centers; 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.

A public hearing is encouraged but not required for the IS/MND process; however given the 16-mile long corridor and the significant number of stakeholders involved, the Project will conduct four Project Information Meetings in the cities of Oakland, San Leandro, and Hayward and the unincorporated areas of Alameda County.

Participants will have the opportunity to learn about the Project, interact with project team members, and submit comments.

Project Cost

The Project construction cost is estimated to be approximately \$160 million for Option 1 (Rail-to-Trail) and \$161 million for Option 2 (Rail-with-Trail) for the length of the corridor. The ROW capital cost will be subject to ongoing regional rail discussions with Union Pacific Railroad and is yet to be finalized.

Next Steps

Specific upcoming milestone dates include:

- October 23, 2017 – release CEQA document, begin 30-day comment period (Comment period ends – November 21, 2017)
- March 2018 – Approval of Final CEQA document by the Commission
- April 2018 – Certification of NEPA document by Caltrans

Following the certification of the environmental document, design and construction may proceed on a phased, segment-by-segment basis, subject to funding and ROW availability.

This approach will allow for prioritization of segments for implementation and localized benefits to be realized as soon as possible.

Fiscal Impact: There is no fiscal impact.

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

Staff Contacts

[Trinity Nguyen](#), Director of Project Delivery

[Minyoung Kim](#), Project Manager

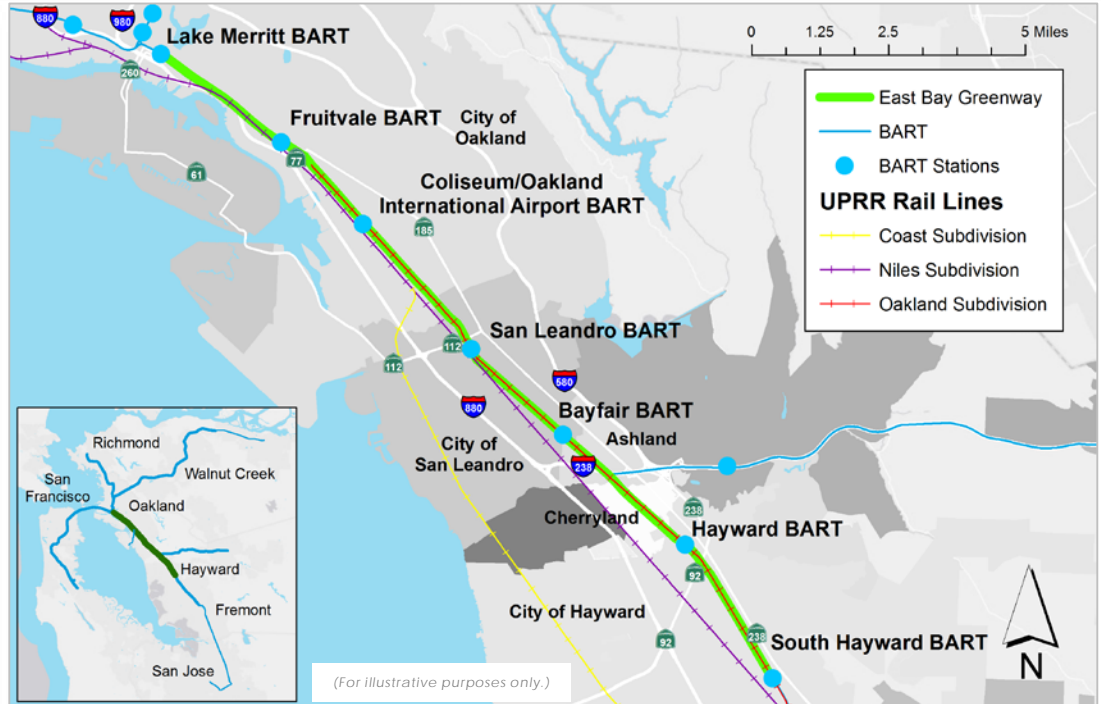
East Bay Greenway: Lake Merritt BART to South Hayward BART 6.9A

AUGUST 2017

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station Project. The project proposes to construct a 16-mile regional trail facility along the BART alignment from Oakland to Hayward. The project would consist of Class I multi-use pathways and Class IV protected bikeways as well as lighting, fencing, barrier railings, intersection improvements and crossing treatments, and other features needed to ensure user safety and security.

Much of the project corridor contains an active Union Pacific Railroad (UPRR) line and availability of UPRR right-of-way will determine the ultimate project design. Two design options are under consideration to provide "bookends" for environmental analysis purposes. A Rail-with-Trail option would construct a trail adjacent to the rail line while preserving rail operations. A Rail-to-Trail option would involve abandonment of the rail line and conversion to a trail facility. Both options require some usage of UPRR right-of-way.



PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting Downtown Oakland and South Hayward.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions and BART have adopted specific plans, station area plans and other land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- Develop conceptual engineering for feasible design options
- Assess and disclose potential environmental impacts and mitigations
- Reach out to UPRR regarding right-of-way availability

PROJECT EVENTS AND PUBLIC INPUT

- Updates on project development have been provided to Alameda CTC and local Bicycle and Pedestrian Advisory Committees (BPACs).
- Comments and feedback can be provided online at www.alamedactc.org/eastbaygreenway.



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

PROJECT DOCUMENTS

Project materials, including past presentations

www.alamedactc.org/eastbaygreenway

Draft Environmental Document

The draft Environmental Document is anticipated in winter 2017.

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

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

PE/Environmental	\$	6,501
Final Design	\$	22,000
Right-of-Way	\$	100,000-300,000
Construction	\$	161,000
Total Expenditures	\$	289,501-489,501

FUNDING SOURCES (\$ X 1,000)

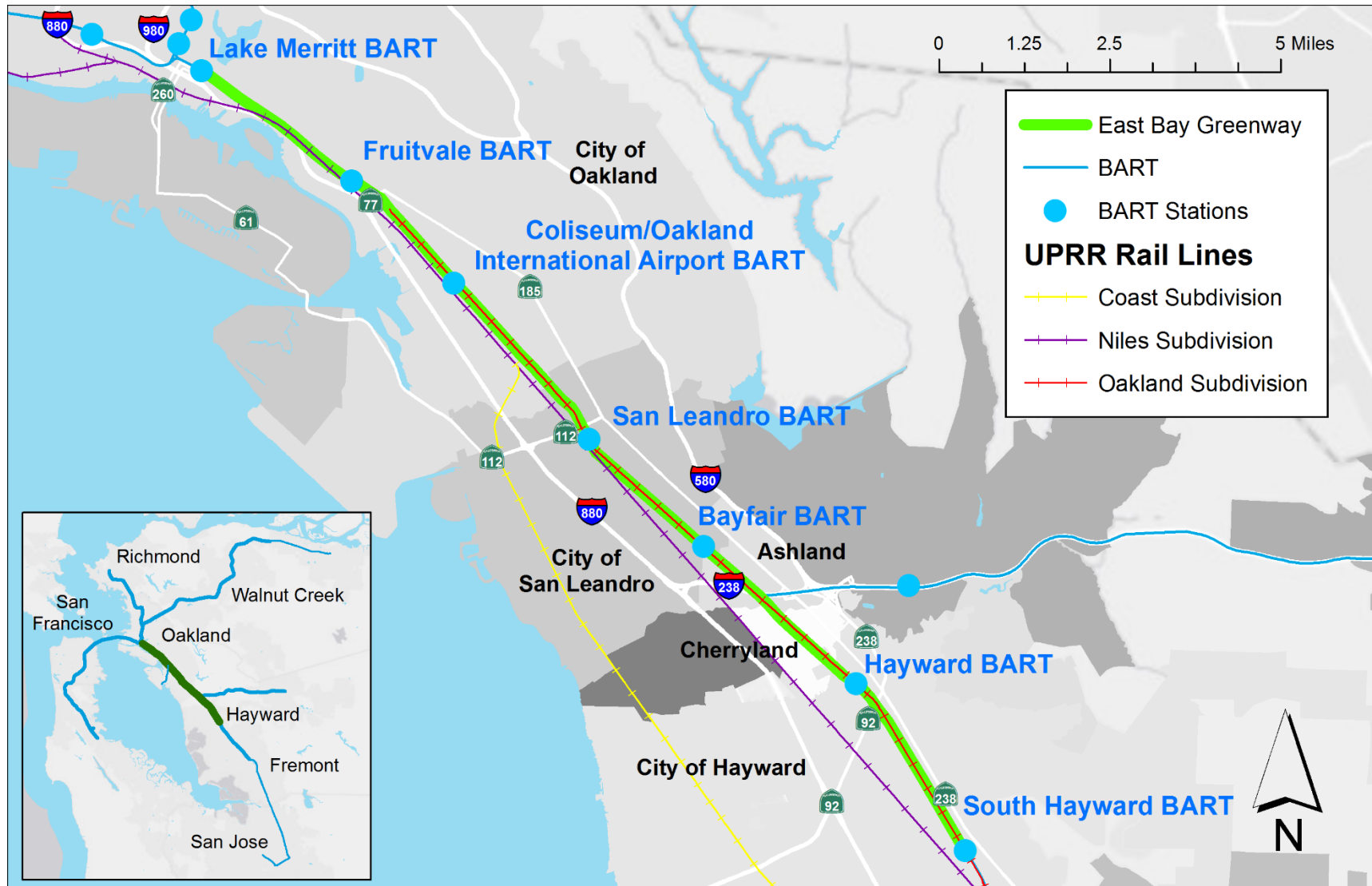
Measure BB	\$	3,500
Measure B	\$	345
Federal	\$	2,656
State	\$	TBD
Regional	\$	TBD
TBD	\$	283,000-483,000
Total Revenues	\$	289,501-489,501

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental (IS-MND/CE)	October 2015	Summer 2018
Final Design (PS&E)	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

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

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



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Memorandum

6.10

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• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: State Route 84 (SR-84) Expressway – South Segment (PN 1210002): Approval of Contract Amendment No. 5 to Professional Services Agreement A05-0004 with AECOM Technical Services, Inc. and Amendment No. 1 to Professional Services Agreement A17-0010 with H.T. Harvey & Associates Ecological Consultants

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A05-0004 with AECOM Technical Services, Inc. and Amendment No. 1 to Professional Services Agreement A17-0010 with H.T. Harvey & Associates Ecological Consultants for additional budget and time to provide required services to project completion.

Summary

The SR-84 Expressway Widening Project in the City of Livermore is one of several projects on SR-84 that will bring the overall facility to expressway standards. Alameda CTC contracted with AECOM Technical Services, Inc. (AECOM) to design and implement the project in two segments. The North Segment from Jack London Boulevard to Concannon Boulevard (PN 1210001), which widened the highway from two lanes to six lanes, was successfully completed in June 2014. The South Segment from Concannon Boulevard to Ruby Hills Drive (PN 1210002), which widens the highway from two lanes to four lanes, was awarded on September 30, 2015. Construction of the South Segment is anticipated to be completed October 2018.

AECOM, as the Engineer of Record, has been providing design services during construction. Based upon the remaining construction activities, it is estimated that an additional budget of \$500,000 and a six-month time extension will be sufficient to provide the design services through construction and perform final closeout activities.

Concurrent with the construction of the South Segment, Alameda CTC is implementing planting mitigations as required by the environmental permit. In August 2016, Alameda CTC contracted H.T. Harvey & Associates Ecological Consultants (HAEC) to provide planting and mitigation monitoring/reporting services. Due to a lower than anticipated survival rate of field plantings and expanded mitigation monitoring/reporting, it is

estimated that an additional \$75,000 budget and a three-year time extension will be required to meet the provisions of the environmental permit.

The recommended actions would increase the contract not-to-exceed amounts for Agreement A05-0004 with AECOM and Agreement A17-0010 with HAEC as shown in Table 1 and authorize additional time for the successful completion of the South Segment.

Background

As the project sponsor, the Alameda CTC has completed preliminary engineering, environmental studies, and detailed design and right of way phases for the South Segment. Caltrans is responsible for advertising, awarding, and administering the civil construction of the South Segment. The construction contract for the South Segment was awarded on September 30, 2015. The project is currently under construction and is expected to be completed October 2018. Concurrently, Alameda CTC is implementing off-site mitigation planting at Murray Ranch. In addition to planting, Alameda CTC is required to provide monitoring and reporting for a five-year period. The Construction phase budget totals \$59.4 million funded with a combination of local and state funds.

Due to various unforeseen project changes, two tasks have been impacted and additional budget and time is required to complete the tasks.

Design Services During Construction (DSDC) and Project Closeout

In 2005, under a competitive selection process, Alameda CTC selected AECOM to provide project approval and environmental clearance services and subsequently approved Agreement A05-0004. A limited initial budget for DSDC from advertisement of the construction contract through project completion was included at project initiation, reserving some of the funds budgeted for this item for a future amendment if and/or as additional field support needs materialized. Due to the complexity of the project, unforeseen and unexpected changes occurred during the multi-year construction process that impacted the level of design support needed during the advertisement, award and construction period. With the construction now over 50% complete, the scope and duration estimates of design support required for the remaining construction and closeout period have been updated. As the Engineer of Record, AECOM's services will be required to provide continuing DSDC for the designs they originally prepared, prepare the final as-built plans, and complete closeout documentation.

The estimated cost for this effort is \$500,000 and will be authorized on a time and materials basis. The project funding plan includes budget from Measure B funds to fund DSDC.

The proposed amendment is for a value of \$500,000 for a contract total not-to-exceed amount of \$16,250,000 and a six-month time extension to June 30, 2019. Attachment A summarizes the contract actions related to Agreement No. A05-0004.

Mitigation Monitoring/Reporting

Alameda CTC received bids from three vendors for mitigation planting and monitoring/reporting services at Murray Ranch through the Informal Bid Process. This resulted in the award of a contract to HAEC (Agreement A17-0010) on August 5, 2016 in the amount of \$66,317. Since that time, additional scope has been identified as necessary to meet resource agency permit requirements, including additional field plantings to replace plants that did not survive the first two years of mitigation planting and expanded mitigation monitoring/reporting for an additional three-year period.

The estimated cost for this effort is \$75,000 and will be authorized on a time and materials basis. The project funding plan includes funds from Tri-Valley Transportation Council (TVTC) to fund mitigation services.

The proposed amendment is for a value of \$75,000 for a contract total not-to-exceed amount of \$141,317 and a three-year time extension to December 31, 2022. Attachment B summarizes the contract actions related to Agreement No. A17-0010.

Staff recommends that the Commission approve and authorize the Executive Director to execute amendments to project agreements with AECOM Technical Services, Inc. (Agreement A05-0004) and to H.T. Harvey & Associates Ecological Consultants (Agreement A17-0010) for additional budget and time to provide required services to project completion as shown in Table 1 below.

<u>Table 1: Summary of Proposed Contract Amendment Modifications</u>	
Agreement No.	Proposed Modifications
A05-0004 (AECOM)	Increase contract budget by \$500,000 to new contract not-to-exceed total of \$16,250,000. Extend expiration date by six months to June 30, 2019.
A17-0010 (HAEC)	Increase contract budget by \$75,000 to new contract not-to exceed total of \$141,317. Extend expiration date by three years to December 31, 2022.

Levine Act Statement: The AECOM and HAEC teams did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$575,000. The action will authorize Measure B and TVTC funds to be used for subsequent expenditure. This budget is included in

the appropriate project funding plans and has been included in the Alameda CTC adopted FY 2017-2018 Capital Program Budget.

Attachments

- A. Table A: Summary of Agreement No. A05-0004
- B. Table B: Summary or Agreement No. A17-0010
- C. State Route 84 Expressway – South Segment Project Fact Sheet

Staff Contacts

[Trinity Nguyen](#), Director of Project Delivery

[Angelina Leong](#), Assistant Transportation Engineer

Table A: Summary of Agreement No. A05-0004

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with AECOM Technical Services, Inc. (A05-0004) March 2005	Provide project approval and environmental clearance (PA&ED) services.	NA	\$2,500,000
Amendment No. 1 July 2007	Provide additional budget for design and right-of-way engineering services.	\$8,750,000	\$11,250,000
Amendment No. 2 May 2011	Provide additional budget for design, right-of-way engineering and right-of-way acquisition services.	\$2,500,000	\$13,750,000
Amendment No. 3 September 2014	Provide additional budget and two-year time extension for continued design services during construction.	\$1,000,000	\$14,750,000
Amendment No. 4 February 2016	Provide additional budget and six-month time extension for additional right of way acquisition, utility relocation, environmental mitigation and landscape design services.	\$1,000,000	\$15,750,000
<i>Proposed Amendment No. 5 October 2017 (This Agenda Item)</i>	Provide additional budget and six-month time extension to June 30, 2019 for design services during construction.	\$500,000	\$16,250,000
Total Amended Contract Not-to-Exceed Amount			\$16,250,000

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Table B: Summary of Agreement No. A17-0010

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with H.T. Harvey & Associates Ecological Consultants (A17-0010) August 2016	Provide mitigation monitoring & reporting at Murray Ranch Mitigation Site.	NA	\$66,317
<i>Proposed Amendment No. 1 October 2017 (This Agenda Item)</i>	Provide additional budget and three-year time extension to December 31, 2022 to meet resource agency permit requirements.	\$75,000	\$141,317
Total Amended Contract Not-to-Exceed Amount			\$141,317

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State Route 84 Expressway – South Segment

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OCTOBER 2017

PROJECT OVERVIEW

The State Route 84 Expressway – South Segment project involves widening a 2.4-mile section of State Route (SR) 84 (Isabel Avenue) from Ruby Hill Drive to Cancannon Boulevard from two lanes to four lanes.

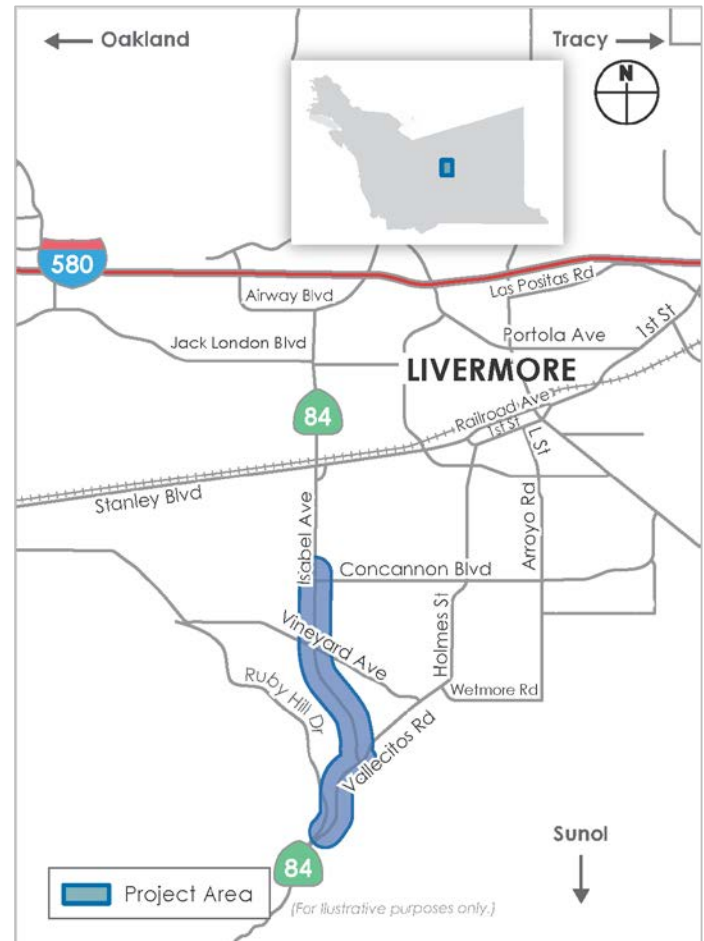
A 2008 Project Study Report (PSR) sponsored by the Tri-Valley Transportation Council (TVTC) identified several improvement projects along SR-84 (Isabel Avenue corridor) between Interstate 680 (I-680) and Interstate 580 (I-580) that could be constructed in stages as funding became available. They include:

- Improvement of SR-84 as a regional connection between I-580 and Ruby Hill Drive
- Updating SR-84 to a continuous four lane facility – Pigeon Pass to I-680 interchange
- Improvement of local traffic circulation through added capacity on SR-84 and intersection improvements
- Provision of partial access control to the SR-84 expressway facility

Environmental clearance for the State Route 84 Expressway – South Segment project was achieved in August 2008 and the project was Ready to List (RTL) spring 2015. Caltrans is responsible for the advertisement, award and administration of the project, currently under construction. The completed project is expected to open to traffic in fall 2018.

PROJECT NEED

- SR-84 serves as the primary alternative route to the I-680/I-580 corridor. SR-84 experiences heavy traffic uses from local travel as well as inter-regional traffic.
- SR-84 between Ruby Hill Drive and Cancannon Boulevard is an existing two-lane facility, one lane in each direction.
- This segment of SR-84 is not up to expressway standards, including access control.
- Improvements are needed at existing intersections and ramps for safety and operational efficiency.
- A bikeway is proposed along the SR-84 corridor from I-680 to I-580. Existing pedestrian and bicycle access along this segment of SR-84 is limited due to gaps in multi-use trails.



PROJECT BENEFITS

- Widens existing roadway to expressway standards
- Relieves congestion and improve safety
- Improves regional and interregional connectivity



Construction of bridge widening at Arroyo Del Valle.



SR-84 Expressway – South Segment.



SR-84 Expressway – South Segment.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

- Caltrans awarded the construction contract in September 2015.
- Major work activities started in spring 2016 and will continue through summer 2018.

PROJECT DOCUMENTS

Project Map By Phase

http://www.alamedactc.org/files/managed/Document/20850/Route84Exhibit_revised_20170411_LargeFormatFinal48X36.pdf

PARTNERS AND STAKEHOLDERS

City of Livermore, Alameda County, Caltrans, City of Pleasanton, Federal Highway Administration, Metropolitan Transportation Commission and the Tri-Valley Transportation Council

COST ESTIMATE BY PHASE (\$ X 1,000) 6.10C

PE/Environmental	\$ 1,427
Final Design	\$ 8,782
Right-of-Way	\$ 40,284
Construction	\$ 59,437
Total Expenditures	\$ 109,930

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 10,000
Measure B ¹	\$ 39,400
State (STIP-RIP/STIP-TE) ²	\$ 47,030
Local Other (CMA-TIP) ³	2,000
Local (Tri-Valley Transportation Council)	\$ 10,000
Local (City of Livermore)	1,500
Total Revenues	\$ 109,930

¹ Total Measure B (MB) commitment for this project includes obligation of \$37.03 million to Exchange Program (STIP) in addition to MB amount shown above.

² State funding includes the State Transportation Improvement Program Regional Improvement Program (STIP-RIP) and the State Transportation Improvement Program Transportation Enhancement Projects (STIP-TE).

³ Local funding includes Alameda County's Congestion Management Agency Transportation Improvement Program (CMA-TIP).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	April 2005	August 2008
Final Design	August 2007	March 2015
Right-of-Way	March 2008	March 2015
Advertisement/Award	Spring 2015	Fall 2015
Construction	October 2015	Fall 2018

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



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: Approval of Administrative Amendments to Various Project Agreements (2003-02, A11-0038, A11-0039, A13-0058, A13-0062)

RECOMMENDATION: Approve Administrative Amendments to Various Project Agreements (2003-02, A11-0038, A11-0039, A13-0058, A13-0062) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost and schedule.

The administrative amendment requests shown in Table A have been reviewed, and it has been determined that the requests will not compromise project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table A: Administrative Amendment Summary

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

[Angelina Leong](#), Assistant Transportation Engineer

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Oakland	Downtown Streetscape Project – Environmental Analysis, Design, Utility Relocation and Construction Services	2003-02	A1: 5-year time extension from 6/30/2008 to 6/30/2013 A2: 30-month time extension from 6/30/2013 to 12/31/2015 A3: 2-year time extension from 12/31/2015 to 12/31/2017 A4: 2-year time extension from 12/31/2017 to 12/31/2019 (<i>current request</i>)	1	None
2	Delcan Corporation	I-80 ICM Project – System Engineering, Software Development, System Integration and Consulting Services	A11-0038	A1: 2-year time extension from 12/31/2015 to 12/31/2017 A2: 6-month time extension from 12/31/2017 to 6/30/2018 (<i>current request</i>)	2	None
3	Kimley-Horn and Associates, Inc.	I-80 ICM Project – System Manager Services	A11-0039	A1: Budget increase A2: 18-month time extension from 6/30/2015 to 12/31/2016 A3: Budget increase and 1-year time extension from 12/31/2016 to 12/31/2017 A4: Budget increase A5: 6-month time extension from 12/31/2017 to 6/30/2018 (<i>current request</i>)	2	None
4	City of Union City	Union City BART Station Improvements and Railroad Crossing Improvements	A13-0058	A1: Task deliverable due dates extended A2: 2-year time extension from 10/31/2018 to 10/31/2020 (<i>current request</i>)	1, 5	None

5	City of Alameda	Cross Alameda Trail Segment Project	A13-0062	A1: Task deliverable due dates extended A2: Task deliverable due dates extended A3: 1-year time extension from 10/31/2016 to 10/31/2017 A4: 2-year time extension from 10/31/2017 to 10/31/2019 <i>(current request)</i>	1	None
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- (1) Project delays.
- (2) Extended project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).



Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: Update on State and Federal Freight Funding Opportunities

RECOMMENDATION: Receive Update on State and Federal Funding Opportunities.

Summary

One of the primary implementation activities identified in the Countywide Goods Movement Plan (Plan) is on-going and active advocacy for funding goods movement priorities in Alameda County. Alameda CTC is currently monitoring a number of funding opportunities to best position our county to receive funding to advance the goals adopted in the Plan. This item provides an update on the upcoming funding opportunities and demonstrates how the agency will continue to seek to leverage our local funds to the greatest extent possible.

In April, the Commission approved a freight project list (Attachment A) identifying candidate projects to submit for funding opportunities as they arise. Staff will continue to work off of this list to identify the most competitive projects for each funding program for submittal.

Upcoming Funding Opportunities

There are currently multiple funding programs in development which include funding for goods movement projects. The most relevant and timely program is the Trade Corridors Enhancement Program, being administered by the California Transportation Commission (CTC). The Trade Corridors Enhancement Program includes funding from the federal National Highway Freight program (\$535 million) as well as the Senate Bill 1 (SB 1) Trade Corridor Enhancement Account (\$794 million) as well as \$11 million in loan repayments. In May 2018, the CTC will program an estimated \$1.3 billion to fund infrastructure improvements on corridors that have high volumes of freight.

The CTC is in the process of finalizing the program guidelines in October. Current guidelines are largely consistent with program discussions that have been underway for the past year. Key elements include:

- State and regional framework: The CTC guidelines build from the 2007 Trade Corridors Improvement Fund, which provided \$2 billion to goods movement

projects statewide. In Alameda County, that program provided funding for the I-880 improvements at 23rd and 29th Avenues, the I-580 truck climbing lane, and the Outer Harbor Intermodal Terminal at the Port of Oakland. The framework includes a regional/corridor-based focus that aligns with the state's major trade corridors. In Northern California, the Bay Area works closely with the Central Valley to prioritize projects for funding. The CTC is establishing programming targets for each major trade corridor, as well as a statewide target for Caltrans.

Draft Programming Targets (3-year Program)

Statewide Target		
	Percentage	Estimated Funding (\$ millions)
Caltrans	40%	
Regional Corridor Targets		
Regions	60%	
Regional Shares	Percentage of Regional	Estimated Funding (\$ millions)
• Bay Area/Central Valley	27%	\$217
• Central Coast	2%	\$16
• Los Angeles/Inland Empire	58%	\$467
• San Diego/Border	11%	\$89
• Other	2%	\$16

- **Eligibility:** Projects must be located on the federally designated Trade Corridors of National and Regional Significance, on the Primary Highway Freight Network as defined by the California Freight Mobility Plan, or along other corridors that have high volumes of freight as determined by the Commission.

For this first cycle of the program, the CTC intends to only fund the construction phase of projects. Therefore, the current draft guidelines require projects to have completed environmental in order to receive funding. This requirement is under discussion to determine what type of flexibility the CTC might allow for projects that are reasonably close to completing environmental and/or have very limited environmental requirements.

- **Match:** Projects must provide a minimum 30 percent match to be nominated by the regions. Caltrans is able to nominate projects for the statewide portion

of the program with no match. Projects must be fully funded or demonstrate they can reasonably expect to receive full funding.

- **Nomination process:** The Metropolitan Planning Organizations are responsible for compiling and submitting project nominations to the CTC. MTC is currently finalizing their process for nominations. Staff anticipates project submittals will be due to MTC as early as December. The CTC is currently anticipated to require final project submittals via the MPOs by January 31st, with the CTC adopting the program at its May meeting. Project sponsors may also work with Caltrans to seek funding from the Caltrans portion of the program.

In addition, the Cap and Trade program also includes funding for emission reduction programs, often working directly with the local air districts. The Bay Area Air Quality Management District is leading a multi-agency effort, including Alameda CTC, the Port of Oakland, the City of Oakland, MTC, the California Air Resources Board, the Environmental Protection Agency, and the Alameda County Public Health Department to come together around a coordinated regional framework for investments to reduce emissions related to goods movement in the Bay Area, with a particular focus on West Oakland. Staff has been working directly with members of the Ditching Dirty Diesel Collaborative in order to understand their priorities for emissions reduction investments and ensure those are considered in the development of the larger strategy. Staff anticipates bringing a detailed update on that effort to this Committee later this year.

Regional: At the regional level, goods movement and rail improvements were included in SB 595, Regional Measure 3 (RM3). Alameda CTC was listed as a co-sponsor on these funding categories.

Goods Movement Project List (Attachment A)

Given these upcoming opportunities for funding, Alameda CTC reviewed the Goods Movement Projects List approved by the Commission in April and is proposing no changes to the Project List at this time. Staff proposes to work off of this list to identify projects to submit for funding. As the program guidelines are finalized, staff will evaluate how well each project meets the criteria and requirements, and submit the project(s) that best meet the program. Should a program emerge that is significantly different than those described above, staff will return to the Committee to identify additional projects for consideration. The primary criteria used to develop this list were: project eligibility and competitiveness based on the draft CTC guidelines; project readiness; and inclusion in the Countywide Goods Movement Plan.

Recommendation: Staff recommends the Commission re-approve the freight project list (Attachment A) for consideration for submission to MTC and the CTC or other freight funding programs as appropriate.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Goods Movement Project List

Staff Contacts

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Carolyn Clevenger](#), Director of Planning

[Vivek Bhat](#), Director of Programming

Attachment A: Alameda County Freight Projects

Project
7th Street Grade Separation (East and West), Port Arterial Improvements and ITS
City of Berkeley Railroad Crossing Safety Improvement Project
City of Fremont Railroad Quiet Zones
City of Berkeley Gimán Street Multimodal Railroad Grade Separation
I-80 Gilman Interchange
I-80 Ashby Interchange
I-880 Winton Avenue Interchange
I-880 Whipple Road and Industrial Blvd Interchange Improvements
Oakland International Airport Perimeter Dike
SR 84 Expressway and SR84/I-680 Interchange
South County Access (SR 262/Mission Blvd Cross Connector)
Adeline Street Bridge Improvements
Grade Crossing and Separation Program (individual crossing improvements to be identified)
Emission Reduction Pilots

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Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE:	October 19, 2017
SUBJECT:	Update on Alameda CTC Rail Strategy Study
RECOMMENDATION:	Receive update on the Rail Strategy Study and approve Executive Director to initiate negotiations with Union Pacific Railroad and other public agency partners to advance recommendations.

Summary

This memo provides an update on the Alameda CTC's Rail Strategy Study. The Study is an outgrowth of recommendations included in the Countywide Goods Movement Plan and the Countywide Transit Plan, which both identified significant growth potential for rail in the county. The Study is a one-year technical effort to examine possible future freight and passenger rail growth scenarios and the implications for Alameda County, and to identify potential improvements that support more efficient freight and passenger rail operations while reducing impacts on communities adjacent to rail infrastructure.

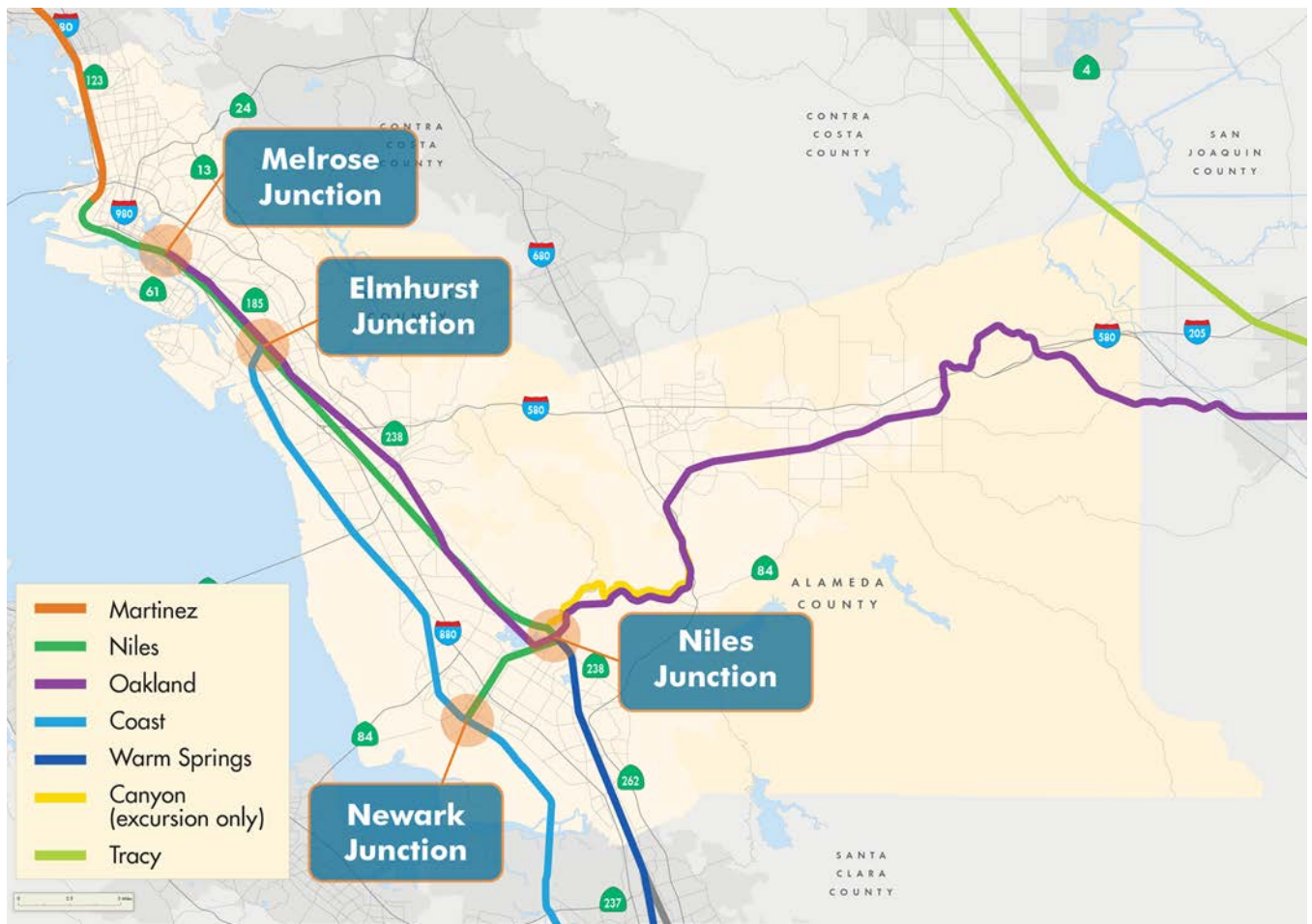
This update focuses on the initial results of high-level capacity and operations analysis of the rail system in Alameda County that identifies current and future system constraints and provides an indication of the types of improvements that could improve operational efficiency of the system and/or reduce local impacts. In addition, this update describes the initial work underway to develop a strategic framework for advancing grade crossing improvements. This includes a methodology being developed to evaluate and prioritize railroad grade crossing improvements in order to establish an ongoing framework to advance grade crossing improvements, which focuses on improving safety and reducing impacts such as vehicle delay, emissions, and noise.

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 (Union Pacific Railroad (UPRR) and the BNSF Railway), two intercity regional railroads (Capitol Corridor and Altamont Corridor Express), and two longer distance intercity rail

services (Amtrak Coast Starlight and the San Joaquin's intercity rail service) operate on this system. The system is owned by UPRR, with the passenger rail providers operating on UP-owned right of way. The intercity rail services provide an alternative to autos for intercity and longer distance commuter trips. **Figure 1** presents a map of the existing rail infrastructure and identification of some critical rail junctions in Alameda County.

Figure 1. Existing Rail Infrastructure in Alameda County



The rail system is currently under pressure from multiple growth patterns. With new rail services and economic development at the Port of Oakland, and local and regional populations that continue to grow and consume goods and services, freight rail demand is anticipated to grow in the future. Efficient freight rail service is critical to the success of the Port of Oakland as well as providing the most cost-effective long haul transportation option for certain commodities produced or used by Bay Area industries. While moving goods by rail rather than truck can reduce highway and local road congestion and emissions from trucks, increased rail activity can also result in local-level community impacts as trains travel through the county where rail infrastructure and

operations about communities. In addition, there are multiple planning efforts for increased passenger rail services, both locally and in the larger Northern California mega-region, all of which pass through and serve Alameda County.

The Countywide Goods Movement Plan identified significant economic, congestion, safety, and potential air quality benefits of a program that would create improved rail connections between the Port of Oakland and the state and national rail network. Such a program, if properly implemented, could complement efforts of regional intercity rail providers to expand and improve their services while also supporting rail mode share growth at the Port. Another key element of the Study is a robust analysis of grade crossings in the county and the establishment, based on quantitative and qualitative metrics, of a prioritized grade crossing program to support ongoing advocacy for funding and provide jurisdictions with tools to assist in grade crossing analysis.

Work Completed To Date

In April, staff and consultants provided an introduction to the study that included an overview of the rail infrastructure in Alameda County, current train volumes, rail network and infrastructure issues, and an overview of rail grade crossings in the County. Since April, the consultant team completed and distributed an existing conditions analysis, developed a range of potential growth scenarios based on existing planning efforts (State Rail Plan, Port of Oakland planning documents, Capitol Corridor Vision Plan, and ACEforward), and prepared an initial analysis of capacity and operational constraints in the system based on the potential growth scenarios. The capacity analysis also considered potential changes in operations and infrastructure improvements in order to gain insight into the types of investment packages that could improve the overall performance of the system. The next step in the analysis process will be to examine impacts of the best-performing packages, develop cost estimates, and recommend potential packages that could form the basis for partnership discussions with UP, intercity passenger rail operators, and regional and state partners.

Rail Network and Infrastructure Issues

In the existing conditions analysis, a number of issues and constraints were identified and their impacts on system performance were subsequently evaluated in the capacity analysis. Three major categories of infrastructure issues that were identified:

- **Single track segments** – South of the Port of Oakland, much of the rail system consists of single track subdivisions running in parallel with some rail-rail crossings (junctions). As train volumes grow and freight and passenger trains share these single track segments, operations will begin to break down and capacity will limit potential for growth.

- **Speed restrictions** – Many segments in the system have significant speed constraints that have the effect of limiting capacity. These constraints are often due to the track geometry, the level of maintenance, or the presence of at-grade crossings and safety concerns.
- **Poor connectivity** – The rail system in Alameda County is a legacy system which reflects the fact that in the past, different subdivisions had different operators. As a result, there are missing connections between subdivisions at key locations. This can result in circuitous routing and a lack of system redundancy and flexibility.

A base year capacity analysis was conducted that verified many of the known operating constraints and choke points. Additionally more detailed analysis would need to be completed by UP to fully verify these observations. Key existing and developing constraints, listed from north to south, include the following:

- Martinez Subdivision through Emeryville and into the Port of Oakland has sufficient track capacity for current and projected volumes but there are access issues into the Port of Oakland that can result in rail congestion and impact grade crossings throughout Emeryville.
- The Niles Subdivision through Jack London Square is nearing the upper limit of optimal operations¹ due to speed constraints, many closely spaced at-grade crossings and high train volumes.
- Newark Junction is at the upper limit of optimal operations. This is a location where freight and both regional rail providers converge as they move to and from the busy Centerville line (Niles Subdivision).
- Niles Junction/Niles Canyon is at the upper limit of optimal operations. This is a location with complicated movements by passenger and freight trains in a segment with track geometry that slows down trains.
- The Coast Subdivision is at the upper limit of optimal operations north of Newark Junction and above the upper limit of optimal operations south of Newark Junction (where both intercity passenger services move between Oakland and San Jose and where some freight trains continue south).

Figure 2 summarizes the key assumptions about train volumes for the future potential growth scenarios.

¹ The term “optimal operations” indicates that the rail segment has adequate capacity for additional train traffic and to perform routine maintenance to infrastructure. If a delay occurs to one train, it will not necessarily delay any of the following trains. All trains are able to complete their trips, most without any delays or minor delays. This roughly equates to a highway LOS C.

Figure 2. Growth Scenario Assumptions

2035 Growth Scenarios and Key Assumptions		
	Freight Trains	Passenger Trains
1	Moderate <ul style="list-style-type: none"> Historical 2% growth Maintain 23% rail share at Port 	None <ul style="list-style-type: none"> Same service as 2016
2	High <ul style="list-style-type: none"> Higher Port growth consistent with Oakland Army Base EIR 40% rail share at Port 	Moderate <ul style="list-style-type: none"> Add 4 daily Capitol Corridor Oakland to San Jose roundtrips for a total of 11 (22 daily trains) Add 2 daily ACE roundtrips for a total of 6 (12 daily trains)
3	High <ul style="list-style-type: none"> Higher Port growth consistent with Oakland Army Base EIR 40% rail share at Port 	High <ul style="list-style-type: none"> Based on Capitol Corridor Vision Plan Phase 1, add 8 daily Oakland to San Jose roundtrips for a total of 15 (30 daily trains) Based on ACEforward programmatic EIR, add 6 round trips for a total of 10 (20 daily trains).

The capacity analysis for Scenario 1 indicates that all of the constraints identified for the existing conditions become more severe with no passenger train growth and moderate freight growth. While the analysis does show partially constrained capacity in Niles Junction/Niles Canyon, there is sufficient capacity so that UP can accommodate the freight train growth assumed in this scenario. In this scenario, improvements were examined that would convert an existing drill track north of the Port of Oakland to a third main track within the existing rail right of way and would add grade crossing safety improvements in Emeryville. These projects would improve access to the Port of Oakland while reducing community impacts. A series of grade crossing improvements to address safety concerns in the Jack London Square area were also examined. These improvements would improve pedestrian and motorist safety while at the same time increase allowable speeds in Jack London Square and potentially create an opportunity to pursue a quiet zone in the area. Detailed analysis of these potential improvements by the cities, rail operators and the Public Utilities Commission would be needed before any projects could move forward.

In Scenario 2, with higher freight growth, moderate passenger growth, and current train routing, most of the rail system south of the Port of Oakland will be fully constrained and

improvements would be needed to accommodate this growth without significant delays and congestion on the system. One operational alternative that is already being explored by the Capitol Corridor in discussion with the UPRR, and was articulated in the Capitol Corridor Vision Plan, is to shift Capitol Corridor operations to the Coast Subdivision and freight operations largely to the Niles/Oakland Subdivisions (from Elmhurst Junction to Niles Junction). This would not change the volume of freight trains moving through Niles Junction/Niles Canyon, but would eliminate congestion at Newark Junction, significantly reduce the number of trains on the Centerville Line, and eliminate the need for a third main track on the Niles Subdivision from Jack London Square to Elmhurst Junction. This would require a new connection to allow freight trains to move from the Niles Subdivision to the Oakland Subdivision. One option that was analyzed would create a new connection at Industrial Parkway in Hayward. Additionally, a new rail junction between the Centerville Line and the Oakland Subdivision, a project known as the Shinn Connection, could provide system redundancy, improve fluidity and operational flexibility through Niles Junction and potentially serve future passenger rail services (i.e. Dumbarton Rail plans).

Scenario 2 did indicate that with or without the changes in routing already discussed, there would not be sufficient capacity in Niles Canyon to accommodate the growth in freight and ACE passenger trains without double tracking through Niles Canyon. Since this may not be feasible for environmental, community impact, and engineering reasons, another routing alternative was examined. In this case, some of the freight trains that would otherwise be routed through Niles Canyon are assumed to be routed north along the Martinez Subdivision to UP's Tracy Subdivision, which connects with the Martinez Subdivision in Richmond and runs east-west through Contra Costa County. It is assumed that most of these freight trains would eventually connect to a southern route (to markets in the Southwest and Southeast) in Stockton. At the present time, the Tracy Subdivision is inactive and would require track upgrades if UP were to use it more regularly. In addition, the Martinez Subdivision would require extension of the third main track, which would be a conversion of an existing track within the rail right of way as described for Scenario 1, to North of Richmond and an additional segment of third main track in Hercules. This routing option would reduce the number of freight trains on the Niles/Oakland Subdivisions as compared to the previous alternative routing and could potentially encourage UP to allow ACE to increase passenger service while still significantly reducing train volumes on the Centerville Line. Additional coordination with Contra Costa County would need to be done if this is a routing option UP would take.

Scenario 3, with high freight growth and high passenger growth produces similar results as Scenario 2 with similar impacts on operations and capacity from changes in routing and improvements previously discussed. In this scenario, analysis was conducted to determine what the needs would be for high Capitol Corridor train volumes from Oakland to San Jose. The analysis confirmed that for Capitol Corridor to achieve the service levels outlined in the Capitol Corridor Vision Plan Phase 1, they would need to

operate on dedicated passenger tracks, rather than continuing to operate on shared infrastructure with UP. Given the difficulties in accommodating moderate levels of passenger growth through the Niles Canyon as described in Scenario 2, the higher levels of growth for the ACE services were not analyzed further in Scenario 3.

Grade Crossings and Community Impacts

The density of the rail network and land use patterns in Alameda County results in a large number of locations where roadways and the rail system cross each other at-grade. Collisions, congestion, noise, and emissions at crossings are major concerns for communities located along the rail infrastructure. With significant growth being concentrated along the existing rail infrastructure, these conflicts are expected to increase in the future.

The Rail Strategy Study is developing a methodology to prioritize grade crossings based on the social cost (collisions, noise, emissions, fuel consumption, etc.) of impacts at the crossings. The methodology will also include an approach to identify the types of safety and impact reduction improvements (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.

The study team has compiled data for 136 individual public crossings on railroad mainlines and is in the process of monetizing the social costs of the impacts at these crossings. Data have been collected on train and vehicle volumes (current and projected), collisions (10-year accident history and predictions), vehicle delay, potential noise impacts, emissions from idling vehicles, and proximity to sensitive land uses (including residential uses) and Communities of Concern. **Figure 3** shows some of the crossings that rank among the top 10 in the County for safety costs, delay costs, and potential noise impacts. The ranking based on social costs of impacts will provide a first cut at high priority crossings that may need improvements.

Figure 3. Crossings with High Safety, Delay, and Noise Impacts

Street Location	City	Rail Subdivision	Top Ten in Incurred Safety Costs	Top Ten in Delay Costs	Top Ten in Residential Noise Index
29th Ave	Oakland	Niles	X		X
37th Ave	Oakland	Niles	X		X
65th St.	Emeryville	Martinez			X
66th St	Emeryville	Martinez			X
67th S.	Emeryville	Martinez			X
98th Ave	Oakland	Niles		X	

Street Location	City	Rail Subdivision	Top Ten in Incurred Safety Costs	Top Ten in Delay Costs	Top Ten in Residential Noise Index
Cedar St.	Berkeley	Martinez			X
Davis St.	San Leandro	Niles	X	X	
Dyer St	Union City	Coast		X	
Fremont Blvd.	Fremont	Niles		X	
Fruitvale Ave.	Oakland	Niles	X		X
Gilman St.	Berkeley	Martinez	X		X
Hesperian Blvd.	San Leandro	Niles	X	X	
High St	Oakland	Niles	X	X	X
Industrial Pkwy.	Hayward	Niles		X	
Santa Rita Rd.	Pleasanton	Oakland		X	
Tennyson Rd.	Hayward	Niles		X	
Union City Blvd.	Union City	Coast		X	
Washington Avenue	San Leandro	Niles	X		

In addition to analyzing crossings individually, the methodology is looking at corridors that contain multiple crossings that are generally placed relatively close to each other. By looking at corridors and the roadway circulation patterns for vehicles that use the crossings, it should be possible to identify more cost-effective solutions and to take into consideration the interaction of crossings in a corridor in terms of operations and safety. This may also create new opportunities for quiet zones. The social costs for each of the individual crossings in a corridor will be aggregated so that the corridors can be compared to each other. This may elevate the importance of certain groups of crossings that might not rank as highly when considered individually. Another potential advantage of considering corridors is that it can set the stage for more effective funding advocacy by bringing groups of stakeholders together rather than having them compete with one another for limited funding. A plan for the whole corridor can then be pursued over time. This approach has proved very effective in funding improvements in the Puget Sound region (the FAST Corridor), Southern California (the Alameda Corridor East), and in the Chicago area (the CREATE program).

Next Steps

The results of the capacity analysis are being compiled in a tech memo that will be shared with staff from the Capitol Corridor, ACE, and UP for technical review as well as with ACTAC. Additional analysis is also being conducted to compare impacts and

benefits of different improvements and their relationship to surrounding communities. Preliminary cost analyses of potential improvements have been developed and are under review. This analysis will form the basis for detailed discussions with our state and regional partners and UP. It is anticipated that discussion with UP will also include discussions of the East Bay Greenway and the 7th Street Grade Crossing projects at the Port of Oakland, two complex projects being led by Alameda CTC's Project Delivery team. Both projects require significant partnership with UP.

Improvement concepts for grade crossings are being identified in parallel with completing the initial evaluation of the social costs associated with crossing impacts. An initial analysis of social costs for individual crossings has been completed in draft and a similar analysis is underway for corridors. The prioritization methodology will be completed by the end of the year with an initial assessment of high priority crossing improvements and strategies for pursuing funding. In order to advance this work and secure input from the jurisdictions, Alameda CTC is forming a Working Group for interested ACTAC members. The Working Group will meet on November 9th and December 11th to review initial methodology and data analysis and provide input on the prioritization framework.

Recommendation: Approve the Executive Director to initiate negotiations with Union Pacific Railroad and other public agency partners to advance recommendations identified to date in the Rail Strategy Study, the East Bay Greenway and 7th Street Grade Crossing projects.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Carolyn Clevenger](#), Director of Planning

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Application for the Alameda CTC Paratransit Advisory and Planning Committee (PAPCO)



JUL 07 2017

Alameda CTC invites Alameda County residents to serve on its **Paratransit Advisory and Planning Committee**, which meets on the fourth Monday of the month from 1:30 to 3:30 p.m. Each member is appointed for a two-year term.

Name: Christine Ross
 Home Address: [REDACTED]
 Mailing Address (if different): _____
 Phone: (home) [REDACTED] (work) _____ (fax) _____
 Email: [REDACTED]

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 Christine Ross Date 7/5/17

Return the application to your Commission representative for signature (see www.alamedactc.org/app_pages/view/8) or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Commissioner:

Signature: [Signature]

Date: 09/19/17

Christine Ross

#1 N/A

#2 I am interested in serving on PAPCO because I believe if enough qualified people put their heads together we can bring a positive change to better the system.

#3 I presently volunteer as server for the New Genesis Food Ministry. I feel giving back to the community is very important.

#4 I am a frequent rider Paratransit and Bell same day rides.



Bicycle and Pedestrian Advisory Committee Meeting Minutes Wednesday, July 26, 2017, 5:30 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Introductions

Bicycle and Pedestrian Advisory Committee (BPAC) Vice Chair Kristi Marleau called the meeting to order at 5:30 p.m. A roll call was conducted and all members were present with the exception of Liz Brisson.

2. Public Comment

A public comment was made by Kelly Abreu from Mission Peak Conservancy. He stated that Measure B and Measure BB funds received by the City of Fremont are not being spent on bicycle and pedestrians improvements. Mr. Abreu noted that the BART Warm Springs project had a Class I bicycle trail on the plan. Although the project is complete the bicycle trail is not done.

Ben Schweng gave a report on Bike to Work Day. He noted that the City of Hayward Police Department enforced no bicycles on the sidewalk on Bike to Work Day. Police officers were assigned to ticket people.

3. Approval of May 4, 2017 Minutes

A correction was requested to complete the sentence in the second paragraph of Item 3.

David Fishbaugh moved to approve this item with the above correction. Dave Murtha seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Hill, Johansen, Jordan, Marleau, Murtha, Schweng, Tabata, Turner
No: None
Abstain: None
Absent: Brisson

4. Oakland/Alameda Freeway Access Project Review

Matthew Bomberg stated that Oakland/Alameda Freeway Access Project is in the beginning of the environmental phase and that the project proposes to reconfigure the freeway access at the Broadway and Jackson Interchange areas. The project is being brought to BPAC to look at how those ramp and roadway reconfigurations would impact bicycle and pedestrian circulation. Susan Chang stated that the project would improve approximately one mile of the bicycle and pedestrian path. Susan and the consultant team presented the Oakland/Alameda Freeway Access Project.

See Attachment 3.1A for a detailed log of BPAC comments on the project and responses from the project manager.

A public comment was heard from Jennifer Ott, City of Alameda, on this item. She stated that it's been 20 years since Oakland/Alameda and Alameda CTC began trying to coordinate on this project. Ms. Ott noted that they've heard from Oakland and Chinatown residents that pedestrian safety is a significant issue and this project goes a long way to solve the issues and problems.

5. Countywide Bicycle and Pedestrian Plan Overview of Scope of Work

Matt Bomberg gave a brief overview of the scope of work for the Countywide Bicycle and Pedestrian Plan. He noted that the contract is being finalized now. Matt stated that the Countywide Bicycle and Pedestrian Plans will be a combined document. He stated that BPAC's input is anticipated at various junctures along the way on the following:

- Vision & Goals and Existing Conditions
- Bikeway Network recommendations
- Prioritization
- Program and Policy Recommendations
- Cost and revenue estimates
- Draft Plan

Preston Jordan asked if the plans will look at collision data in terms of absolute collisions but also normalized by biking and walking volumes. He stated that Alameda CTC should consider using a volume model. Matt responded that normalizing by usage requires information on the number of people that are biking and walking in the network. He noted that Alameda CTC has expanded the Bike/Ped Count Program to 150 locations. Preston reminded Matt that Alameda CTC collaborated with UC Berkeley to develop a pedestrian volume model a few years back on how to use the count data.

Feliz Hill asked if the draft Plans will be completed in 18 months. Matt responded that the draft Plans are expected to be completed in 18 months. Carolyn Clevenger stated that by January 2018 staff will bring the Vision & Goals and Existing Conditions to BPAC for input.

Midori Tabata stated that the 2012 Countywide Plans had a long list of recommendations without clear prioritization. Carolyn Clevenger responded that staff will narrow down the list of recommendations and would like for BPAC to assist with this task.

A public comment was made by Kelly Abreu on prioritization. He suggested that one way to prioritize is by project budget.

Feliz Hill asked if the budget is determined after the list of recommendations are made. Matt Bomberg responded that prioritization will not deal with projects per se; it will deal with areas or corridors within which projects can be proposed.

Ben Schweng asked where collision data come from. Matt Bomberg responded that it comes from the Statewide Integrated Traffic Records System (SWITRS), which is the CHP's

collision database and Caltrans has some involvement in maintaining it as well. SWITRS is updated from accident reports and collision reports completed by officers. Matt noted that there are issues with things that never get reported.

Matt Turner noted that the SWITRS data is inadequate and there are other places that may provide better information on accidents, injuries and assaults. He noted that there are emerging efforts to get camera evidence of near misses.

Diane Shaw asked if hospitals track collisions. Matt Turner said that insurance companies track data better than hospitals. Matt Bomberg and Carolyn Clevenger noted that San Francisco does a lot of data analysis work with their Public Health Department. Alameda CTC may investigate possible public health collaboration around data.

Preston Jordan noted that SWITRS only has collision based incidents, not infrastructure conditions based incidents (e.g. sidewalk trip and fall).

6. Organizational Meeting

6.1. Election of Officers

Midori Tabata nominated Matt Turner for Chair. Jeremy Johansen seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Hill, Johansen, Jordan, Marleau, Murtha, Schweng, Tabata, Turner
No: None
Abstain: None
Absent: Brisson

Midori Tabata nominated Kristi Marleau for Vice Chair. Dave Murtha seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Hill, Johansen, Jordan, Marleau, Murtha, Schweng, Tabata, Turner
No: None
Abstain: None
Absent: Brisson

6.2. Review of FY2017-18 BPAC Meeting Calendar and Project Review Look-ahead

Matt Bomberg reviewed the FY2017-18 BPAC meeting calendar. The Committee requested a date change for January and April meetings. Matt stated that staff will poll the Chair and Vice Chair to determine new meeting dates.

7. Staff Reports (Verbal)

Carolyn Clevenger announced that today, July 26, 2017, is Matt Bomberg's last day with BPAC, as he is leaving the agency the following week.

8. BPAC Member Reports

8.1. BPAC Roster

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

Preston Jordan informed the committee two-way cycle track along San Pablo is now open.

Ben Schweng had a conversation with Hayward City Manager and he noted that the East Bay Greenway project came up in the discussion because a lot of the land on Mission Blvd is being sold to large developers on the other side of the BART tracks. Hayward is looking at Right-of-Way for another BART overcrossing.

Jeremy Johansen updated the committee on the San Leandro Tech Campus construction.

David Fishbaugh stated that during the week of July 17, 2017, the City of Fremont delivered their Draft Bicycle and Pedestrian Plans to the Recreation Commission. David and Diane Shaw attended this meeting and they had an opportunity to review the entire Plan.

Midori Tabata stated that in June 2017, the City of Oakland City Council approved Pedestrian Plan update. She also noted that the Public Work Commission released the approval to the update of the Bicycle Plan.

Kristi Marleau said that the City of Dublin wants to build another parking garage at the Dublin BART station. She noted that this will be reviewed at the BART Commission meeting on July 27, 2017.

9. Meeting Adjournment

The meeting adjourned at 8 p.m. The next meeting is scheduled for October 5, 2017 at the Alameda CTC offices.

Project: Oakland/Alameda Freeway Access Project

Project Manager: Susan Chang (schang@alamedactc.org)

Comment	Response
Will bicyclists need to cross to the south side of 6th Street to continue in the Class I pathway? Crossing across three lanes of one-way traffic will be difficult and many bicyclists are unlikely to do so for a three block pathway.	The project team is currently working with the City of Oakland on the cross section of the street and will evaluate the possibility of continuing the Class II cycletrack on the north side between Harrison and Washington in addition to the Class I pathway on the south side.
Consider putting the parking on the south side of 6th Street and the Class I on the north side	Conflicts with truck loading and driveways on north side
Consider putting the one-block section of Class II on south side as well	Conflicts with freeway ramps
Consider a raised cycletrack, parking protected cycletrack, or Class I along 6 th Street from Oak to Harrison – possible within same cross sectional ROW by flipping parking and bike lane and eliminates door zone conflicts	
Are pedestrians required to use stairs to access the path through the tubes?	No – stairs simply provide a shortcut but a continuous ramp option is also provided
Is the sidewalk along 4th Street at normal sidewalk grade?	No – it is about 2' above roadway – part of the tube portal structure
Are bike counts available?	Bike and pedestrian counts in the tube were conducted by City of Alameda in Nov 2016. They showed 9 bikes per hour on average, 117 bikes, 25 peds per day
Removing bikes will increase traffic load on 6th Street	Project team anticipates that vehicles exiting Oak Street will travel north to preferred cross street to reach their destinations unless their destination is Jack London District. The project design should promote better distribution of traffic through the gridded street network
The Class I crossing at Webster may be difficult – double left turn lane	The Class I crossing will be protected by not allowing a left-turn on red. Bikes and peds will be allowed to cross Webster Tube only concurrently with the 6th St through traffic signal phase during which the left-turn traffic has a red light
Consider planning for bikes along 7th Street where they will not be mixing with freeway ramps. Alternatively consider a one-way cycletrack couplet on 6th Street and 7th Street.	Will evaluate
Has analysis of current and projected levels of cycling been done? How does project relate to Brooklyn Basin?	Existing counts are available but there are not great tools for project-level projections. Brooklyn Basin is accounted for in horizon year traffic analysis.
Improvements for vehicular traffic are laudable and will make routing much more	

Comment	Response
straightforward. Bicycle facilities as currently proposed along 6th Street may be less successful because users may not comply as intended.	
Consider pedestrian scrambles along 7th Street once the vehicular loop maneuver between the Posey Tube and I-880 is removed	
Tube is terrible for biking through. Consider improvements to railing and surface. Consider options for passing zones. Do not change tiling – it actually works well for cyclists when they bump up against the wall.	Tube is a historic structure; limited options for improving bike facilities in constrained width. Project team is working with Caltrans on design exceptions.
Possible to combine the two 3' pathways into a single 6' pathway on one side?	Not possible because combining the path on one side of the tube would result in shifting the traffic lanes to the other side and would result in a reduced vertical clearance over the outer lane as a result of the circular cross-section of the tube. In addition, eliminating the path on one side would require relocating of existing utilities and communication networks that are embedded in the path and modification to the ventilation system.
Visibility around the hairpin turn at the entrance to the tube may be challenging. Consider a convex mirror.	Will evaluate.
Taking down off-ramp viaduct will be huge improvement to the urban environment	
Along 6th Street – consider assigning 8' parking and 5' bike lane as 7' parking and 6' bike lane to promote parking closer to curb and wider door zone buffer	Will evaluate
Would two paths – if they can be opened through tube – be directional? If so consider assigning direction of travel to minimize riding into headlights	If paths on both sides of the tube are open, the intention is to make them directional. However, traffic through tube is one way so one direction will always be against traffic (riding into the headlights).
Noise level through tube will always be a challenge for cycling	
Consider options to smooth the railing so it does not catch bikes	
Pathway along Harrison Street may prove to be a valuable connection across I-880 between downtown and Jack London Square. Consider how it links into Oakland bike network on south end.	Noted; Oakland also studying improvements along Broadway and Webster
Consider extending 6th Street bike lane to Laney Parking lot	Noted; project will be fixing the issue of right turn only non-compliance at this location possibly by placing physical separation elements. Both vehicular traffic and bikes will not be able to go through from

Comment	Response
	the Laney parking lot onto Oak as the result.
Improvements to pedestrian environment along 7th Street including closure of slip lanes are great. What other improvements for pedestrians are proposed?	Project will add sidewalks along 6th Street; project will also rebuild sidewalks along Harrison and Jackson streets where vehicular loop maneuver is removed as well as along 5th Street where the Jackson St off-ramp is realigned.
Are lighting improvements proposed under I-880?	Lighting is primarily a Caltrans maintenance issue, the project team is coordinating with Caltrans. Also, removing the Broadway off-ramp will reduce the structure width and increase ambient light
What improvements are proposed in Alameda? Cyclists want to get over to Mariner Square Loop/Marina Village Parkway	Project will add a cross-walk between the two directional pathways in the Posey Tube, and connection to the Marina Square.
Jennifer Ott, City of Alameda – thank you to Alameda CTC for work on this project. The City of Alameda supports the project and the proposed multimodal improvements. They City is supportive of opening up two-way travel for bicyclists and pedestrians in the tube.	
Additional comment from Dave Murtha via email on July 28,2017: Since Oakland has a long-term plan for the Webster corridor, this project should incorporate improvements under the freeway that would advance that project. The current concept focuses too narrowly on providing bike/ped access to the Posey tube and not enough "big picture" focus on addressing the barrier between Jack London and Downtown districts.	

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2017-2018**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '17
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19	0
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-17	Jan-19	0
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18	1
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18	0
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19	0
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18	0
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jun-17	Jun-19	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18	0
11	Ms.	Tabata	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	1

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1. Call to Order and Roll Call

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:40 p.m. A roll call was conducted and she confirmed that a quorum was achieved. All members were present with the exception of Larry Bunn, Shawn Costello, Carolyn Orr, Harriette Saunders and Linda Smith. Sylvia welcomed new PAPCO member, Councilmember Bob Coomber who is representing the City of Livermore.

Subsequent to the roll call:

Shawn Costello arrived during item 5.1.

2. Public Comment

There were no public comments.

3. Approval of Consent Calendar

- 3.1. Approve the April 24, 2017 PAPCO Meeting Minutes
- 3.2. Approve the May 22, 2017 PAPCO Meeting Minutes
- 3.3. Review the FY 2016-17 PAPCO Meeting Calendar
- 3.4. Review the FY 2016-17 PAPCO Work Plan
- 3.5. Approve the FY 2017-18 PAPCO Meeting Calendar
- 3.6. PAPCO Roster
- 3.7. Paratransit Outreach Calendar

Jonah Markowitz moved to approve this item. Esther Waltz seconded the motion. The motion passed with the following votes:

Yes: Barranti, Coomber, Hastings, Jacobson, Johnson-Simon, Markowitz, Rivera-Hendrickson, Rousey, Scott, Stadmire, Tamura, Waltz, Zukas

No: None

Abstain: None

Absent: Bunn, Costello, Orr, Saunders, Smith,

Carmen Rivera-Hendrickson stated that she contacted the Chief of Operations at Valley Care Medical Center to discuss the discharge planning program. She gave him Krystle Pasco's contact information.

4. FY 2017-18 PAPCO Officer Election

Krystle Pasco reviewed the PAPCO officer's roles and responsibilities and referenced the memo in the agenda packet. Krystle commenced the nomination process.

PAPCO members nominated Will Scott for Chair, and he accepted the nomination. The nomination did not pass with the following votes:

Yes: Barranti, Rousey, Scott

No: Coomber, Hastings, Jacobson, Johnson-Simon, Markowitz, Stadmire, Tamura, Waltz, Zukas

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith

PAPCO members nominated Sylvia Stadmire for Chair, and she accepted the nomination. Sylvia was re-elected as Chair with the following votes:

Yes: Coomber, Hastings, Jacobson, Johnson-Simon, Markowitz, Stadmire, Tamura, Waltz, Zukas

No: Barranti, Rousey, Scott

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith,

PAPCO members nominated Sandra Johnson-Simon as Vice Chair, and she accepted the nomination. Sandra was re-elected as Vice Chair with the following votes:

Yes: Coomber, Hastings, Jacobson, Johnson-Simon, Stadmire, Tamura, Waltz, Zukas

No: Barranti, Markowitz, Rousey, Scott

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith

PAPCO members nominated Will Scott for Vice Chair, and he accepted the nomination. The nomination did not pass with the following votes:

Yes: Barranti, Markowitz, Rousey, Scott

No: Coomber, Hastings, Jacobson, Johnson-Simon, Stadmire, Tamura, Waltz, Zukas

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith

PAPCO members nominated Herb Hastings for the PAPCO representative to the Independent Watchdog Committee (IWC), and he accepted the nomination. Herb was re-elected as the PAPCO representative to the IWC with the following votes:

Yes: Barranti, Hastings, Jacobson, Johnson-Simon, Scott, Stadmire, Tamura

No: Coomber, Markowitz, Rousey, Waltz, Zukas

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith

PAPCO members nominated Esther Waltz for the PAPCO representative to the IWC, and she accepted the nomination. The nomination did not pass with the votes:

Yes: Coomber, Markowitz, Rousey, Waltz, Zukas

No: Barranti, Hastings, Jacobson, Johnson-Simon, Scott, Stadmire, Tamura

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith

PAPCO members nominated Jonah Markowitz for the representative to the East Bay Paratransit (EBP) Service Review Advisory Committee (SRAC), and he accepted the nomination. The nomination did not pass with the following votes:

Yes: Markowitz

No: Barranti, Coomber, Hastings, Jacobson, Johnson-Simon, Rousey, Scott, Stadmire, Tamura, Waltz, Zukas

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith

PAPCO members nominated Esther Waltz for the representative to EBP SRAC, and she accepted the nomination. The nomination did not pass with the following votes:

Yes: Coomber, Hastings, Rousey, Scott, Waltz

No: Barranti, Jacobson, Johnson-Simon, Markowitz, Stadmire, Tamura, Zukas

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith

PAPCO members nominated Cimberly Tamura for the representative to EBP SRAC, and she accepted the nomination. Cimberly was re-elected as the EBP SRAC representative with the following votes:

Yes: Barranti, Jacobson, Johnson-Simon, Stadmire, Tamura, Zukas

No: Coomber, Hastings, Markowitz, Rousey, Scott, Waltz

Abstain: Rivera-Hendrickson

Absent: Bunn, Costello, Orr, Saunders, Smith

Michelle Rousey stated that the committee should re-vote for the EBP SRAC representative since the votes were close. Krystle Pasco responded that a re-vote is done if the votes were tied.

5. Paratransit Programs and Projects

5.1. FY 2017-18 Paratransit Direct Local Distribution (DLD) Program Plans Recommendation

Krystle Pasco reviewed the FY 2017-18 Paratransit Direct Local Distribution (DLD) program plans recommendation. She noted that the notes from both days of the Subcommittees and a summary of the process is in the packet. Krystle informed the

committee that the subcommittees recommended approval of all plans with the exception of Berkeley, Hayward and San Leandro, which were conditionally approved. Staff has received updated information from the three programs that were conditionally approved and all outstanding issues have been resolved. All programs are now in compliance with the Implementation Guidelines.

Carmen Rivera-Hendrickson asked if the issues around Union City, Newark and Fremont are resolved. Krystle Pasco responded that the issue is around the presentation and collaborating on the presentation for program plan review since the cities of Newark and Fremont do a lot of partnership in administering their paratransit program. Krystle stated that staff will address this issue for next year's Program Plan Review.

Joyce Jacobson requested that staff clarify who is doing the work in the partnership between the Cities of Newark and Fremont. Krystle clarified that Shawn Fong is administering the paratransit program for both the Cities of Newark and Fremont. This partnership is agreed upon by both cities through a Memorandum of Understanding (MOU).

Carmen Rivera-Hendrickson asked about Hayward's \$100,000 budget for Lyft versus the taxi program. Krystle responded that Hayward was one of the programs that was conditionally approved and as a result, they will be providing PAPCO with a report on a quarterly basis specifically on the development of their Lyft Concierge program.

Naomi Armenta noted a correction is needed to change Lyft to lift in the second paragraph on page 54 of the packet.

Jonah Markowitz requested clarification on Berkeley's green tickets. Krystle Pasco said Leah Tally, the Paratransit Coordinator for the City of Berkeley, informed her that the green tickets refer to the City's wheelchair van program. The program currently has 53 participants who use the vouchers.

Carmen Rivera-Hendrickson noted that Newark's Program Plan application was not complete. Krystle Pasco stated that she can provide PAPCO members with any of the applications that were corrected or completed after Program Plan Review.

Joyce Jacobson suggested that PAPCO have the City of Newark come in on a quarterly basis to provide a report.

Michelle Rousey moved to approve the FY 2017-18 Paratransit Direct Local Distribution (DLD) program plan recommendations with an amendment to have Newark provide a quarterly report to PAPCO. Esther Waltz seconded the motion. The motion passed with the following votes:

Yes: Barranti, Coomber, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Rivera-Hendrickson, Rousey, Scott, Stadmire, Tamura, Waltz, Zukas

No: None

Abstain: None

Absent: Bunn, Orr, Saunders, Smith,

6. Adjournment

The meeting closed at 2:15 p.m. The next PAPCO meeting is scheduled for September 25, 2017 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland. The next ParaTAC Meeting is scheduled for September 12, 2017. The next Joint PAPCO and ParaTAC Meeting is scheduled for October 23, 2017.

PARATRANSIT ADVISORY AND PLANNING COMMITTEE
June 26, 2017
ROSTER OF MEETING ATTENDANCE

Present	PAPCO Member	Appointed By
P	Stadmire, Sylvia Chair	Alameda County, District 3 Supervisor Wilma Chan
P	Johnson-Simon, Sandra, Vice Chair	Alameda County, District 4 Supervisor Nate Miley
P	Barranti, Kevin	City of Fremont Mayor Lily Mei
A	Bunn, Larry	Union City Transit Wilson Lee, Transit Manager
P	Coomber, Bob	City of Livermore Mayor John Marchand
A	Costello, Shawn	City of Dublin Mayor David Haubert
P	Hastings, Herb	Alameda County, District 1 Supervisor Scott Haggerty
P	Jacobson, Joyce	City of Emeryville Councilmember John Bauters
P	Markowitz, Jonah	City of Albany Mayor Peter Maass
A	Orr, Carolyn M.	City of Oakland Vice Mayor Rebecca Kaplan
P	Rivera-Hendrickson, Carmen	City of Pleasanton Mayor Jerry Thorne
P	Rousey, Michelle	BART Director Rebecca Saltzman
A	Saunders, Harriette	City of Alameda Mayor Trish Spencer
P	Scott, Will	Alameda County, District 5 Supervisor Keith Carson

A	Smith, Linda	City of Berkeley Councilmember Kriss Worthington
P	Tamura, Cimberly	City of San Leandro Mayor Pauline Cutter
P	Waltz, Esther Ann	LAVTA Executive Director Michael Tree
P	Zukas, Hale	A. C. Transit Director Elsa Ortiz

STAFF		
Present	Staff/Consultants	Title
P	Cathleen Sullivan	Principal Transportation Planner
P	Krystle Pasco	Assistant Program Analyst
P	Naomi Armenta	Paratransit Coordination Team
	Richard Wiener	Paratransit Coordination Team
P	Angie Ayers	Public Meeting Coordinator, Consultant

	NAME	JURISDICTION/ ORGANIZATION	E-MAIL
1.	Robert Titylen	Simon Support Programs	rtitylen@SSPTV.org
2.	Nikki Bouken	Tri-Valley City of Desit	
3.	Sarah Dawn Smith	BORP	transportation@borp.org
4.	Richard Castrillon	City of Berkeley	rcastrillon@cityofberkeley.info
5.	Hakeim McGee	City of Oakland	hmcgee@oaklandnet.com
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Joint Paratransit Advisory and Planning Committee
and Paratransit Technical Advisory Committee
Meeting Minutes
Monday, June 26, 2017, 2:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Roll Call and Introductions

Naomi Armenta called the meeting to order at 2:15 p.m. A roll call was conducted and all PAPCO members were present with the exception of Larry Bunn, Carolyn Orr, Harriette Saunders, and Linda Smith.

All ParaTAC members were present with the exception of Raymond Figueroa, Bran Helfenberger, Jay Jeter, Paul Keener, Isabelle Leduc, Wilson Lee, Mallory Nestor, Julie Parkinson, Kim Ridgeway, and David Zehnder.

Subsequent to the roll call:

Rev. Orr arrived during item 3.

2. Public Comment

There were no comments from the public.

3. Countywide Needs Assessment Presentation and Implementation Discussion

Cathleen Sullivan, Naomi Armenta and Richard Weiner presented this item.

Mobility Management Strategy

Carmen Rivera-Hendrickson stated that 2-1-1 is not accessible for everyone and it should be. She suggested that pamphlets should be placed in the senior centers for accessibility. Cathleen Sullivan responded that mobility management and leveraging the new provider, Eden I&R, is part of the needs assessment strategy. She stated that one of the Joint PAPCO and ParaTAC meetings next year will focus on mobility management and incorporating 2-1-1 as a partner.

Carmen Rivera-Hendrickson and Herb Hastings mentioned their concerns related to regional transit needs. Cathleen noted that regional trips was a need identified and staff will continue to work on this need.

Fixed Route Transit Strategy

Michelle Rousey stated concerns for the increasing cost of public transit monthly passes and the accessibility for senior centers and outreach centers to access affordable monthly passes. She wants to ensure that the added costs do not get passed onto the consumers.

Sylvia Stadmire stated that the proximity to senior residences/housing complexes should be a criteria for fixed route transit stops.

Gail Payne noted that many jurisdictions may not know that Gap Grant funding may be used for sidewalk repairs near senior facilities and bus stops. She suggested that Alameda CTC inform ACTAC representatives.

Jonah Markowitz stated that bus stops should be placed near schools that have disabled students and a list should be provided to students of all accessible stops.

Shawn Costello stated that the City of Hayward should have bus stops designated as accessible stops.

Carmen Rivera-Hendrickson stated that West Dublin does not have transportation and a senior center is not being served with the LAVTA cutbacks.

Shawn Fong stated that priority areas should have shelters and benches at bus stops particularly in frequented areas that have a lot of travel as well as areas that are used by seniors. She noted that synergy and partnership between the public transit agencies, public works departments, and the cities may improve accessibility of bus stops. Shawn posed the question: how do you bring seniors and people with disabilities into the mix to have input on improvements that need to be made.

Bob Coomber suggested that universal stops and universal cutaways be priority.

Volunteer Driver Program Strategy

Dana Bailey stated that the cities of Hayward and San Leandro currently partner with the VIP Rides Program. There is no longer a gap in Central County for door-through-door service through these programs.

Joyce Jacobson stated that she works with the Ashby Village and they have a large volunteer driver program. She noted that a volunteer driver program in North County will have many obstacles to overcome to be successful. Joyce stated that the volunteer driver program is best suited for door-to-door service versus door-through-door service.

Shawn Fong stated that village models can work well for filling a particular niche. Two potential partners in South County, the VIP Rides and Drivers for Survivors Programs, are currently expanding to Central County and may be willing to expand to North County. Shawn noted that to have a sustainable volunteer driver program in North County for door-through-door service other options can be considered such as paid staff for this service. She stated that multiple partners may be needed due to the size of North County.

Joyce Jacobson stated that traffic conditions in North County on the freeways and main thoroughfares will also be a challenge for a volunteer driver program.

Shawn Fong stated some of the impacts this type of program has on actual ADA service. Many folks who are limited English speaking may benefit from a volunteer driver program who can't get access to ADA service.

Shawn Costello asked how a wheelchair-bound person can tap into a volunteer driver program. Shawn Fong responded that South County does not have paid drivers that take passengers in wheelchairs. She noted that the VIP Rides Program is structured in such a way that a wheelchair user can request a volunteer or escort to go on paratransit with them.

Gail Payne stated that a model for volunteer driver programs can be similar to what we see in airports where you can access an escort service to assist passengers that use wheelchairs.

Dana Bailey asked if Nelson\Nygaard talked with Alameda County Social Services. It would be a good opportunity to incorporate into In-Home Supportive Services (IHSS). Dana suggested that Nelson\Nygaard could have a discussion with IHSS regarding transportation and paratransit transportation.

Active/Shared Transportation Strategy

Sylvia Stadmire stated that United Seniors of Oakland and Alameda County's (USOAC) walking groups have been very successful. She suggested that Nelson\Nygaard leverage what is already out there.

Michelle Rousey suggested that Nelson\Nygaard reach out to indoor malls around Alameda County to allow walking groups to have access to the mall year round prior to the mall opening to the public.

Shawn Costello stated that if walking groups are formed make sure that people who use wheelchairs are welcomed to participate.

Shawn Fong stated that the Tri-City area of Alameda County had a successful Walk-this-Way program that was funded by Measure B Bicycle and Pedestrian grant funds. It was a 16-week program that tied in education around chronic disease, travel training, etc. There is a model that can be used to replicate this type of program.

General Questions

Hale Zukas asked why Cherryland has a high proportion of poor people. Dana Bailey said that Cherryland is served by Alameda County and she noted that many of the senior residents have been there for a long time.

Hale Zukas asked how much did the Needs Assessment Study cost. Cathleen Sullivan responded that she'll need to look up the exact figure, but the cost is between \$50,000 and \$100,000.

Esther Waltz noted that Junior Colleges may be interested in developing walking groups for fitness purposes.

Cathleen Sullivan stated that if the Committees have any additional comments on the Needs Assessment strategies please provide comments by Wednesday, June 28, 2017.

4. Member Reports

Michelle Rousey said that the California Olmstead meeting will take place on July 19, 2017 in Sacramento.

Herb Hastings noted that LAVTA has a permanent shuttle from the Pleasanton Fairgrounds to the BART station and back. It's the Route 52 bus from the Dublin BART station.

Carmen Rivera-Hendrickson has free bus tickets for Wheels to travel to the Fairgrounds for anyone that wants one.

Kadri Kulm said that LAVTA and the City of Pleasanton jointly contracted with Nelson\Nygaard to conduct a one year study on improving paratransit services for older adults. She noted that residents were invited to attend one of the Listening Sessions:

- Saturday, June 24, 10 a.m.-noon at the Dublin Public Library, 200 Civic Plaza Dr., Dublin, CA
- Tuesday, June 27, 10 a.m.-noon at the Robert Livermore Community Center, 4444 East Ave., Livermore, CA
- Tuesday June 27, 2-4 p.m. at the Pleasanton Senior Center, 5353 Sunol Blvd., Pleasanton, CA

5. Staff Reports

Krystle Pasco provided an update on outreach events. She noted that the Healthy Living Festival is scheduled for September 21, 2017.

6. Adjournment

The meeting adjourned at 3:40 p.m. The next ParaTAC meeting is scheduled for September 12, 2017 at 9:30 a.m.; PAPCO is scheduled for September 25, 2017 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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**JOINT PARATRANSIT ADVISORY AND PLANNING COMMITTEE
AND PARATRANSIT TECHNICAL ADVISORY COMMITTEE
June 26, 2017
ROSTER OF MEETING ATTENDANCE**

Present	ParaTAC Member	Local Agency/Jurisdiction
P	Bailey, Dana	City of Hayward
	Figuerroa, Raymond	City of Pleasanton
P	Fong, Shawn	City of Fremont
A	Helfenberger, Brad	City of Emeryville
	Hwang, Ely	City of San Leandro
A	Jeter, Jay	East Bay Paratransit
A	Keener, Paul	Alameda County Public Works
A	Külm, Kadri	LAVTA
A	Leduc, Isabelle	City of Albany
A	Lee, Wilson	City of Union City
P	McGee, Hakeim	City of Oakland
A	Nestor, Mallory	AC Transit
A	Parkinson, Julie	City of Pleasanton
A	Ridgeway, Kim	AC Transit
P	Rogers, Sandra	City of San Leandro
P	Talley, Leah	City of Berkeley Richard
A	Timothy, Laura	BART

P	Williams, Victoria	City of Alameda / Graci Payan
A	Zehnder, David	City of Newark
Present	PAPCO Member	Appointed By
P	Barranti, Kevin	City of Fremont Mayor William Harrison
A	Bunn, Larry	Union City Transit Wilson Lee, Transit Manager
P	Bob Coomber	City of Livermore Mayor John Marchand
P	Costello, Shawn	City of Dublin Mayor David Haubert
P	Hastings, Herb	Alameda County, District 1 Supervisor Scott Haggerty
P	Jacobson, Joyce	City of Emeryville Councilmember Ruth Atkin
P	Johnson-Simon, Sandra, Vice Chair	Alameda County, District 4 Supervisor Nate Miley
P	Markowitz, Jonah	City of Albany Mayor Peter Maass
P	Orr, Carolyn M.	City of Oakland Vice Mayor Rebecca Kaplan
P	Rivera-Hendrickson, Carmen	City of Pleasanton Mayor Jerry Thorne
P	Rousey, Michelle	BART Director Rebecca Saltzman
A	Saunders, Harriette	City of Alameda Mayor Trish Herrera Spencer
P	Scott, Will	Alameda County, District 5 Supervisor Keith Carson
A	Smith, Linda	City of Berkeley Councilmember Laurie Capitelli
P	Stadmire, Sylvia Chair	Alameda County, District 3 Supervisor Wilma Chan
P	Tamura, Cimberly	City of San Leandro Mayor Pauline Cutter
P	Waltz, Esther Ann	LAVTA Executive Director Michael Tree

P	Zukas, Hale	A. C. Transit Director Elsa Ortiz
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STAFF		
Present	Staff/Consultants	Title
P	Cathleen Sullivan	Principal Transportation Planner
p	Krystle Pasco	Assistant Program Analyst
p	Naomi Armenta	Paratransit Coordination Team
p	Richard Wiener	Paratransit Coordination Team
p	Angie Ayers	Public Meeting Coordinator, Consultant
	Margaret Strubel	Paratransit Coordination Team

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Nikki Becken	Easy Does it	510 845-5573	Nikki e easydoesit@seawaves.org
2.				
3.	Robert Taylor	Seamless Support Program	510 410 1741	Robert@seamless.org
4.				
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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2017-2018**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Oct-16	Oct-18
2	Ms.	Johnson-Simon, Vice Chair	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Mar-17	Mar-19
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		Feb-18
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-16	Jan-18
5	Mr.	Coomber	Robert	Livermore	City of Livermore Mayor John Marchand	May-17		May-19
6	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18
7	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Vice Mayor John Bauters	Mar-07	Jan-16	Jan-18
9	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	Oct-14
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16
11	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	Jun-18
12	Ms.	Ross	Christine	Hayward	Alameda County Supervisor Richard Valle, D-2 Pending Commission Approval	Oct-17		Oct-19
13	Ms.	Rousey	Michelle	Oakland	BART Director Rebecca Saltzman	May-10	Jan-16	Jan-18

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
14	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Jun-16	Jun-18
15	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18
16	Ms.	Smith	Linda	Berkeley	City of Berkeley Councilmember Kriss Worthington	Apr-16		Apr-18
17	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17
18	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	Jun-18
19	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Feb-16	Feb-18
20		Vacancy			City of Hayward Mayor Barbara Halliday			
21		Vacancy			City of Newark Councilmember Luis Freitas			
22		Vacancy			City of Piedmont Mayor Jeff Wieler			
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci			



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 19, 2017

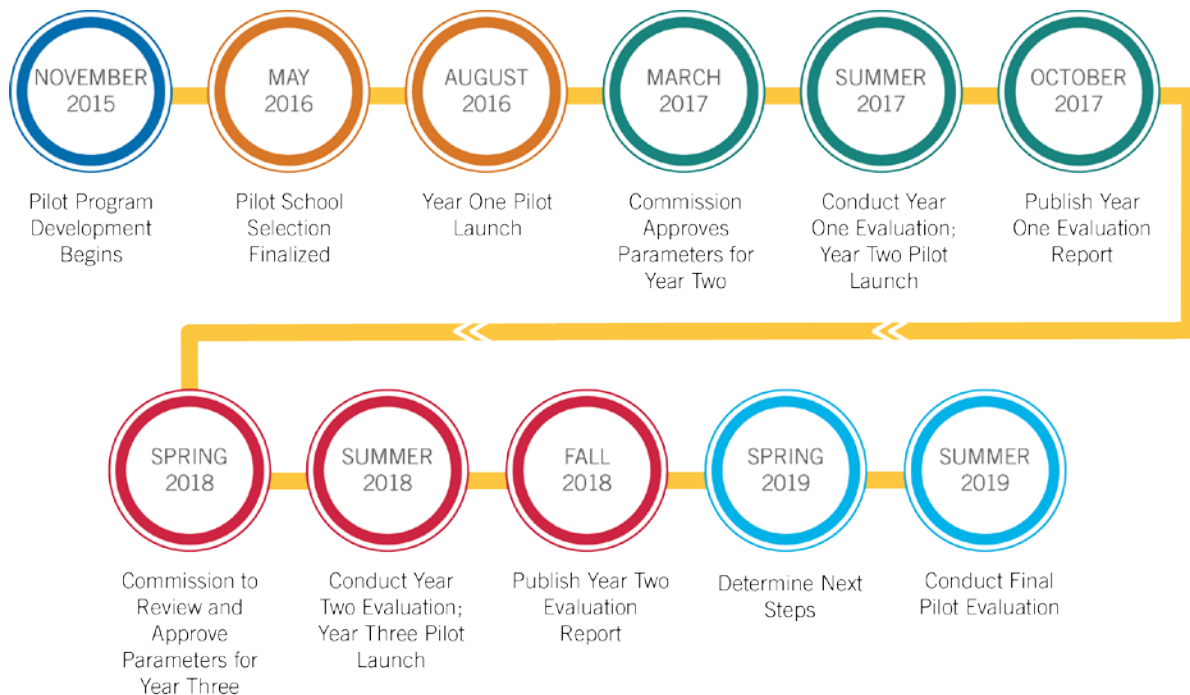
SUBJECT: Affordable Student Transit Pass Program Pilot – Year One Evaluation and Year Two Launch

RECOMMENDATION: Receive an update on the evaluation of Year One of the Affordable Student Transit Pass Program Pilot and the launch of Year Two.

Summary

The cost of transportation to school is often cited as a barrier to school attendance and participation in afterschool activities by middle and high school students. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP) included implementation of an affordable student transit pass pilot program. Its purpose is to test and evaluate different pilot approaches to an affordable transit pass program over a three-year period. Through implementation of different approaches, the Alameda CTC may identify successful models for expansion and further development to create a basis for a countywide student pass program, funding permitting.

Below is a summary of the overall schedule for the Affordable Student Transit Pass Pilot (ASTPP). In March 2016, the Commission approved a framework for evaluating the pilot program models as part of the ASTPP. In May 2016, the Commission approved the design for the first year of the ASTPP and in March 2017, the Commission approved the parameters for Year Two. Since then, the Alameda CTC has successfully completed Year One and launched Year Two. During summer 2017, the program team undertook a comprehensive evaluation of the design and implementation of Year One of the ASTPP in line with the Commission-approved framework. Staff will present findings from the evaluation report and an update on the Year Two launch at the October meeting. The full Evaluation Report is available online here: https://www.alamedactc.org/files/managed/Document/21807/STPP_Year_One_Evaluation_Report.pdf.



Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (ASTPP) which began during the 2016-2017 school year in middle schools and high schools in the four Alameda County planning areas. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a sustainable student transit pass program. The program provides transit passes to students in selected schools for use on the various public transit providers that serve Alameda County.

This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB. The TEP specifies that the funds are to be used to implement "successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County."¹

The ASTPP aims to do the following:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for middle & high school students in Alameda County
- Build support for transit in Alameda County
- Develop effective three-year pilot programs

¹ Measure BB Transportation Expenditure Plan, 2014

In March 2016, the Commission approved an evaluation framework for the Pilot including 18 quantitative and qualitative metrics that align with the five goals for the program. In May 2016, the Commission approved the design for the first year of the program and in March 2017, the Commission approved the parameters for Year Two. Since then, the Alameda CTC has successfully completed Year One and launched Year Two. During summer 2017, the program team undertook a comprehensive evaluation of the design and implementation of Year One of the Pilot in line with the Commission-approved framework.

Year One

Figure 1 provides an overview of the parameters for Year one of the Pilot. All program models also included the following characteristics:

- Information and training for students on using transit and the applicable passes.
- All passes valid year round, and not limited by day or time.
- A designated on-site administrator at each school, who is trained on administering the applicable pass program.

Overall, during Year One of the ASTPP, nearly 3,000 transit passes were distributed across all participating schools, resulting in over half of a million transit boardings. Figure 2 provides an overview of participation in Year One of the Pilot. Figure 3 provides an overview of usage by program model and by transit operator in Year one of the pilot.

Figure 1 Year One Program Parameters

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	
	Flash pass			X	X
Applicability	Universal (all students)	X			X
	Specific grades		X	X	
Pass Cost	Free to students	X	X		X
	Discounted			X	X
	Non-discounted; Information only	X			
Financial Need ²	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	BART	X	X	X	X
	Union City Transit			X	
	LAVTA				X

² Financial need as indicated by the percentage of students eligible for Free/Reduced-Priced Meals (FRPM) in the recommended schools. Eligibility for FRPM is often used as a proxy for low-income/poverty.

Figure 2 Summary of Year One Participation

School District	Year One Participating Schools	Program Model Type	Number of Students Eligible	Number of Passes ³			Average Participation Rate
				AC Transit	Union City Transit	LAVTA/Wheels	
Oakland USD	<ul style="list-style-type: none"> Frick Impact Academy Castlemont HS Fremont HS 	Free + Universal	1,843	1,823	--	--	99%
San Leandro USD	<ul style="list-style-type: none"> John Muir MS San Leandro HS 	Free + Limited Grades	1,614	821	--	--	51%
New Haven USD	<ul style="list-style-type: none"> Cesar Chavez MS James Logan HS 	Discount + Limited Grades	2,270	125	77	--	9% ⁴
Livermore Valley Joint USD	<ul style="list-style-type: none"> East Avenue MS Livermore HS 	Discount + Means-Tested	2,441	--	--	82	3%

Figure 3 Year One Transit Boardings by ASTPP Participants

	Total Transit Boardings by Participants (Aug-July)	Average Daily Boardings	Average Monthly Boardings per Participant
North (Oakland, AC Transit)	417,196	1,245	20
Central (San Leandro, AC Transit)	73,037	218	8
South (Union City)	35,653	106	17
AC Transit	18,034	54	14
Union City Transit	17,619	53	21
East (Livermore, LAVTA/Wheels)	21,144	63	26
All Participating Schools	547,030	1,632	17

³ Due to the varying STPP pass validity periods among the different pilot programs, the number of passes for OUSD and SLUSD represent the total number of STPP passes distributed that year. Since the NHUSD and LVJUSD STPP passes were valid for three and four months respectively, these numbers represent the average numbers of passes across Year One.

⁴ The number of participants in the NHUSD program (shown in Figure 4) is slightly lower than the sum of the number of passes, due to some students purchasing both passes. This resulted in a slightly lower participation rate.

Year Two Design and Implementation

Based on the mid-year evaluation of Year One, the Commission approved the program model parameters for Year Two in March 2017. Several key lessons from the Year One evaluation directly informed the program design of Year Two:

- **All Year Two program models are available to students across all grades at participating schools.** Limiting programs to a sub-set of grades reduced program uptake, because families with siblings at the same locations still had to drive students in non-participating grades.
- **All Year Two programs are free and will not require students or schools to handle money.** Cash handling at school sites introduced complexity and administrative burden. It was difficult to achieve clarity around processes for staff, parents, and students.
- **NHUSD students, who have access to AC Transit and Union City Transit will get one Clipper card that provides unlimited access to both systems, eliminating the need for two pass products.** Having too many pass products at a single location added complexity and administrative costs without generating meaningful gains in transportation accessibility and could have possibly undermined student participation due to confusion.
- **All ASTPP transit passes will be provided on Clipper cards** to further facilitate integration with existing fare payment systems and improve breadth of data available. As in Year One, no passes will be limited by time of day or day of year.
- **All eligible high school students at schools within a mile of a BART station can request one BART Orange Ticket with \$50 value.** Most students did not use BART to get to and from school, but these tickets will offset costs for students to travel to spend time with their families or participate in other activities. BART tickets are not restricted by time or day, but they are non-refundable and non-replaceable.

Year Two of the ASTPP added six new schools and simplified the program models, implementing two different program models at 15 school sites across five school districts. The two program models implemented are:

- **Free + Universal:** All enrolled students at participating schools will receive an ASTPP pass for free.
- **Free + Means-Tested:** All students who report that their household income meets the criteria for the FRPM program will receive an ASTPP pass for free.

Figure 4 provides a comparison of the participation in Year One and Year Two of the Pilot.

Figure 4 Year One and Year Two ASTPP Participation

Year Two Program Model	School District	Participating Schools	Participating Transit Operator	Students Eligible in Year One	Students Eligible in Year Two	Year One Participation	Year Two Participation ⁵	
							Bus Passes on Clipper Cards	BART Tickets (High Schools Only)
Free + Universal	OUUSD	<ul style="list-style-type: none"> McClymonds High* Fremont High Castlemont High Westlake Middle* Frick Middle 	AC Transit	1,843	3,065	99% (1,823)	94% (2,869)	27% (647)
Free + Universal	SLUSD	<ul style="list-style-type: none"> San Leandro High John Muir Middle 	AC Transit	1,614	3,618	51% (821)	42% (1,535)	31% (806)
Free + Means-Tested	HUSD	<ul style="list-style-type: none"> Hayward High* Bret Harte Middle* 	AC Transit	--	1,615	--	20% (320)	17% (204)
Free + Means-Tested	NHUSD	<ul style="list-style-type: none"> James Logan High Cesar Chavez Middle 	AC Transit & Union City Transit	2,270	2,641	9% (196) ⁶	12% (238)	9% (172)
Free + Universal	LVJUSD	<ul style="list-style-type: none"> Livermore High Del Valle High* East Avenue Middle Christensen Middle* 	LAVTA/ Wheels	2,441	3,188	3% (82)	17% (553)	n/a

*Asterisks indicate schools participating in the ASTPP in Year Two only.

⁵ Year Two participation data as of September 1, 2017.

⁶ The number of participants in the NHUSD program is slightly lower than the sum of the number of passes (Figure 2), due to some students purchasing both passes. Participation rate is based on the number of participants.

Next Steps

The program team will present proposed program parameters for Year Three to the Commission in the spring of 2018.

Fiscal Impact: There is no fiscal impact. \$2 million was approved by the Commission to initiate the program and hire the consultant team in October 2015. Authorization for allocation of the additional \$13 million for the full Affordable Student Transit Pass program was approved by the Commission in May 2016. The Comprehensive Investment Plan includes the full \$15 million to fund the program over the three-year pilot program horizon.

Attachments

- A. Year One Evaluation Report:

https://www.alamedactc.org/files/managed/Document/21807/STPP_Year_One_Evaluation_Report.pdf

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Cathleen Sullivan](#), Principal Transportation Planner

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AFFORDABLE STUDENT TRANSIT PASS PILOT PROGRAM



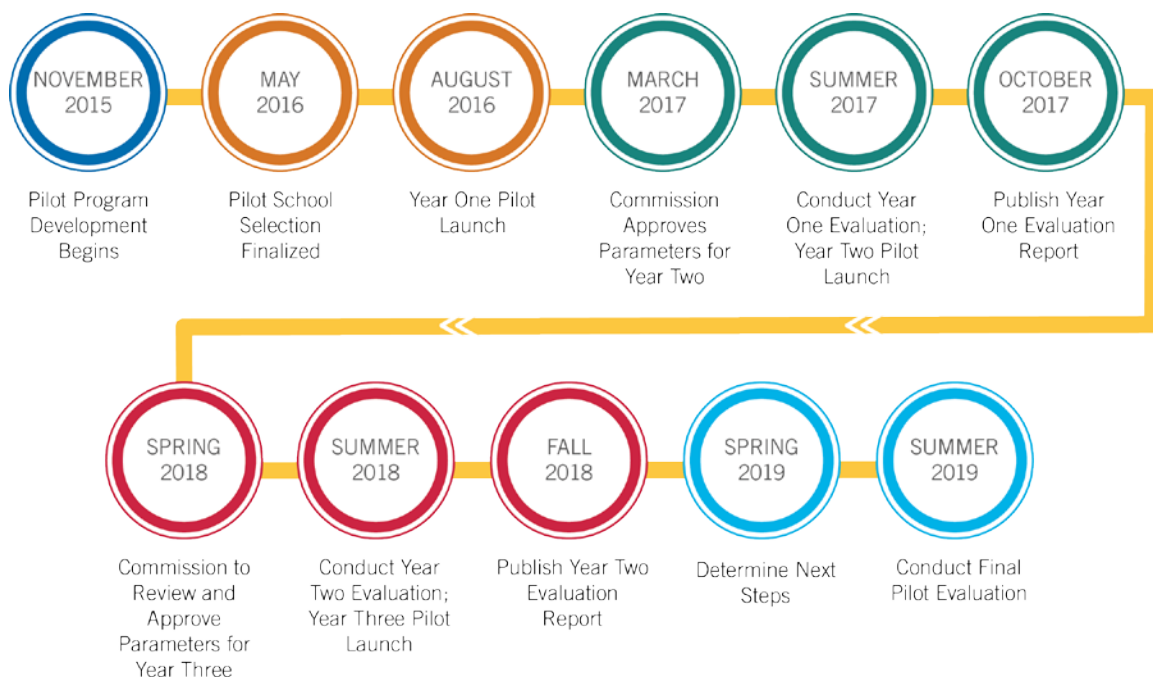
Year One Evaluation Report October 2017

Executive Summary

Middle and high school students often cite the cost of transportation to school as a barrier to school attendance and participation in afterschool activities. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP), passed by Alameda County voters as Measure BB, included implementation of an affordable student transit pass pilot program. The Affordable Student Transit Pass Pilot (STPP) sets out to:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County's middle and high school students
- Build support for transit in Alameda County
- Develop effective three-year pilot programs
- Create a basis for a countywide student transit pass program (funding permitting)

With these goals in mind, the Alameda CTC is testing and evaluating different approaches to an affordable transit pass program for public middle and high school students in Alameda County over a three-year period.



Year One of the STPP involved four different program models, which reflected the general characteristics of the student populations, transit service characteristics, school needs, and stakeholder input throughout the county. In August 2016, the STPP launched at five high schools and four middle schools across four selected Alameda

County unified school districts (USDs). Table ES-1 summarizes Year One parameters and participation levels.

This document evaluates the outcomes for Year One of the STPP based on 18 qualitative and quantitative metrics adopted by the Commission in spring 2016. To find the location(s) in the Year One Evaluation Report where specific metrics are presented, please see the Reference Table on page ES-4 of this Executive Summary.

Figure ES-1 Summary of Year One Program

School District	Year One Participating Schools	Program Model Type	Number of Students Eligible	Number of Passes ¹			Average Participation Rate
				AC Transit	Union City Transit	LAVTA/Wheels	
Oakland USD	<ul style="list-style-type: none"> ▪ Frick Impact Academy ▪ Castlemont High ▪ Fremont High 	Free + Universal	1,843	1,823	--	--	99%
San Leandro USD	<ul style="list-style-type: none"> ▪ John Muir Middle ▪ San Leandro High 	Free + Limited Grades	1,614	821	--	--	51%
New Haven USD	<ul style="list-style-type: none"> ▪ Cesar Chavez Middle ▪ James Logan High 	Discount + Limited Grades	2,270	125	77	--	9% ²
Livermore Valley Joint USD	<ul style="list-style-type: none"> ▪ East Avenue Middle ▪ Livermore High 	Discount + Means-Tested	2,441	--	--	82	3%

¹ Due to the varying STPP pass validity periods among the different pilot programs, the number of passes for OUSD and SLUSD represent the total number of STPP passes distributed that year. Since the NHUSD and LVJUSD STPP passes were valid for three and four months respectively, these numbers represent the average numbers of passes across Year One.

² The number of participants in the NHUSD program is slightly lower than the sum of the number of passes, due to some students purchasing both passes. This results in a slightly lower participation rate.

Key Findings on Program Impacts

These outcomes generally align with the first three goals of the STPP.

- **Higher Transit Use:** Participating students take transit more often. Year One of the STPP generated nearly 550,000 transit boardings across all participating schools, with an average of 1,632 daily boardings.
- **Better School Access:** Participating students and administrative staff at each school site (referred to as school site administrators) reported easier access to school and increased attendance. About 14% of program participants reported missing fewer days of school than they did during the prior year (only 3% of eligible non-participants reported missing fewer days of school, compared to the prior year).
- **High Financial Benefit:** Two-thirds of participating students stated that the cost savings provided by this program was important to them and their families.
- **Increased Afterschool Involvement:** Involvement in non-school-based afterschool activities and afterschool jobs increased dramatically (by 77% and 238% respectively) for students participating in the STPP.
- **Positive Perceptions of Transit:** More than 80% of Year One participants reported positive associations with bus travel, affirming that they feel safe on the bus and that transit meets their needs.

Key Findings on Program Implementation

These outcomes generally align with the last two goals of the STPP.

- School site administrators reported that they were able to effectively manage the program at their respective schools. Nevertheless, there was consensus that administration of the discount pass programs was more complex and time-consuming than administration of the free programs.
- Transit operators reported that participating in the program was a generally positive experience. None reported any spikes in boardings or unruly students causing operational issues.
- Although overall AC Transit ridership has grown over the last five years, youth ridership has declined (based on the number of riders paying retail youth fares). For the most recent year, this may be due in part to participants in the STPP who transitioned away from using other youth pass products to the STPP. That said, data indicates that the STPP resulted in a net gain in youth riders.
- Administrative costs associated with the STPP program team (Alameda CTC staff and consultants) were generally higher for program models that included multiple pass formats and that included collecting funds from students.
- The majority of administrative costs for the program team were expended on one-time efforts associated with developing and initiating the program. For Year One, the ongoing administrative costs were lower than the overall costs required for initiating the STPP.

REFERENCE TABLE: Year One Evaluation Performance Indicators

To be provided with complete report.



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 19, 2017

SUBJECT: Measure B, Measure BB, and Vehicle Registration Fee Programs Update

RECOMMENDATION: Receive an update on Alameda CTC's Measure B, Measure BB, and Vehicle Registration Fee Programs.

Summary

This is an informational item on the status of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 VRF program. Collectively, the programs generate over \$270 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

Alameda CTC returns over half of Measure B/BB/VRF total revenues collected back to the twenty local jurisdictions and transit agencies as DLD funds. For fiscal year (FY) 2017-18, DLD recipients will receive approximately \$152.6 million in DLD funds - \$74.0 million in Measure B, \$71.8 million in Measure BB, and \$6.8 million in VRF. Recipients use DLD funds on locally prioritized transportation improvements that improve local access, safety, transit, infrastructure preservation and system reliability. Typical DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. To monitor DLD funds, each year Alameda CTC requires DLD recipients to complete Audited Financial Statements and Compliance Reports that summarizes the past fiscal year's financials, expenditures, and program achievements. The reports for the FY 2016-17 reporting period are due to Alameda CTC by December 29, 2017. Compliance findings will be presented to the Commission next spring. Additionally, Alameda CTC distributes discretionary Measure B/BB/VRF funds through competitive processes, and are subsequently monitored through funding agreements with project sponsors.

Background

The Measure B and Measure BB sales tax programs and the Vehicle Registration Fee (VRF) program provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are returned back to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements. From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs to the end of FY 2017-18, Alameda CTC projects distributing over \$1.2 billion in total DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The Measure B/BB transportation sales tax programs provide the largest source of DLD funds that are distributed by formula from Alameda CTC to the fourteen cities, the County, and five transit agencies serving Alameda County. Measure B/BB DLDs are flexible funding sources that allows Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects. Similarly, VRF program funds are distributed to the fourteen cities and the County by formula, but are used exclusively for locally prioritized street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY 2017-18, Alameda CTC's projections for DLD funding distribution by program category is depicted in Table 1 below.

Table 1: Direct Local Distribution Projections (FY 2017-18)				
DLD Programs <i>(dollars in millions)</i>	MB	MBB	VRF	Total
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$29.3	\$26.8	\$6.8	\$62.9
Mass Transit	\$27.9	\$28.9		\$56.8
Special Transportation for Senior and People with Disabilities (<i>Paratransit</i>)	\$11.9	\$12.1		\$24.0
Bicycle and Pedestrian Safety	\$4.9	\$4.0		\$8.9
TOTAL	\$74.0	\$71.8	\$6.8	\$152.6

In terms of DLD expenditures, on average, DLD recipients expend annually less than the amount of DLD funds received for a fiscal year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds identified for future and/or larger capital improvements. Per the most recent recipients' financial statements, as of June 30, 2016, there is a collective fund balance of approximately \$86.2 million in DLD funds across all DLD recipients \$42.3 million in Measure B, \$34.3 million in Measure BB, and \$9.6 million in VRF funds (Attachment B). Alameda CTC is monitoring the fund balances starting in fiscal Year 2016-17 under the DLD Timely Use of Funds Policies (approved December 2015). This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. In September 2017, Alameda CTC held its

Annual Program Compliance Workshop to initiate the FY 2016-17 reporting process. Alameda CTC informed all DLD recipients of their fund balances, timely use of funds requirements, program compliance requirements, and potential penalties for non-compliance. The Audited Financial Statements and Program Compliance Reports for FY 2016-17 are due on December 29, 2017. Alameda CTC staff, in conjunction with the Independent Watchdog Committee (IWC) will be reviewing the reports, and will provide an update on the DLD fund balances, DLD accomplishments, and overall compliance determination as part of the Annual Program Compliance Summary Reports to the Commission in June.

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds through several grant programs for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. To streamline the programming and allocation of these funds, Alameda CTC consolidated the programming into one single process and document known as the Comprehensive Investment Plan (CIP) which covers a five-year programming horizon.

On April 27, 2017, the Commission approved the 2018 CIP's programming and allocation recommendations for fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP. The 2018 CIP includes the coordination of local Measure B/BB/VRF funds with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs for selected improvements ranging from capital infrastructure, planning studies, transit operations, and program implementation. Alameda CTC currently has \$103 million in Measure B/BB/VRF discretionary programs funds awarded to various project sponsors. All discretionary grants are paid on a reimbursement basis upon after successful completion of the scope of work contained in funding agreements with the project sponsors. A current list of active Measure B/BB/VRF discretionary funded projects and programs is included in Attachment C.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB/VRF Direct Local Distribution Fund Balances
- C. Measure B/BB/VRF Discretionary Program Summary

Staff Contacts

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**Measure B/Measure BB/Vehicle Registration Fee
Historical Direct Local Distributions¹**

Fiscal Year	Measure B	Measure BB	Vehicle Registration Fee	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18 ²	\$73,954,882	\$71,760,427	\$6,840,000	\$152,555,309
Total	\$996,514,442	\$227,260,199	\$50,689,050	\$1,274,463,691

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2017-2018.

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**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances**

(As of the start of Fiscal Year 2016-17)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$4,307,532	\$4,686,801		\$8,994,333
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$1,777,126	\$100,576		\$1,877,702
ACE	\$2,777,950	\$1,452		\$2,779,402
Alameda County	\$2,025,682	\$3,111,405	\$795,013	\$5,932,100
City of Alameda	\$4,220,309	\$2,007,504	\$620,460	\$6,848,273
City of Albany	\$275,120	\$350,878	\$127,231	\$753,229
City of Berkeley	\$2,289,359	\$3,521,419	\$825,140	\$6,635,919
City of Dublin	\$826,958	\$626,195	\$215,224	\$1,668,377
City of Emeryville	\$962,237	\$320,052	\$131,081	\$1,413,370
City of Fremont	\$2,488,555	\$2,416,806	\$949,487	\$5,854,848
City of Hayward	\$3,815,761	\$3,191,770	\$1,046,299	\$8,053,830
City of Livermore	\$2,112,181	\$993,560	\$750,278	\$3,856,019
City of Newark	\$789,539	\$612,076	\$256,004	\$1,657,619
City of Oakland	\$10,214,483	\$9,276,907	\$2,389,945	\$21,881,335
City of Piedmont	\$82,292	\$23,752	\$3,185	\$109,229
City of Pleasanton	\$696,163	\$1,100,578	\$395,672	\$2,192,413
City of San Leandro	\$2,340,457	\$1,706,819	\$636,938	\$4,684,214
City of Union City	\$306,691	\$257,566	\$424,964	\$989,221
Total	\$42,308,395	\$34,306,116	\$9,566,921	\$86,181,433

Notes:

1. The table above reflects fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2015-16 Audited Financial Statements. Thus, the FY 2015-16 Ending Fund Balance contained in these reports is the starting fund balance for FY 2016-17.

2. Dollars may vary due to rounding.

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Alameda County Transportation Commission
Measure B Discretionary Program
Active Project Sponsor Agreements

Index	Agreement Number	Sponsor	Project Name	Measure B Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0062	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	6/27/2013	10/31/2017	In Progress
2	A13-0063	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	6/27/2013	10/31/2017	Closing-Out
3	A15-0046	City of Albany	Kains Street and Adams Street Bicycle Facility Study	\$ 32,800	3/27/2014	10/31/2017	Closing-Out
4	A15-0047	City of Pleasanton	Iron Horse Trail Arroyo Mocho Overcrossing Feasibility Study	\$ 25,000	3/27/2014	10/31/2017	Closing-Out
5	A17-0083	City of Albany	Buchanan Bikeway Phase III	\$ 600,000	4/27/2017	12/31/2019	In Progress
6	A17-0087	City of Berkeley	Milvia Bikeway Project	\$ 350,000	4/27/2017	12/31/2018	In Progress
7	A17-0096	City of Emeryville	South Bayfront Bridge	\$ 2,000,000	4/27/2017	12/31/2019	In Progress
8	A17-0114	City of Oakland	E. 12th Street Bikeway	\$ 1,500,000	4/27/2017	12/31/2020	In Progress
9	A17-0126	City of Union City	Bicycle and Pedestrian Master Plan Update	\$ 150,000	4/27/2017	12/31/2019	In Progress
10	D17-0001	Alameda CTC	Countywide Bicycle and Pedestrian Planning and Promotion	\$ 357,000	4/27/2017	12/31/2019	In Progress
11	D17-0050	Alameda CTC	Alameda County Safe Routes to School Program (match)	\$ 1,090,000	4/27/2017	12/31/2022	In Progress
Bike/Pedestrian Projects				\$ 7,433,800			
EXPRESS BUS PROGRAM							
1	A14-0026	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	6/27/2013	12/31/2017	In Progress
2	A13-0060	LAVTA	Pilot Transit Program for Last Mile Connections (Go Dublin! Demo Project)	\$ 100,000	7/28/2016	6/30/2018	In Progress
3	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 983,000	4/27/2017	12/31/2020	In Progress
4	A17-0107	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	\$ 1,414,000	4/27/2017	12/31/2019	In Progress
Express Bus Projects				\$ 2,818,000			
PARATRANSIT PROGRAM							
1	A13-0045	City of Fremont	Tri-City Mobility Management and Travel Training Program	\$ 450,000	5/23/2013	10/31/2017	Closing-Out
2	A13-0046	City of Fremont	Tri-City Volunteer Driver Programs	\$ 550,000	5/23/2013	10/31/2017	Closing-Out
3	A13-0047	City of Fremont	Tri-City Taxi Voucher Program	\$ 450,000	5/23/2013	10/31/2017	Closing-Out
4	A14-0030	AC Transit	Marketing Mobility Management Through the 211 Project	\$ 50,000	7/1/2014	10/31/2017	Closing-Out
5	A17-0089	Center for Independent Living, Inc	Community Connections: Mobility Management Partnership (FY 17/18 & FY 18/19)	\$ 500,000	4/27/2017	12/31/2019	In Progress
6	A17-0094	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	\$ 296,000	4/27/2017	12/31/2019	In Progress
7	A17-0100	City of Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	\$ 298,000	4/27/2017	12/31/2019	In Progress
8	D17-0002	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	\$ 400,000	4/27/2017	12/31/2019	In Progress
Paratransit Projects				\$ 2,994,000			
TRANSIT CENTER DEVELOPMENT PROGRAM							
1	A17-0082	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$ 88,000	4/27/2017	12/31/2020	In Progress
2	A17-0099	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	\$ 930,000	4/27/2017	12/31/2019	In Progress
3	A17-0121	City of Pleasanton	Hacienda PDA Study	\$ 100,000	4/27/2017	12/31/2018	In Progress
TCD Projects				\$ 1,118,000			
ALL ACTIVE PROJECTS SUMMATION							
Measure B Active Projects				\$ 14,363,800			

Alameda County Transportation Commission
Vehicle Registration Fee Discretionary Program
Active Project Sponsor Agreements

Agreement Number			Sponsor		Project Name	VRF	Commission	Agreement	Status
Index			Funds Awarded	Approval Date		Expiration Date			
BICYCLE AND PEDESTRIAN PROGRAM									
1	A13-0061	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$	1,000,000	6/27/2013	10/31/2018	In Progress	
2	A17-0186	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$	750,000	4/27/2017	12/31/2019	In Progress	
3	A17-0116	City of Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	\$	2,500,000	4/27/2017	12/31/2019	In Progress	
Bike/Pedestrian Projects				\$	4,250,000				
TRANSIT PROGRAM									
1	A13-0057	BART	Berkeley BART Plaza & Transit Area Improvements	\$	3,718,000	6/27/2013	10/31/2018	In Progress	
2	A13-0058	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$	5,730,000	6/27/2013	10/31/2018	In Progress	
3	A17-0080	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	\$	300,000	4/27/2017	12/31/2018	In Progress	
4	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$	4,018,000	4/27/2017	12/31/2020	In Progress	
5	TBD	City of Oakland	Coliseum Transit Hub	\$	4,846,000	4/27/2017	TBD	In Progress	
6	A17-0119	City of Pleasanton	Bernal Ave Park and Ride Lot	\$	912,000	4/27/2017	12/31/2018	In Progress	
7	D17-0042	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan	\$	300,000	4/27/2017	6/30/2022	In Progress	
8	D17-0048	Alameda CTC	Comprehensive Multimodal Monitoring	\$	1,250,000	7/28/2016	6/30/2021	In Progress	
9	D17-0049	Alameda CTC	Corridor Studies Implementation	\$	2,000,000	4/27/2017	12/31/2018	In Progress	
Transit Projects				\$	23,074,000				
ALL ACTIVE PROJECTS SUMMATION									
VRF Active Projects				\$	27,324,000				

Alameda County Transportation Commission
Measure BB Discretionary Program
Active Project Sponsor Agreements

Index	Agreement Number	Sponsor	Project Name	Measure BB Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
TEP 08: AFFORDABLE STUDENT TRANSIT PASS PROGRAM							
1	Various	Alameda CTC	Affordable Student Transit Pass Programs	\$ 2,000,000	3/26/2015	12/31/2019	In Progress
2	Various	Alameda CTC	Affordable Student Transit Pass Programs	\$ 13,000,000	5/25/2016	12/31/2019	In Progress
Student Transit Pass Projects				\$ 15,000,000			
TEP 12: COORDINATION AND SERVICE GRANTS (PARATRANSIT)							
1	A17-0088	Bay Area Outreach Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	\$ 318,000	4/27/2017	12/31/2019	In Progress
2	A17-0092	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	\$ 220,000	4/27/2017	12/31/2019	In Progress
3	A17-0095	City of Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	\$ 70,000	4/27/2017	12/31/2019	In Progress
4	A17-0108	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	\$ 40,000	4/27/2017	12/31/2019	In Progress
5	A17-0110	LIFE Elder Care	VIP Rides Program (FY 17/18 and FY 18/19)	\$ 275,000	4/27/2017	12/31/2019	In Progress
6	A17-0124	Senior Support Program of the Tri-Valley	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	\$ 212,000	4/27/2017	12/31/2019	In Progress
7	D17-0005	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	\$ 500,000	4/27/2017	6/30/2022	In Progress
Paratransit Projects				\$ 1,635,000			
TEP 41: FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM							
1	A17-0122	Port of Oakland	Adeline Street Bridge Reconstruction	\$ 50,000	4/27/2017	12/31/2018	In Progress
2	D17-0041	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	\$ 300,000	7/28/2016	6/30/2019	In Progress
Freight and Economic Projects				\$ 350,000			
TEP 44: BICYCLE AND PEDESTRIAN PROGRAM							
1	A17-0125	City of Union City	Union City Boulevard Bike Lanes Phase 2	\$ 6,564,000	4/27/2017	12/31/2020	In Progress
Bicycle and Pedestrian Projects				\$ 6,564,000			
TEP 45: COMMUNITY DEVELOPMENT AND INVESTMENT PROGRAM							
1	A17-0098	City of Emeryville	Emery Go Round General Benefit Operations	\$ 1,000,000	4/27/2017	12/31/2019	In Progress
2	TBD	City of Fremont	Warm Springs BART Station- West Side Access	\$ 25,000,000	3/17/2016	TBD	In Progress
3	A17-0105	City of Hayward	First Mile/Last Mile BART Shuttle Operations	\$ 220,000	4/27/2017	12/31/2019	In Progress
4	A17-0104	City of Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	\$ 5,000,000	4/27/2017	12/31/2021	In Progress
5	A17-0113	City of Oakland	27th Street Complete Streets	\$ 1,950,000	4/27/2017	12/31/2019	In Progress
6	A17-0115	City of Oakland	East Oakland Community Streets Plan	\$ 100,000	4/27/2017	12/31/2019	In Progress
7	A17-0118	City of Oakland	OakMob Transportation Demand Management (TDM)	\$ 215,000	4/27/2017	12/31/2020	In Progress
8	A17-0061	City of Oakland	Broadway Shuttle Operations	\$ 660,000	4/27/2017	12/31/2019	In Progress
9	A17-0123	City of San Leandro	LINKS Shuttle Operations	\$ 420,000	4/27/2017	12/31/2019	In Progress
10	D17-0047	Alameda CTC	Transportation Demand Management (TDM) Program	\$ 434,000	4/27/2017	6/30/2019	In Progress
CDIP Projects				\$ 34,999,000			
TEP 46: TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM							
1	A17-0117	Alameda CTC	Overall Planning/Monitoring Services	\$ 200,000	7/28/2016	12/31/2019	In Progress
2	D17-0052	Alameda CTC	Matching Program For Last Mile Connections Technology Programs	\$ 100,000	7/28/2016	12/31/2019	In Progress
3	A17-0117	City of Oakland	MacArthur Smart City Corridor Project, Phase I	\$ 1,500,000	4/27/2017	12/31/2019	In Progress
4	D17-0052	Alameda CTC	NexGen Technology Pilot Initiative	\$ 1,000,000	4/27/2017	6/30/2022	In Progress
Technology Projects				\$ 2,800,000			
ALL ACTIVE PROJECTS SUMMATION							
Measure BB Active Projects				\$ 61,348,000			

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