



Commission Meeting Agenda Thursday, January 30, 2020 2:00 p.m.

Chair: Richard Valle, Supervisor Alameda County District 2 Executive Director: Tess Lengyel
Vice Chair: Pauline Cutter, Mayor City of San Leandro Clerk of the Commission: [Vanessa Lee](#)

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Election of Commission Chair and Vice Chair Page/Action

4.1. [Approve the election of the Commission Chair and Vice-Chair](#) 1 A

5. Chair and Vice Chair Report

6. Executive Director Report

7. Consent Calendar

Alameda CTC standing committees approved all action items on the consent calendar, except Item 7.1 & 7.12.

7.1. [Approve December 5, 2019 Commission Meeting Minutes](#) 3 A

7.2. [I-580 Express Lanes Operations Update](#) 7 I

7.3. [Congestion Management Program \(CMP\): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#) 17 I

7.4. [Congestion Management Program 2019 Multimodal Performance Report Update](#) 25 I

7.5. [2020 Countywide Transportation Plan: Needs Assessment Part 1 Update](#) 57 I

7.6. [Approve Administrative Amendments to Various Project Funding Agreements to extend agreement expiration dates](#) 67 A

7.7. [Approve revision to the Alameda County 2020 State Transportation Improvement Program \(STIP\)](#) 71 A

7.8. [Authorize the release of the Invitation for Bid \(IFB\) for the construction of the I-880 Replacement Planting at Davis Street and Marina Boulevard Project](#) 85 A

- | | | | |
|-------|--|-----|---|
| 7.9. | Award Contract to Associated Right of Way Services for right-of-way services for the East Bay Greenway (from Lake Merritt BART to South Hayward BART) | 91 | A |
| 7.10. | Approve allocation request for right-of-way and Constructability review, and award Contract for Construction Management Professional Services for the 7th Street Grade Separation East Project | 97 | A |
| 7.11. | Authorize the Executive Director to execute a cooperative agreement with the Alameda County Public Works Agency (ACPWA) for Right-of-Way (ROW) closeout services for the I-880/Mission Boulevard (Route 262) Interchange Project | 105 | A |
| 7.12. | Approve Appointments to Community Advisory Committees | 107 | A |

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

- | | | | |
|------|--|-----|---|
| 8.1. | Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | | I |
| 8.2. | Independent Watchdog Committee – Steve Jones, Chair | 109 | I |
| 8.3. | Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | | I |

9. Planning, Policy and Legislation Committee

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

- | | | | |
|------|--|-----|-----|
| 9.1. | Federal, state, regional, and local legislative activities update and approve the 2020 Alameda CTC Legislative Program | 115 | A/I |
|------|--|-----|-----|

10. Programs and Projects Committee

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

- | | | | |
|-------|---|-----|-----|
| 10.1. | Closed Session Pursuant to California Government Code section 54956.9(c) Conference with General Counsel regarding possible litigation. | | |
| 10.2. | Report on Closed Session | | A/I |
| 10.3. | State Route 84/Interstate 680 Interchange Improvements Project (PN 1386.000): Adopt Resolution # 20-001 agreeing to hear resolutions of necessity should an eminent domain action be required to acquire property for construction of the State Route 84/Interstate 680 Interchange Improvements Project. This requires a four-fifths affirmative vote by the Commission (18 affirmative, non-weighted votes needed). | 129 | A |

11. Adjournment

Next Meeting: February 27, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings for February 2020

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board Vice President Elsa Ortiz

Alameda CountySupervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember 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 OaklandCouncilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao**City of Piedmont**

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Finance and Administration Committee (FAC)	February 10, 2020
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:15 p.m.	Programs and Projects Committee (PPC)	
2:00 p.m.	Alameda CTC Commission Meeting	February 27, 2020

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	February 6, 2020 March 5, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	February 13, 2020
1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 24, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	March 13, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 10, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	March 23, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director
Vanessa Lee, Clerk of the Commission

SUBJECT: Approve the election of the Commission Chair and Vice-Chair

Recommendation

It is recommended that the Commission approve the election of the Chair and Vice-Chair of the Alameda County Transportation Commission.

Summary

Per the Alameda County Transportation Commission (Alameda CTC) Administrative Code, the elections of the Commission's Chair and Vice-Chair are to take place at the annual organizational Commission meeting and such elections are effective immediately. The Code also indicates that the term of the Chair and Vice-Chair is for a period of one year. The current Chair and Vice-Chair have just completed their second year of service.

Background

The Commission annually elects the Chair and Vice Chair at its organizational Commission meeting. The Administrative Code indicates that in selecting the Chair and Vice-Chair, members of the Commission should give reasonable consideration to rotating these positions among geographic areas.

Subsequent to the election, the Chair shall appoint all members of the Commission's six Standing Committees including the designation of the chair and vice-chair of each Committee. The Chair shall also make appointments to other local and regional transportation committees when these appointments are required from the Alameda CTC.

Fiscal Impact: There is no fiscal impact. This is an information item only.

This page intentionally left blank



Alameda County Transportation Commission Commission Meeting Minutes Thursday, December 5, 2019, 2 p.m.

7.1

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 Commissioners Carson, Ezzy Ashcraft, Haubert, Mei, Miley and Saltzman.

Commissioner Cox was present as an alternate for Commissioner Chan and Commissioner Narum was present as an alternate for Commissioner Thorne.

Subsequent to the roll call:

Commissioner Mei arrived during Item 3, Commissioner Miley arrived during Item 4 and Commissioner Habuert arrived during Item 10.

3. Public Comment

There was a public comment made by Jonah Markowitz thanking retiring Executive Director, Arthur Dao for his service and congratulating incoming Executive Director, Tess Lengyel.

4. Closed Session

4.1. Recess to Closed Session regarding Public Employment pursuant to Government Code Section 54957.5; Title: Executive Director

The Commission went to Closed Session pursuant to Government Code Section 54957.5.

4.2. Reconvene to Open Session

The Commission reconvened after the Closed Session.

4.3. Closed Session Report/Action

Zack Wasserman, General Counsel, stated that there was no action taken during the Closed Session.

5. Approval of Salary and Term of Employment of the Executive Director: Tess Lengyel

Commissioner Bauters made a motion to approve the Salary and Term of Employment of the Executive Director: Tess Lengyel. Commissioner Kaplan seconded the motion. The motion passed with the following vote:

Yes: Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Freitas, Haggerty, Halliday, Kaplan, Marchand, McBain, Mei, Miley, Narum, Nason, Ortiz, Thao, Valle

No: None

Abstain: None

Absent: Carson, Ezzy Ashcraft, Haubert, Saltzman

6. Chair and Vice Chair Report

6.1. Special Recognition of Retiring Employees

(This item was presented after item 10)

Chair Valle offered congratulations and thanks to retiring Executive Director, Arthur Dao. He noted that as Alameda CTC's first Executive Director, Mr. Dao led the merger of the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA) in 2010. Chair Valle highlighted a list of Mr. Dao's accomplishments during his tenure with both ACTIA and Alameda CTC.

Mr. Dao thanked Mayor Mark Green, former Mayor of Union City, and Supervisor Scott Haggerty for their leadership on the merger between ACTIA and ACCMA on the founding of the Alameda CTC. He also thanked several employees at Alameda for supporting the agency. Mr. Dao thanked Linda Adams for her service and support and congratulated her on her retirement.

Vice Chair Cutter offered congratulations, appreciation and thanks to Linda Adams for her long-time service to Alameda County.

7. Executive Director Report

Mr. Dao wished the Commission, staff and members of the public a happy holiday season.

8. Consent Calendar

- 8.1. Approve October 24, 2019 Commission Minutes
- 8.2. Approve the Alameda CTC meeting schedule for the 2020 calendar year
- 8.3. Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2019
- 8.4. Approve the Alameda CTC FY2019-20 First Quarter Investment Report
- 8.5. Approve the Alameda CTC FY2019-20 First Quarter Consolidated Financial Report
- 8.6. Approve Alameda CTC Staff and Retiree Benefits for Calendar Year 2020 and Salary Ranges for Fiscal Year 2020-21
- 8.7. Approve and authorize the Executive Director to execute Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network
- 8.8. Approve Community Advisory Committee Appointments

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

Yes: Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Freitas, Haggerty, Halliday, Kaplan, Marchand, McBain, Mei, Miley, Narum, Nason, Ortiz, Thao, Valle

No: None

Abstain: None

Absent: Carson, Ezzy Ashcraft, Haubert, Saltzman

9. Community Advisory Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)

Matt Turner, BPAC Chair, reported that BPAC met on November 21, 2019. He noted that the committee received an update on the I-80/Ashby Interchange Project and the San Pablo Avenue Multimodal Corridor Project. The committee also heard an update on the 2020 Countywide Transportation Plan. The next BPAC meeting is February 13, 2020.

7.2. Independent Watchdog Committee (IWC)

There was no one present from the IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, PAPCO Chair, reported that PAPCO met on November 18, 2019. She stated that the committee received an update on the Paratransit Program's Implementation Guidelines and Performance Measures for fiscal year 2020-21. Ms. Stadmire noted that the committee heard a report from East Bay Paratransit and from Livermore Amador Valley Transit Authority paratransit programs. PAPCO's next meeting is a Joint meeting with the Paratransit Technical Advisory Committee on February 24, 2020.

10. Planning, Policy and Legislation Committee Action Items

10.1. Update on potential Regional transportation measure known as FASTER Bay Area and approval of a list of Alameda County projects for inclusion in FASTER Bay Area

Tess Lengyel updated the Commission on the potential regional transportation measure known as FASTER Bay Area and recommended that the Commission approve a list of Alameda County Projects for inclusion in FASTER Bay Area.

Vice Chair Cutter stated that the Chair sent a letter to the FASTER Bay Area Coalition in November outlining the Commission's concerns. Commissioner Cutter stated that members of the Commission met with the FASTER coalition to discuss the letter and she noted that the FASTER representatives responded with updates on the development process and are committed to assessing constraints and opportunities to better address the concerns raised by the Commission.

Commissioner Miley wanted to know how to quantify the projects on the list as transformative and he requested to see data on project readiness. Ms. Lengyel noted that the potential measure has a 40-year horizon and she stated that the Alameda CTC project list identifies project readiness. Mr. Dao also noted that the list is intended to signify that Alameda CTC has significant, competitive and transformative projects throughout the region.

Commissioner Kaplan requested that the next communication to the FASTER coalition and legislators focus on a list of projects as well as convey that an all sales tax funding mechanism is unacceptable. She suggested several items for consideration including reinforcing the issue of jobs housing imbalance, re-emphasis on an employee tax and or vehicle registration fee, ensure bicycle and pedestrian safety, funding for operations, carpool matching and incentives and freight and truck investments.

Commissioner Ortiz commented that AC Transit has concerns that the potential measure will have the same implications as Regional Measure 3 and she noted that AC Transit has been meeting with legislators to ensure they have their projects included.

Commissioner Bauters expressed concerns about the proposed revenue source.

Commissioner Haggerty moved to approve staff's recommendation to approve submission of the project list including Commissioner Kaplan's additions as well as explicitly stating that improvements on the Bay Bridge will include priority treatment for transit service on the Bay Bridge and improve connectivity to the Bay Bridge. Commissioner Arreguin seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Cox, Cutter, Dutra-Vernaci, Freitas, Haggerty, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Narum, Nason, Ortiz, Thao, Valle
No: None
Abstain: Bauters, Halliday
Absent: Carson, Ezzy Ashcraft, Saltzman

11. Member Reports

There were no member reports.

12. Adjournment

The next meeting is Thursday, January 30, 2020 at 2:00 p.m.



Memorandum

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

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

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

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes. This item is for information only.

Summary

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

The September-November 2019 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users typically experienced higher speeds and lower average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction, were opened to traffic in February 2016. 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 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 purpose 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.

September – November 2019 Operations Update:

Approximately 2,096,000 express lane trips were recorded during operational hours in September through November, which is an average of approximately 33,800 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted “Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes,” if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately 74 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹
		September-November
By Type	HOV-eligible with FasTrak flex tag	49%
	SOV with FasTrak standard or flex tag	32%
	No valid toll tag in vehicle	19%
By Direction	Westbound	44%
	Eastbound	56%

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

Express lane users typically experience higher speeds and lower 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).

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from April 2019 through September 2019. 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 lanes are meeting both federal and state performance standards. During these six months, the average speeds at each traffic sensor location in the westbound express lane ranged from 50 to over 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Hacienda Road. The express lane operated at LOS C or better at most times, with a short

period of LOS D experienced near Fallon Road in the morning commute. By comparison, the general purpose lanes experienced average speeds as low as 45 mph and LOS D throughout longer sections of the corridor for longer periods of time. During this six-month period, the evening westbound reverse-commute congestion between Hacienda Road and San Ramon Road improved such that, outside of the commute hours, westbound express lane users experience average speeds of 65 mph or higher and average LOS A.

In the eastbound direction, average express lane speeds from April 2019 through September 2019 ranged from 20 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 65 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 6 pm and at the eastern terminus between 3 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lanes during the evening commute hours.

Table 2 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to toll-paying users.

Table 2. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
September- November	Westbound	\$13.00 (9 of 62 days)	\$3.55
	Eastbound	\$12.00 (37 of 62 days)	\$2.85

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.

In Fiscal Year 2019-20, the I-580 Express Lanes recorded nearly 3.67 million total trips through November 2019. Total gross revenues received through November 2019 include \$5.77 million in toll revenues and \$1.29 million in violation fees and penalties; the pro-rated forecast operating budget is \$2.57 million.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

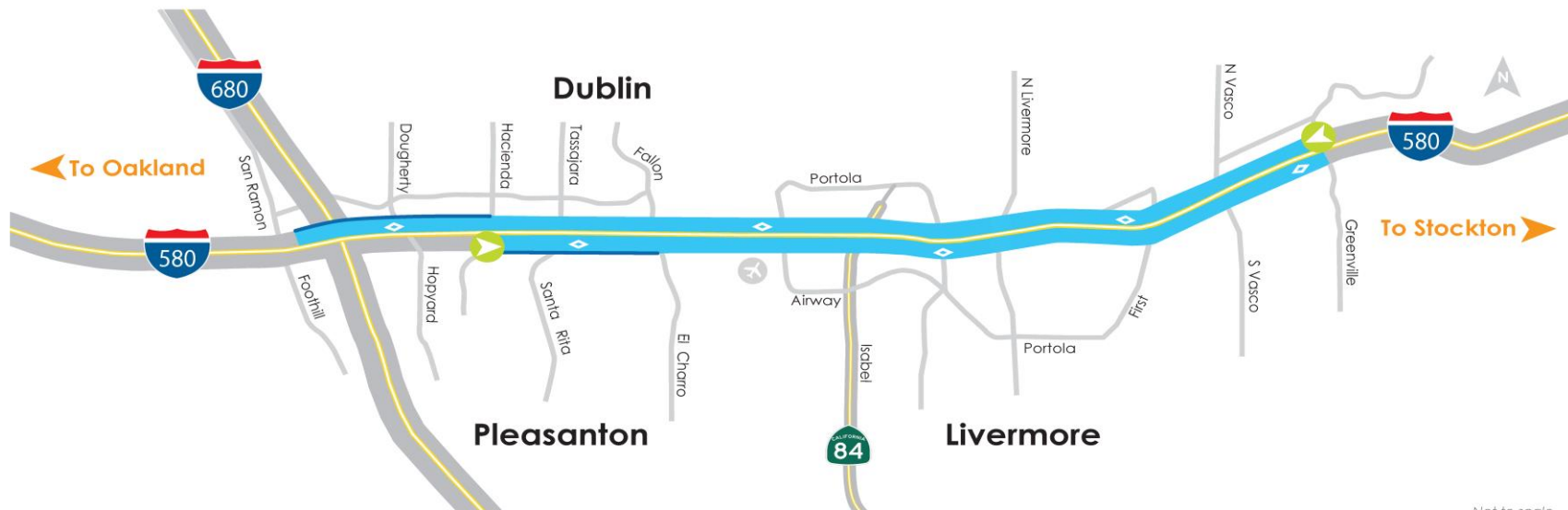
- A. I-580 Express Lanes Location Map
- B. I-580 Corridor Express Lanes Heat Maps April 2019 – September 2019

This page intentionally left blank



I-580 Express Lanes Location Map

7.2A



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



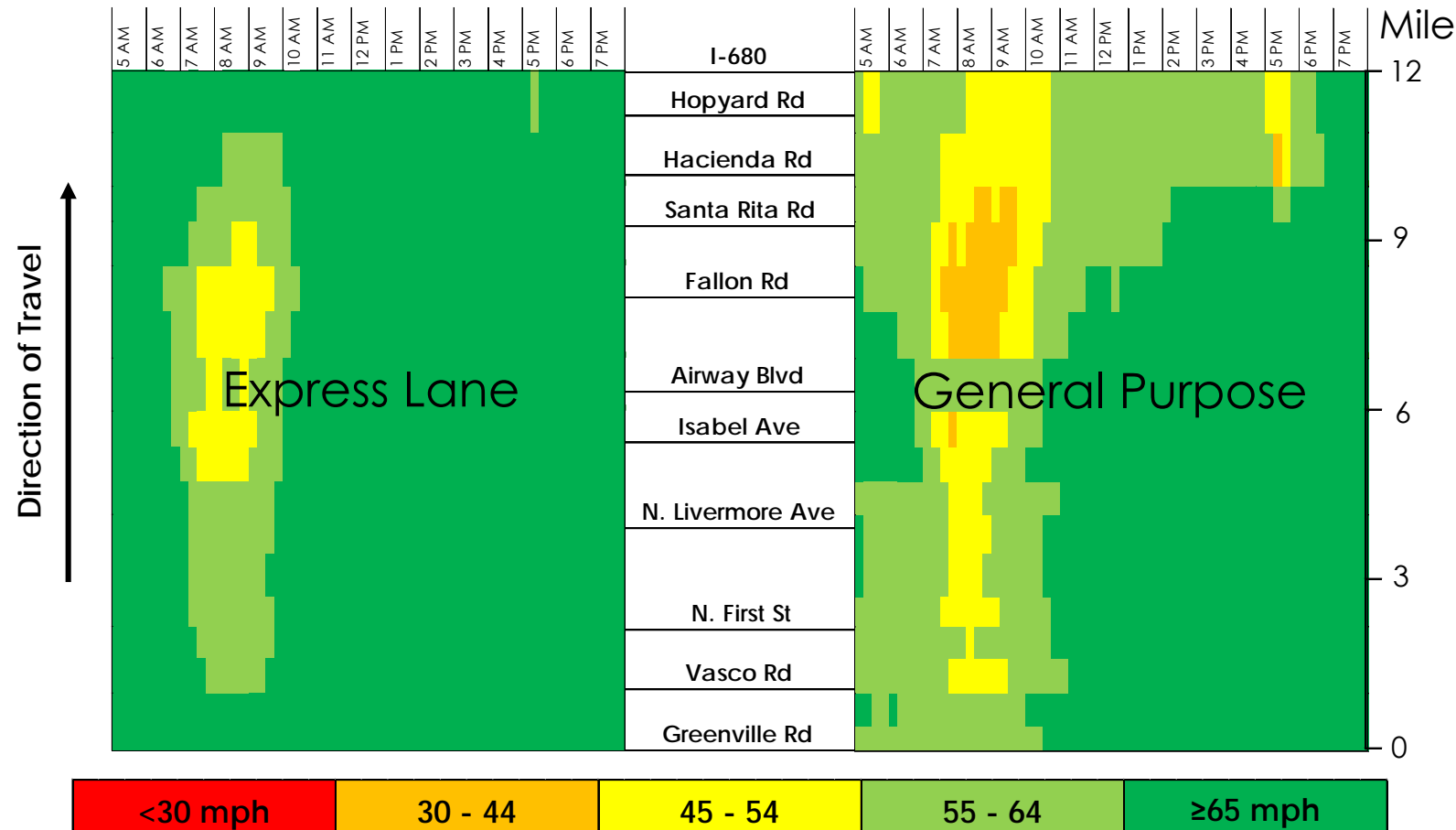
No entry/exit from westbound express lane from Hacienda to end.

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

This page intentionally left blank

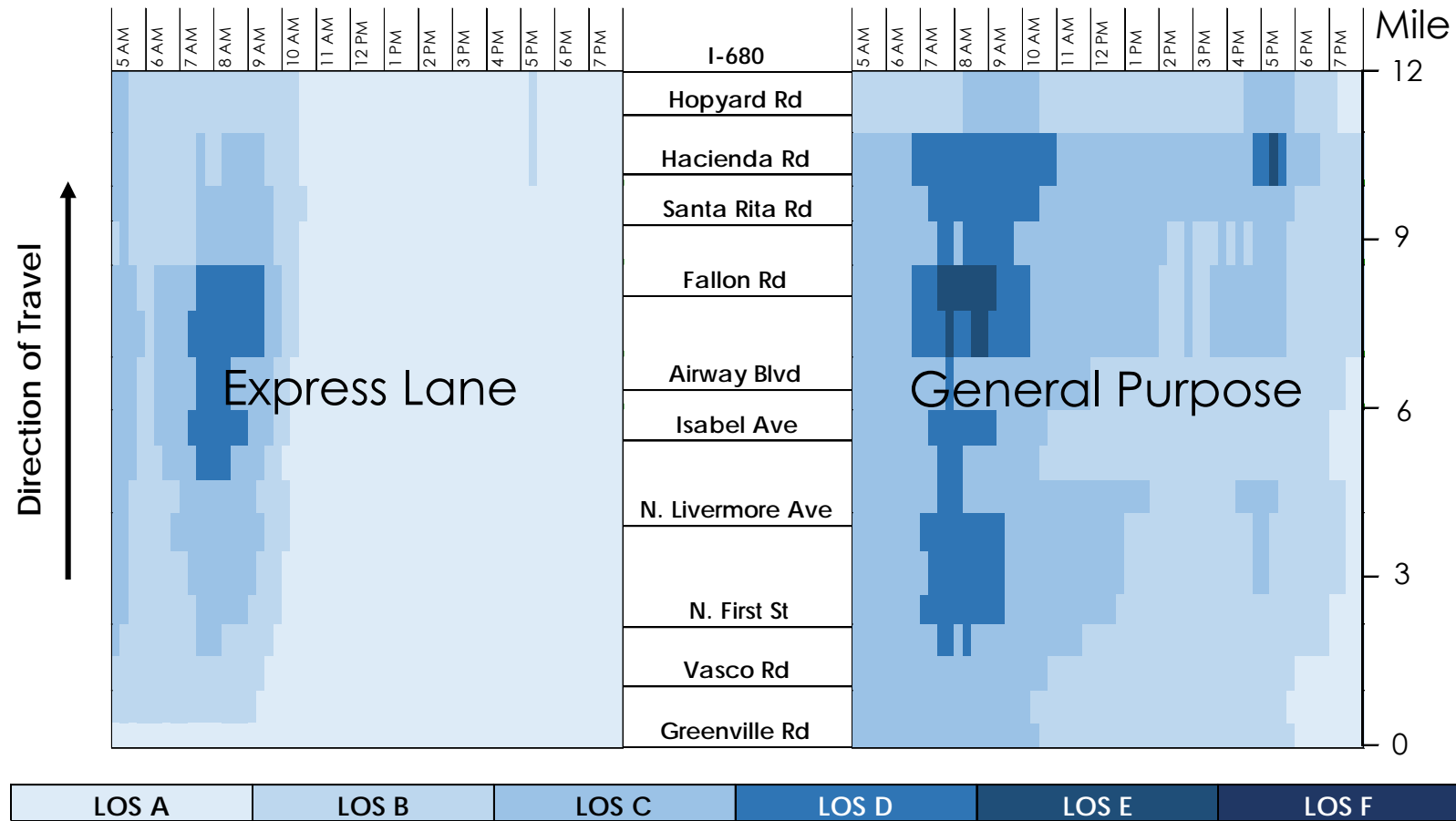
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, April 2019 – September 2019



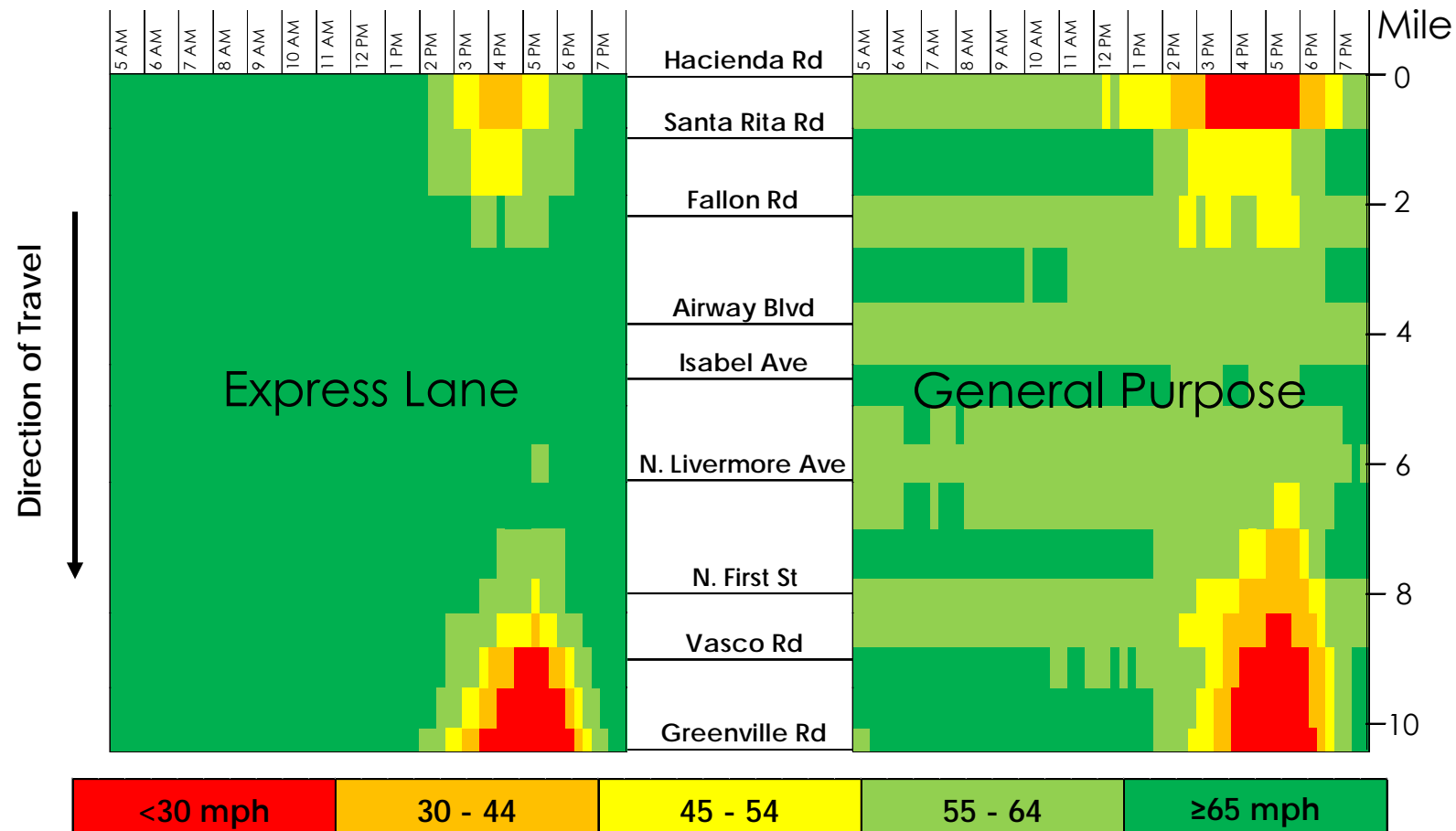
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, April 2019 – September 2019



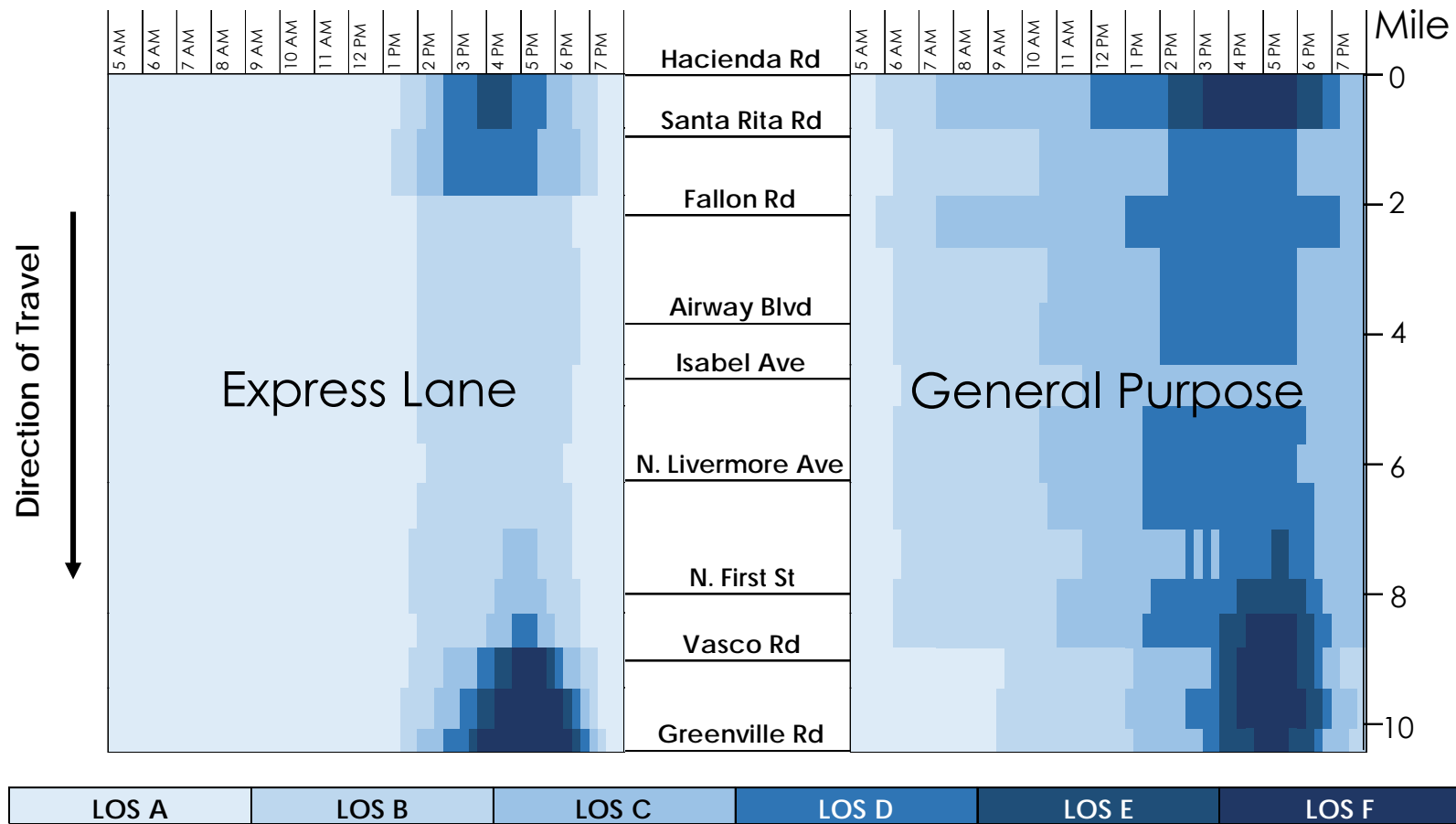
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, April 2019 – September 2019



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, April 2019 – September 2019





Memorandum

7.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Since the last update on October 14, 2019, the Alameda CTC reviewed one NOP and one Draft EIR. Responses were submitted and are included as Attachments A and B.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

- A. Response to the NOP of a Draft EIR for the Promenade High School Project in Dublin
- B. Response to the Notice of Availability of a Draft EIR for the Downtown Oakland Specific Plan and Public Review Draft Plan

This page intentionally left blank



October 30, 2019

Chris Stevens
Facilities Department
Dublin Unified School District
7471 Larkdale Avenue
Dublin, CA 94568

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report for the Promenade High School Project in Dublin

Dear Mr. Stevens,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Promenade High School Project in Dublin. The proposed project would construct a new high school, on the currently vacant 23.5-acre site, with capacity for approximately 2,500 students and is split into two phases of construction. Phase 1 includes just under 199,000 square-feet of academic and administrative support facilities as well as a 134-space parking garage. In Phase 2 the proposed project would construct another 325,000 square feet of academic and performance art facilities. The project site is located at the southeast corner of Central Parkway and Chancery Lane, in the City of Dublin. The project site is designated as Public/Semi-Public and Park/Public Recreation on the west side and Neighborhood Commercial on the central and eastern portion under the City of Dublin's General Plan and zoned as Planned Development.

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

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project may generate at least 100 p.m. peak-hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - In the city of Dublin: Dublin Boulevard, Tassajara Road, I-580, I-680, Fallon Road
 - In the city of Pleasanton: I-680, Santa Rita Road
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information).
- The DEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: BART and LAVTA (Wheels)
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the Promenade High School Project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan.
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP). The proposed project may also consider enrollment in the Alameda County Safe Routes to School Program as a TDM strategy.

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

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

This page intentionally left blank



November 8, 2019

Alicia Parker
Planner III
City of Oakland
Department of Planning and Building, Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Downtown Oakland Specific Plan and Public Review Draft Plan

Dear Ms. Parker,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Downtown Oakland Specific Plan and Public Review Draft Plan. The Downtown Oakland Specific Plan (DOSP) covers roughly 930 acres encompassing most of downtown Oakland, including the Koreatown-Northgate District, Uptown, the Lake Merritt Office District, Lakeside, Old Oakland, the Jack London District, and Chinatown. Two BART stations and a number of AC Transit lines serve the plan area. The proposed plan provides a comprehensive vision for the DOSP planning area along with goals, policies, strategies and development regulations that will guide future growth, including changes to the transportation network to implement the City's adopted complete streets policies. The DEIR estimates that full buildout of the proposed plan would include 29,100 additional residential units and 20,060,000 square-feet of new commercial space, along with 16,000 parking spaces. The proposed plan would create more than 100 new PM-peak trips and is subject to review under The Alameda County Transportation Commission's (Alameda CTC's) Congestion Management Program (CMP), Land Use Analysis Program.

The Alameda CTC respectfully submits the following comments:

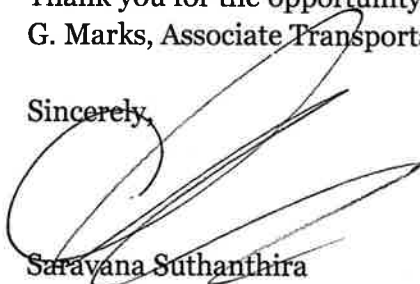
- Alameda CTC acknowledges and encourages the multimodal mobility outcomes documented in the DOSP, which include:
 - Mobility Outcome M-1: Downtown is well-connected across its internal and adjacent neighborhoods with bicycle and pedestrian networks that are accessible and safe for people of all ages and abilities
 - Mobility Outcome M-2: Communities that are more transit-dependent are well-served in traveling to and from downtown with frequent, reliable, and safe transit service
 - Mobility Outcome M-3: Oaklanders connect to downtown's resources with transportation options that accommodate people of all ages and abilities from their front door to their destination and back

All three mobility outcomes are consistent with complete streets principles and Alameda CTC encourages the City of Oakland to pursue these outcomes, especially as these outcomes improve safety for bicycles and pedestrians in downtown Oakland. Most of downtown Oakland is included in the Countywide High-injury Network for both cyclists and pedestrians laid out in Alameda CTC's Countywide Active Transportation Plan.

- The DOSP includes a reconfiguration of Franklin and Webster Street, and includes plans to address congestion issues around the I-980 ramps and the Webster and Posey tubes through the Oakland/Alameda Access Project. Alameda CTC encourages continued coordination between the City of Oakland and Alameda CTC through the Oakland/Alameda Access Project.
- Impact Trans-2 in the DEIR notes that multimodal traffic on and near at-grade rail crossings near Jack London Square would increase under the proposed plan and proposes a mitigation measure to complete a Diagnostic Study as outlined in SCA-TRANS-7 to identify safety improvements. Alameda CTC's Countywide Rail Safety Study analyzed all at-grade rail crossings in the county and identified the Jack London Square area as a Tier 1 priority for safety improvements based on current levels of activity. With the growth the DOSP anticipates, these safety improvements will be even more critical.
- Impact Trans-3 notes that the proposed development under the DOSP will result in significant and unavoidable impacts to CMP and MTS segments, and that no mitigation is possible outside of Transportation Demand Management (TDM) measures. Given the potential impacts to CMP and MTS segments, Alameda CTC recommends the City of Oakland implements appropriate TDM measures which will significantly shift auto traffic generated by the proposed plan to other modes. Given the availability of multimodal infrastructure in the planning area, strong TDM measures have the potential to significantly offset many potential auto trips potentially generated by the DOSP.

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

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

CHRIS MARKS
FOR
SARAVANA
SUTHANTHIRA



Memorandum

7.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Congestion Management Program 2019 Multimodal Performance Report Update

Recommendation

This item is to provide the Commission with an update on the Congestion Management Program 2019 Multimodal Performance Report. This item is for information only. This item was presented at the January 2020 meeting of the Planning, Policy and Legislation Committee (PPLC) and this memo incorporates comments and edits received at that meeting.

Summary

Each year, Alameda County Transportation Commission (Alameda CTC) prepares a summary of the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system. The attached six fact sheets (Attachments A-F) distill key countywide trends and inventory county transportation assets. Alameda CTC tracks performance measures including overall commuting patterns, demand factors, and roadway, transit, biking and walking performance, and goods movement. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP). The Performance Report (comprised of the six attached fact sheets), together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial multimodal monitoring which assess the performance of specific modes at a more detailed level. The Performance Report also satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency. The 2019 Performance Report includes data for the most

recently available reporting period, which is typically calendar year 2018 or fiscal year 2018-19. Because publication of some data sources lags preparation of the report, some data used are prior to the 2019 reporting period.

This item was presented at the January 2020 meeting of PPLC and this memo incorporates comments and edits received at that meeting. A summary of major comments received and responses are included in Attachment A.

Key Findings

Economic growth continued: Unemployment in the Bay Area hit a historic low in November, 2019 (2.2 percent). While Alameda County has continued to add jobs and residents each year since the end of the recession, population growth has begun to slow down. Most growth occurred in eastern Alameda and Contra Costa Counties, and just outside the Bay Area in places like western San Joaquin County which grew 2.5 percent in 2018, compared to San Francisco, San Mateo, and Santa Clara counties which all grew by just 0.3 percent.

Commutes getting longer: The average one-way commute time for Alameda County residents is nearly 35 minutes—up from just 27 minutes in 2010. That means the average commuter spends more than 30 additional hours per year commuting, each way, now than in 2010. Additionally, almost 20 percent of commuters now spend more than an hour commuting each way, while less than 10 percent made such a lengthy commute in 2010.

Commuters continue to shift away from driving alone: Alameda County's commute patterns continued to be increasingly multimodal. Alameda County remains the second most multimodal county in California with 16 percent riding transit, and 5 percent walking or biking—however 61 percent of commuters still drive alone.

Total collisions continue to climb: Total collisions increased by 28 percent between 2013 and 2017. Fatal and severe collisions also increased by 17 percent in that time. Pedestrians and cyclists continue to make up a disproportionate percent of injury collisions, and particularly fatal and severe collisions.

Total annual transit ridership has stabilized and shown signs of growth: Total annual transit ridership in Alameda County has not fully recovered to its high of 99 million trips in 2015. However, after dropping 5 percent between 2015 and 2017, annual ridership has started to grow again, albeit slowly. BART ridership has stabilized and bus operators like Alameda-Contra Costa Transit District (AC Transit) and the Livermore Amador Valley Transit Agency (LAVTA) have seen some growth, especially in FY 2018-2019, with more expected in the coming fiscal year.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

- A. Responses to PPLC Comments
- B. Transportation System Fact Sheet

- C. Transit System Fact Sheet
- D. Freeways System Fact Sheet
- E. Highways, Arterials, and Major Roads Fact Sheet
- F. Goods Movement Fact Sheet
- G. Active Transportation Fact Sheet

This page intentionally left blank

Staff presented the 2019 Performance Report at the January 13 meeting of the PPLC. Table A.1 presents a summary of the comments and questions from commissioners and members of the public on that presentation. Each year as part of the Performance Report, staff refine analytical methods and incorporate new data to develop the most complete understanding of transportation trends possible. Staff will also seek to incorporate comments received on the Performance Report into upcoming CTP analysis.

Table A.1. Summary of Comments Received on 2019 Performance Report

PPLC Comment	Staff Response
Commute data is limiting. What about all bike and pedestrian trips?	<p>Many of the most robust data sources we can track historically are focused on commute trips. Staff seeks to supplement commute-only data whenever possible using existing data sources. In Alameda County, about 12% of trips are commutes, according the latest California Household Travel Survey (2013). Non-commute trips tend to be shorter, making biking and walking a more viable alternative to driving.</p> <p>Understanding this, Alameda CTC, as part of the biennial CMP Multimodal Monitoring effort conducts bicycle, pedestrian, and scooter counts at 150 locations throughout Alameda County during three times: the afternoon commuter peak (4-6 PM), early afternoon (2-4 PM), and midday (12-2 PM). Alameda CTC has a summary of the past two count cycles, as well as raw data available on Alameda CTC's website¹. This data will be included in the CTP planning area meetings in the spring and outreach materials.</p> <p>The bicycle and pedestrian collision data included in the Performance Report and presentation, as well as much of the transit data provided in the Performance Report, covers both commute and non-commute periods.</p>
How do Transportation Network Company (TNC) trips affect congestion?	<p>TNC trips are most concentrated in core urban areas where they account between two and thirteen percent of vehicle-miles traveled (VMT), according to a 2019 Fehr & Peer study². Use in suburban areas is much smaller and likely represents less than 5 percent of VMT.</p>

¹ <https://www.alamedactc.org/programs-projects/bicycle-and-pedestrian/bicycle-pedestrian-count-program/>

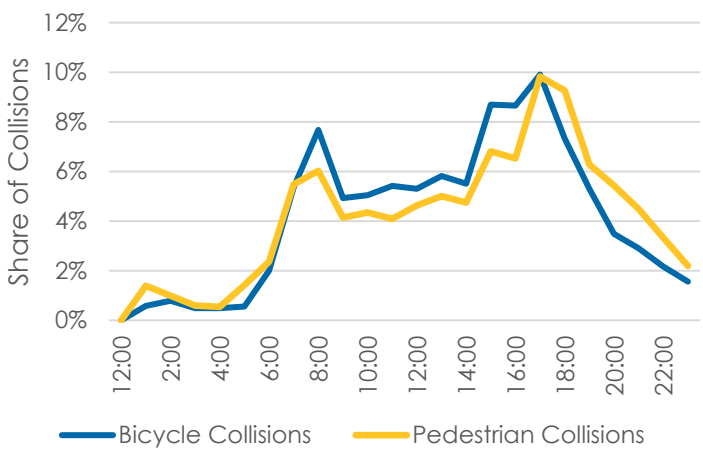
² <https://www.fehrandpeers.com/what-are-tncs-share-of-vmt/>

PPLC Comment	Staff Response
	<p>The strongest markets for TNCs are nights, weekends, and airport trips. Long-distance, commuter, and family trips are weaker markets for TNCs.</p> <p>Two slides from the October 10, 2019 PPLC presentation on New Mobility were added to the presentation materials. The full presentation from the October 10, 2019 PPLC meeting and the staff memo can be found on Alameda CTC's website³.</p>
<p>What are the populations of each planning area, and what are the age demographics?</p>	<p>The California Department of Finance provides population estimates by city and county. By planning area, In 2018, these were approximatley:</p> <p>North: 680,000 Central: 400,000⁴ South: 360,000 East: 240,000</p> <p>All planning areas have a similar percent of the population in the 65+ age cohort⁵.</p> <p>North: 13% Central: 13% South: 13% East: 12%</p>
<p>When do collisions occur?</p>	<p>An analysis of collision data from 2012-2016, developed as part of the CTP found that collisions, including bicycle and pedestrian collisions, peak during the morning and afternoon commute hours. As shown in the figure below:</p>

³ <https://www.alamedactc.org/events/pplc-meeting-22/>

⁴ The DOF population estimates do not distinguish between unincorporated communities. That population was added to the central planning area, which has the largest unincorporated population.

⁵ 1-year ACS data for 2018, used for the countywide analysis provided in the Performance Report, is not available at the smallest geographies needed to provide planning area-level analysis which uses 5-year data (2014-2018) instead.

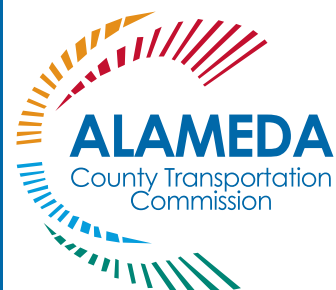
PPLC Comment	Staff Response																																				
	 <p data-bbox="639 228 672 459">Share of Collisions</p> <table data-bbox="639 176 1338 627"><tr><th>Time</th><th>Bicycle Collisions (%)</th><th>Pedestrian Collisions (%)</th></tr><tr><td>12:00</td><td>0.0</td><td>0.0</td></tr><tr><td>13:00</td><td>0.5</td><td>1.5</td></tr><tr><td>14:00</td><td>0.8</td><td>1.0</td></tr><tr><td>15:00</td><td>0.5</td><td>0.5</td></tr><tr><td>16:00</td><td>1.5</td><td>2.5</td></tr><tr><td>17:00</td><td>7.8</td><td>6.2</td></tr><tr><td>18:00</td><td>9.5</td><td>9.8</td></tr><tr><td>19:00</td><td>6.5</td><td>6.5</td></tr><tr><td>20:00</td><td>3.5</td><td>4.5</td></tr><tr><td>21:00</td><td>2.5</td><td>3.5</td></tr><tr><td>22:00</td><td>1.5</td><td>2.5</td></tr></table> <p data-bbox="696 596 1281 627">— Bicycle Collisions — Pedestrian Collisions</p>	Time	Bicycle Collisions (%)	Pedestrian Collisions (%)	12:00	0.0	0.0	13:00	0.5	1.5	14:00	0.8	1.0	15:00	0.5	0.5	16:00	1.5	2.5	17:00	7.8	6.2	18:00	9.5	9.8	19:00	6.5	6.5	20:00	3.5	4.5	21:00	2.5	3.5	22:00	1.5	2.5
Time	Bicycle Collisions (%)	Pedestrian Collisions (%)																																			
12:00	0.0	0.0																																			
13:00	0.5	1.5																																			
14:00	0.8	1.0																																			
15:00	0.5	0.5																																			
16:00	1.5	2.5																																			
17:00	7.8	6.2																																			
18:00	9.5	9.8																																			
19:00	6.5	6.5																																			
20:00	3.5	4.5																																			
21:00	2.5	3.5																																			
22:00	1.5	2.5																																			

This page intentionally left blank

Alameda County Transportation System

FACT SHEET

January 2020



Alameda County's Multimodal Transportation Network

SNAPSHOT:

Population:



**1.66
million
people**

21% of total
Bay Area
population

Jobs:



**780,000
jobs**

20% of all
Bay Area
jobs

Daily Transit Use:



**320,000
average
weekday
riders**

18% of Bay
Area weekday
ridership

Daily Vehicle Delay:



**52,000
hours
in traffic**

30% of
severe delays
in the Bay Area

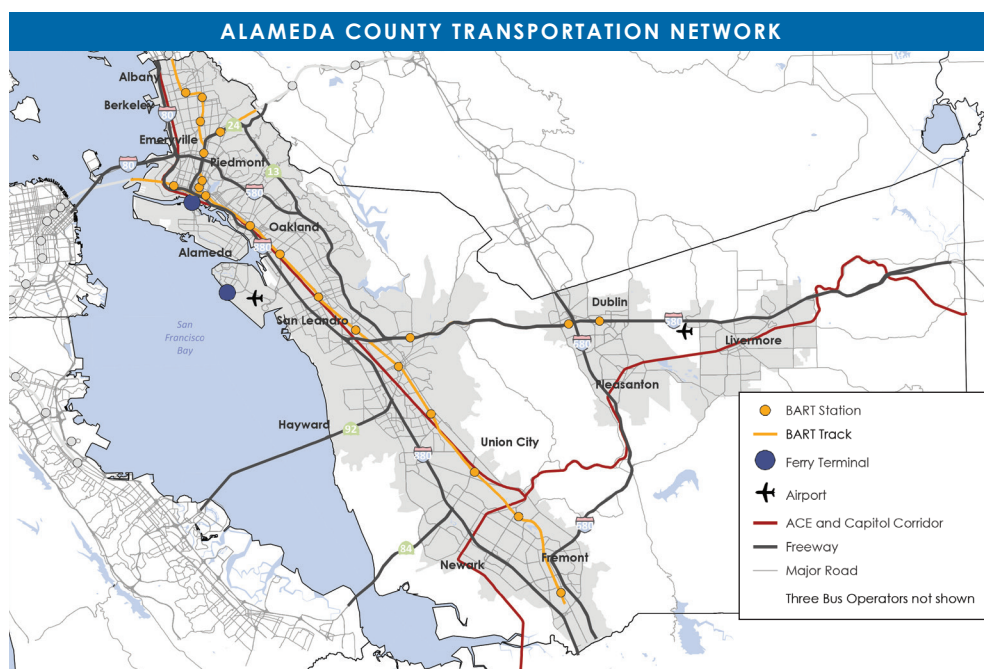
Alameda CTC annually evaluates the performance of the County's transportation system. Alameda CTC monitors trends in a series of performance measures that track overall travel patterns, roadways, transit, paratransit, biking, walking and goods movement.

Alameda County's rich and multimodal transportation network of roadways, rail, transit, paratransit, and biking and walking facilities allows people and goods to travel within the county and beyond. Today, population growth and a booming economy have increased travel demand and congestion significantly, and Alameda CTC continues to develop and deliver projects to expand travel choices and improve access and efficiency

GROWING COMMUTER TRAVEL DEMAND

Alameda County's multimodal transportation system accommodates a significant share of the San Francisco Bay Area's commuter travel. Roughly one-third of regional commutes involve Alameda County in some way, either traveling within, to, from, or through Alameda County. Alameda County residents commute to work using various transportation modes, and non-driving modes are growing. Between 2010 and 2018, for every new solo driver, four people began using transit, walking, biking, or telecommuting.

The map below shows the freeways, major roadways and transit routes in Alameda County's transportation network.



Alameda County Roadways Are the Most Congested in the Bay Area

Alameda County's roadway network includes freeways, highways, arterials, collectors, local roads, bridges, tunnels, as well as a growing network of carpool and express lanes. It includes some of the most heavily-used and congested roads in the region.

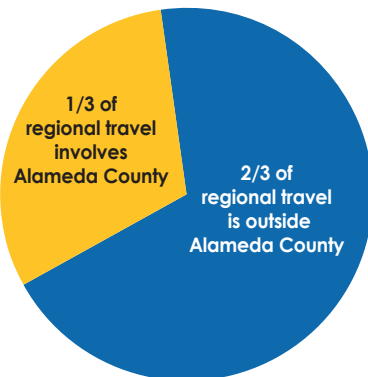


Congested Roadways:

most congested corridors Half of top 10 in Bay Area

35 minute average commute 5th longest in the Bay Area

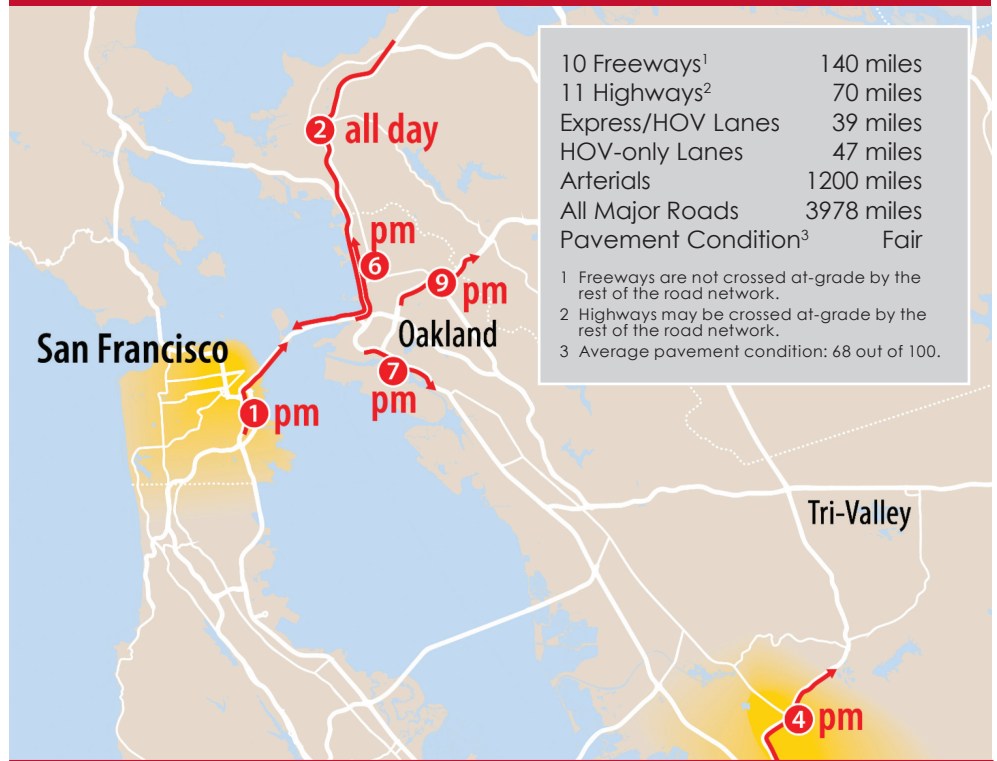
- **Six of 10 interstates** in the Bay Area pass through Alameda County.
- **42 million miles traveled daily** on Alameda County roads, almost one-quarter of all travel for the entire Bay Area.
- **Almost one-quarter of freeway miles are congested** with speeds below 30 mph at the p.m. peak.



BAY AREA TRIPS

Alameda County supports 33 percent of regional commute trips, despite having only 21 percent of the regional population. Nearly one-fifth of these trips are pass-through.

2017 TOP 10 CONGESTED BAY AREA CORRIDORS



Data source: MTC Vital Signs, Bay Area Freeway Locations with Most Weekday Traffic Congestion, 2017.



ALAMEDA COUNTY COMMUTING FACTS:

- **47 percent of commute trips on Alameda County roads** originate outside of the county
- **3rd longest commute** for single-occupancy vehicles in the Bay Area:
 - **31 minutes** on average for single-occupancy vehicles
- **47 mph average p.m. speed** on freeways
- **412,000 vehicles** travel across the three bay-crossing bridges daily

Collisions have been increasing since the end of the recession.

- **One fatal collision** every five day
- **23 injury collisions** each day
- **Pedestrians and cyclists more than twice as likely** to be injured in a collision

Transit Improves Mobility in Congested Corridors

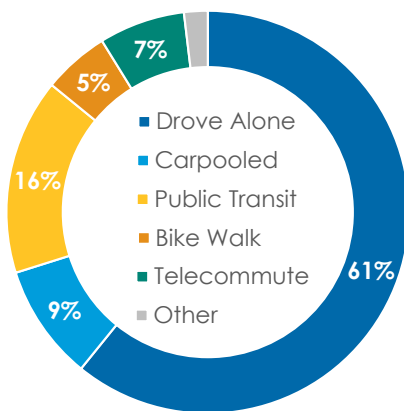
Transit is a critical travel mode for improving mobility throughout the county, particularly on our most congested corridors. Alameda County has one of California's most transit-rich environments.

Transit Commuting:



96 million transit riders annually

take BART, bus, rail, and ferry



TRIP SHARE

Alameda County has the second highest transit commute mode share in the state.



ACTIVE TRANSPORTATION

Alameda County's temperate weather provides a highly-supportive environment for active transportation.

- Bikes and pedestrians account for **10 percent of total collisions**, but **45 percent of fatal and severe collisions**.
- 6 percent** of Alameda County residents walk or bike to work.
- 65 percent** of pedestrian and almost **60 percent** of bike collisions occurred on just 4 percent of roads.



ALAMEDA COUNTY TRANSIT FACTS:

BART:

- 22 of 48 BART stations** are in Alameda County
- 150,000 people** board BART every weekday in Alameda County
- 1 in 3 BART riders** board trains in Alameda County
- More than 100 new cars** have joined a fleet of 650 legacy cars

Bus:

- Three bus operators** service 170 routes and over 1,500 route-miles
- 160,000 people** board buses every weekday
- 1.8 million hours** of bus service were provided by operators last year
- Transbay bus ridership** grew 12 percent in the last three years

Rail and Ferry:

- Three commuter rail operators** serve 10 stations
- 2.8 million people** boarded commuter trains and ferries in 2019
- Three ferry terminals** serve 10,000 commuters each weekday

Alameda County: Goods Movement Hub

Alameda County is the goods movement hub of Northern California. One-third of all jobs in Alameda County depend on goods movement, which is essential to the vibrancy of the regional economy and generates tax revenues to support crucial public investments.



ALAMEDA COUNTY GOODS MOVEMENT FACTS:

- 1.5 million tons of air freight** move through Oakland International Airport annually
- 123 freight rail miles** and 131 public at-grade mainline crossings are located here
- 2.5 million containers** annually shipped and received by the Port of Oakland
- 8th busiest port** in the United States by container throughput
- 20,000 trucks per day** travel I-580, more than on any other road in the Bay Area
- 110 miles** of the National Highway Freight Networks are in Alameda County

Transportation System Challenges and Opportunities

Alameda County's multimodal transportation system faces increasing demand from a growing population of 1.66 million, congestion on freeways and arterial corridors, safety issues, and greenhouse gas emissions. Strategic infrastructure investments expand access and mobility, accommodate travel demand and provide more flexibility on different modes that can reduce emissions



Alameda County has 39 miles of express lanes, with 71 miles planned in the near future.
Express lanes run 2-18 mph faster than overall freeway traffic.

CHALLENGES

Alameda County roads experience a disproportionate amount of regional congestion. Alameda County has five of the top 10 most congested corridors and 31 percent of the Bay Area's congestion-related vehicle delay. Congestion on freeway corridors also significantly impacts the movement of goods

Approximately one-third of regional commuter trips involve Alameda County in some way, although Alameda County only has 21 percent of the region's population.

Alameda County has the second fastest population growth rate in the Bay Area over the last decade leading to increased travel demand on the already congested system.

Although commute patterns have become more multimodal over the last decade, most trips (61 percent) are still made in single-occupancy vehicles.

The goods movement hub in the region, Alameda County has the highest volumes of truck and freight rail traffic due to the Port of Oakland, major rail lines, and designated highway freight corridors.

OPPORTUNITIES

Alameda County is served by a rich multimodal transportation system which can be leveraged to increase the efficiency and throughput of the existing infrastructure for all modes and to expand transportation opportunities in more modes.

Express lanes increase the efficiency of our transportation system, by taking advantage of existing capacity to reduce peak-hour congestion. Alameda County already has 39 miles of express lanes and more in the project pipeline.

Alameda County has strong connections to national and international trade markets through the Port of Oakland and the Northern California megaregion. Plans at the Port of Oakland include increasing the share of goods transported by rail, which, if realized, could reduce the number of truck trips on congested roads.

Data sources:

Active transportation: Active Transportation Plan; Statewide Integrated Traffic Records System (SWITRS), 2017; Countywide Active Transportation Plan.

Air and seaports: FAA Enplanements, Vital Signs, Metropolitan Transportation Commission (MTC); FAA All-Cargo Data for US Airports, Vital Signs, MTC; Port of Oakland Container Statistics, Vital Signs, MTC.

Bridges: Caltrans Annual Average Daily Traffic via Regional Measure 3 (RM 3) Briefing Memo; Travel Model, RM 3 Briefing Memo, Alameda CTC.

Congested roadways: Vital Signs, MTC; 2018 Level of Service Monitoring Report, Alameda CTC; INRIX VHD, Vital Signs, MTC 2018.

Economy: California Department of Finance, July Population Estimates 2018; Vital Signs, MTC, 2018; US Census Bureau ACS (1-year estimate), 2018.

Mode split: 2018 ACS 1-Year estimate.

Rail: Rail Strategy Study, Alameda CTC; National Transit Database (NTD) Annual Boardings; National Highway Freight Network Map and Tables for CA, Federal Highway Administration.

Roadways: 2018 LOS Monitoring Report, Alameda CTC; Caltrans Highway Performance Monitoring System Library, Vital Signs, MTC; INRIX, 2015, Vital Signs, MTC.

Safety: 2017 SWITRS via Transportation Injury Mapping System.

Transit: NTD FY 2017-18 and provisional data from transit operators for FY2018-19; Transbay Ridership data provided by AC Transit; BART System Boardings by station.



1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Alameda County Transit System

FACT SHEET

January 2020



Alameda County: Central Hub of Bay Area Transit



16 percent of Alameda County residents commute to work by transit, the second highest percent in the State.

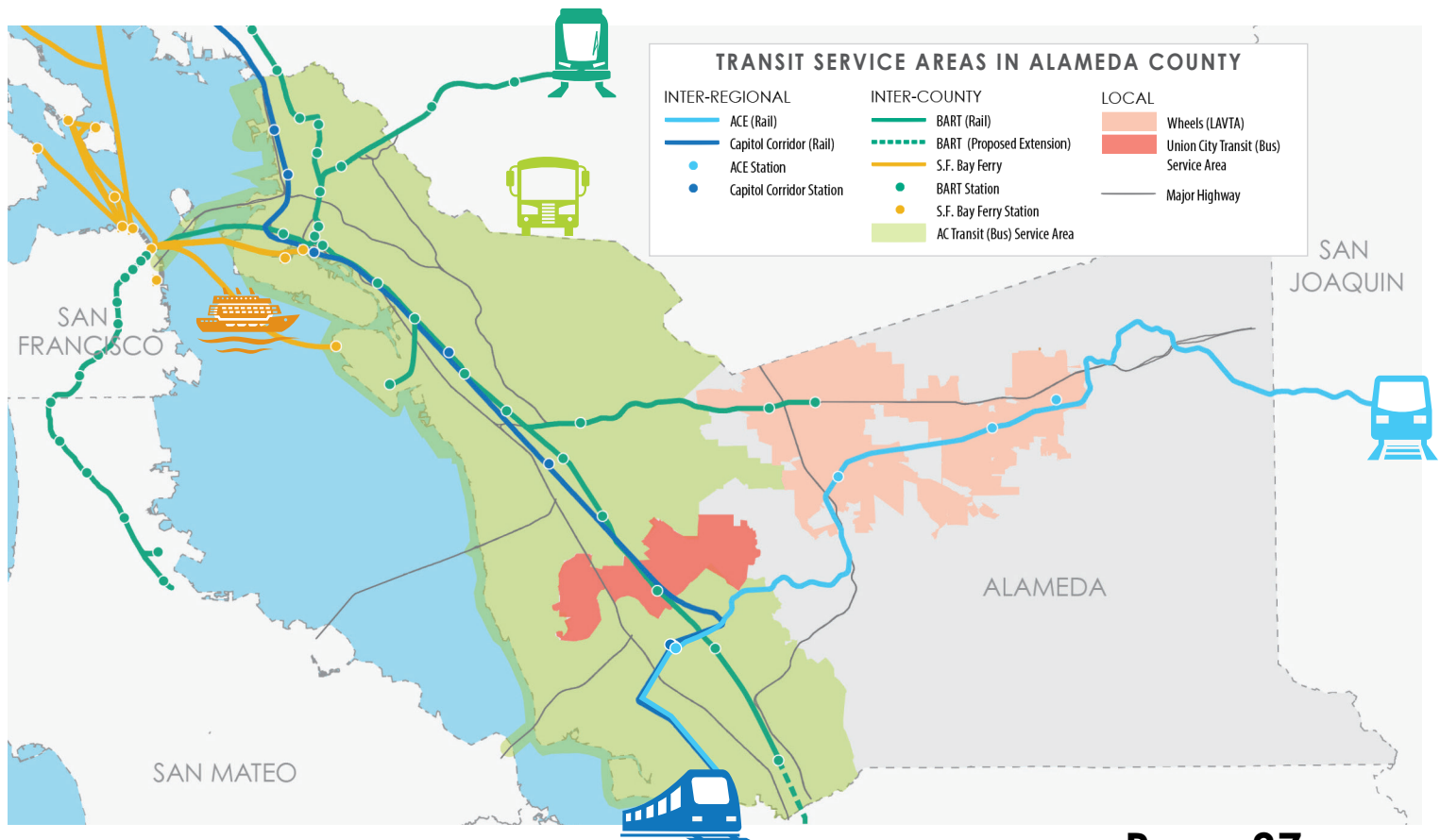
Alameda County is one of California's and the nation's most transit-rich, multimodal environments — with the second highest transit commute mode share in the state. Public transit plays a vital role in Alameda County's transportation network. Alameda County's seven major transit operators carried 96 million passenger trips in 2019.

EMISSIONS REDUCTION

Transportation is the single largest contributor of emissions. Shifting the balance from single-driver cars to transit and other modes can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and the environment in Alameda County.

ACCESS AND MOBILITY FOR EVERYONE

Transit provides access to work, school, medical appointments, and other important destinations. Widespread access to high quality transit service expands individual travel choice and helps meet growing travel demand.



Public Transit Providers Serving Alameda County

Seven transit agencies operate heavy rail, commuter rail, bus, ferry, and automated guideway services in Alameda County. Operational highlights from the fiscal year 2018-2019 appear below. Annual numbers reflect statistics for Alameda County only, unless otherwise noted.



BART

- 150,000 average weekday riders
- 44 million annual riders, 46% of annual countywide transit ridership
- 2nd largest transit provider in the Bay Area
- 1.0 million hours of train car service
- 61% fare box recovery ratio*
- 22 of 48 stations are in Alameda County
- 103 of 243 route miles
- More than 100 new cars*
- 90% on-time performance

SF BAY FERRY

- 10,000 weekday riders*
- 1.8 million annual riders
- 11,500 hours of ferry service
- 57% fare box recovery ratio*
- 15 ferries,* serving three terminals

* Systemwide.



AC TRANSIT

- 154,000 average weekday riders
- 47 million annual riders, 51% of countywide annual transit ridership
- 3rd largest transit provider in the Bay Area
- 1.8 million hours of bus service
- 15% fare box recovery ratio*
- 1,300 route miles on 151 routes
- 640 buses*
- 10.3 mph average bus speed
- 72% on-time performance*

UNION CITY TRANSIT

- 1,000 average weekday riders
- 264,000 total annual riders
- 40,000 hours of bus service
- 7% fare box recovery ratio
- 105 route miles on eight routes



CAPITOL CORRIDOR

- 1.8 million total annual riders*
- 7.0 million miles of train car service*
- 60% system operating ratio*
- 87 of 342 route miles
- 89% on-time performance*

ACE

- 510,000 total annual riders
- 2,000 average weekday riders
- 500,000 hours of train car service
- 56% fare box recovery ratio*
- 90 of 172 route miles
- 81% on-time performance*

WHEELS (LAVTA)

- 6,000 average weekday riders
- 1.7 million total annual riders
- 125,000 hours of bus service
- 17% fare box recovery ratio
- 300 route miles on 14 routes
- 84% on-time performance



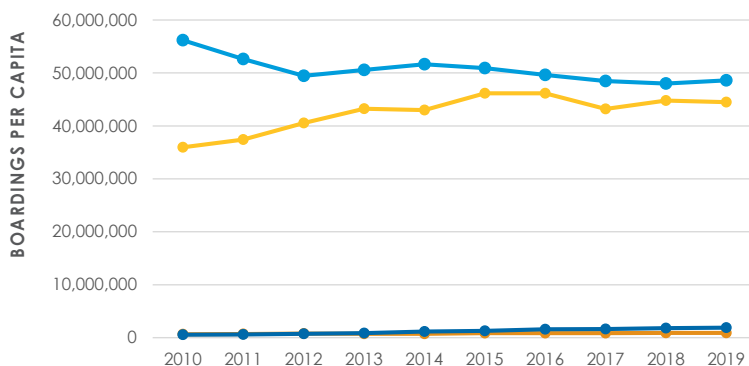
Source: National Transit Database (FY2007-16), provisional data from transit operators (FY2017).

Transit System Performance 2019

Over the last decade, total annual ridership in Alameda County had remained strong, primarily due to population and job growth. After stumbles in 2016 and 2017, total ridership has stabilized for nearly all operators in 2018 and 2019 with growth for five of the seven major operators.



Transit ridership has remained strong in commuters markets — especially the transbay corridor.



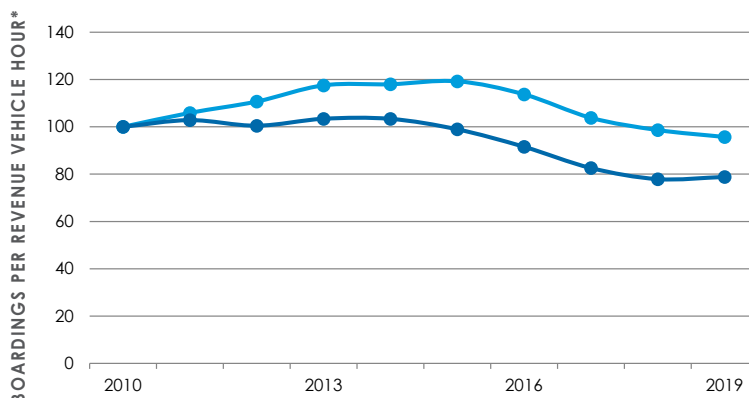
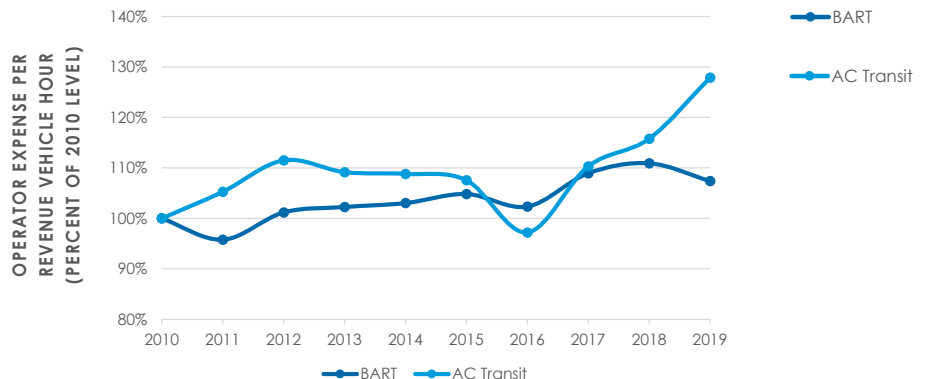
— BART — Commuter Rail — Bus — Ferry

Total annual transit ridership grew in 2019

Alameda County has the second highest share of residents who commute by transit in the state — second only to San Francisco — most of these trips are on BART or a bus. Many fewer trips are carried by commuter rail and ferries, but they are growing fast.

Cost of providing transit service rising

Congestion on arterials for buses, strongly-peaked demand, and rising maintenance and labor costs have increased the overall cost of providing service for most operators over the last decade.



— BART — AC Transit

Service utilization decreased as costs increase

AC Transit and BART both expanded service significantly over the last decade, combined with overall sagging ridership over the last four years, the cost per trip for the major operators has increased significantly. In 2019, however, that trend showed signs it may reverse, as overall ridership improves.

*Percent of 2010.

Transit System Challenges and Opportunities

Alameda County's transit operators are at a critical juncture. Inter-county services, especially in heavily congested and capacity-constrained parts of the system like the Transbay Corridor, have stayed competitive and attracted new riders. However, these systems are suffering from overcrowding. At the same time, local transit operators struggle to provide competitive service on increasingly congested roadways and are also faced with competition from a new range of on-demand mobility services.



Alameda County has the **third shortest** average commute time on transit in the Bay Area — 53 minutes.

AC Transit's Transbay ridership **grew 12 percent** in the last three years.



Data sources:
Operator facts and trends: 2016 Alameda CTC Performance Report, National Transit Database (FY2006-2015) and provisional data provided by transit operators.
Transbay growth: AC Transit Average Weekday Transbay Bridge Ridership (FY 2011/2012-FY2016-2017).
Transit commute time: 2015 American Community Survey 1-year estimates, average commute time by county of residence.
Transit mode share: 2016 American Community Survey, 2016 PUMS data.

CHALLENGES

Speed, frequency, and reliability: Many buses operate on congested roadways and struggle to stay on time and operate at competitive speeds.

Poor transit system integration: There are multiple transit systems in Alameda County, each with its own fare structure, ticketing system, and information, which can lead to confusion for passengers.

High need for reinvestment in aging systems: Even with the integration of the new trains, BART has the oldest fleet of all major metropolitan transit providers in the United States. The average age of the fleet is 15 years older than the typical useful life of the trains. AC Transit stops and shelters are also old and declining in quality.

Increasing competition from new mobility services: The emergence of companies like Uber and Lyft appear to have coincided with declining transit ridership nationwide. These companies present both challenges as well as opportunities, particularly regarding first- and last-mile connections to transit.

OPPORTUNITIES

Strong transit market in Alameda County: Alameda County has many strong transit markets due to local land use patterns, demographics, and projected growth. Transit has a real potential to be a competitive choice over driving, with better performance relative to personal cars.

Growing Transbay market: Transit trips by bus, ferry, and BART between Alameda County and San Francisco have grown over the last decade. Transit demand is only expected to increase, so this represents an opportunity for strategic investment in Transbay services to support growing ridership.

New funding and opportunity for investment: Investments that improve transit reliability, speed, and quality, especially on major travel corridors, will improve transit performance and competitiveness, making it a more attractive choice. This can help maintain current riders and attract new riders.

System integration: Clipper 2.0 presents an opportunity to create a seamless network, perhaps for the entire Bay Area. This integration is necessary to take full advantage of Alameda County's rich transit network and diverse operators.



1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Alameda County Freeway System

FACT SHEET

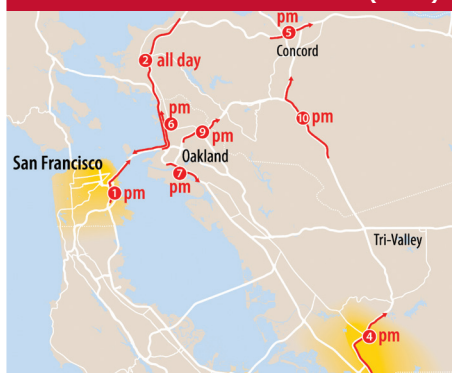
January 2020



Alameda County's Freeway System Connects the Region



TOP 10 CONGESTED FREEWAYS (2018)



Alameda County has 140 miles of freeways, including **half of the top 10 most congested corridors** in the Bay Area.

As the geographic center of the San Francisco Bay Area, Alameda County connects the region with an extensive freeway network of almost 140 miles on six Interstates and four state routes. These freeways provide critical mobility for millions of commuters each day, and they are some of the most heavily-used and congested roads in the entire Bay Area.

Alameda County's freeways also facilitate the movement of more goods than any other county in the Bay Area. The freeway network includes 96 miles of managed lanes (carpool and express lanes), which extend the overall capacity of the network.

IMPORTANCE OF FREEWAYS

Alameda County's freeways are key regional and interregional connectors.

- **The freeway network carries goods** between the Port of Oakland, the region, and domestic markets beyond.
- **The county's freeways carry the most pass-through trips** in the region i.e., trips with origins and destinations outside Alameda County.

MANAGED LANES

Alameda County has express lanes on I-580, I-680, with more under construction on I-880 as well. These lanes are free for carpools, buses and motorcycles, and available to those driving alone for a fee based on distance and demand at peak hours. Express lanes in Alameda County have been shown to improve overall performance where after studies have been conducted.

Alameda County has another **47 miles of carpool lanes**. These lanes are free to high-occupancy vehicles (at least two or three persons per vehicle) and off-limits to single-occupancy vehicles during peak hours.

Carrying Goods



Alameda County freeways **move more freight than any other county** in the Bay Area.

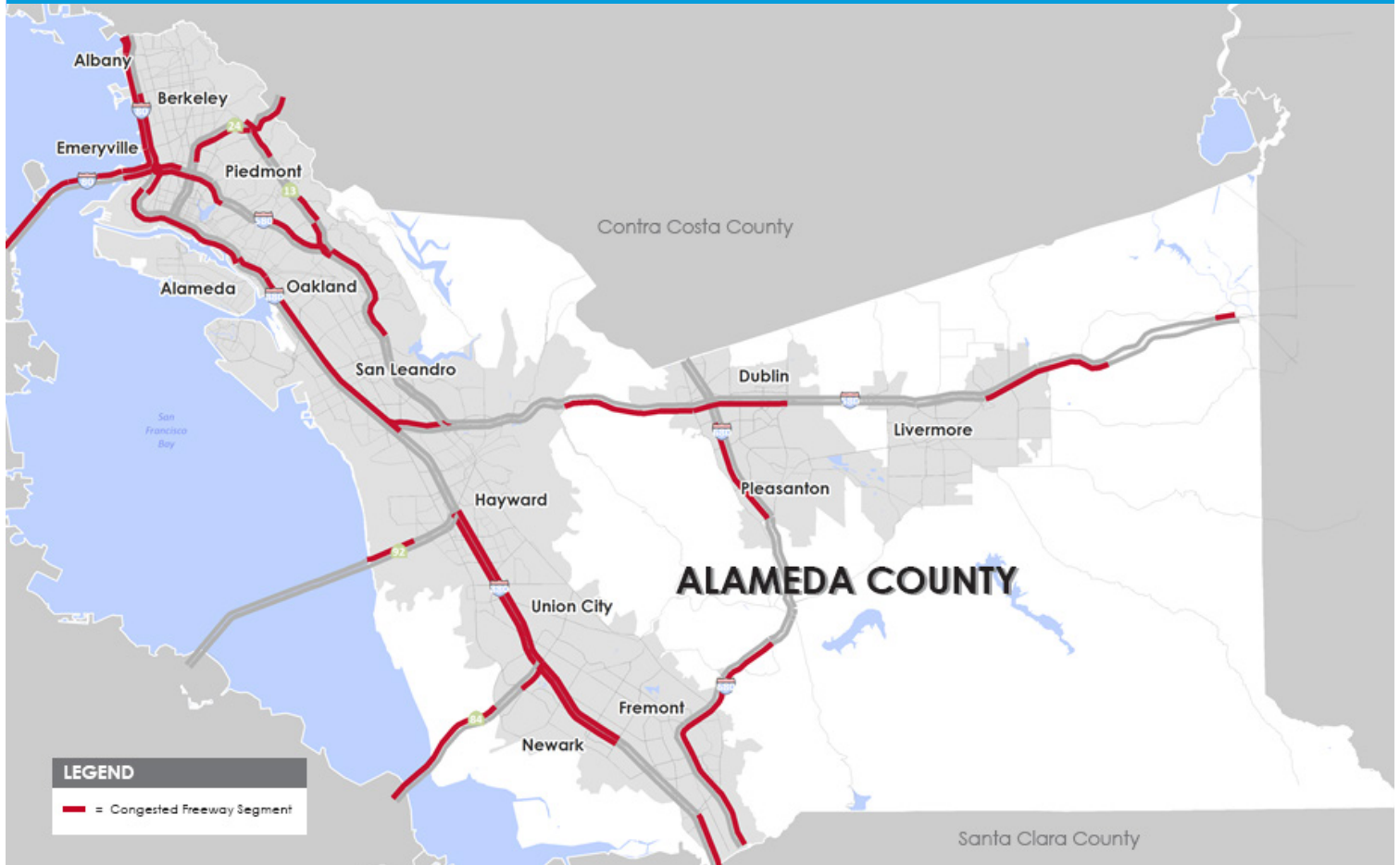


Alameda County Freeway Inventory

Freeway	Direction	Freeway Length*	Express Lanes	Peak Daily No. of Vehicles	Severe Vehicle Delay (hours per day)	AM Congested Miles** (morning peak)	PM Congested Miles** (afternoon peak)
I-80	N/S	8.0	–	275,000 vehicles at SR-13	11,519	6.0	11.2
I-238	E/W	2.5	–	155,000 vehicles at I-580	94	2.5	–
I-580	E/W	46.7	yes	254,000 vehicles at SR-13, Oakland	9,176	8.1	17.5
I-680	N/S	21.3	yes	172,000 vehicles at I-580, Pleasanton	7,730	4.0	9.6
I-880	N/S	35.3	–	277,000 vehicles at A Street, Hayward	19,456	19.2	19.2
I-980	E/W	2.5	–	134,000 vehicles at I-580, Oakland	60	–	–
SR-13	N/S	5.9	–	83,000 vehicles at Broadway Terrace	640	1.1	3.0
SR-24	E/W	3.5	–	173,000 vehicles at Caldecott Tunnel	2,269	–	4.5
SR-84	E/W	6.2	–	76,000 vehicles at I-880	180	5.1	1.2
SR-92	E/W	8.4	–	125,000 vehicles at I-880, Hayward	1,400	1.9	–

*Centerline miles; **Directional miles of LOS-F with average speeds below 35 mph.

CONGESTED FREEWAY SEGMENTS IN ALAMEDA COUNTY IN 2018



Freeway System Performance

After peaking in 2016, congestion declined slightly in 2018. Average freeway speeds stayed stable—improving 1.2 mph—and the number of congested freeway-miles decreased. Despite the recent incremental improvement, freeways remain far more congested today than they were a decade ago, and commute durations have continued to rise.



Freeway speeds increased slightly in 2018, after a multi-year decline, but remain below recession-era highs.



While average speeds improved, about one-quarter of the freeway

network is still congested during the afternoon peak-period.

This consistent congestion can be attributed to a growing population, a booming economy and related job growth.

Commute times rising.



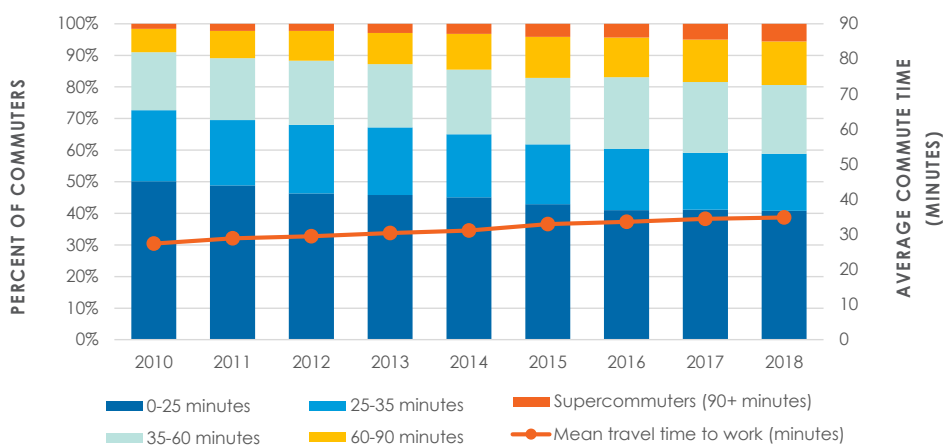
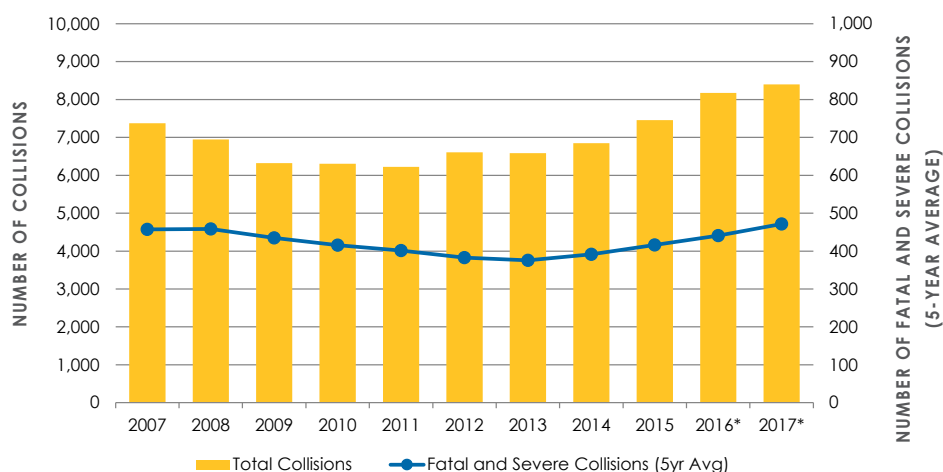
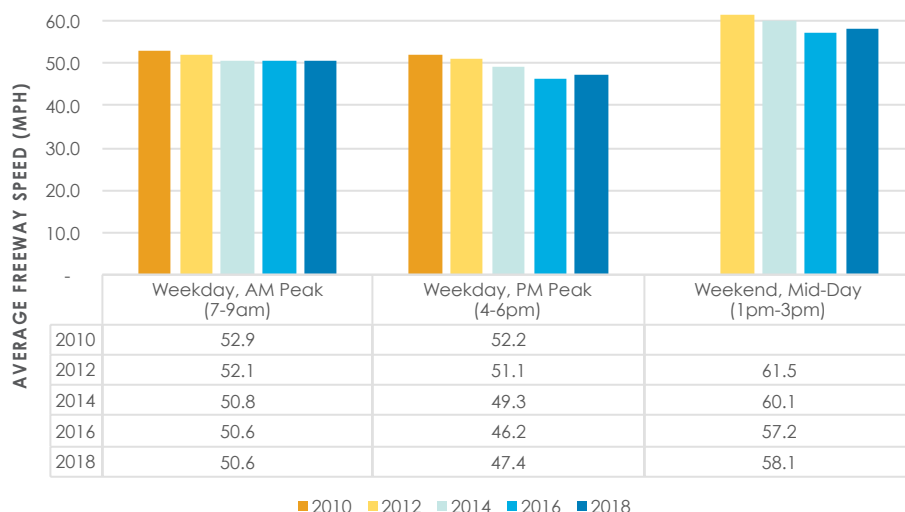
Commutes have continued to get longer, even as freeway speeds

have stabilized in Alameda County. Compared to 2010, there are also four times as many supercommuters (90+ minutes).



Total collisions and fatal and severe collisions continue to rise.

Total collisions and fatal and severe collisions have both increased by roughly one third since the end of the recession.



Freeway System Challenges and Opportunities

As the geographic center of the Bay Area, Alameda County's extensive freeway network has experienced consistent congestion due to population and job growth, housing demand and an increasing number of commuters. Strategic improvements are underway or planned, which present the opportunity to increase overall network throughput and promote the use of alternative transportation modes.



As the region's freeway network hub, Alameda County experiences a **disproportionately high share of the region's congestion**.

Many Alameda CTC improvement projects are on major freight corridors and **benefit goods movement**.



CHALLENGES

As the region's freeway network hub, Alameda County experiences a disproportionately high share of the region's congestion.

Alameda County freeways carry a high number of commuters traveling either to, from or through Alameda County. Although only 21 percent of the Bay Area's population lives in Alameda County, it hosts one in three commutes regionwide.

The absolute number of drive-alone trips and vehicle miles traveled are increasing.

Congestion across more of the network remains severe, despite recent incremental improvements.

OPPORTUNITIES

Using local sales tax dollars and other regional, state and federal funds, Alameda CTC funds operational improvements and limited strategic improvement projects on the county's freeways, many of which are already underway, and more are planned. Many of these projects are on major freight corridors and benefit goods movement

Working with partners at all levels, Alameda CTC is maximizing existing capacity. As most freeways are built out, and the options for improvements are limited, Alameda CTC is working with partners at all levels of government to explore opportunities to maximize use of existing capacity through improved operations and to promote use of alternative modes on Alameda County's major local roads.

Although the absolute number of commuters who drive alone has increased since 2000, the drive-alone mode share has fallen almost 10 percent since that time.

Increasing the number of managed lanes facilitates carpool expansion, offers excess capacity at the appropriate marginal cost, and provides the opportunity to reinvest revenues into the corridors.

Data sources:

2016 Level of Service Monitoring Report, 2016 Performance Report, Alameda CTC.

Traffic Census Program, Traffic Volumes: Annual Average Daily Traffic, California Department of Transportation, 2016



1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

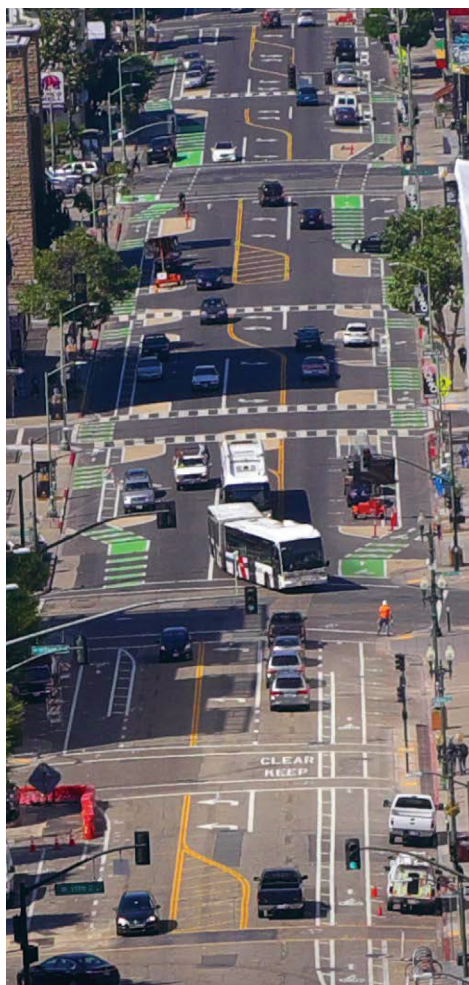
Alameda County Highways, Arterials, and Major Roads

FACT SHEET

January 2020



Alameda County Roadways: Critical Connectivity for Every Mode



Highways, arterials, and major roads are important connectors for both goods and people making local and regional trips. Many of these roads serve multiple users, including bicycles, pedestrians, cars, public transit, trucks and emergency vehicles. They connect communities to employment, activity centers, and other important destinations.

IMPORTANCE OF HIGHWAYS, ARTERIALS, AND MAJOR ROADS

Support all transportation modes: Alameda County's roadway network provides critical connectivity for cyclists, pedestrians, transit riders, trucks and cars.

Provide direct access to housing, employment, and activity centers:

Arterials and major roads are the critical link between the regional and local transportation networks. They provide connections to home, work and almost every other destination.

Support growth of jobs and housing: Highways, arterials and major roads support existing land uses, and can provide opportunities to support planned land uses.

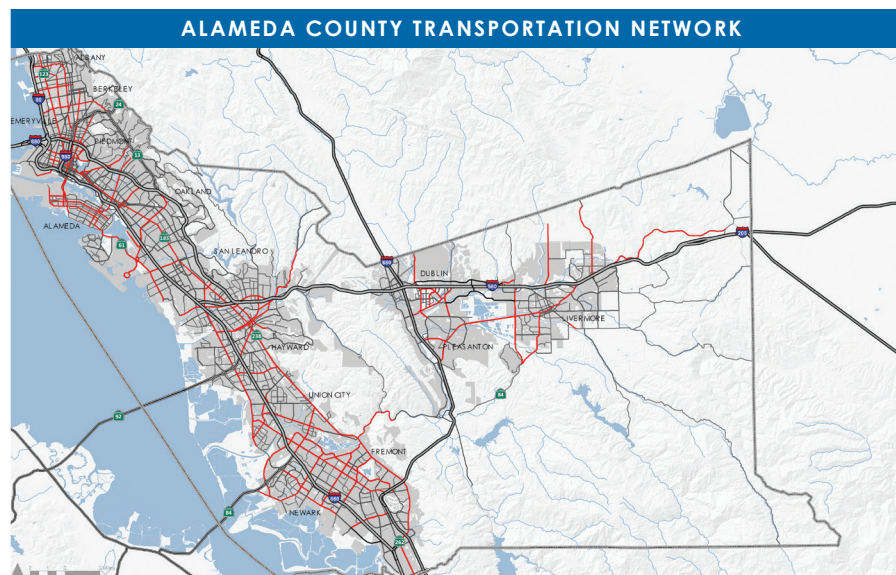
Continuous and connected network for all modes: Local governments, limited by the existing right-of-way, cannot increase vehicle capacity to keep pace with demand. Instead, cities are increasing overall person-throughput by designing streets to be safe and convenient for all modes, each of which should have a complete, continuous and connected network available.

At-a-Glance:



3,978 total miles of roadways in Alameda County include:

- 70 miles on 11 highways
- 1,200 miles of arterials and 2,700 miles of major local roads



Alameda County Highway Inventory

Highways	State Route	Cities	Direction	Highway Miles	Peak Daily Volume	Average AM Peak Period Auto Speed*	Average PM Peak Period Auto Speed*
Ashby Ave	SR-13	Berkeley	E/W	3.8	30,500 at Domingo Ave	21.8	16.7
Doolittle Dr, Otis Dr, Broadway, Encinal Ave, Central Ave, Webster St	SR-61	Alameda	N/S	5.7	41,500 at Alameda-San Leandro Bridge	22.3	22.6
42nd Ave	SR-77	Oakland	E/W	0.4	21,800 at I-880	19.2	22.3
Niles Canyon, Thornton Ave, Fremont Ave, Peralta Ave, Mowry Ave	SR-84	Fremont/Pleasanton Livermore/ Unincorporated County	E/W	21.9	71,000 at Thornton Ave/ Paseo Padre Pkwy	34.2	33.9
Foothill Ave, Jackson St	SR-92	Hayward	E/W	3.4	48,000 at Santa Clara St	23.4	18.5
Davis St	SR-112	San Leandro	E/W	1.8	55,000 at I-880	16.3	13.8
San Pablo Ave	SR-123	Albany/Berkeley Emeryville/Oakland	N/S	5.2	27,500 at Alameda/ Contra Costa Line	18.4	15.3
International Blvd/ East 14th	SR-185	Oakland/San Leandro/ Hayward	N/S	9.7	25,500 at 44th Ave	18.7	16.4
Mission Blvd	SR-238	Hayward/Union City/ Fremont	N/S	29.3	32,500 at SR-84	27.1	24.9
Webster/Posey Tubes	SR-260	Alameda/Oakland	N/S	1.4	30,000 on entire route	25.3	26.2
Mission Blvd	SR-262	Fremont	E/W	1.6	78,000 at I-680	31.9	26.5

* Directional miles of LOS-F as defined in Alameda CTC 2018 LOS Monitoring Report page 18.



ARTERIALS AND MAJOR ROADS

Alameda CTC has a designated Congestion Management Program network, which evaluates roadway performance every two years. This information is reported in charts and graphs as part of this fact sheet.



LOCAL ROADS

Local jurisdictions manage a network of about 3,500 miles of roads and report their condition to the Metropolitan Transportation Commission annually, which is captured in the Pavement Condition Index (PCI).

Arterial and Road Performance

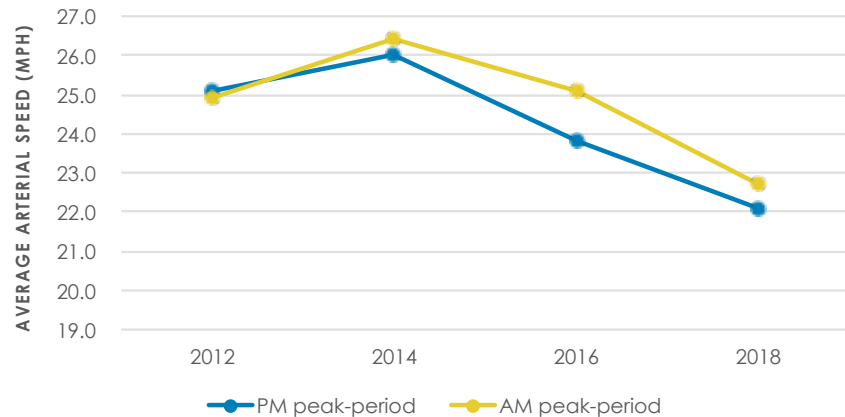
In 2018, even as congestion on freeways stabilized, congestion on arterial roads continued to build. This may be the result of chronic congestion on freeways, as motorists seek out new routes using arterial roads.

Auto travel speeds are declining.



Morning and afternoon peak travel speeds on arterials both decreased about 15 percent in the last four years.

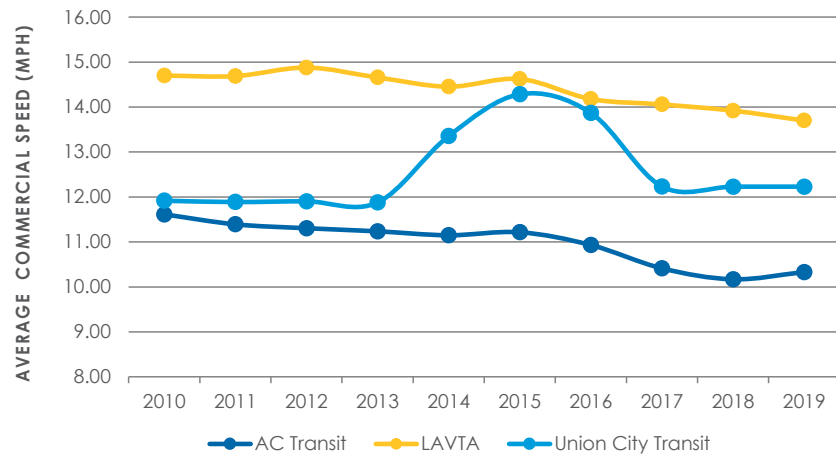
Travel speeds on arterial roads continued to fall in 2018 even as speeds on freeways and highways remained stable.



Bus transit speeds are falling.



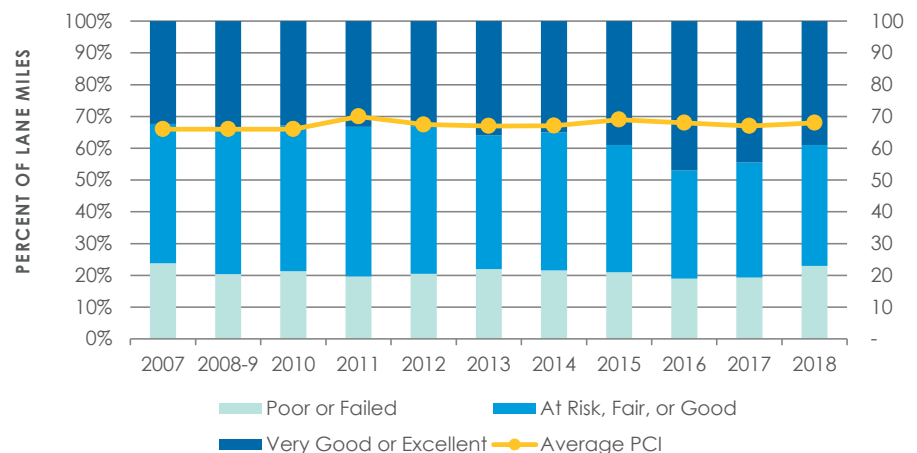
Most bus operator' speeds dropped for the third consecutive year. Building congestion on arterial roads has slowed buses and trucks. This has contributed to rising operating costs. In 2019, commercial bus speeds improved for AC Transit for the first time since 2007. However, average speeds for AC Transit and LAVTA are down around 10 percent since 2010.



Road conditions are stable.



Countywide, PCI has remained stable over the last decade, matching the Bay Area average. In 2018, some of the worst performing jurisdictions, Berkeley and Oakland, improved the most.



Challenges and Opportunities for Major Roads

Highways, arterials, and major roads serve a unique role as a connector between the regional and local transportation systems and directly link to local land uses (commercial and residential corridors). They must facilitate throughput for all modes and support local land use.

Traffic Volume:



**40 percent of daily trips
on Alameda County roads**

carried by 1,200 miles
of arterials



Pavement Conditions:



**Almost half
of locally-managed
roadways**

rated “excellent or very good”

**23 percent
or almost 850 miles**

rated “poor, or failing”



CHALLENGES

Demand for roadway use is rising: Regional economic and population growth have increased demand for goods and services, and a variety of users, including cars, transit, bikes and trucks are competing to access the same roads.

Trip Diversion: Widespread congestion on freeways diverts trips onto adjacent arterials and local roads. The proliferation of wayfinding apps has exacerbated this problem, opening more local roads to cut-through traffic.



OPPORTUNITIES

Complete streets: Consistent with state legislation, every city in Alameda County has adopted complete streets policies, which ensure that all projects, including basic street repaving, will look for opportunities to improve biking, walking and transit.

Multimodal Arterial Plan: The Countywide Multimodal Arterial Plan provides a roadmap for a future with improved mobility for all modes on a continuous and connected network, which can increase the efficiency and throughput of the entire transportation system.

Reducing conflict through design: Thoughtful facility design, operation, and maintenance can increase efficiency by reducing auto and transit delay and improve safety for all modes by reducing the severity of collisions. This promotes public health and creates vibrant local communities.

Advanced technologies: Emerging technologies can improve the operational efficiency of roadways while also supporting alternative



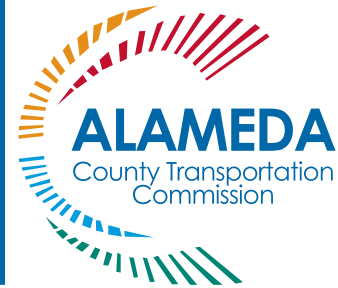
1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Data sources: 2016 Alameda Countywide Multimodal Arterial Plan, Countywide Travel Demand Model, 2012-2018 LOS Monitoring Reports, National Transit Database FY2007-08 through FY2015-16, Commercial Bus Speeds, Transit Operator Provided Provisional Data FY2016-17, Commercial Bus Speeds, Alameda CTC; MTC Vital Signs 2016, Pavement Condition Index, Metropolitan Transportation Commission; California Department of Transportation, 2016 Annual Average Daily Traffic Data Book.

Alameda County Goods Movement

FACT SHEET

January 2020



Alameda County Goods Movement – Critical to a Strong Economy

GOODS MOVEMENT SNAPSHOT:



- **The Port of Oakland handles 99 percent** of container volume for Northern California and is the eighth busiest port in the nation by volume.
- **The Oakland Airport** handles more air freight than all other Bay Area airports combined.
- **Alameda County's rail, freeway, and highway systems** carry goods to their final destinations
- **30 percent of jobs** in Alameda County are goods movement-dependent.
- **\$953 billion in freight** currently flows through Northern California. \$2.4 trillion is expected by 2040.



International trade is the fastest growing element of goods movement in Alameda County.

2018 was the first year exports exceeded imports.

Alameda County enjoys one of the most strategic trade locations in the world. The San Francisco Bay Area and all of Northern California rely on the county's connections to both international and domestic markets including the Port of Oakland, Oakland International Airport, and a robust network of rail, roads, and highways.

Goods movement drives Alameda County's economy: about one-third of all jobs are goods movement-dependent.

GOODS MOVEMENT SYSTEM

Global gateways are essential entry and exit points that move high volumes of goods between domestic and international markets.

Facilities: ■ Port of Oakland
■ Oakland International Airport

Interregional and intraregional corridors: Freeways, highways, and rail subdivisions are the conduits linking Alameda County and the rest of the Bay Area to domestic markets.

Facilities: ■ Freeways and Highways
■ Rail Network

Local streets and arterials connect goods to and from their final origins and destinations. Arterial truck routes often serve as alternatives to congested freeways for regional truck trips and serve local businesses. Farm-to-market trips in rural parts of the county are vital to local goods movement. As e-commerce grows, direct parcel delivery activity to commercial and residential areas is also growing.



Global Gateway: Moving Bay Area Goods



PORT OF OAKLAND

The Port of Oakland is a global gateway for goods movement that the rest of Northern California relies on to bring goods to and from international and domestic markets. The Port handles more than 99 percent of the containerized goods moving through Northern California and is the only major container port in the Bay Area.



OAKLAND INTERNATIONAL AIRPORT

Oakland International Airport is a critical component of the goods movement system in Alameda County; it is the second busiest domestic air freight airport in the state, home to a major FedEx hub, and critical for high-value goods movement shipments and the growing e-commerce sector.

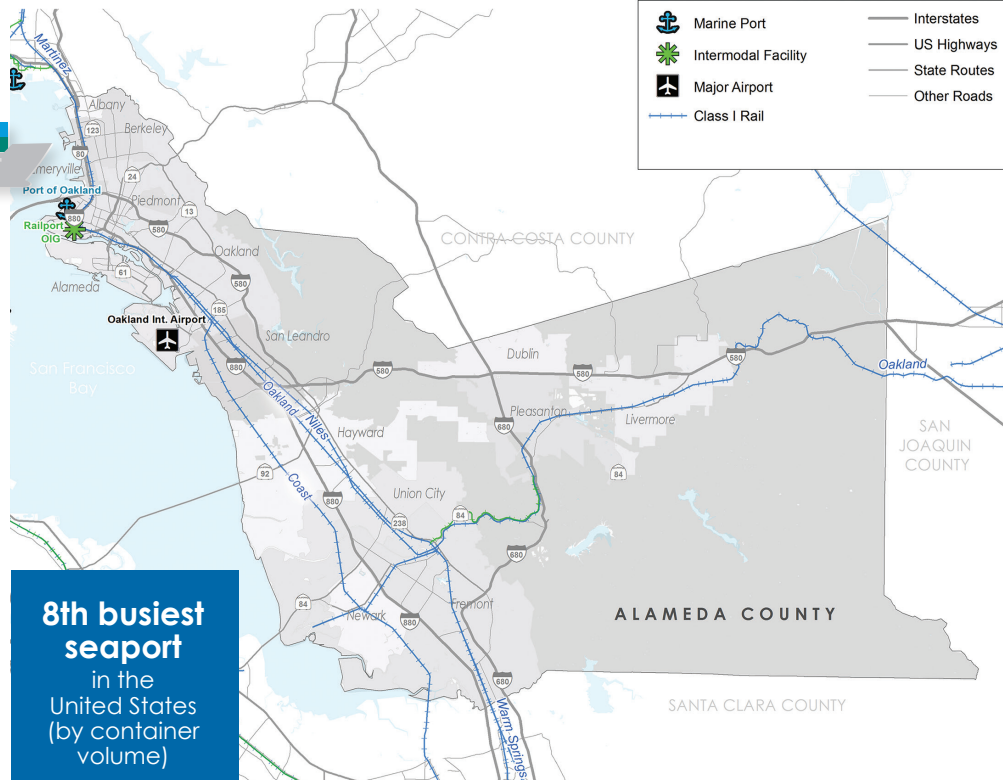
RAIL FREIGHT NETWORK

Alameda County has two Class I rail carriers: Union Pacific (UP) and BNSF Railway. Many passenger rail services also operate on the same rail corridors.

In addition to rail lines, Alameda County has two intermodal terminals: UP's Railport — Oakland and BNSF's Oakland International Gateway. These terminals handle cargo to and from the Port of Oakland and domestic cargo.

HIGHWAY FREIGHT NETWORK

Key interregional and intraregional truck corridors in Alameda County include I-80, I-238, I-580, I-680, and I-880. These corridors carry over 20,000 trucks of all classes per day on average, performing both long-haul and short-haul truck moves.



8th busiest seaport
in the
United States
(by container
volume)

2.5 million containers
shipped through
the Port of
Oakland in 2018

120 percent growth
in container
volume handled
by the Port
(June 1998–
June 2018)

1.5 million tons
of air freight
handled by
Oakland Airport
(2015)

14th busiest cargo airport
in North America

5 National Primary Freight Network Highways

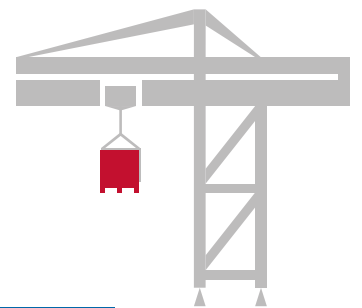
20,000 trucks per day
on key corridors
in Alameda County

123 rail miles
in Alameda County

133 public at-grade mainline rail crossings

60 daily trains
1/3 freight and
2/3 passenger
on busiest rail corridor

Top 20 freight carrying highway segments
in Bay Area are in Alameda County



Goods Movement Performance

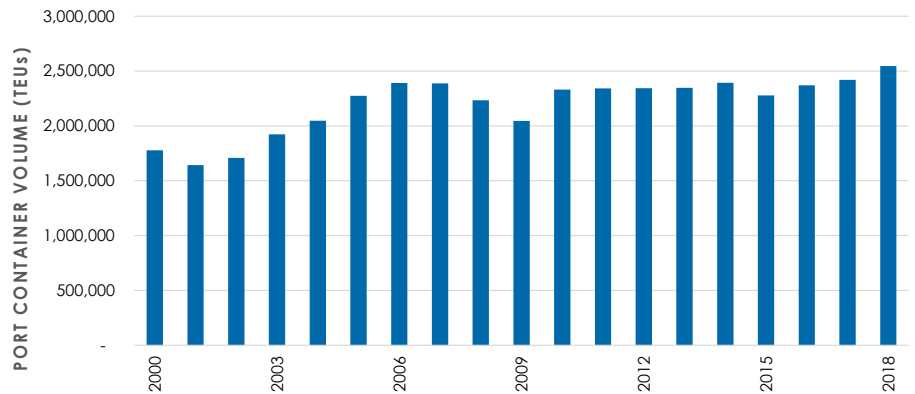
Alameda County provides most of the critical goods movement infrastructure (including the Port of Oakland, the Oakland International Airport, and various rail and highway infrastructure) that the rest of the region relies on to bring goods to and from international and domestic markets. Performance of this network is essential to keep goods moving and support the economy. Performance trends include the goods movement sector continuing to recover from the great recession with increasing container volumes at the Port of Oakland, increased air freight at the Oakland International Airport, and job growth in the goods movement industry.

The Port of Oakland is busier than ever.



The Port of Oakland completed a full recovery from the recession in 2017 and has continued to grow, moving 2.5 million containers

in 2018. Through the first six months of 2019, year-to-year volume is up another four percent.

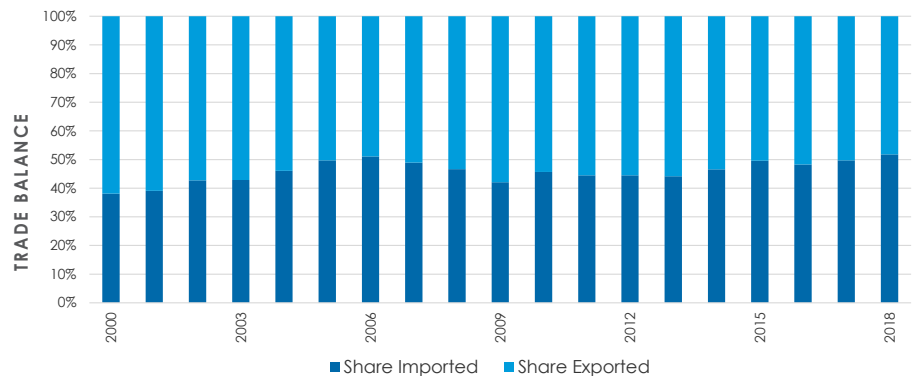


Changing trade balance.



Historically, the Port had been the only western port that exports more goods than it imports; that dynamic changed for the first time in more

than a decade in 2018, although imports and exports remain fairly balanced.



Goods movement is a major force in Alameda County's economy.

Roughly one in three jobs in Alameda County is goods movement dependent. Goods movement-dependent industries are those for which moving goods to markets is a critical aspect of their business operations. There are many jobs in the transportation, warehousing, and logistics industries that do not require advanced education, supporting job diversity in the county. Growth in the goods movement industry can support more local jobs.

GOODS MOVEMENT JOBS



30 percent of jobs in Alameda County are goods movement dependent.

Transportation System Challenges and Opportunities



90 percent of Bay Area trade in agriculture, wine, and heavy machinery by weight goes through the Port of Oakland.



California freight rail volumes are projected to **more than double by 2040**.



\$953 billion in freight currently flows through Northern California; **\$2.4 trillion** is expected by 2040.

CHALLENGES

Congestion, reliability, and safety issues on shared-use interregional highway and rail corridors with limited ability to expand highway facilities.

Moving people and goods safely and efficiently is critical for our local economy and communities. Both highway and railroad corridors provide for shared use between passengers and goods movement and suffer from increasing congestion.

Increasing demand on a finite rail network. California freight rail volumes are projected to more than double by 2040. Demand for both passenger and freight rail is increasing on a network with limited capacity.

Pressure on local truck routes from changing land use development patterns, growing modal conflicts, and increased presence of trucks in neighborhoods and commercial areas due to growing use of e-commerce. A substantial amount of goods movement occurs on local streets and roads throughout Alameda County.

Air quality and health impacts. Emissions from goods movement can create significant health risks, and exposure to noise and light can adversely affect the health and well-being of residents. Safe, secure, and community-supportive goods movement projects and programs are essential to the well-being of our local communities.

OPPORTUNITIES

Rail investment. This is critical to supporting growth at the Port of Oakland and creating a world-class logistics hub. Promoting intermodal transloading in Oakland shifts truck traffic to rail and creates local jobs

Port development. Development of new logistics facilities at the Port of Oakland results in increased local jobs and lower truck demand on highways.

Smart deliveries and operations. Alameda County has an opportunity to support maximum use of Intelligent Transportation Systems (ITS), connected vehicles, and other technology solutions to more efficiently use existing roadway capacity.

Interconnected and multimodal. Preserving and strengthening an integrated and connected, multimodal goods movement system that is coordinated with passenger transportation systems and local land use decisions will further support freight mobility and access.

Supporting technology development and emissions reduction. This includes advancing an emissions reduction program to improve air quality and reduce health impacts and developing or supporting pilot technology demonstrations.

Data sources:
Airports data via Vital Signs, Federal Aviation Administration.
Alameda County Goods Movement Plan, Rail Strategy Study, Alameda CTC.
2016 North American Airport Traffic Summary (Cargo), Airports Council International.
Port volumes by year, Port of Oakland.
Plan Bay Area Economic Forecasts, Association of Bay Area Governments;
Cambridge Systematics analysis; Center For Continuing Study of the California Economy factors.



1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Alameda County Active Transportation

FACT SHEET

January 2020



Alameda County Active Transportation: for All Ages and Abilities



The number of people biking and walking in the United States continues to grow as communities realize the benefits these activities have for public health and quality of life. Cities and counties across the Bay Area continue to invest in bicycle and pedestrian infrastructure, which continues to improve safety and comfort.

Alameda County is home to an extensive major trails and greenways network, which includes the Bay Trail, East Bay Greenway, Ohlone Greenway and the Iron Horse Trail. In addition, several other trails are under development throughout the County.

COUNTYWIDE ACTIVE TRANSPORTATION PLAN

The first Alameda Countywide Active Transportation Plan (CATP) combines updates of the Countywide Bicycle Plan and Countywide Pedestrian Plan. The CATP serves two purposes: 1) At the countywide level, the CATP includes analysis of low stress bike networks, identifies a countywide high injury pedestrian and bicycle network, evaluates major barriers to the bicycle and pedestrian network, and establishes a framework for prioritizing projects of countywide significance to inform decision-making around active transportation funding at Alameda CTC. 2) At the local level, the CATP provides resources to member agencies to help advance projects that provide complete, safe, and connected networks for biking and walking, including better connections to the regional transit network.



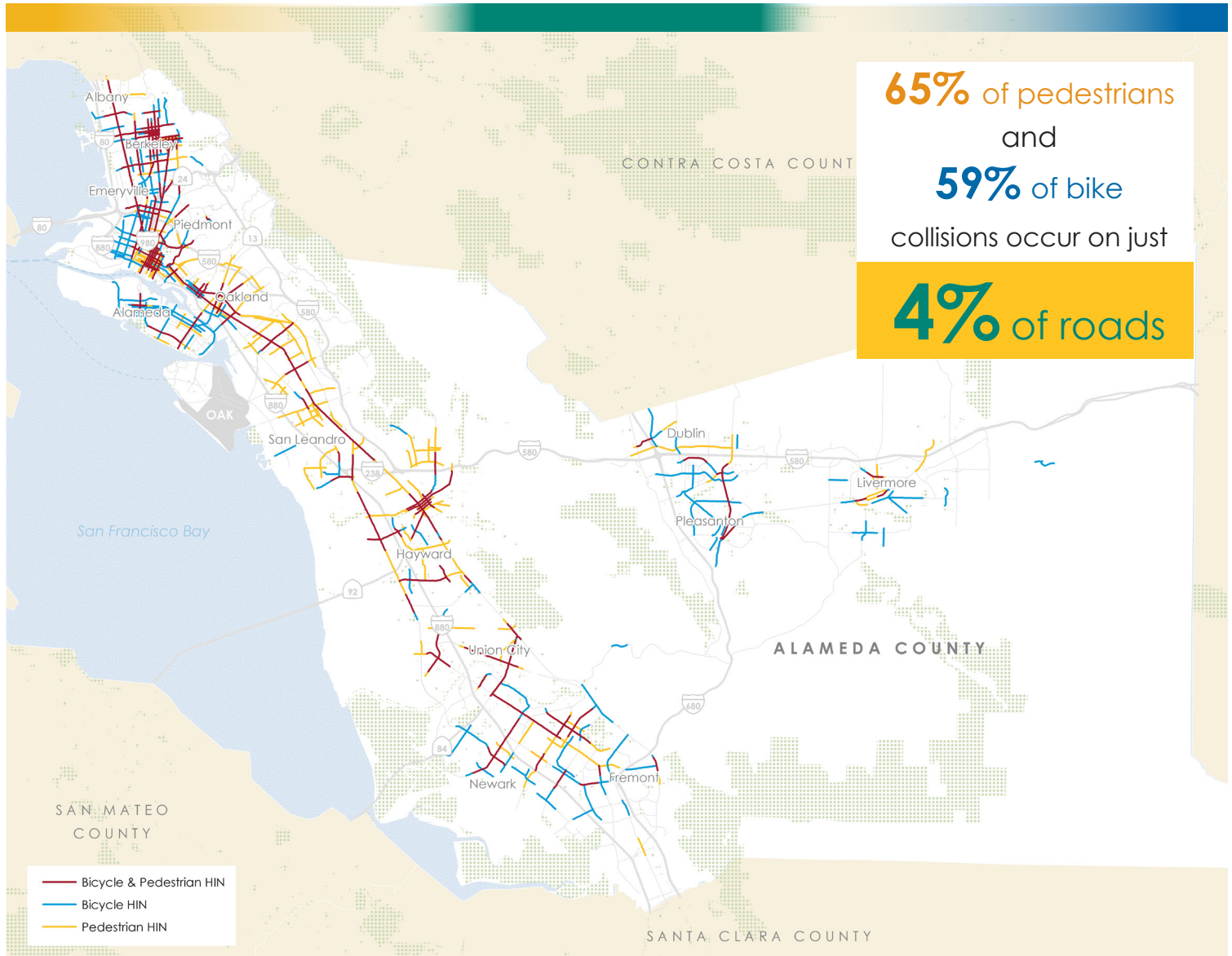
6 percent
of Alameda County
residents bike or walk
to work.



SAFE ROUTES TO SCHOOLS

Infrastructure is only one aspect of providing a safe, comfortable transportation system. The Alameda County Safe Routes to Schools Program (SR2S) promotes and teaches safe walking and biking (as well as carpooling and transit use) as a viable way for students and families to travel to and from school. Over 200 public elementary, middle, and high schools in Alameda County are currently enrolled in the SR2S program.

Countywide High-Injury Network



HIGH-INJURY NETWORK

The **High-injury Network (HIN)** identifies the **least-safe streets** in Alameda County, based on severity and frequency of collisions*. As is common in many locations nationwide, collisions are concentrated on just a few high-risk streets, **primarily surface highways and major arterials**. Addressing unsafe conditions on those streets can significantly reduce collisions systemwide.

KEY FINDINGS

- Men are involved in 75 percent of bicycle collisions.
- Injury collisions are more than twice as likely to occur in disadvantaged communities.
- 1 in 5 pedestrian and 1 in 7 bike collisions are either a felony or misdemeanor hit and run.
- Older pedestrians (65+) are most at risk.
- Surface highways and major arterials make up less than 15 percent of road miles, but almost 80 percent of the bike and pedestrian HINs.

Active Transportation Safety Remains an Issue

A safe experience while walking and biking is integral to improving quality of life across the County. Yet, collisions remain high for bicyclists and pedestrians, who are the most vulnerable users on roads. One of Alameda CTC's goals is to provide a safe, comfortable, and interconnected multimodal network throughout the county to better support all users.



BIKE AND PEDESTRIAN COLLISIONS

Bikes and pedestrians are involved in...

10 percent
of total crashes, but

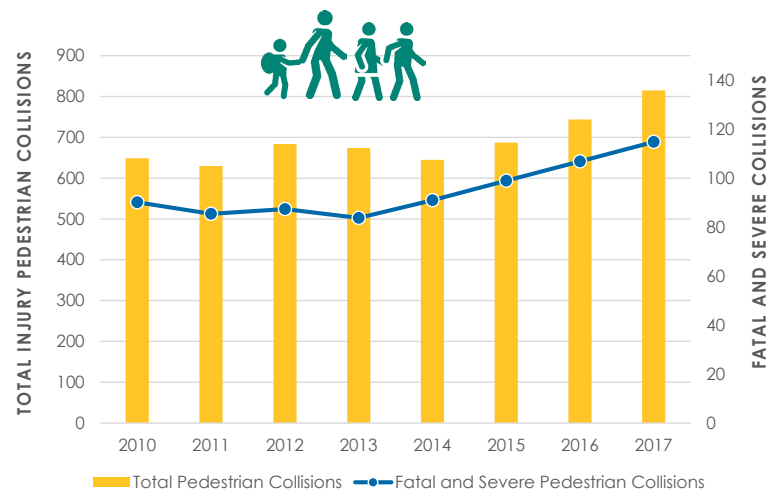
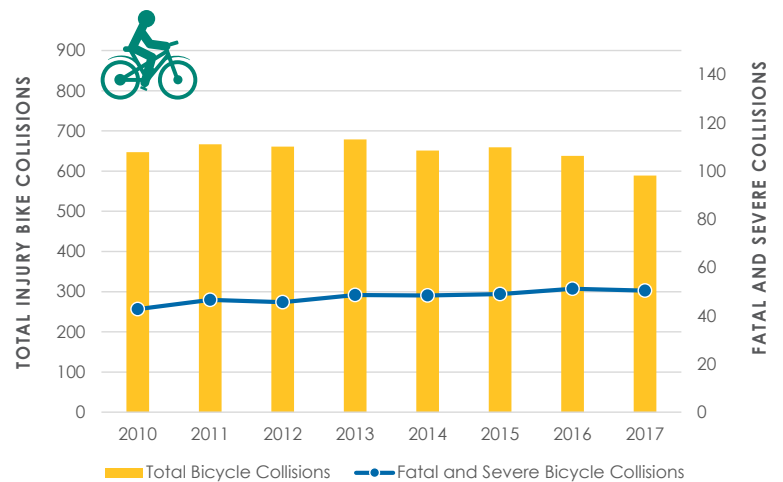
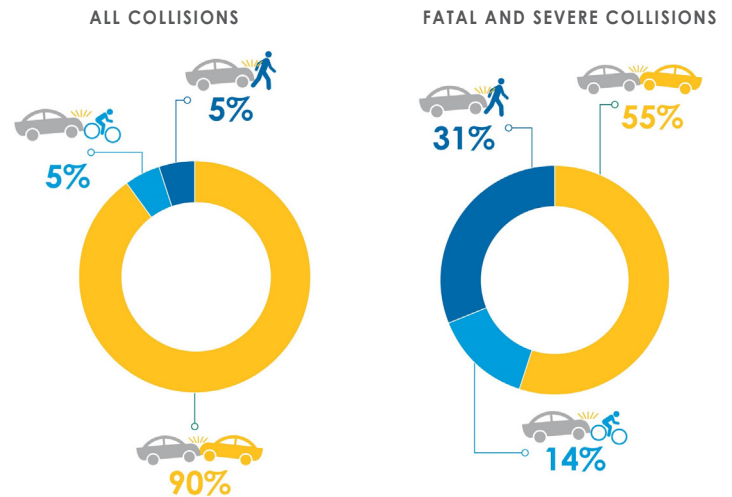
45 percent
of fatal and severe crashes

Bike collisions remained flat.

While bicyclist safety remains a concern, total collisions in Alameda County have remained flat over the last decade, even as the population has grown. Per capita collisions fell almost 20 percent, yet more than 50 cyclists are killed or injured each year.

Pedestrians are the most vulnerable.

The numbers of pedestrians, killed or seriously injured in collisions has continued to rise over the last five years. Further, collisions with pedestrians are the most severe. While pedestrians are involved in just five percent of collisions, they are involved in more than 30 percent of fatal and severe collisions. Seniors are the most at risk; the California Office of Traffic and Safety ranks Alameda County as the least safe county for pedestrians over the age of 65.



Active Transportation Challenges and Opportunities

Alameda County's temperate weather provides a highly supportive environment for outdoor active transportation. Biking and walking are quick and efficient ways to travel short distances, affordable, pollution- and emission-free, and positive for public health.

Bikeshare in the East Bay

79
Bikeshare
Stations

850+
bikes

Launched in 2017 in Oakland, Berkeley and Emeryville. The City of Fremont also has a dockless bikeshare program.



CHALLENGES

Curb management becoming complex. Transportation Network Companies (like Uber and Lyft) and micromobility providers have increased the demand for curb space which impacts some bicycle facilities and pedestrian crossings.

Commutes are the longest trip we make. The average Bay Area commute more than 13 miles — not always conducive to daily biking and walking.

Partnerships are essential for regional trails. Developing, building and maintaining trails and greenways requires extensive partnerships with cities, counties, park districts, Caltrans, transportation agencies, community members, regulatory agencies, funding partners and in some cases, non-profits

Benefits should be shared equitably. Active modes have the potential to reduce the share of household income spent on transportation, but only if disadvantaged communities share access to new facilities.

Walking Trips

OPPORTUNITIES

Emergence of new technologies. New markets for scooters, dockless bikes, and e-bikes, all of which are in Alameda County, represent both a challenge and opportunity for public agencies to manage. The proliferation of new technology poses risks for safety as well — 21 percent of pedestrians in California reported they had been hit, or nearly hit, by a driver distracted by a cell phone.

Alameda County has the second most multimodal commutes of all Bay Area counties. 16 percent of residents use transit, 6 percent bike or walk to work. Only San Francisco County has a lower automobile mode share.

Every trip begins and ends with a walk. As a commute mode, walking has held steady—used by between 3 and 4 percent of Alameda County workers, by every trip begins with a walk, so a safe pedestrian environment is important for all.

Half
of Alameda County
BART stations
have at least 30 percent
of their boardings from
walking trips.



1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org



DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Director of Planning
Kristen Villanueva, Senior Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Needs Assessment Part 1

Recommendation

This item is to provide the Commission with an update on the first part of a needs assessment conducted of the Alameda County transportation system for the 2020 Countywide Transportation Plan (CTP). This item is for information only. This item was presented at the January 2020 meeting of the Planning, Policy and Legislation Committee (PPLC) and this memo incorporates comments and edits received at that meeting.

Summary

Each year, Alameda CTC produces a Performance Report, which compiles data on countywide trends and issues and how performance of the transportation system has changed over time. Developing the CTP every four years provides the opportunity to investigate these issues at a deeper level and recommend strategies for addressing them. The needs assessment for the 2020 CTP organizes challenges and strategies for five types of transportation modes or facilities in Alameda County: active transportation, transit, arterial roadways, freeways, and goods movement. While people use multiple facilities and multiple modes in the course of their travel, it is still helpful to consider the needs by facility type and mode; findings and strategies will be integrated to ensure multimodal needs and strategies are identified. The assessment also identifies challenges for each of the four planning areas in the county. This effort will help inform how the Commission ultimately identifies a 10-year set of priority projects and programs to advance through the CTP as well as a focused set of strategies for Alameda CTC to advance that would address remaining gaps in the transportation system.

This memo presents Part 1 of the Need Assessment, focused on Active Transportation and Freeways. The strategies included in this memo have been compiled based on a review of recent county plans and in alignment with the four goals adopted by the Commission in September 2019. Staff plans to share the needs assessment and accompanying strategies for

Transit, Goods Movement, and Arterials at the March meeting of PPLC and release the final Needs Assessment document in May 2020.

This item was presented at the January 2020 meeting of PPLC and this memo incorporates comments and edits received at that meeting. Specific edits to draft strategies are included in Table 2 and Table 3. A summary of comments received is included in Attachment B.

Approach to CTP Needs Assessment

The needs assessment sourced data, findings and recommendations from a multitude of planning efforts that have been completed or are underway since the update to the previous countywide plan was adopted in 2016. Table 1 presents the main sources referenced in the needs assessment.

Table 1. Sources for 2020 CTP Needs Assessment

Plan/Project Name and Year Adopted	
<ul style="list-style-type: none"> • 2016 Countywide Transportation Plan • 2016 Alameda Countywide Multimodal Arterial Plan • 2016 Alameda Countywide Transit Plan • 2016 Alameda County Goods Movement Plan • 2018 Level of Service Monitoring Report – Traffic and Transit 	<ul style="list-style-type: none"> • 2018 Rail Strategy Study • 2018 and 2019 Corridor Projects: East 14th Street/Mission Boulevard and Fremont Boulevard, San Pablo Avenue • 2019 Countywide Active Transportation Plan • Alameda CTC Safe Routes to Schools Site Assessments (on-going) and Evaluation Reports (underway)

Additionally, the needs of those who travel in Alameda County vary depending on not only when, why, and how they travel, but also where in the county they are located. Assessment for the CTP summarizes current conditions and breaks down the challenges and opportunities for each of the four planning areas in the county: north, central, south and east. Planning areas represent collections of 3-6 Alameda County jurisdictions that have similar characteristics in travel and development patterns. Attachment A presents the four Alameda County Planning Areas and the cities contained within each one.

Needs Assessment – Active Transportation

From a review of previous plans and agency performance monitoring reports, the key challenges for active transportation in the county include:

- a high intensity of collisions on the High Injury Network (HIN) identified in the 2019 Countywide Active Transportation Plan (60% of collisions occur on 4% of roads),
- increasing severity of collisions with vulnerable users,

- many key destinations in the county are currently accessed via high volume roadways that do not include sufficient infrastructure for safe access by pedestrians and cyclists, and
- increased competition for curbspace, particularly from ridehail companies and e-scooters.

To address these needs, Table 2 presents an initial set of potential strategies the Commission may consider as part of the 2020 CTP. These strategies will be refined throughout the first half of 2020 via discussions with ACTAC, smaller planning area meetings with agency staff and Commissioners, and public engagement.

Table 2. Potential Strategies to Consider Including in CTP for Active Transportation

Potential Strategy	Brief Description
Focus Safety Improvements on HIN and Vision Zero	Prioritize safety improvements to reduce fatalities and severe injuries on the countywide HIN and incorporate Vision Zero principles in planning and engineering such as speed reduction on the HIN, education and enforcement
Countywide Projects	Focus on regionally significant barriers to travel, such as freeway crossings, regional routes, multi-jurisdictional major corridors, trail gaps/trail access, and at-grade rail crossings.
Transit Integration	Provide safe, comfortable, and convenient access to transit for active modes through complete streets corridor and bus stop design as well as bike storage on buses.
Health and Equity	Incorporate health into active transportation by focusing on short trip opportunities particularly in communities underserved by active transportation infrastructure. Engage community groups for scoping transportation projects.
Urban Greenways and Trail Planning	Advance separated paths to address existing challenges with high-stress auto facilities and improve connectivity of high quality bicycle and pedestrian facilities.
Emerging Mobility and Technology	Provide resources related to shared- and micro-mobility. Consider opportunities for e-bicycles and e-scooters to expand reach of “active” modes while proactively addressing safety concerns. Support technology deployment in vehicles related to advanced detection and other safety features.
SR2S and Safety Education Program Expansion	Promote and teach walking and biking as viable, safe modes of transportation. Incorporate funding for engineering treatments near schools.
Best Practices	Provide jurisdictions with resources and training on best practice facility design, planning process, and public engagement.
Bike Parking	Provide guidance on bicycle parking standards to improve end-of-trip facilities consistently across the county.
All Ages and Abilities	Upgrade walkways, sidewalks, and bike paths to increase accessibility, close gaps, and promote walking and biking for all ages and abilities.

Needs Assessment – Freeways

Given Alameda County's central location in the region, and the increasing jobs/housing imbalance in the region, one of the key challenges for the freeway network in the county is the high share of regional congestion and pass through traffic the system carries, in addition to trips with origins and/or destinations in the county. In response to the significant congestion on the freeway network, there is spill over traffic onto local streets that not only results in congestion on local roadways but also creates challenging environments for other users like transit riders, walker, and bikers. Given the age of the freeway network and the volumes trying to utilize it, there are safety issues at freeway interchanges, including freeway-to-freeway connections that result in increased rates of collisions, delay and diversion. Additionally, a key congestion management tool in the region includes implementing managed lanes however there are gaps in the existing network along congested corridors in Alameda County.

To address these needs, Table 3 presents an initial set of potential strategies the Commission may consider as part of the 2020 CTP. These strategies will be refined throughout the first half of 2020 via discussions with ACTAC, smaller planning area meetings with agency staff and Commissioners, and public engagement.

Table 3. Potential Strategies to Consider Including in CTP for Freeways

Potential Strategy	Brief Description
Express Lanes and Express Bus	Expand managed lane network to provide a continuous and connected express lane system throughout Alameda County. Incorporate policies that maximize movement of people and integrate transit options, including express bus services, on freeways and bridges.
Interchange Operations	Reconfigure deficient interchanges to smooth traffic flow, address safety, and minimize peak period queuing impacts to local streets.
Bottleneck Treatment	Implement auxiliary lanes and other lane configuration adjustments to smooth bottlenecks associated with merging and maximize capacity of existing roadway right of way.
Transit System Expansion	Expand regional travel options via transit (e.g., increased Transbay, express bus service, second Transbay Tube, etc.) and ferry services to manage single-occupant-vehicle mode share on existing freeway segments.
TDM Programs	Expand employer programs that provide incentives and disincentives to increase carpooling, vanpooling, and transit use on freeways. Expand park and ride lot locations to increase carpooling and transit use.
First Last Mile	Expand the reach of regional transit stations (especially ferry, rail) with shuttles and on-demand, technology-enabled services that are seamlessly integrated.
Housing and Jobs Policies	Support state and regional policies that encourage housing in job-rich areas and job growth in housing-rich areas to reduce the jobs/housing imbalance.

Pricing	Support studies that investigate new pricing mechanisms for travel that are associated with different levels of travel demand.
----------------	--

Comparison between Planning Areas

The CTP needs assessment considers specific challenges and opportunities by mode/facility as well as by planning area. These multiple lenses allow the Commission to consider the diversity of users, facilities and needs across the county. The four planning areas of the county vary in terms of population and land use density, proximity to regional employment centers, local roadway design, and connectivity of bicycle and pedestrian facilities. Consequently, commute mode share varies across the county. Walking and biking is most prevalent in north county, as it has the highest amount of connected facilities but also experiences the highest share of safety issues for pedestrians and cyclists.

All planning areas of the county experience a disparate share of regional traffic congestion compared to other parts of the region, with major commute gateways located in each planning area. In response to existing safety issues, all planning areas would benefit from creation of a high class bicycle and pedestrian network that is connected and protected supporting all ages and abilities. And given intensifying congestion on freeways, all planning areas would benefit from improved travel choices locally and to regional job centers.

CTP Next Steps

Table 4 reflects a high-level schedule of CTP development topics through fall 2020. Staff will return to PPLC in March to discuss the needs assessment for Transit, Arterials, and Goods Movement. Staff will reflect Commissioner and ACTAC comments on draft strategies in a revised Needs Assessment document and in prioritization work on projects submitted to the CTP. To develop the draft plan, staff will conduct meetings with Commissioners and ACTAC members for each planning area with focused discussions on 10-year priorities and findings from a gaps analysis. In addition, two outreach efforts are planning: targeted outreach in the spring including focus groups, intercept surveys and pop up events throughout the county, and more broad public outreach in the summer when the draft CTP is released.

Table 4. Draft Milestone Schedule for 2020 CTP

Jan 2020	<ul style="list-style-type: none"> Performance Report and Needs Assessment Part 1
March – April	<ul style="list-style-type: none"> Needs Assessment Part 2: arterials, transit, goods movement Transit recommendations Planning area meetings with ACTAC on 10-year priorities Targeted public outreach: Focus group meeting, intercept surveys and pop up events
May – June	<ul style="list-style-type: none"> Update on outreach and community-based transportation planning Planning area meetings with Commissioners on 10-year priorities

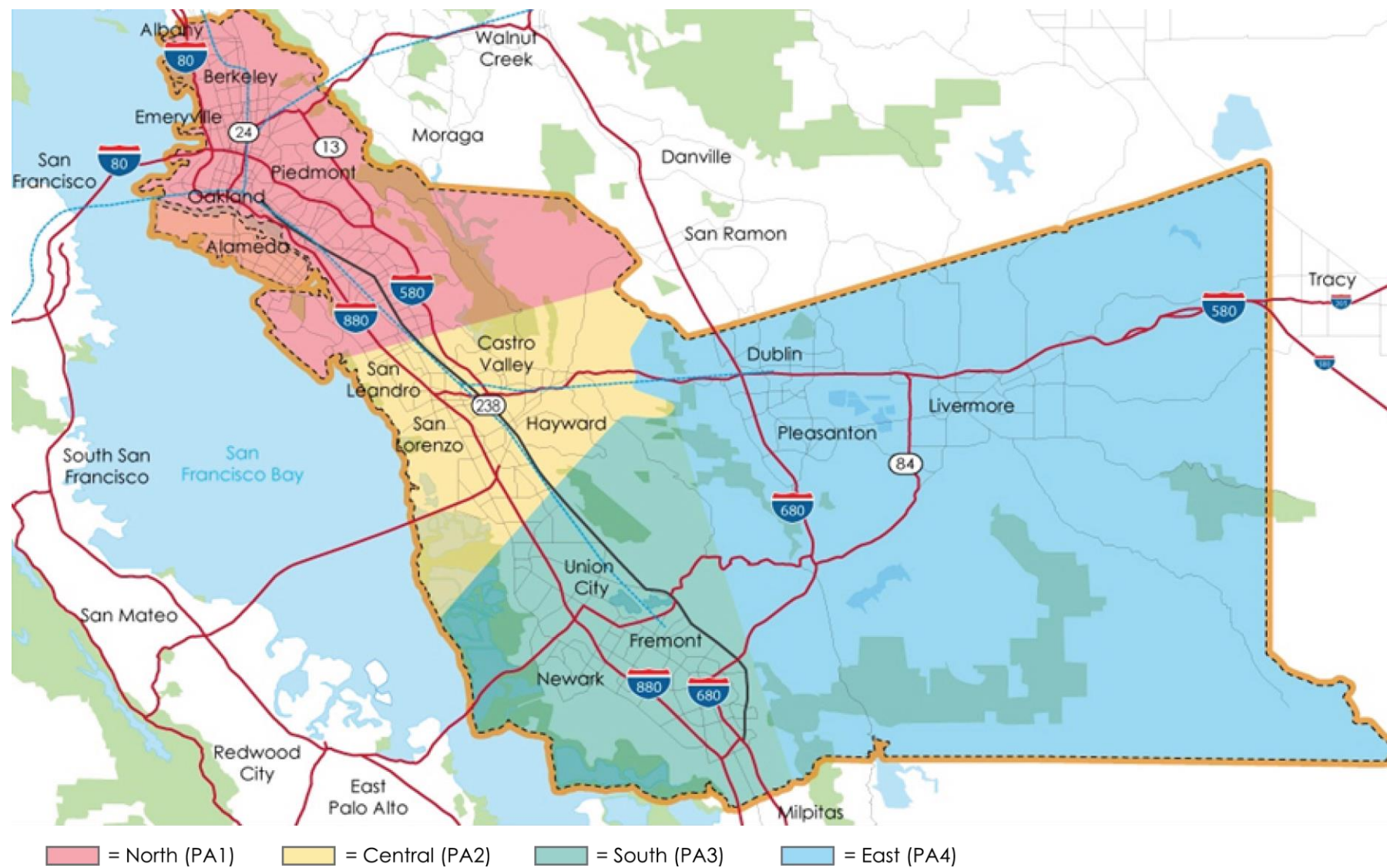
	<ul style="list-style-type: none"> Targeted public outreach: Focus group meeting, intercept surveys and pop up events
July	<ul style="list-style-type: none"> Presentation on the draft 2020 CTP
Summer	<ul style="list-style-type: none"> Broad public outreach on draft Plan
Fall	<ul style="list-style-type: none"> Review and adoption of the final 2020 CTP

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. Four Planning Areas of Alameda County
- B. Summary of Comments Received

Attachment A: Four Planning Areas of Alameda County



This page intentionally left blank

Attachment B

Staff presented the Needs Assessment Part 1 at the January 9 meeting of ACTAC and the January 13 meeting of PPLC. Table B.1 presents a summary of comments received on the initial set of strategies for Active Transportation and Freeways as well as comments to consider for developing strategies for Transit, Goods Movement, and Arterials and other overarching comments for the transportation plan. Comments specific to the strategies for Active Transportation and Freeways have been incorporated in Tables 2 and 3 of this memo and are noted with a ** in Table B.1. The remaining comments will be taken into consideration as staff prepares the Needs Assessment Phase 2 materials on Transit, Arterials, and Goods Movement and as the overall CTP is development throughout the first half of 2020.

Table B.1. Summary of Comments Received on Needs Assessment Part 1

Meeting	Comments	
ACTAC	Safety for school children should be considered as the highest priority because they tend to travel during times of day with the most amount of conflicts.	
	Strategies seems very comprehensive. For clarity, please identify how the strategies relate to the four adopted goals.	
	For active transportation safety strategies make sure to consider Vision Zero planning and focus areas as an addition to the focus on the HIN.	**
	For active transportation strategy related to emerging technologies, consider expanding definition to include technology, such as intersection technologies and crash avoidance systems in vehicles.	**
	Include monitoring of key performance measures as a strategy for active transportation	
PPLC	Supportive of express lanes as a strategy on freeways, especially for I-580, I-80, and Bay Bridge/I-80 express lanes and bus-only lanes.	**
	Strategies to make sure are recommended in the CTP: carpool incentives; transit operations funding; senior housing on transit lines; wayfinding and network planning for freight corridors.	
	For projects, programs and strategies in the CTP, make sure the that we identify complementary legislative advocacy that is required.	
	Would be ideal to coordinate timing of county plans across Alameda, Contra Costa, and San Joaquin counties. Coordination in the plans should reflect project development across county boundaries.	
	Active transportation safety strategies should focus on when the collisions are happening and in what traffic context.	
	Speed reduction should be a strategy, including investigating alternative ways of enforcement using technology. This is also a legislative opportunity.	**

Meeting	Comments
PPLC	Outreach and education for youth is very important. Utilize PTAs and other bodies to build capacity for non-SOV modes at a young age.
	CTP outreach could be done in concert with on-going outreach regarding the 2020 Census, which will also be focusing on hard-to-reach populations.
	Vision Zero is not universally understood by the public. Would be good to have materials that publicly discuss the rationale and thought process for Vision Zero.
	Smart city and technology strategies that support enforcement or inform planning could be useful strategies.
	How we introduce young people to the range of transportation options is very important and can support the county's multimodal goals.
	Fare-free transit in zones or on particular routes, such as in coordination with a capital investment on San Pablo Avenue, should be explored.
	Speed reduction should be a priority when designing roadways as well as concentrating investment on the High Injury Network.
	Expanding the Student Transit Pass Program to ensure all young residents of Alameda County are exposed to a multimodal lifestyle.
	Congestion on the Bay Bridge and approaches needs to be addressed in a multimodal way.
	Close coordination and planning with neighboring counties and regions is critical; interest was expressed in synching the timing of major planning efforts (countywide transportation plans and regional transportation plans) with neighboring jurisdictions.
	Support for strategies related to park-and-ride lots, complete streets projects on State Routes, seamless integration of transit and utilizing micro-mobility for first-last mile issues.



Memorandum

7.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: John Pulliam, Director of Project Delivery
Angelina Leong, Assistant Transportation Engineer

SUBJECT: Approve the Administrative Amendments to Various Project Agreements to extend agreement expiration dates

Recommendation

It is recommended that the Commission approve Administrative Amendments to various Project Funding Agreements (A14-0026, A15-0030, A18-0058, 2003-02) 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 request shown in Table A has been reviewed and it has been determined that the request will not compromise project deliverables.

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

Background

Amendments are considered "administrative" if they include only time extensions.

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 phase/project closeout activities.

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

Levine Act Statement: HNTB Corporation did not report a conflict in accordance with the Levine Act.

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

Attachment:

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	Alameda-Contra Contra Transit District	Expansion of Transit Center at San Leandro BART Station	A14-0026	A1: 26-month time extension from 12/31/2015 to 12/31/2017 A2: 24-month time extension from 12/31/2017 to 12/31/2019 A3: 12-month time extension from 12/31/2019 to 12/31/2020 (<i>current request</i>)	1, 2	None
2	HNTB Corporation	East Bay Greenway (Lake Merritt to South Hayward BART)	A15-0030	A1: Contract General Terms A2: 12-month time extension from 12/31/2018 to 12/31/2019 A3: 12-month time extension from 12/31/2019 to 12/31/2020 (<i>current request</i>)	2	None
3	City of Alameda	Clement Avenue East Extension and Tilden Way	A18-0058	A1: 24-month time extension from 12/31/2020 to 12/31/2022 (<i>current request</i>)	1	None
4	City of Oakland	Oakland's Downtown's Streetscape Improvement Project	2003-02	A1: 60-month time extension from 06/30/2008 to 06/30/2013 A2: 30-month time extension from 06/30/2013 to 12/31/2015 A3: 24-month time extension from 12/31/2015 to 12/31/2017 A4: 24-month time extension from 12/31/2017 to 12/31/2019 A5: 24-month time extension from 12/31/2019 to 12/31/2021 (<i>current request</i>)	1, 2	None

(1) Project delays.

(2) Extended phase/project closeout activities.

(3) Other

This page intentionally left blank



Memorandum

7.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Revision to the Alameda County 2020 State Transportation Improvement Program (STIP)

Recommendation

It is recommended that the Commission approve a revision to the Alameda County Transportation Commission (Alameda CTC) Commission-approved 2020 State Transportation Improvement Program (STIP) and accompanying Resolution 19-005 (Attachment A).

Summary

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 administered by the CTC, including Senate Bill 1 (SB 1). The STIP is a biennial process with each county receiving a share of the regional fund estimate. In October 2019, the Commission approved the Alameda County 2020 STIP project list for inclusion in the Metropolitan Transportation Commission (MTC) 2020 Regional Transportation Improvement Program (RTIP). The MTC-approved 2020 RTIP is in turn submitted to the California Transportation Commission (CTC) for inclusion in the statewide 2020 STIP.

The approved Alameda County project list comprises a mix of \$18.2 million of carryover projects from the 2018 STIP and \$15.7 million of new funding for projects. The 2018 STIP carryover projects included \$13.1 million for AC Transit's Bus Rapid Transit (BRT) project, representing the final portion of Alameda CTC's prior \$40 million funding commitment to the BRT project. AC Transit has requested a revision to the Alameda County 2020 STIP program that proposes to replace the BRT project with a project to purchase replacement buses for AC Transit's transbay service. In turn, AC Transit will provide \$13.1 million of other funds to the BRT project. This internal AC Transit funding exchange is required to ensure the BRT funding plan, including Alameda CTC's \$40 million funding commitment, is kept whole. No other

projects in the approved Alameda County 2020 STIP program are affected by this proposed change.

Staff from Alameda CTC, MTC and AC Transit have coordinated on this 2020 STIP program revision and MTC Commission approved this item as part of its final RTIP approval in December 2019 contingent upon Alameda CTC Commission approval in January 2020. Staff is recommending Commission approval of the amended 2020 STIP project list, as reflected in Alameda CTC Resolution 19-005-REVISED (Attachment A).

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is programmed biennially and funded with revenues from the State Highway Account and other funding sources administered by the CTC, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the RTIP, administered by MTC, and 25% for the Interregional Transportation Improvement Program (ITIP), administered by Caltrans. The 2020 STIP covers five Fiscal Years (FYs), from 2020-21 through 2024-25. Alameda County's share of the State's 2020 STIP Fund Estimate is \$34.7 million, which includes \$15.7 million of new programming capacity for projects. On October 24, 2019, Alameda CTC approved Resolution 19-005, the Alameda County 2020 STIP project list, for inclusion in the 2020 RTIP.

2020 STIP Program Revision

The Alameda County 2020 STIP program included \$18.2 million of carryover funds from the 2018 STIP, including \$13.1 million for AC Transit's BRT project. Subsequent to the October 2019 program approval, AC Transit requested Alameda CTC to reprogram the BRT's STIP funds to another AC Transit project. Alameda CTC had previously committed to providing a total of \$40 million of funding to AC Transit for the BRT project and the final \$13.1 million of that commitment had been programmed by the Commission through the 2018 STIP. Subsequent to the 2018 STIP approval, it came to light that the funds could not be utilized for the BRT project because the project had started ahead of when the 2018 STIP funds would be allocated by the CTC. Based on this scenario, requesting an allocation from the CTC could have potentially put the STIP funds at risk. Keeping the BRT project on schedule and fully funded required AC Transit to internally find another STIP-eligible capital project that could provide \$13.1 million of other committed funds to the BRT project in return for receiving \$13.1 million of STIP.

The project AC Transit has identified to receive STIP funds in lieu of the BRT project will replace up to 19 aging transbay buses nearing the end of their planned service life. The project will purchase a mix of 45-foot coach and 42-foot double-decker diesel buses and is estimated to cost a total of \$18.5 million. In order for the bus purchase project to move forward as soon as possible, the \$13.1 million of STIP funds will be requested in FY 2020-21, the first year of the 5-year 2020 STIP programming window.

AC Transit has prepared the application material required by MTC for inclusion in the 2020 RTIP, including a Project Programming Request (PPR) Form, a State Uniform Transit Application (UTA) form, and project-specific resolution of local support, approved by AC Transit's Board on December 11, 2019 (Attachment B).

Staff is recommending Commission approval of the amended 2020 STIP project list, as reflected in Alameda CTC Resolution 19-005-REVISED (Attachment A). The proposed change to AC Transit's STIP project is reflected in MTC's 2020 RTIP, which was approved by MTC in December 2019, contingent upon Alameda CTC's approval of an amended 2020 STIP project list in January 2020.

Next Steps

If approved, the revised Alameda County 2020 STIP Program will be forwarded to MTC. A final statewide 2020 STIP is scheduled to be adopted by the CTC in March 2020.

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

Attachments:

- A. Resolution 19-005-REVISED, Revised Alameda County 2020 STIP Program
- B. AC Transit 2020 STIP Project-specific Resolution of Local Support

This page intentionally left blank

**Commission Chair**

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board Vice President Elsa Ortiz

Alameda CountySupervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember 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 OaklandCouncilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao**City of Piedmont**

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 19-005-REVISED****Approval of the Revised Alameda County 2020
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 (RIP) funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) for inclusion in the MTC Regional Transportation Improvement Program (RTIP) 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 2020 STIP must be consistent with the Commission-approved 2020 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the funding identified in the 2020 STIP Fund Estimate for Alameda County of \$34.7 includes unallocated programmed balances from prior STIP cycles, approximately \$0.8 million of new STIP funding for Planning, Programming and Monitoring (PPM) and \$15.7 million of new STIP funding for projects for a total of \$16.5 million; and

WHEREAS, the Alameda CTC Commission originally approved Resolution 19-005 for the 2020 STIP Program on October 24, 2019; and

WHEREAS, the approved 2020 STIP Program includes \$13.125 million of 2018 STIP carryover funding for the AC Transit Bus Rapid Transit (BRT) project. This \$13.125 million completes the Alameda CTC's \$40 million funding commitment to the BRT; and

WHEREAS, AC Transit has requested to move the \$13.125 million of 2018 STIP carryover funding from its Bus Rapid Transit (BRT) project to a new project to purchase replacement transbay buses. To keep the BRT funding plan whole, AC Transit will in turn commit \$13.125 million of other funding to the BRT project.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the amended 2020 STIP program, as detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, January 23, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Attest:

Richard Valle,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

EXHIBIT A

REVISED Alameda County 2020 STIP Program

Index #	Project	Proposed for 2020 STIP (\$ x 1,000)
1	I-80/Gilman Interchange Bike/Ped Overcrossing and Access Improvements ¹	\$15,700
2	AC Transit Transbay Bus Replacements ² (2018 STIP Carryover project for East Bay Bus Rapid Transit)	\$13,125
3	Route 24 Corridor – Caldecott Project (2018 STIP Carryover project - ARRA Payback)	\$2,000
4	Improved Bike/Ped Connectivity to East Span SFOBB (2018 STIP Carryover project - MTC/BATA)	\$3,063
5	STIP Administration - Alameda CTC portion	\$500
6	STIP Administration - MTC portion	\$300
Total		\$34,688

Table Notes:

1. I-680 Express Lanes Gap Closure Project is recommended as a 2020 STIP contingency project.
2. The \$13.125 million STIP funding programmed to the transbay bus replacements project fulfills Alameda CTC's prior commitment of \$40 million of STIP funding to AC Transit's BRT. In exchange for the transbay bus replacements project receiving the STIP funds, AC Transit is to commit \$13.125 million of other funding to the BRT.

This page intentionally left blank

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
RESOLUTION NO. 19-037**

**A RESOLUTION AUTHORIZING THE GENERAL MANAGER OR HIS DESIGNEE TO FILE AND
EXECUTE DOCUMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
(CALTRANS) FOR AN ALLOCATION REQUEST OF STATE TRANSPORTATION IMPROVEMENT
PROGRAM (STIP) FUNDS FOR THE REPLACEMENT OF TRANSBAY BUSES**

WHEREAS, the Alameda-Contra Costa Transit District ("the District") is submitting an application to the Metropolitan Transportation Commission (MTC) for \$13,125,000 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 Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA) funding, and Regional Transportation Improvement Program (RTIP) funding (collectively, "Regional Discretionary Funding") for the Replacement of Transbay Buses ("Project") for the Regional Transportation Improvement Program ("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, 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, the MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, the 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, the District 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 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 the District 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 representatives of the 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 the District; and
- that 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 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, the District is authorized to submit an application for Regional Discretionary Funding for the Project; and

WHEREAS, there is no legal impediment to the District 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 the District to deliver such Project; and

WHEREAS, the District authorizes its General Manager, or his 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; and

NOW THEREFORE, the Board of Directors of the Alameda-Contra Costa Transit District does resolve as follows:

Section 1. the District 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.

Section 2. the District will provide any required matching funds.

Section 3. the District 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 District from other funds, and that the District does not expect any cost increases to be funded with additional Regional Discretionary Funding.

Section 4. the District 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 District 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 the respective representatives of the 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 the District.

Section 5. the 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.

Section 6. the District has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application.

Section 7. the Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program.

Section 8. the District agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised.

Section 9. the 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.

Section 10. the District is an eligible sponsor of Regional Discretionary Funding funded projects.

Section 11. the District is authorized to submit an application for Regional Discretionary Funding for the Project.

Section 12. there is no legal impediment to the District making applications for the funds.

Section 13. there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the District to deliver such Project.

Section 14. the District authorizes its 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 take any other steps reasonably necessary to carry out this resolution.

Section 15. a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application.

Section 16. the MTC is requested to support the application for the Project described in the resolution and to include the Project, if approved, in MTC's federal TIP.

Section 17. This resolution shall become effective immediately upon its passage by four affirmative votes of the Board of Directors.

PASSED AND ADOPTED this 11th day of December 2019.



Joe Wallace, President

Attest:



Linda A. Nemeroff, District Secretary

I, Linda A. Nemeroff, District Secretary for the Alameda-Contra Costa Transit District, do hereby certify that the foregoing Resolution was passed and adopted at a regular meeting of the Board of Directors held on the 11th day of December, 2019, by the following roll call vote:

AYES: VICE PRESIDENT ORTIZ, DIRECTORS WILLIAMS, SHAW, PEEPLES, YOUNG, VICE PRESIDENT WALLACE


NOES: DIRECTOR HARPER

ABSENT: NONE

ABSTAIN: NONE


Linda A. Nemeroff, District Secretary

Approved as to Form and Content:


Denise C. Standridge, General Counsel

This page intentionally left blank



Memorandum

7.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Ashley Tam, Project Manager

SUBJECT: I-880 Replacement Planting at Davis Street and Marina Boulevard:
Approval to release Invitation for Bid (PN 1376001)

Recommendation

It is recommended that the Commission authorize the release of the Invitation for Bid (IFB) for the construction of the I-880 Replacement Planting at Davis Street and Marina Boulevard Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the I-880 Replacement Planting at Davis Street and Marina Boulevard Project located in the City of San Leandro. The project will plant trees and other vegetation at the Davis Street and Marina Boulevard interchanges to satisfy the provisions of the approved environmental document for the I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project, which Alameda CTC sponsored and opened to the public in October 2015. The total construction phase budget is \$3.2 million, including support and capital costs, and is funded from a combination of City of San Leandro and Alameda CTC administered funds.

The project is currently in the final design phase and a Ready-to-List (RTL) bid package is anticipated in February. Release of the IFB is anticipated in early March.

The requested action would allow for the release of the IFB for the project upon approval of the RTL bid package by Caltrans. Staff anticipates bringing a recommendation to award in April 2020.

Background

The I-880 Southbound HOV Lane – South Segment Project located in the City of San Leandro is an Alameda CTC project funded by the State of California Proposition 1B Transportation Bond Program approved by California voters in November 2006. The South

segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. The South Segment Project was opened to the public in October 2015, and only the work to replace highway planting identified during the project environmental approval process remains. The project proposes landscaping on I-880 within the Davis Street and Marina Boulevard interchanges and a three-year plant establishment period. Refer to Attachment A for project location and details.

Alameda CTC has worked closely with City of San Leandro and Caltrans staff throughout the design phase seeking early input during the conceptual phase and initiating periodic reviews of the plans, specifications, estimate (PS&E) package. Based upon the recent review of the 95% PS&E package, it is anticipated that Caltrans will approve the RTL package in February.

Caltrans has granted Alameda CTC's request to be the lead agency for the construction phase of the project. A no-cost cooperative agreement will be required between Alameda CTC and Caltrans to delineate the roles and responsibilities of each agency during construction. Alameda CTC will advertise, award, and administer (AAA) the construction of this project and Caltrans will provide Independent Quality Assurance. The cooperative agreement also authorizes Alameda CTC to perform work on Caltrans Right of Way.

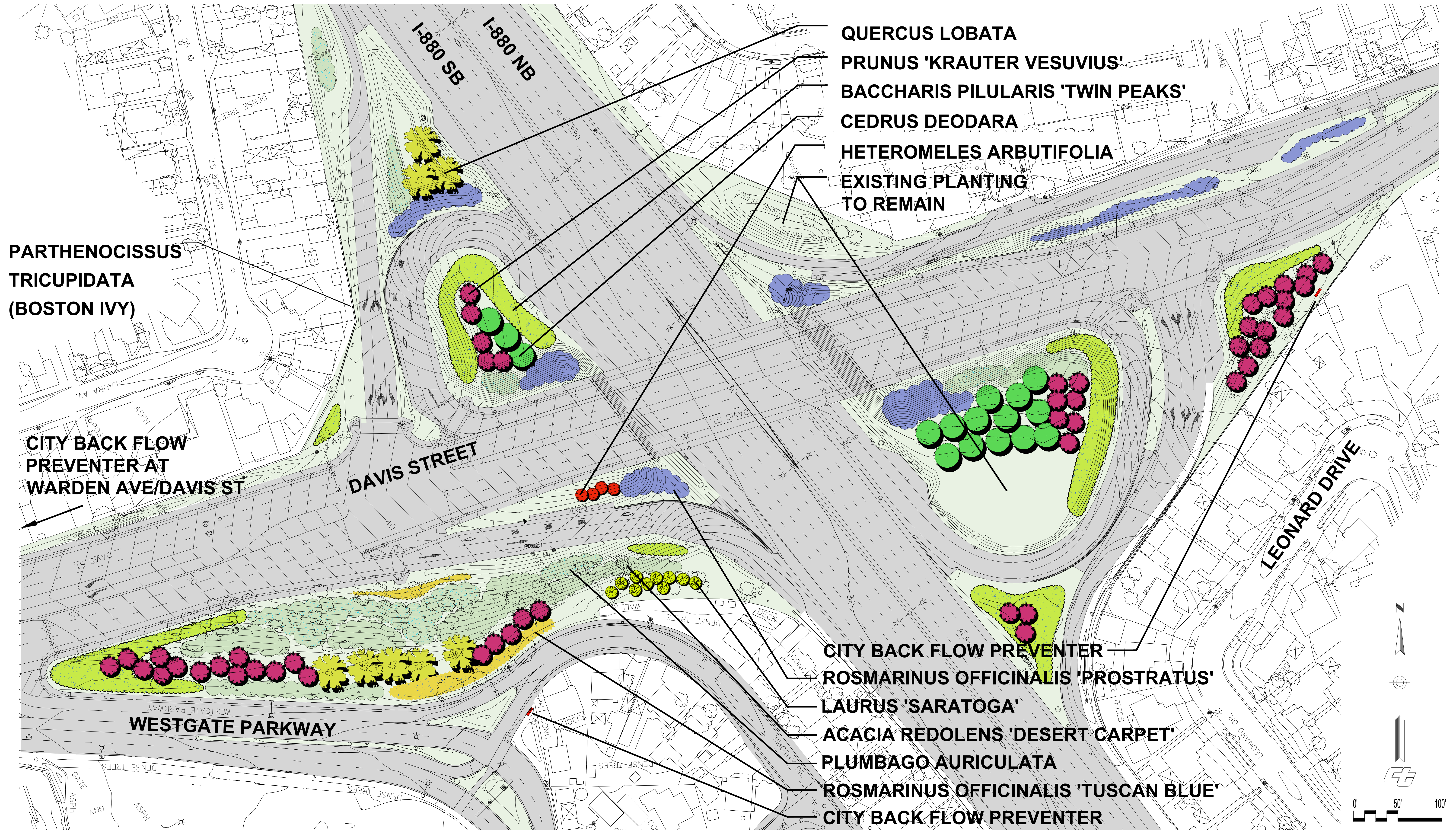
The construction phase budget, which includes both support and capital costs, is \$3.2 million and comes from a combination of City of San Leandro and Alameda CTC administered funds.

Approval of this recommended action would allow for the release the IFB in March 2020. Construction is anticipated to begin in May 2020 and completed in six months, followed by a three-year plant establishment period. Staff expects to return to the Commission in April 2020 with an award recommendation.

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

Attachment:

- A. I-880/Davis Street and Marina Boulevard Planting Concept Plans



I 880 DAVIS STREET INTERCHANGE LANDSCAPE CONCEPT





I 880 MARINA BLVD INTERCHANGE LANDSCAPE CONCEPT



CEDRUS DEODARA



PRUNUS 'KRAUTER VESUVIUS'



QUERCUS LOBATA



**LARGERSTROEMIA
INDICA 'TUSCARORA'**



**LAURUS 'SARATOGA'
TREE FORM**



**ACACIA REDOLENS
'DESERT CARPET'**



**BACCHARIS PILULARIS
'TWIN PEAKS'**



**HETEROMELES
ARBUTIFOLIA**



**LAURUS 'SARATOGA'
SHRUB FORM**



PLUMBAGO AURICULATA



**ROSMARINUS
OFFICINALIS
'TUSCAN BLUE'**



**ROSMARINUS
OFFICINALIS
'PROSTRATUS'**

I 880 MARINA BLVD DAVIS ST PLANTING PALETTE



This page intentionally left blank



Memorandum

7.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: John Pulliam, Director of Project Delivery
Jhay Delos Reyes, Project Manager

SUBJECT: Award Contract to Associated Right of Way Services for Right-of-Way Services for the East Bay Greenway (from Lake Merritt BART to South Hayward BART) (PN 1457001)

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement (PSA) A20-0008 with Associated Right of Way Services (AR/WS) for a not-to-exceed amount of \$1,300,000 to provide services for the Right of Way (R/W) phase related to the East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project (Project).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the East Bay Greenway (EBGW) project (from Lake Merritt BART to South Hayward BART), a 16-mile bicycle and pedestrian facility in the cities of Oakland, San Leandro and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The Project achieved environmental clearance as part of the Preliminary Engineering/Environmental (PE/Env) Phase upon adoption of the Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) in March 2018, and obtained Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) in November 2018.

The Alameda CTC selection process to procure consultant services for R/W Support activities for the project began in December 2018 with Commission approval to release the request for proposals (RFP). The RFP sought professional services for R/W Engineering and Appraisal services as part of the R/W phase.

RFP 19-0004 was released in January 2019. Proposals were received from two firms. An independent selection panel comprised of representative from the City of San Leandro and Alameda CTC reviewed the two proposals submitted, conducted interviews in March 2019, and on June 29, 2019 awarded the contract to Overland, Pacific, Cutler (OPC) as the top ranked firm. On November 8, 2019, negotiations with were terminated due to OPC being unable to provide the required contract documentation in a timely manner. Alameda CTC proceeded to negotiate with the second ranked firm, AR/WS.

Alameda CTC negotiated the contract with AR/WS for a not-to-exceed amount of \$1,300,000. The estimated duration to complete the required scope with AR/WS for R/W services is 14 months.

AR/WS is a certified Small Local Business Enterprise (SLBE) and their proposal included a commitment to 70% LBE and 30% Small Local Business Enterprise participation.

Background

Alameda CTC is the project sponsor and implementing agency for the EBGW Project, a 16-mile bicycle and pedestrian facility in the cities of Oakland, San Leandro and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The Project proposes to improve bicycle and pedestrian network connectivity between Downtown Oakland and South Hayward in Alameda County through Class IV and Class I facilities. It will also improve access to regional transit, schools, downtown areas, and major activity centers by creating a regional trail transportation facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities. The Project will improve safety for bicyclists and pedestrians by providing a facility that is physically separated from high speed, high volume vehicular traffic, and minimizes conflicts between trail users to the maximum extent feasible. Additionally, the Project supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions.

The Project is in the PE/ENV phase and has certified the EDs. As the lead agency for CEQA, the Commission adopted the IS/MND in March 2018 pursuant to Section 15074 of the CEQA Guidelines. Caltrans approved the corresponding CE under NEPA in November 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 availability, jurisdictional readiness, and funding are resolved. Right-of-way availability has the most impact on the final Project features. The environmental documents addressed both options below.

- **Rail-to-Trail** option assumes that the Union Pacific Railroad (UPRR) Oakland Subdivision would no longer have active rail service and the full 80-100 foot wide right-of-way is available for the Project.

- **Rail-with-Trail** option assumes the minimum possible encroachment into UPRR right-of-way while still constructing a continuous facility alongside the rail. This concept requires encroachment into UPRR right-of-way for approximately six miles.

To maintain the delivery momentum, Alameda CTC initiated the selection process to procure consultant services for R/W support services with a RFP released in December 2018. A pre-proposal meeting was held in January 8, 2019 and was attended by 9 firms. Alameda CTC received two (2) proposals on January 25, 2019.

An independent selection panel composed of representatives from the City of San Leandro and Alameda CTC reviewed the proposal. The panel evaluated the proposals submitted by two firms and determined that the proposals were responsive and proceeded with interviews. The Commission awarded the contract to OPC as the top ranked firm on June 29, 2019 but on November 8, 2019, negotiations with OPC were terminated due to being unable to provide the required contract documentation in a timely manner. Alameda CTC proceeded to negotiate with the second ranked firm, AR/WS.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with AR/WS for a not-to-exceed amount of \$1,300,000. The estimated duration to complete the required scope is 14 months.

AR/WS is a certified Small Local Business Enterprise (SLBE) and their proposal included a commitment to 70% LBE and 30% Small Local Business Enterprise participation.

The EBGW is included in the 2014 Transportation Expenditure Plan (TEP No. 42). Funds necessary for the R/W Phase work were programmed and allocated in April 2017 as part of the 2018 Comprehensive Investment Plan with a commitment of \$3,500,000.

Levine Act Statement: The AR/WS Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact for awarding the contract A20-0008 to AR/WS is \$1,300,000. This amount is included in the adopted FY2019-2020 Capital Program Budget.

Attachment:

- A. Project Fact Sheet

This page intentionally left blank

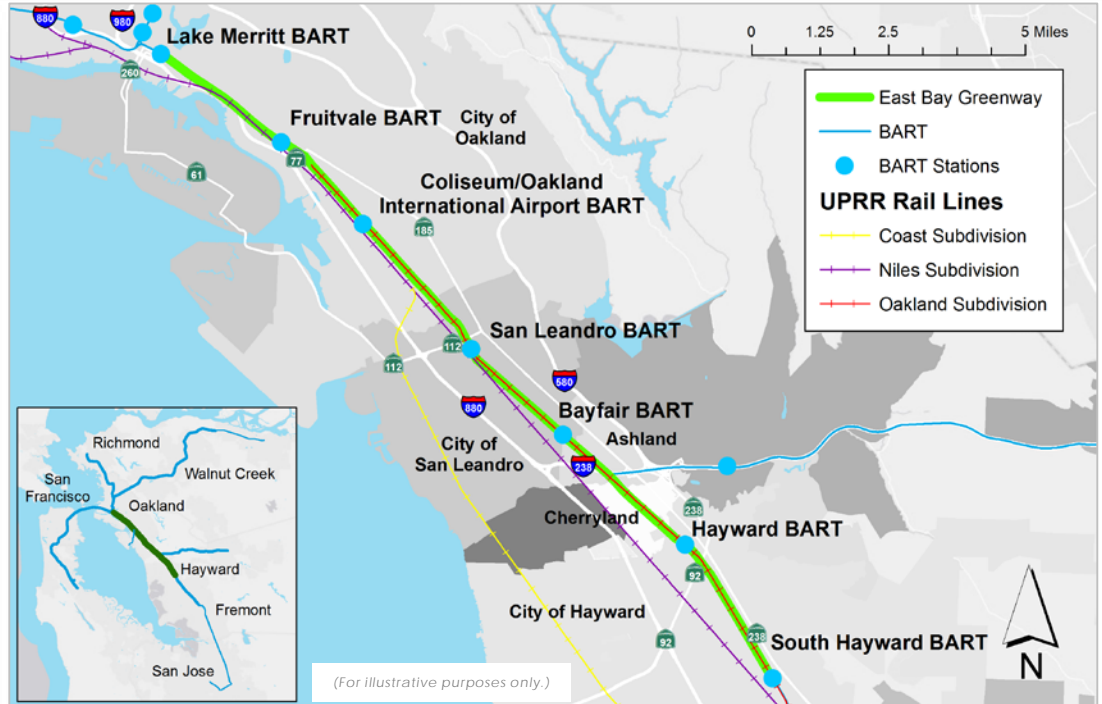
East Bay Greenway: Lake Merritt BART to South Hayward BART^{7.9A}

SEPTEMBER 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART to South Hayward BART project that 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

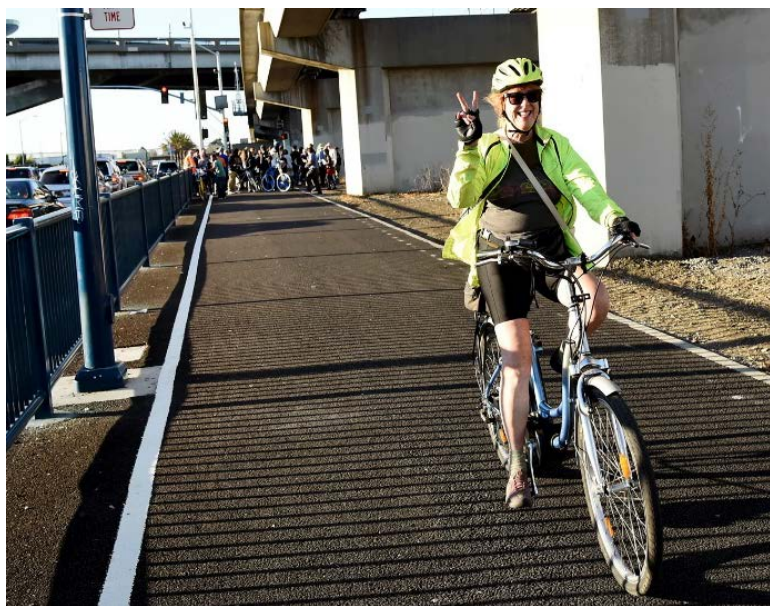
- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety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

STATUS

Implementing Agency: Alameda CTC

Current Phase: Right-of-Way

- In September 2014, Alameda CTC leveraged available local Measure B and BB funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for the Project.
- Alameda CTC is the lead agency for California Environmental Quality Act (CEQA) and Caltrans is the lead agency for National Environmental Policy Act (NEPA).
- Alameda CTC adopted the CEQA Initial Study/Mitigated Negative Declaration (IS/MND) on March 22, 2018.
- Caltrans approved the NEPA Categorical Exclusion (CE) on November 16, 2018.



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

PROJECT DOCUMENTS

For more information on the project, please visit:

www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

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

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

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

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

* The cost for right-of-way is subject to future discussions with UPRR.

**2017 estimate.

FUNDING SOURCES (\$ X 1,000)

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

SCHEDULE BY PHASE

	Begin	End
Environmental	Fall 2015	Fall 2018
Final Design (PS&E)	2021	2023
Right-of-Way	Fall 2019	Spring 2021
Construction	TBD	TBD



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



Memorandum

7.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: Gary Huisingsh, Deputy Executive Director of Projects and Programming
John Pulliam, Director of Project Delivery

SUBJECT: Approve allocation request for Right-of-Way and Constructability Review, and award contract for Construction Management Professional Services for the 7th Street Grade Separation East Project

Recommendation

It is recommended that the Commission approve the following actions related to the 7th Street Grade Separation East Project:

1. Allocate \$13M of Measure BB Countywide Freight Corridors (TEP-27) funds for Right-of-Way phase; and
2. Authorize the Executive Director to enter into a contract not-to-exceed \$499,796 with WSP for Construction Management Professional Services, which includes providing constructability review services during the design phase.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Project, which includes a program of projects to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport (Attachment A).

The 7th Street Grade Separation East Project is one of the three projects in the GoPort Program and is currently in the design phase, with final design, right-of-way acquisition, and construction contract document completion scheduled for February 2020.

Alameda CTC has been working closely with Union Pacific Railroad (UPRR) on an agreement that will include acquisition of the necessary UPRR right-of-way, along with improvements to UPRR's facilities that will mitigate construction impacts to their on-going operations. The agreement is still being negotiated, and the final cost to the project has not yet been determined.

In order for the project to remain on-schedule for construction in late 2020, Alameda CTC staff recommends an allocation of \$13 M in Measure BB Countywide Freight Corridors (TEP-27) funds to prepare for the necessary right-of-way acquisition from Union Pacific Railroad, in order to prepare the project for construction.

Additionally, it is also recommended the Commission authorize the Executive Director to award and enter into a contract for construction management services.

The Construction Management contract will contain two phases of work. Phase one includes providing constructability review services during the design phase. Phase two includes providing construction management services during the construction phase. The intent of having the consultant perform constructability review services during the design phase is to utilize their construction expertise to review and provide input on the design and construction contract documents to reduce construction costs and ensure constructability within the construction schedule.

Phase one of the work will be funded with a mix of Senate Bill 1 (SB1) Local Partnership Program (LPP) and Measure BB funds. These funds have already been allocated to the project and are identified for constructability review in the Project Funding Plan.

The Commission authorized the release of a Request for Proposal (RFP) R20-0003 on July 8, 2019 for construction management professional services. Four proposals were received, and an independent selection panel composed of representatives from the Port of Oakland, City of Oakland, and Alameda CTC reviewed the proposals and interviewed all four proposing consultant teams. The selection panel determined that the WSP team was the most qualified to perform the required services and recommended proceeding with negotiations for services under phase one. Alameda CTC has negotiated with WSP for a not-to-exceed amount of \$499,796.

Approval of these recommendations will support the successful delivery of the 7th Street Grade Separation East Project by allocating necessary funding for right-of-way acquisition, and by bringing on the necessary construction engineering expertise to support the preparation of a cost-effective set of construction contract documents.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the Oakland Army Base (OAB) to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as the third busiest port in California and the top ten container port in the nation. In addition, the Port of Oakland is a major export port in the United States supporting a balance of imports and exports.

As a critical global gateway and strategic port providing access to the Pacific Rim, the Port has significant infrastructure deficiencies that, if not addressed, will limit the economic competitiveness of the Port. The Port's roadway network is greatly strained by arrivals of increasingly large ocean liners, and drayage truckers report "turn times" of multiple hours. Two critical at-grade roadway-rail crossings within the Port result in train blockages of up to 30 minutes and truck queues that can take 60 minutes or longer to clear. Significant truck traffic

congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition, the Port lacks modern intelligent transportation systems (ITS) and backbone infrastructure to respond to incidents or implement operational strategies.

Alameda CTC, in coordination with the Port and City of Oakland, is constructing a package of landside transportation improvements within the Port, which are critical to the San Francisco Bay regional economy. These three independent, inter-related and synergistic projects to improve truck and rail access to the Oakland Port Complex are summarized below and comprise the GoPort Project.

- **7th Street Grade Separation East:** Reconstruct existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve shared pedestrian / bicycle pathway. Construction of this project is scheduled to begin at the end of 2020.
- **7th Street Grade Separation West:** Realign and grade separate the intersection of 7th Street and Maritime Street, and construct a rail connection underneath to improve intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists. This project is in the design phase.
- **FITS (Freight Intelligent Transportation System)** – Apply ITS field systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road on the National and State Freight Network Systems, and other technologies to cost - effectively manage truck arrivals and improve incident response. This project is currently under construction.

Together, these Project components will dramatically improve the efficiency and reliability of truck and rail access and circulation within the Port and will also generate benefits that extend beyond the Port area such as reduced regional congestion and emissions and substantial job creation. It will also provide connectivity to the Bay Trail system through both 7th Street and Middle Harbor Road.

7th Street Grade Separation East

The 7th Street Grade Separation East Project is current in the PS&E phase, with design, right-of-way acquisition, and construction contract document completion scheduled for February, 2020. The estimated construction cost for the project is \$290,000,000. The project is funded by a mix of funds, including Measure BB, SB1 Local Partnership Program (LPP), and SB1 Trade Corridor Enhancement Program (TCEP).

Fiscal Impact: Approval of the recommended actions will allocate \$13M of Measure BB Countywide Freight Corridors (TEP-27) funds for subsequent encumbrance and expenditure. This budget will be included in Alameda CTC's annual budget update for Fiscal Year 2019/20.

Phase one of the construction management work will be funded with a mix of SB1 Local Partnership Program (LPP) and Measure BB funds previously allocated to the project and have been identified for constructability review in the Project Funding Plan and Alameda CTC's annual budget. Commission action will be necessary at a future date to allocate funding for phase two of the contract.

Attachments:

- A. GoPort Project Fact Sheet
- B. 7th Street Grade Separation East Project Fact Sheet

Global Opportunities at the Port of Oakland (GoPort) 7.10A

OCTOBER 2019

PROGRAM OVERVIEW

GoPort is a program of projects to improve truck and rail access to the Port of Oakland, one of the nation's most vital seaports. It consists of the following components:

- 7th Street Grade Separation West (7SGSW):** Realign and grade separate the intersection near 7th Street and Maritime Street in the heart of the seaport, and construct a rail connection underneath to improve intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- 7th Street Grade Separation East (7SGSE):** Replace existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve the current shared pedestrian/bicycle pathway.
- Freight Intelligent Transportation System (FITS):** A suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road, that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.



PROGRAM NEED

- The Port of Oakland (Port) is one of the top 10 busiest container ports in the U.S., handling 99% of regional containerized goods in Northern California.
- The Port has capacity to support increased freight demands, but severe landside access inefficiencies constrain growth potential.
- Significant traffic congestion occurs within the Port, particularly along Maritime Street, 7th Street, and Middle Harbor Road, due to substantial gate down time required for train crossings at major intersections. Truck queues can take more than one hour and 45 minutes to clear.
- Lengthy queues on the streets with as many as 50 trucks have wait times of up to three hours to enter into marine terminals.
- Idling trucks in long queues cause growing local and regional concerns regarding air quality and greenhouse gas emissions.
- There is limited multimodal access to commercial developments and recreational facilities adjacent to the San Francisco Bay.

PROGRAM BENEFITS

- Congestion relief:** Upgrade technology and infrastructure to minimize and manage truck wait times, manage truck congestion, and improve traffic circulation
- Efficiency:** Improve Port and Rail Yard efficiencies, intermodal yard connectivity, and expand near-dock use of rail and intermodal facilities
- Sustainability:** Reconstruct Bay Trail segment on 7th Street and Maritime Street and reduce emissions/carbon footprint
- Economic stimulation:** Reduce shipping costs, improve Port competitiveness and create jobs



Maritime Street at-grade rail crossing south of 7th Street, March 2016.



Aerial view of the Port of Oakland, March 2016.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design/Construction

- ~\$53 million has been allocated from the Measure BB funds for the environmental and final design phases of the program.
- The City of Oakland was the California Environmental Quality Act (CEQA) lead agency and the Port was the responsible agency for the 2002 Oakland Army Base (OAB) Redevelopment Environmental Impact Report (EIR) and its subsequent 2012 Initial Study Addendum, in which the GoPort Program was included. The Categorical Exclusions (CE) as part of the National Environmental Policy Act (NEPA) clearance were completed for the FITS, 7SGSE and 7SGSW projects in August 2018, October 2018 and March 2019, respectively.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, California Department of Transportation, Union Pacific Railroad, BNSF Railway, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$12,500
Final Design (PS&E)	\$41,700
Construction ¹	\$567,800
Total Expenditures Estimate	\$622,000

¹ Includes right-of-way cost.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$53,020
Federal	\$11,544
State (Senate Bill 1 (SB 1) LPP) ²	\$7,980
State (SB 1 TCEP) ³	\$187,456
TBD	\$362,000
Total Revenues To Date	\$622,000

² Local Partnership Program.

³ Trade Corridor Enhancement Program.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Spring 2019
Final Design	Fall 2018	Early 2020
Construction	Spring 2020 ^{4/5}	Late 2023 ⁵

⁴ Construction related to FITS will begin in fall 2019.

⁵ Construction related to 7SGSW is to be determined.

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

7th Street Grade Separation East Project

7.10B

December 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Minimize likelihood of freight infrastructure failure.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.



PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities



7th Street, approaching Union Pacific Railroad bridge from the east.



Truck stuck at the 7th Street underpass.



Existing multi-use path and damage to the 7th Street underpass.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on October 25, 2018.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Department of Transportation, Union Pacific Railroad, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$5,400
Final Design (PS&E)	\$21,600
Construction ¹	\$290,000
Total Expenditures	\$317,000

¹ Includes right-of-way cost.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$19,020
State (SB 1 LPP) ²	\$7,980
State (SB 1 TCEP) ³	\$175,000
TBD	\$115,000
Total Revenues	\$317,000

² Senate Bill 1 Local Partnership Program (LPP).
³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Early 2020
Right-of-Way	Fall 2018	Early 2020
Construction	Late 2020	2023

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



Memorandum

7.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: I-880/Mission Boulevard (Route 262) Interchange (PN 1174000):
Approval of Cooperative Agreement with Alameda County Public
Works Agency for Right-of-Way (ROW) closeout

Recommendation

Approve and authorize the Executive Director to execute a cooperative agreement with the Alameda County Public Works Agency (ACPWA) for a total not-to-exceed amount of \$74,000 to provide Right-of-Way (ROW) closeout services.

Summary

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (PN 1174000: ACTA MB196) is a capital project from the 1986 Measure B Expenditure Plan. The Project was constructed in two phases. Phase 1A included the interchange reconfiguration and the mainline widening for the High Occupancy Vehicle (HOV) lane and was completed in 2009. Phase 1B consisted of the Mission Boulevard (Route 262) widening and reconfiguration of the Kato Road ramps. Construction on Phase 1B began in 2012 and was completed in April 2015.

As the implementing agency for the ROW phase, Alameda CTC is responsible for the ROW closeout. ACPWA along with Oberkamper & Associates (Oberkamper), Alameda CTC's ROW engineering consultant team, have been supporting Alameda CTC in this effort since 2014. The remaining ROW closeout tasks include the transfer of nine parcels to Caltrans from Phase 1A and ROW mapping for Phase 1B.

The estimated cost for ACPWA to complete the ROW closeout is \$74,000 and would be funded by previously allocated 1986 Measure B project funds budgeted for the closeout phase. The estimated duration required to complete the ROW tasks and obtain Caltrans approval is 24 months.

Background

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) is a capital project included in the 1986 Measure B Expenditure Plan. The Project was split into two stages. The first stage, Phase 1A, included the majority of the 1986 Measure B project funding for the interchange reconfiguration and the mainline widening for the HOV lane. Phase 1A was completed in 2009.

Phase 1B consisted of the Mission Boulevard (Route 262) widening and Kato Road ramps reconfiguration which were deferred from the Phase 1A scope. The widening of Mission Boulevard (Route 262) required the replacement of the multiple railroad bridges crossing Mission Boulevard. Coordination with the railroad was a primary consideration related to the decision to defer that portion of the project while Phase 1A proceeded into construction. Phase 1B was subsequently combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements and implemented by the Santa Clara Valley Transportation Authority as part of their BART to Silicon Valley efforts. Construction on Phase 1B began in 2012 and was completed in April 2015.

As the implementing agency for the ROW phase, Alameda CTC is responsible for the ROW closeout. ACPWA, under Alameda CTC agreement number A14-0049, has been supporting Alameda CTC to fulfill its ROW obligations. The agreement had an approved budget of \$200,000 and as of December 31, 2018, the agreement expiration date, ACPWA expended \$126,000 to complete the transfer documents for 7 of the 16 excess parcels. Concurrently, Oberkamper, Alameda CTC's ROW engineering team, has been performing surveying, monumentation, mapping and other ROW engineering support services for the ROW closeout phase. With the progress that Oberkamper has made through 2019, ACPWA is in position to move forward with the transfer of the remaining parcels.

It is recommended that Alameda CTC enter into a cooperative agreement with ACPWA for a not-to-exceed amount of \$74,000 (the remaining budget from Agreement A14-0049) to provide ROW closeout services that will result in the approval of ROW closeout by Caltrans. The estimated duration is 24 months.

Fiscal Impact: The fiscal impact of approving this item is \$74,000. The action will authorize previously allocated 1986 Measure B funds to be used for subsequent expenditure. This budget is included in the Project's funding plan and in Alameda CTC's Adopted FY 2019-2020 Capital Program Budget.

**Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Keith Carson, Alameda County, District 5**

Check the box and date and sign this form to approve reappointment of Independent Watchdog Committee (IWC) member.

Independent Watchdog Committee (IWC)

Current Appointment:
(action required)

Hale Zukas



Term Began: June 2016

Term Ends: June 2018

12/3/19

Date

Keith Carson

Supervisor Keith Carson, Alameda County, District 5

To fill a vacancy, submit a [committee application](#) and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aaayers@alamedactc.org
Fax: (510) 893-6489

**Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Richard Valle, Alameda County, District 2**

Check the box and date and sign this form to approve reappointment of Independent Watchdog Committee (IWC) member.

Independent Watchdog Committee (IWC)



Current Appointment:
(action required)

Glenn Naté



Term Began: March 2017

Term Expires: March 2019

12/5/19
Date

A handwritten signature in blue ink, appearing to read "Richard Valle".

Supervisor Richard Valle, Alameda County, District 2

To fill a vacancy, submit a [committee application](#) and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aaayers@alamedactc.org
Fax: (510) 893-6489



Independent Watchdog Committee Meeting Minutes Monday, November 18, 2019, 5:30 p.m.

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order.

2. Roll Call

A roll call was conducted and all members were present with the exception of Curtis Buckley, Oscar Dominguez, Glenn Nate, Carmen Rivera-Hendrickson, Karina Ryan, Harriette Saunders, Carl Tilchen, and Hale Zukas. A quorum was not present and the Chair moved item 5.1 before 4.1.

Subsequent to the roll call:

Karina Ryan and Carl Tilchen arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Meeting Minutes

(This item was presented after item 5.1)

4.1. Approval of July 8, 2019 IWC Meeting Minutes

Pat Piras made a motion to approve this item. Murphy McCalley seconded the motion. The motion passed with the following votes:

Yes: Brown, Jones, McCalley, Piras, Rubin, Ryan, Tilchen

No: None

Abstain: None

Absent: Buckley, Dominguez, Nate, Rivera-Hendrickson, Saunders, Zukas

5. Independent Auditor Financial Report

5.1. Presentation of Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2019

(This item was presented before item 4.1)

David Alvey, Alameda CTC's independent auditor from Maze & Associates, presented the audit Comprehensive Annual Financial Report (CAFR). The audit team reviewed the financial statements provided by Alameda CTC and found no weaknesses in internal controls, required no adjustments to the financial statements, and experienced no difficulties in the performance of the audit. He then gave a presentation on the findings and financial standing of the agency.

Maze and Associates issued a clean, or unmodified, audit opinion for the year ended June 30, 2019.

Murphy McCalley asked if deferred outflows and deferred inflows are accruals. Mr. Alvey stated that these are terms that the Governmental Accounting Standards Board (GASB) incorporated. Deferred outflows are assets and deferred inflows are liabilities. Ms. Reavey noted that these terms were incorporated in a recently defined GASB requirement.

Steve Jones asked if the Measure B fund balance is decreasing. Ms. Reavey stated that it is shrinking and will continue to over time as projects are still being worked on until Measure B projects are completed.

Ms. Reavey noticed that the PowerPoint file being used for the presentation was corrupted, and she stated that staff will provide the committee with a corrected presentation via email.

Pat Piras asked what particular learning curves did Maze & Associates need to deal with to perform Alameda CTC's audit. Mr. Alvey responded that mapping of the financials and getting an understanding of the internal controls and who does what at the agency took the most time. One of the biggest obstacles they had was understanding the ins and outs.

Tom Rubin asked how ongoing problems with the City of Albany impacted the audit. Mr. Alvey stated that it's up to Alameda CTC in how to deal with these issues based on their compliance policies and procedures, and as he understands it based on our discussions, Alameda CTC was pretty strict in dealing with this situation and he likes to see that.

Tom Rubin asked was there a comment on the City of Albany failing to have proper procedures and not being able to report their financials. Mr. Alvey stated that finding would be local to the city, and is not a part of Alameda CTC's report.

Pat Piras asked when did the City of Albany get cleaned up. Ms. Reavey said that the City of Albany produced a letter from an independent auditor that says the city established processes and procedures to track and account for their Direct Local Distribution (DLD) funds for Fiscal Year 2018-19. Alameda CTC had withheld their DLD funds until their internal controls were confirmed by their auditor. Ms. Reavey noted that Alameda CTC released their DLD funds around September or October of 2019.

Carl Tilchen asked if it's appropriate for an IWC member to attend the City of Albany meetings to see if they are talking about building additional transit. Ms. Reavey stated that the IWC member that signed up to monitor their projects and programs will be notified of any meetings and they can determine if Measure B or Measure BB projects and programs will be discussed. She also stated that the City of Albany is scheduled to submit audited financial statements in December 2019.

Murphy McCauley asked if the Commission took an action to suspend the City of Albany's DLD funds. Ms. Reavey said she made the decision to suspend their funds due to the timing of the action. She stated that Alameda CTC did brief the Commission on suspending the City of Albany's funds at the meeting immediately following and they were supportive of staff's decision to do the due diligence necessary to ensure Measure B and Measure BB funds are spent in compliance with the transportation expenditure plans.

Tom Rubin suggested that Alameda CTC staff recommend a policy to the Commission on what action should be taken when DLD recipients are unable to provide audited financial statements of Measure B and Measure BB funds.

Tom Rubin asked for what years will the City of Albany supply financial audited statements. Ms. Reavey stated that Alameda CTC expects financial statements for Fiscal Year 2018-2019 by the end of December 2019 and the city will not go back to the prior years.

Tom Rubin made a motion to say thank you to staff for doing their job with the City of Albany and the motion included staff recommending a policy to the Commission for adoption on how to handle DLD recipients that are unable to provide audited financial statements of Measure B and Measure BB funds. Pat Piras seconded the motion. The motion passed with the following votes:

Yes: Brown, Jones, McCalley, Piras, Rubin, Ryan, Tilchen

No: None

Abstain: None

Absent: Buckley, Dominguez, Nate, Rivera-Hendrickson, Saunders, Zukas

6. Measure BB Implementing Guidelines Discussion

6.1. Discussion of Measure BB Implementing Guidelines and Performance Measures (IWC Members Discussion)

Patricia Reavey stated that this item was put on the agenda due to the request for an IWC discussion related to Measure BB implementing guidelines made by the IWC. Pat Piras noted that the Sierra Club referenced this in correspondence with various organizations and its likely to come up with the proposed 2014 Transportation Expenditure Plan (TEP) amendment related to Valley Link. Ms. Piras said that she thinks that the Commission and Alameda CTC staff should have consultation with legal counsel especially with regard to implementing guideline number 22. Ms. Reavey noted that the Alameda CTC will confer with legal through every step of the process for an amendment to the TEP. She also stated that Tess Lengyel developed written procedures that are in compliance with the TEP requirements on what an amendment to the TEP will require.

Tom Rubin asked if the projects and programs watchlist that IWC members signed up to watch were sent to the project sponsors. He noted that he signed up to watch the BART to Livermore project and he's not receiving public notifications of

meetings. Some members noted that they receive notifications from Livermore Amador Valley Transit Authority for Valley Link. Ms. Reavey noted that staff will follow up with BART to ensure you are included on public notifications.

This item is for information only.

7. IWC Annual Report Outreach Summary

7.1. IWC Annual Report Outreach Summary and Publication Cost Update

Patricia Reavey gave an update on the publishing and outreach efforts for the 17th IWC Annual Report to the Public. She summarized the work Alameda CTC did, which was based on the direction of the IWC, to produce and distribute the report, as well as to place online banner advertisements in the media. She informed the committee that the total cost for the 17th IWC Annual Report to the Public is \$45,882 that is \$507 less than the prior year.

Pat Piras noted that she saw the advertisement at the BART station and she took photos and sent it to people. Ms. Piras stated that it may be a good idea to start earlier in the process to look at the placement of the BART ads so that we have more flexibility. She also stated that BART should be part of the solution and responsible for contacting their marketing firm.

This item is for information only.

8. IWC Member Reports/Issues Identification

8.1. Chair's Report

Chair Steve Jones stated that he did not have new items to report.

8.2. IWC Issues Identification Process and Form

Patricia Reavey noted that Alameda CTC made the Issues Identification Form into a fillable form and staff will email the form to the committee. Steve Jones informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the committee.

8.3. Issues Discussion

8.3.1. City of Oakland Local Streets and Roads Performance

John Nguyen stated that at the July 2019 meeting the IWC requested the City of Oakland staff attend its next committee meeting, and explain how the city plans to implement its DLD Local Streets and Roads program. Mr. Nguyen introduced Bruce Williams with the City of Oakland to present their plan. Mr. Williams presentation reviewed Oakland's Measure B and Measure BB LSR implementation plan, staffing and administration costs and DLD fund balances.

Murphy McCalley asked Mr. Williams to clarify how the pavement work is done inhouse or contracted out. Mr. Williams stated that most of the work is

contracted out and he's not able to tell the committee the percentages on how much is contracted out.

Murphy McCalley asked if the administrative costs is to cover maintenance contracts or actual staffing. Mr. Williams said the administrative costs go towards the city's professional staff of planners and engineers who perform needs assessments and contract management of the maintenance crews performing the actual street repairs.

Pat Piras asked for an explanation on Oakland approach to selecting the local street and road improvements. Mr. Williams stated that the city's evaluation process includes a review of street conditions, population density, and neighborhood income levels (communities of concern). He noted that the result of this evaluation has shifted many investments away from the Oakland hills where there are a lot of streets but not many people. The committee request for a copy of the report be sent via email.

Pat Piras asked if crossing guards eligible for using DLD LSR funding. Mr. Nguyen confirmed crossing guard programs are eligible DLD expenditures.

Carl Tilchen asked if the city has a local service training program for its maintenance crews. Mr. Williams stated that the city has used the civilian conservation corps for some projects but they are not related to road maintenance.

This item is for information only.

9. Staff Reports

9.1. Staff Response to Request for Information

Patricia Reavey noted that this item was included to show responses to questions from IWC members following the previous committee meeting.

Tom Rubin asked about the vacancies and the members with expired terms. Mr. Rubin suggested that the committee reach out to people they know to help fill the vacancies.

This item is for information only.

9.2. IWC Calendar

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

9.3. IWC Roster

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

10. Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for January 13, 2020 at the Alameda CTC offices.

This page intentionally left blank



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director

SUBJECT: Federal, state, regional, and local legislative activities update and proposed 2020 Legislative Program

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities and approve the 2020 Alameda CTC Legislative Program.

Summary

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the legislative program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy. The program is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, D.C.

The 2020 Alameda CTC Legislative Program is divided into six sections and retains many of the 2019 priorities:

1. Transportation Funding
2. Project Delivery and Operations
3. Multimodal Transportation, Land Use and Safety
4. Climate Change and Technology
5. Rail Improvements
6. Partnerships

Legislative, policy and funding partnerships throughout the Bay Area and California will be key to the success of the 2020 Legislative Program.

Attachment A provides an overview of each legislative category. Attachment B summarizes the proposed legislative program. At the January 13, 2020, PPLC

meeting, several items were requested to be addressed regarding components of the legislative platform, including sending a letter to the California Public Utilities Commission requesting TNC data; provide an informational item at a future meeting on automated speed enforcement; receive a presentation from MTC on bus lanes on the Bay Bridge and improvements to the bridge approaches in consideration of adding this as an item to the legislative platform; invite the air district to present on a trucks "cash for clunkers" program prior to consideration for adding this as an item to the legislative platform.

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

Attachments:

- A. Alameda CTC 2020 Legislation Program Overview
- B. Alameda CTC 2020 Legislation Program Table

2020 Alameda CTC Legislative Program Overview

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2020 Alameda CTC Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, D.C.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans, as the county's congestion management agency and as the operator of express lanes. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2020 Alameda CTC Legislative Program include:

- Implementation of Alameda County's 2000 and 2014 Transportation Expenditure Plans and actively seeking opportunities to leverage other funds for project and program delivery;
- Advocacy for funding of Alameda CTC projects and programs;
- Identification of funding for expansion of Alameda CTC programs including the Affordable Student Transit Pass Program and the Safe Routes to Schools Program;
- Goods movement and passenger rail improvements planning, delivery and advocacy, and implementation of rail crossing safety enhancements;
- Preservation of transportation funding, including opposition to future attempts to reverse Senate Bill 1;
- Advancement of Alameda CTC projects funded through Regional Measure 3;
- Protection of express lane performance, delivery, management and enforcement;
- Development and advancement of smart technology policies; and
- Expansion of legislative and policy partnerships throughout the Bay Area, in California, and in Washington, D.C.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The 2020 Legislative Program is divided into six sections:

1. Transportation Funding
2. Project Delivery and Operations
3. Multimodal Transportation, Land Use and Safety

4. Climate Change and Technology
5. Rail Improvements
6. Partnerships

The following legislative areas are related to federal, state, regional, and local policy and legislative efforts as applicable.

1. Transportation Funding

California represents one of the largest economies in the U.S. Its diverse industries range from agriculture to mining to biotechnology to new transportation technologies—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services.

Prior to 2015, transportation funding at the federal and state level was limited. The federal gas tax had not been raised, and even though fuel prices fluctuate significantly in California, the state gas tax had remained flat with no index to inflation since the early 1990's. Meanwhile, the costs to deliver transportation projects and programs, operate transit and perform system maintenance continued to rise. In 2015, the FAST Act provided a much-needed increase in federal funding for highway, transit and rail surface transportation projects.

In 2017, the outlook for transportation funding from the state improved considerably with the passage of Senate Bill 1, which provides an average of \$5.4 billion per year for state and local transportation projects. In June 2018, Bay Area voters approved Regional Measure 3 which is anticipated to deliver over \$4.5 billion in regional transportation improvements.

FAST Act: In December 2015, the federal surface transportation bill was signed into law: Fixing America's Surface Transportation (FAST) Act. The law authorized \$305 billion in surface transportation funding through FY 2020. This came after a number of short-term extensions of the nation's surface transportation program. The FAST Act funds federal highway, highway safety, transit, and rail programs over a five year period. Discussions regarding reauthorization of the FAST Act and/or an infrastructure bill is likely to begin in 2019 and Alameda CTC will continue to support increased funding and rewarding self-help states and jurisdictions that tax themselves for transportation improvements.

FASTER Bay Area: FASTER Bay Area, a coalition of Bay Area policy, government, business, transportation and community leaders, is working throughout the Bay Area on development of a proposed November 2020 measure that could come before voters to fund major transportation investments. The proposal is aimed at transforming the current transportation system into a seamless transportation system that provides **F**reedom, **A**ffordability, **S**peed, **T**ransparency, **E**quity and **R**eliability (**FASTER**). The goal of FASTER Bay Area is to raise \$100 Billion in the first 40 years to develop a seamless, reliable and easily accessible transit system. These investments are expected to provide more affordable transportation options, reduce climate pollution and improve access to jobs and increase economic opportunity for Bay Area residents.

In May 2019, the FASTER Bay Area coalition provided an overview of their proposed approach to developing a 2020 measure that could be before voters at the Alameda CTC Commission retreat.

In October the Commission submitted a comment letter to the leaders of the FASTER coalition with copies to the author of the proposed legislation, Senator Jim Beall, the full Alameda County delegation, and MTC and ABAG. In December, the Commission adopted a list of projects and programs important to Alameda CTC to share with the FASTER coalition and our legislative delegation.

Alameda CTC's legislative priorities for transportation funding include the following:

Increase transportation funding

- Oppose efforts to repeal transportation revenues streams enacted through SB1.
- Support efforts that protect against transportation funding diversions.
- Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.
- Support the implementation of more stable and equitable long-term funding sources for transportation.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Seek, acquire, accept and implement grants to advance project and program delivery.

Protect and enhance voter-approved funding

- 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, including funding to expand the Affordable Student Transit Pass program.
- 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.
- Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.

2. Project Delivery and Operations

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting local communities and the environment, and creating jobs. However, delivery of projects is often bogged down by

long timeframes for project delivery processes, including environmental clearance and mitigation, design, right of way, and project funding.

Implementation of express lanes has evolved as technology and best management practices are developed across the region, state and nation. Alameda CTC's legislative platform supports common interests across the region and state regarding express lane implementation, operations and management.

Alameda CTC will continue to expedite project delivery and operations through partnerships and best management practices.

Advance innovative project delivery

- Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.

Ensure cost-effective project delivery

- Support efforts that reduce project and program implementation costs.
- Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.

Protect the efficiency of managed lanes

- Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.
- Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.

3. Multimodal Transportation, Land Use and Safety

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver goods and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic demand, reduce greenhouse gas emissions, and improve the transportation system efficiency. Effective implementation of multimodal transportation systems relies on how local coordination and development supports these types of investments and projects. Linking land use and transportation decisions can result in economic growth and can expand safety, mobility and reduce emissions for residents and businesses.

Alameda CTC supports efforts that encourage, fund, and provide incentives and/or reduce barriers to integrating transportation, housing, and job development in areas that foster effective transportation use. In addition, since transportation systems serve the mobility needs of youth, seniors, people with disabilities, working people, and people at all income levels, Alameda CTC supports a multimodal system that offers travel choices and expands access for all transportation users.

Reduce barriers to the implementation of transportation and land use investments

- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.
- Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs).
- Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

Expand multimodal systems, shared mobility and safety

- Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates.
- Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes.
- Support investments in active transportation, including for improved safety and Vision Zero strategies.
- 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, and vanpooling and other modes with parking.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.
- Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.

4. Climate Change and Technology

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions link transportation and housing and create a funding stream to pay for projects and programs that reduce GHG emissions (the state's Cap and Trade Program).

The Cap and Trade Program is a market based approach to address statewide limits on greenhouse gas (GHG) emissions and generates funds through quarterly auctions for carbon credits. The revenue is directed to projects and programs intended to further reduce GHG emissions. In 2017 both court and legislative actions reinforced the cap and trade program and subsequent auctions increased revenues. In 2018, new state regulations require the transition of transit vehicles and equipment to zero emissions. Alameda CTC supports funding for transit operators to make this transition.

Alameda CTC has participated in commenting on the development of cap and trade guidelines and will continue to work with the state and region on the implementation of the Cap and Trade Program, continuing to advocate for significant funding in the Bay Area.

Alameda CTC also supports investments from new revenue streams for transportation, while supporting legislative options to create and increase separate funding streams for housing. Alameda CTC supports climate change legislation as follows:

Support climate change legislation and technologies to reduce GHG emissions

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks.
- 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.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.
- Support the expansion of zero emissions vehicle charging stations.
- Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to state definitions.

5. Rail Improvements

Alameda County serves as a gateway for goods movement to and from the county, the San Francisco Bay Area, Northern California, and the Western United States. Efficient goods movement expands job opportunities, supports local communities, and bolsters the economy of Alameda County, the Bay Area, and the nation.

In February 2016, Alameda CTC completed development of a Countywide Goods Movement Plan that outlines a long-range strategy for how to move goods effectively within, to, from, and through Alameda County by roads, rail, air, and water. In 2017, Alameda CTC adopted a Rail Strategy to support freight and passenger rail investments for rail efficiencies and to reduce impacts on local communities. In 2018, MTC adopted a 10-Year freight investment strategy for goods movement which will direct \$3.8 billion over 10 years to 20 different projects in the Bay Area, with a particular focus on Interstate Corridors and the Port of Oakland in Alameda County, reflecting Alameda CTC freight priorities.

Alameda CTC continues to support a strong freight program as part of the federal surface transportation bill reauthorization, the FAST Act. Alameda CTC will support a continued focus on freight investment for future federal surface transportation reauthorization efforts.

Alameda County serves as a hub for interregional rail services, including the Altamont Corridor Express, Amtrak, Capitol Corridor, and, San Joaquin Rail. In addition, new services are under development. These include major rail extension and improvements in the Altamont Corridor, including Valley Link, ACE station and equipment improvements and new tunnel/aerial structure to get trains to 125 mph (Alameda County elements only) as well as major megaregional rail connectivity between the East Bay and the Peninsula across the Dumbarton Bridge.

Alameda CTC supports the following legislative priorities related to goods movement and passenger rail:

Expand goods movement and passenger rail funding and policy development

- Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment.
- Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy.
- Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity.
- Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.
- Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs.
- Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.

6. Partnerships

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state and federal levels to collaborate on policies, funding, legislation, and project and program delivery opportunities.

Regional Partnerships: On a regional and interregional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area County Transportation Agencies and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable.

State Partnerships: Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government, the California State Transportation Agency, the California Transportation Commission and Caltrans. Alameda CTC views these efforts as essential to having more impact at the policy and planning and unifying efforts to help ensure common policies and practices can translate into more effective transportation project and program advocacy and

implementation.

Local Partnership Program: Alameda CTC supports the SB 1 Local Partnership Program, because it helps finance priority projects in counties and cities with voter-approved transportation taxes and fees. It also leverages local dollars and provides an incentive for counties without a local tax program to establish one.

Federal Partnerships: On a federal level, Alameda CTC advocates for a long-term transportation funding program that is sustainable, reliable, and supports both capital investments and operations.

Other Partnering Opportunities: Alameda CTC will continue to partner on the implementation and update of its Countywide Transportation Plan and the multimodal corridor projects and policies that arise from the plans to provide more transportation choices and improve efficiencies throughout the county. Alameda CTC will continue its many multi-county transportation efforts, such as multi-modal arterial planning, express lane implementation, implementation and expansion of the Affordable Student Transit Pass program, and Transportation Demand Management.

Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

Expand partnerships at the local, regional, state and federal levels

- Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings.
- Partner 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.



2020 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

"Alameda County residents, businesses and visitors 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 measurable performance indicators. Our transportation system will be:

- **Accessible, Affordable and Equitable** – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
- **Safe, Healthy and Sustainable** – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.
- **High Quality and Modern Infrastructure** – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.
- **Economic Vitality** – Support the growth of Alameda County's economy and the vibrancy of local communities through a transportation system that is integrated, reliable, efficient, cost-effective and high-capacity."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Oppose efforts to repeal transportation revenues streams enacted through SB1.• Support efforts that protect against transportation funding diversions.• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.• Support the implementation of more stable and equitable long-term funding sources for transportation.• Ensure fair share of sales tax allocations from new laws and regulations• Seek, acquire, accept and implement grants to advance project and program delivery.
	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, including funding to expand the Affordable Student Transit Pass program.• 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.• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs.• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none">• Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks. • 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. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Rail Improvements	Expand goods movement and passenger rail funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs. • Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.
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 and interregional transportation problems and support governmental efficiencies and cost savings. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none">• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

This page intentionally left blank



Memorandum

10.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 23, 2020

TO: Alameda County Transportation Commission

FROM: Gary Husingh, Deputy Executive Director of Projects
and Programming
John Pulliam, Director of Project Delivery

SUBJECT: Adopt a Resolution in support of right-of-way acquisition for State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project

Recommendation

It is recommended that the Commission adopt Resolution #20-001 agreeing to hear resolutions of necessity should an eminent domain action be required to acquire property for construction of the State Route (SR84) Expressway Widening and State Route 84/Interstate 680 (SR84/I-680) Interchange Improvements Project (Project). This requires a four-fifths affirmative vote by the Commission (18 Members or Alternatives).

Summary

The SR84 Expressway Widening and SR84/I-680 Interchange Improvements Project (Project) is currently in the design and right-of-way acquisition phase. This Project is on the state highway system and the Caltrans will construct and own the facility. Through a cooperative agreement with Caltrans, Alameda CTC is overseeing the acquisition of right of way for the Project. The Project requires fee acquisition and easements rights for several parcels. Staff is currently making every effort to negotiate with the property owners to acquire property rights through a negotiated voluntary acquisition process. In the event that staff is unable to negotiate an acquisition of real property interests necessary for the Project, it will be necessary to initiate an eminent domain action. California State code requires that the local transportation agency oversee this process, and further requires that the local agency adopt by a four-fifths vote a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity to acquire real property for a project relating to a state highway, if any are necessary. Adoption of this resolution is necessary to proceed to the actual Resolutions of Necessity (RON) process in the event staff is unable to acquire property rights through negotiations.

Background

The Project proposes to widen and upgrade SR84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational improvements to the SR84/I-680 Interchange. Additionally, the Project will extend the existing southbound express lane from SR84 to north of Koopman Road. The Project is currently in the design and right-of-way acquisition phase. Proposed improvements include widening SR84 from two to four lanes, interchange improvements, intersection improvements along the SR84 corridor, improvements to accommodate southbound express lane extension, drainage modifications, and utility relocations. This project is funded with a combination of \$123.05 million Measure BB/B funds, \$11.11 million State Transportation Improvement Program (STIP) funds, \$14.94 million Tri Valley Transportation Council (TVTC) funds, and \$85 million Regional Measure 3 (RM3) funds.

One critical ongoing activity is the acquisition of right-of-way required to construct the Project. The acquisition process may require initiating eminent domain proceedings; however, it is hoped this can be avoided through successful negotiations with property owners, which are currently on-going. If the necessary right-of-way cannot be acquired through a negotiated voluntary acquisition, then a public hearing(s) to consider RONS to acquire right-of-way will be required.

For Alameda CTC to hear RONS to acquire the property interests necessary for the Project, the Commission must first adopt a resolution authorizing it to hear such RONS. The Resolution, which will authorize Alameda CTC to hear any RONS for the acquisition of property interests necessary for the Project is included in Attachment A. Adoption of this Resolution requires a four-fifths affirmative vote by the Commission membership (18 Members or Alternates). Once the attached Resolution is adopted, the Commission will be authorized to hear any requisite RONS for the Project.

Final design and right of way acquisition began in 2018 and is expected to be complete by late spring 2020. If staff is unable to negotiate the voluntary acquisition of one or more property rights necessary for the Project, staff will return to the Commission with Resolutions of Necessity in the coming months. The project is expected to move into construction late 2020/early 2021.

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

Attachments:

- A. Resolution of the Alameda County Transportation Commission Electing to Hear Resolutions of Necessity for the SR84 Expressway Widening and SR84/I-680 Interchange Improvements Project
- B. SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements Project Fact Sheet

**Commission Chair**

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board Vice President Elsa Ortiz

Alameda CountySupervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember 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 OaklandCouncilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao**City of Piedmont**

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION**RESOLUTION 20-001****Resolution of the Alameda County Transportation Commission Electing
to Hear Resolutions of Necessity for the State Route 84 Expressway
Widening and State Route 84/Interstate 680 Interchange
Improvements Project**

WHEREAS, Alameda CTC is undertaking the Route 84 Expressway Widening and State Route 84/Interstate 680 Improvements Project to widen State Route 84 to expressway standards, improve the interchange, intersections along the SR84 corridor and drainage in the Project area, relocate utilities out of state right of way, and make other improvements to the State Highway in southern Alameda County; and

WHEREAS, as of March 1, 2012, Alameda CTC has been vested with the power of eminent domain to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of Alameda CTC's Joint Powers Agreement, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, the State of California, Department of Transportation requires the governing body of a local transportation agency acquiring real property for a project relating to a State Highway to pass and adopt, by a four-fifths vote, a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity to acquire real property for a project relating to a State Highway, if any are necessary; and

WHEREAS, to proceed with the Project and the acquisition process, and in light of the Project's schedule, critical deadlines, and necessary acquisitions, it may be necessary to conduct Resolution of Necessity hearings.

NOW, THEREFORE, BE IT RESOLVED, that the governing body of the Alameda County Transportation Commission hereby agrees to conduct Resolution of Necessity hearings, and to adopt or reject the proposed resolutions of necessity to obtain the real property and real property interests determined to be necessary for the Project.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, January 30, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Attest:

Richard Valle,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission



SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements

10.3B

JANUARY 2020

PROJECT OVERVIEW

Alameda CTC, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), proposes to conform State Route 84 (SR-84) to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County by:

- Widening SR-84 to accommodate one additional lane in each direction.
- Implementing additional improvements to reduce weaving/merging conflicts and help address the additional traffic demand between I-680 and SR-84.

The project would also improve the SR-84/I-680 interchange operations by:

- Modifying ramps.
- Extending the existing southbound I-680 High Occupancy Vehicle/Express Lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas.

Upon completion, this project will be the final segment in a series of improvements to widen SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.

PROJECT NEED

- SR-84 is congested during peak commute times.
- Interchange congestion affects operations of both SR-84 and I-680 and is projected to worsen.
- Collision rates on SR-84 and the interchange are higher than the state average, and access to SR-84 from driveways and local roads is difficult.
- The undivided roadway and uncontrolled access on SR-84 do not meet expressway standards.



PROJECT BENEFITS

- Improves regional connectivity
- Improves interregional connectivity
- Relieves congestion
- Improves safety



I-680/SR-84 interchange.



SR-84 looking eastbound near Ruby Hill Road.



SR-84 looking westbound near Ruby Hill Road.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design and Right-of-Way

- The Environmental Impact Report (EIR) as part of California Environmental Quality Act (CEQA) clearance and the Environmental Assessment (EA) as part of National Environmental Policy Act (NEPA) clearance were completed on May 30, 2018.
- Final design and right-of-way acquisition work began in the early summer of 2018.

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County, Caltrans, FHWA and the cities of Livermore, Pleasanton and Sunol

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

Preliminary Engineering/Environmental	\$5,756
Final Design	\$17,250
Right-of-Way	\$20,500
Construction	\$190,594
Total Expenditures	\$234,100

Note: Construction cost escalated to mid-year of construction, 2022.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$122,000
Measure B	\$1,046
Local (TVTC) ¹	\$14,940
Regional (RIP) ²	\$11,114
Regional (RM 3) ³	\$85,000
Total Revenues	\$234,100

¹ Local funding includes the Tri-Valley Transportation Council (TVTC).
² Regional Improvement Program (RIP).
³ Regional Measure 3 (RM 3).

SCHEDULE BY PHASE

	Begin	End
Environmental	Spring 2015	Summer 2018
CEQA Clearance	Spring 2015	Summer 2018
NEPA Clearance	Spring 2015	Summer 2018
Final Design	Summer 2018	Summer 2020
Right-of-Way	Summer 2018	Summer 2020
Construction	Early 2021	Fall 2023

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