



Alameda CTC Commission Agenda Thursday, March 26, 2020 2:00 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

The technology for this meeting may not be able to accommodate verbal comments from the public over the telephone or webcast connection and therefore we request that you submit public comments electronically. Your comments will be read aloud to the Commission and those listening telephonically or electronically. Submit comments to: vlee@alamedactc.org

Chair:	Pauline Russo Cutter, Mayor City of San Leandro	Executive Director:	Tess Lengyel
Vice Chair:	John Bauters, Councilmember City of Emeryville	Clerk of the Commission:	Vanessa Lee

Location Information:

Virtual Meeting
Information <https://zoom.us/j/875036879>
Webinar ID: 875 036 879

For Public Access
Dial-in Information: 1 (669) 900 6833
Webinar ID: 875 036 879

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar

Page/Action

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

- | | | | |
|------|---|----|---|
| 6.1. | Approve February 27, 2020 Commission Meeting Minutes | 1 | A |
| 6.2. | Approve Administrative Amendment to Project Agreement for the San Pablo Avenue Multimodal Corridor Project to extend agreement expiration date | 5 | A |
| 6.3. | Approve actions related to the Programming and Allocation of Regional Measure 3 funds for Global Opportunities at the Port of Oakland Program's 7th Street Grade Separation East Project | 9 | A |
| 6.4. | Approve actions necessary to facilitate project advancement into the construction phase for State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project | 33 | A |
| 6.5. | Approve Draft Alameda CTC's Strategic Plan Guiding Principles | 61 | A |
| 6.6. | Approve issuance of a Request for Proposals for Project Management and Project Controls Services and authorize the Executive Director to negotiate a contract with the top-ranked firm | 69 | A |
| 6.7. | Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 73 | I |
| 6.8. | Approve Plan Bay Area 2050 Revised List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission | 83 | A |
| 6.9. | 2020 Countywide Transportation Plan: Needs Assessment Part 2 | 97 | I |

7. Community Advisory Committee Reports (Written Report included in packet)

- | | | | |
|------|--|-----|---|
| 7.1. | Independent Watchdog Committee – Steve Jones, Chair | 109 | I |
| 7.2. | Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | | I |
| 7.3. | Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | | I |

8. Planning, Policy and Legislation Committee

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

- | | | | |
|------|---|-----|-----|
| 8.1. | Federal, state, regional, and local legislative activities update | 117 | A/I |
|------|---|-----|-----|

9. Adjournment

Next Meeting: April 23, 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 an email 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.

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Alameda CTC Schedule of Upcoming Meetings for April 2020

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
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 Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vemaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:30 a.m.	Finance and Administration Committee (FAC)	April 13, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission Meeting	April 23, 2020

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	Cancelled
5:30 p.m.	Bicycle and Pedestrian Advisory Committee	April 30, 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). Meetings subject to change.



Alameda County Transportation Commission 2020 Meeting Calendar*

All meetings dates and materials are available on the [Alameda CTC website](#).

Meetings	Meeting Start Time	Meeting Dates
I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	9:00 a.m.	May 11, 2020 July 13, 2020 September 14, 2020
Multi-Modal Committee (MMC)	9:00 a.m. 9:30 a.m.* <i>(*Start time applies to July only)</i>	June 8, 2020 July 13, 2020 October 12, 2020
Finance and Administration Committee (FAC)	9:30 a.m.	April 13, 2020 May 11, 2020 September 14, 2020 November 9, 2020
Alameda CTC Audit Committee	1:00 p.m. 4:00 p.m.	June 8, 2020 October 22, 2020
Programs and Projects Committee (PPC)	10:00 a.m.	March 9, 2020 April 13, 2020 May 11, 2020 June 8, 2020 July 13, 2020 September 14, 2020 October 12, 2020 November 9, 2020
Planning, Policy & Legislation Committee (PPLC)	11:30 a.m. Note: PPC & PPLC meet on same meeting dates	September 14, 2020 October 12, 2020 November 9, 2020
Alameda County Transportation Commission	2:00 p.m.	January 30, 2020 February 27, 2020 March 26, 2020 April 23, 2020 May 28, 2020 June 25, 2020 July 23, 2020 September 24, 2020 October 22, 2020 December 3, 2020

*Standing Committees meet on the second Monday of the month. The full Commission meets on the fourth Thursday of the month. The Alameda CTC Commission is in recess during the month of August. There is no Commission meeting in the month of November and no Committee meetings during the month of December.



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Cutter, Commissioner Haubert, Commissioner Marchand, Commissioner Mei, Commissioner Miley, and Commissioner Valle.

Commissioner Cox was present as an alternate for Commissioner Chan.
Commissioner Kalb was present as an alternate for Commissioner Thao.
Commissioner Lopez was present as an alternate for Chair Cutter.
Commissioner Narum was present for Commissioner Thorne.

Subsequent to the roll call:

Commissioner Haubert, Commissioner Miley and Commissioner Valle arrived during item 8.1.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

4.1. Recognition of Outgoing Chair Richard Valle

(This item was presented after item 10)

Vice Chair Bauters recognized outgoing Chair Richard Valle for his leadership and service to the Alameda County Transportation Commission. He also presented him with Resolution 20-004 and a plaque of appreciation on behalf of the Commission.

4.2. 2020 Committee Restructure and Member Assignments

Vice Chair Bauters noted that Commissioners could find a memo in the packet describing restructured committees, membership assignments and meeting start times for the 2020 calendar year. He also noted that Commissioners would receive calendar invites for 2020 meetings based on the new meeting structure.

5. Executive Director Report

Tess Lengyel noted that the Executive Director's Report can be found in the Commissioners folders and noted that it was the fourth anniversary of the I-580 Express Lanes. Ms. Lengyel provided information Commission actions related to the Student Transit Pass Program and the Safe Routes to Schools Program expansion and she stated that the 2020 Golden Sneaker Contest kicked off on February 24, 2020. She informed the Commission that Alameda CTC applied for the Infrastructure For Rebuilding America grant for the Global Opportunities at the Port of Oakland (GoPort) program and she concluded her report by stating that she is scheduling one-on-one meetings with

members of the Commissioners as well as planning area meetings with elected as staff develops the the Countywide Transportation Plan.

6. Consent Calendar

- 6.1.** Approve January 30, 2020 Commission Meeting Minutes
- 6.2.** FY2019-20 Second Quarter Report of Claims Acted Upon Under the Government Claims Act
- 6.3.** Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2018 and June 30, 2019
- 6.4.** Approve the Alameda CTC FY2019-20 Second Quarter Investment Report
- 6.5.** Approve the Alameda CTC FY2019-20 Second Quarter Consolidated Financial Report
- 6.6.** I-580 Express Lanes Operations Update
- 6.7.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.8.** Alameda County Safe Routes to Schools Program Update and Approve Contract Amendments
- 6.9.** Affordable Student Transit Pass Program (STPP) Three-Year Evaluation and Phase 1 implementation update, and authorize the Executive Director to Execute Amendment No. 2 Professional Services Agreement
- 6.10.** Federal, state, regional, and local legislative activities update
- 6.11.** Approve Transportation Fund for Clean Air (TFCA) FY 2020-21 Expenditure Plan Application and Call for Projects
- 6.12.** Approve actions necessary to facilitate project advancement into the construction phase for Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project
- 6.13.** Approve Amendment No. 4 to the Professional Services Agreement with Parsons Transportation Group (PTG) for the I-80 Gilman Interchange Improvement Project
- 6.14.** Approve Amendment No. 4 to Professional Services Agreement No. A11-0038 with Parsons Corporation for Utility Closeout for the I-80 Integrated Corridor Mobility Project
- 6.15.** Community Advisory Committee Appointment

Commissioner Ortiz moved to approve the Consent Calendar. Commissioner Dutra-Vernaci seconded the motion. Commissioners Bauters abstained from the vote on Item 6.13. The motion passed with the following votes:

- Yes: Arreguin, Bauters, Carson, Cox, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Kalb, Kaplan, Lopez, McBain, Narum, Ortiz, Pilch, Saltzman*
- No: None*
- Abstain: Bauters (Item 6.13)*
- Absent: Cutter, Haubert, Marchand, Mei, Miley, Valle*

7. Community Advisory Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

There was no one present from IWC

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Planning, Policy and Legislation Committee

8.1. Receive an Update from the Metropolitan Transportation Commission / Bay Area Toll Authority on Analysis of a Bus Improvements to and over the San Francisco-Oakland Bay Bridge

Tess Lengyel introduced Andrew Fremier with the Metropolitan Transportation Commission/Bay Area Toll Authority (MTC/BATA). She noted that he presented this item at the Planning, Policy and Legislation Committee (PPLC) and there was a lot of discussion among the committee on the potential of transit priority improvements to and over the Bay Bridge. Ms. Lengyel noted that Assemblymember Bonta introduced spot bill AB 2824 on February 24, 2020 as a place holder to advance legislation for transit priority improvements to and over the Bay Bridge. Andrew Fremier provided an analysis of bus improvements to and over the San Francisco-Oakland Bay Bridge and Ms. Lengyel concluded the presentation by stating that Alameda CTC has coordinated with partner agencies to discuss options, approach and principles in response to AB 2824.

Commissioner Saltzman stated that it's critical for this effort to move forward by laying out a plan on how to get to a bus only lane on the bridge.

Commissioner Kaplan noted that Oakland has supported a bus only lane on the bridge as a long-term solution and recognized and supported the need for short-term improvements to the bridge approaches. She suggested that an action be taken by Alameda CTC that includes ensuring the construction of a new bus yard, secured bicycle parking, carpool apps, and work on enforcement in the eastbound HOV lane.

Commissioner Arreguin requested that the Commission to support a bus only lane on the bridge and he requested that staff bring back an action item to PPLC to support Assemblymember Bonta's spot bill while endorsing and addressing approaches to the bridge.

Commissioner Arreguin asked how much funding had been committed to improvements of the bridge approaches. Mr. Fremier stated that approximately \$5 million has been allocated and there may be more opportunities for funding decisions in the future.

Commissioner Arreguin asked is there opportunities for Alameda CTC to partner with MTC on this effort. Ms. Lengyel noted that Alameda CTC has been partnering with MTC to address I-580 for the past two years and staff is working on identifying funding partnerships with stakeholders as well as the state.

Commissioner Pilch wanted to ensure that technological advances were considered and asked when the carpool lane in the 1960's was stopped. Mr. Fremier noted that based on historical knowledge, the carpool lane lasted for a short period of time and was a transitional phase prior to switching traffic from the upper deck.

Commissioner Ortiz commented that she supports the Commissioners comments to address access and approaches to the bridge, as well as including a bus only lane over the bridge in the legislation.

Commissioner Bauters noted that PPLC gave staff direction to work with partner agencies to create a funding strategy and principles to help support this item. Ms. Lengyel stated that PPLC requested principles for consideration in a bill with Assemblymember Bonta and staff sent them to partner agencies for review. She noted that staff will bring this information back to the Commission in March for further consideration. Ms. Lengyel also noted that staff is developing an outline to share with Assemblymember Bonta in March and will bring the funding strategy to the Commission in April.

Commissioner Bauters asked if AB 2824 will come before PPLC in March as an action item. Ms. Lengyel stated that staff will bring this item back as an action/Information item.

This item was for information only.

9. Member Reports

Commissioner Saltzman noted that on February 27, 2020, BART approved their first discretionary grant program, which is called Safe Routes to BART Program and it's funded by Measure RR.

Commissioner Arreguin gave a report on ABAG's discussions around the potential for a combined housing/transportation measure. Commissioner Ezzy Ashcraft stated that a combined housing/transportation measure is needed especially with the issues in the City of Alameda. She noted that on February 29, 2020, the City of Alameda will open a new mile of protected walking and biking trail and she invited the Commissioners to come and celebrate the groundbreaking.

Commissioner Kaplan shared that the City of Oakland has been working on a ballot measure to tax transportation network companies and she stated that the City is willing to share the information with any Commissioners that are interested.

Commissioner Mei stated that the City of Fremont launched a pilot program with Pony AI offering rides for a group of City employees in autonomous taxis for the last mile of service.

10. Adjournment

The next meeting is Thursday, March 26, 2020 at 2:00 p.m.



Memorandum

6.2

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

DATE: March 19, 2020

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director Planning and Policy
John Pulliam, Director of Project Delivery

SUBJECT: Approve Administrative Amendment to Project Agreement for the San Pablo Avenue Multimodal Corridor Project to extend agreement expiration date

Recommendation

It is recommended that the Commission approve Administrative Amendment to Project Agreement A17-0073 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: Kimley-Horn and Associates, Inc. and its subconsultants did not report any conflicts 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	Kimley-Horn and Associates, Inc.	Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project	A17-0073	A1: 12-month time extension from 4/30/2019 to 4/30/2020 A2: 12-month time extension from 4/30/2020 to 4/30/2021 (<i>current request</i>)	2	None

- (1) Project delays.
- (2) Extended phase/project closeout activities.
- (3) Other

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 19, 2020

TO: Alameda County Transportation Commission

FROM: Gary Huisingsh, Deputy Executive Director of Projects
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Approve actions related to the Programming and Allocation of Regional Measure 3 funds for Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project

Recommendation

It is recommended the Commission approve the following actions related to Programming and Allocation of Regional Measure 3 (RM3) funds for the Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project (7SGSE):

1. Approve a programming distribution framework for RM3 Goods Movement and Mitigation (RM3 Project No. 3) funds; and
2. Approve Resolution 20-005 and RM3 Initial Project Report (IPR) (Attachment A) to request Metropolitan Transportation Commission (MTC) allocation of \$55 million RM3 funds for the Construction phase through a Letter of No Prejudice (LONP).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Program, which includes a program of projects to improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. These capital improvements will substantially increase the efficiency and reliability of goods movement operations, improve the competitiveness of the Port, enhance the safety and incident response capabilities, and improve truck throughput within and near the Port.

The 7SGSE Project is one of the three projects included in the GoPort Program. This project proposes to realign and reconstruct the existing substandard railroad underpass between I-880 and Maritime Street, to increase clearance for trucks, meet other current geometric and seismic standards, and improve the shared pedestrian/bicycle pathway. Additional project details are provided in the Project Fact Sheet (Attachment B).

Currently, the total estimated cost for the 7SGSE project is \$317 million. The project has successfully secured funding of \$262 million and has a remaining funding need of \$55 million to complete the funding plan.

Alameda CTC staff has been working closely with MTC staff and has obtained concurrence to address this funding need with Regional Measure 3 (RM3) Goods Movement and Mitigation funds contingent upon MTC and Alameda CTC Commission approvals. Staff is requesting Commission approval of associated RM3 programming actions to include these funds in the project funding plan.

In addition, Alameda CTC has submitted a grant application requesting \$223 million of 2020 Federal Infrastructure for Rebuilding America (INFRA) funding for the GoPort program. This request includes \$55 million for the 7SGSE project. In the event Alameda CTC is successful in obtaining the Federal grant, staff will work with MTC and report back to the Commission on options to reprogram the RM3 funds on other needs within the GoPort program.

Background

RM3 was approved by voters in the nine county San Francisco Bay Area in June 2018. The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation, funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

Goods Movement and Mitigation is one of the categories within the RM3 program and includes \$160 million in toll funds to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland.

RM3 is currently under litigation and collected revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, the MTC Commission adopted the RM3 Policies and Procedures that included a process to advance "named" RM3 projects through a Letter of No Prejudice (LONP) process. Under an RM3 LONP, a project sponsor would obtain MTC Commission approval to move forward with a specific scope of work, using non-RM3 funds, and retain RM3 eligibility for that scope. If and when RM3 litigation is resolved and the MTC Commission can make RM3 allocations, the project sponsor would be able to receive an allocation for that scope of work and be reimbursed with RM3 funds. The project sponsor would proceed with an LONP at their own risk; if RM3 funds do not become available for allocation, there is no expectation that MTC will provide alternate

funds. The LONP process is intended only for “named” capital projects that will deliver a usable segment (e.g., complete construction phase, final design, environmental document, and purchased right-of-way).

The approved RM3 Policies and Procedures also included a section on MTC-sponsored or co-sponsored programmatic categories which include Goods Movement and Mitigation, Bay Area Corridor Express Lanes and several others. For the programmatic categories, MTC is scheduled to develop programs and identify specific projects through a separate process in partnership with any listed co-sponsors and in accordance with statute. The programming decisions would need to be made through a MTC Commission action. These programs are ineligible for the LONP process until they have been developed, and specific project(s) have been identified and approved by the respective governing body(ies).

RM3 Goods Movement and Mitigation - Proposed Programming Framework

Alameda CTC and MTC are listed as co-sponsors for the RM3 Project No.3 Goods Movement and Mitigation category. Pursuant to RM3's Policies and Procedures, in order to be eligible to receive an RM3 allocation through a LONP, MTC and Alameda CTC are required to identify a projects and programming framework for the Goods Movement and Mitigation category.

Alameda CTC has worked with MTC to develop the following proposed framework:

- Reserve 50% of the funds (\$80 million) for the GoPort suite of projects at the Port of Oakland, which includes the 7th Street Grade Separation (East and West) projects.
- Reserve 25% of the funds (\$40 million) for Alameda CTC's railroad grade crossing improvement program and other community impact reduction and emissions reduction projects. This proposal aligns with ACTC's Countywide Goods Movement Plan, MTC's Goods Movement Investment Strategy and MTC's Equity Platform.
- Reserve the remaining 25% (\$40 million) until such time MTC and Alameda CTC gather additional stakeholder input on goods movement project priorities.

Staff recommends approval of this proposed programming framework. MTC Commission is also scheduled to consider this proposed framework at its March 25, 2020 meeting.

7SGSE LONP Request

The Alameda CTC is the project sponsor and implementing agency for the GoPort Program, which includes an approximately \$650 million program of projects to improve truck and rail access to the Port. The 7SGSE Project, is one of the three projects included in the GoPort program. Alameda CTC is implementing the 7SGSE Project in partnership with the Port and the City of Oakland. 7th Street serves as one of the three gateways to access the Port, carrying over 40% of all truck traffic to the Port. The project features include a

realignment of the 7th Street roadway, construction of a new railroad bridge structure, improving the shared bicycle/pedestrian pathway to a Class I bike lane that provides connectivity to the Bay Trail, and installation of ITS elements such as changeable message signs.

The current total estimated cost for the 7SGSE project is \$317 million. The project has successfully secured \$262 million in funding which includes a mix of Measure BB (\$79 million), Senate Bill 1 (SB 1) Local Partnership Program (LPP) (\$8 million) and SB 1 Trade Corridor Enhancement Program (TCEP) state funds (\$175 million). There is a remaining funding need of \$55 million to complete the funding plan.

Alameda CTC staff has been working closely with MTC staff and have obtained concurrence to address this funding need with RM3 Goods Movement and Mitigation funds contingent upon MTC and Alameda CTC Commission approvals. Staff recommends Commission approval of Resolution 20-005 and IPR and to request an MTC allocation of \$55 million RM3 funds for the Construction phase of the 7SGSE project, through a LONP. Upon approval, Alameda CTC will forward the LONP request to MTC for consideration.

In addition, Alameda CTC has also submitted a grant application requesting \$223 million of 2020 Federal Infrastructure for Rebuilding America (INFRA) funding for the GoPort program. This request includes \$55 million for the 7SGSE project. In the event Alameda CTC is successful in obtaining the Federal grant, staff will work with MTC and report back to the Commission on options to reprogram the RM3 funds on other needs within the GoPort program.

The estimated construction cost including support costs is approximately \$236 million. It is anticipated that the project will be advertised by summer 2020. Staff expects to return to the Commission in fall 2020 with an award recommendation of the construction contract subject to MTC's and CTC's approval of construction funding. The construction contract would be funded by state, regional, and local funds, and upon approval, budget will be included in the Alameda CTC Adopted FY 2020-21 Capital Program Budget.

Levine Act Statement: Not applicable.

Fiscal Impact: Approval of the recommended actions will allocate \$55 million of RM3 funds for subsequent encumbrance and expenditure. The allocation will be included in Alameda CTC's annual budget update for FY 2020-21.

Attachments:

- A. Resolution 20-005 and Initial Project Report
- B. 7th Street Grade Separation East Project Fact Sheet



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-005**

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
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Executive Director
Tess Lengyel

**RM3 Implementing Agency Resolution of Project Compliance
Letter of No Prejudice Request**

**Implementing Agency: Alameda County Transportation Commission
RM3 Project Title: Goods Movement and Mitigation
Sub-Project Title: 7th Street Grade Separation East**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the 7th Street Grade Separation East (7SGSE) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report (IPR) and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Alameda CTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Alameda CTC will fund the scope of work covered under the LONP with Alameda CTC Local Measure funds; and be it further

RESOLVED, that Alameda CTC proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that Alameda CTC will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Alameda CTC approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Alameda CTC is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC is authorized to submit an application for an LONP request for Regional Measure 3 funds for 7SGSE in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Alameda CTC making LONP requests for Regional Measure 3 funds; and be it further

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

RESOLVED, that Alameda CTC shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Alameda CTC agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Alameda CTC agrees, if any revenues or profits are generated from any non-governmental use of the proposed project, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Alameda CTC authorizes its Executive Director, or designee to execute and submit an LONP request for the construction phase with MTC for Regional Measure 3 funds in the amount of \$55 million, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or designee is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the RM3 LONP Request and Subproject IPR, as detailed in Exhibit A

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, March 26, 2020 in Oakland, California, by the following vote:

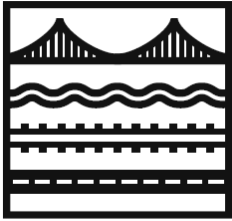
AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Attest:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission



Regional Measure 3

LONP Request

SB 595 Project Information

Project Number	3
Project Title	Goods Movement and Mitigation
Project Funding Amount	\$160,000,000

Subproject Information

Subproject Number	3.1
Subproject Title	7th Street Grade Separation East
Subproject Funding Amount	\$55,000,000

I. RM3 LONP Request Information

Describe the scope of the deliverable phase requested for LONP. Provide background and other details as necessary.

Alameda CTC and MTC are listed as co-sponsors for the RM3 Project No.3 Goods Movement and Mitigation category. Pursuant to RM3's Policies and Procedures, in order to be eligible to receive an RM3 allocation through a LONP, MTC and Alameda CTC are required to identify a projects and programming framework for the Goods Movement and Mitigation category.

Alameda CTC has worked with MTC to develop the following proposed framework:

- Reserve 50% of the funds (\$80 million) for the GoPort suite of projects at the Port of Oakland, which includes the 7th Street Grade Separation (East and West) projects.
- Reserve 25% of the funds (\$40 million) for Alameda CTC's railroad grade crossing improvement program and other community impact reduction and emissions reduction projects. This proposal aligns with ACTC's Countywide Goods Movement Plan, MTC's Goods Movement Investment Strategy and MTC's Equity Platform.
- Reserve the remaining 25% (\$40 million) until such time MTC and Alameda CTC gather additional stakeholder input on goods movement project priorities.

Alameda CTC Commission is scheduled to consider this proposed framework at its March 26, 2020 meeting.

- **Construction (CON)** – Alameda CTC’s contractor will construct a new underpass structure that will meet the current geometric and seismic standards on a widened and realigned four-lane 7th Street roadway, between west of Interstate (I)-880 to the east and Maritime Street to the west, a widened multi-use path, railroad appurtenant features, two changeable message signs, Radio Frequency Identifiers (RFIDs) and conduits for communication and power. In addition, the design engineer of record will perform design support during construction services and Alameda CTC staff and construction management team will provide support and oversight services.

Currently the total estimated cost for the 7SGSE project is \$317 million. Measure BB investments of approximately \$79 million have helped leverage approximately \$8 million of Senate Bill 1 (SB 1) Local Partnership Program (LPP) funds and \$175 million of SB 1 Trade Corridor Enhancement Program (TCEP) state funds, for a total of \$183 million SB 1 funding from the California Transportation Commission (CTC). The TCEP funds are programmed for construction in Fiscal Year (FY) 2019-20 and are required to adhere to CTC’s timely use of funds mandates, including a CTC funding allocation deadline of no later than June 2020. The deadline for submitting the fund request for CTC consideration is April 27, 2020 and requires completion of Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan, which includes the LONP request of \$55 million.

Project phase being requested	CON
RM3 funding amount planned for this phase	\$55,000,000
Substitute funding source (if multiple, list amounts)	Measure BB
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 IPR resolution for the allocation being requested	03/26/2020

Note: LONP requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

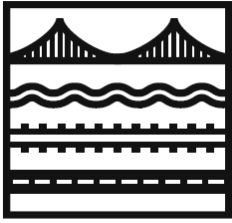
Describe your plan for fully funding this project in the case that RM3 funding is not made available. This includes funding through construction if the LONP request is for an earlier phase.

Alameda CTC is pursuing other fund sources to close the funding shortfall, including INFRA 2020 funds. An Application for the INFRA 2020 funds was submitted to FHWA on February 25, 2020. The 2014 Measure BB Transportation Expenditure Plan (TEP) identifies funds for Goods Movement (GM) within Alameda County. With the limited MBB funds available, Alameda CTC has developed a strategic investment plan to invest these funds for a suite of GM projects (including the 7SGS West project). In the event RM3 funds are not made available, MBB funds intended for other GM projects would have to be reprioritized and repurposed towards the 7SGSE project.

List any other planned bridge toll allocation requests in the next 12 months

RM3 Projects # 30 - SR84 Expressway Widening and I-680/SR84 Interchange Reconstruction Project

April 2020, LONP request CON Phase allocation of \$85 Million. Alameda CTC Commission action in March 2020



Regional Measure 3

Initial Project Report

Subproject Details

SB 595 Project Information

Project Number	3
Project Title	Goods Movement and Mitigation
Project Funding Amount	\$160,000,000

Subproject Information

Subproject Number	3.1
Subproject Title	7th Street Grade Separation East
Subproject Funding Amount	\$55,000,000

I. Overall Subproject Information

a. Subproject Sponsor / Co-sponsor(s) / Implementing Agency

Alameda CTC

b. Detailed Subproject Description *(include definition of deliverable segment if different from subproject)*

The 7th Street Grade Separation East (7SGSE) Project will realign and reconstruct 7th Street between west of Interstate (I) -880 to the east and Maritime Street to the west. The proposed roadway profile would be similar to the existing roadway profile in that the proposed roadway will remain depressed relative to adjacent ground, with a new underpass supporting the Union Pacific Railroad (UPRR) tracks at ground level.

The 7SGSE project includes the following key elements as shown in Figure 4:

- Reconstruction and realignment of the existing four-lane underpass on 7th Street at the Port’s intermodal tracks between Bay Street and Maritime Street, to meet current seismic and geometric standards with a 16.5-foot vertical clearance, two 12-foot wide travel lanes, and shoulders in each direction;



- Reconstruction, realignment, and widening of the existing multi-use path to include a 14-foot pathway and a barrier separating the path from the roadway;
- Reconstruction of railroad tracks, switches and appurtenant rail infrastructure;
- Reconstruction of all appurtenant features to the roadway, including street lighting, storm drain infrastructure, clean water program elements, pumping plant, signage and striping; and
- Installation of changeable message signs, Radio Frequency Identifiers (RFIDs) and conduit for fiber and power along the realigned 7th Street.

c. Impediments to Subproject Completion

Risk	Risk Level	Response Plan
Agreement between Alameda CTC, UPRR, City, and Port on ROW, easement, and operations and maintenance (O&M)	Medium	Alameda CTC and UPRR have executed a master reimbursement agreement to provide flexibility for UPRR Real Estate Division, legal and consultant resources. Alameda CTC has recurring meetings with stakeholders and engagement with highest level of UPRR's, City's and Port's ROW/O&M decision makers.
Costs exceeding estimate and funding	Medium	Cost estimates have been refined at major design milestones, such as 60%, 90% with appropriate contingencies included. To date, no cost increased has been realized during the design phase. Various design workshops were held between all major stakeholders to gain consensus on final design.
Community Opposition	Low	Alameda CTC, in corporation with the Port of Oakland, has been engaging with various local communities to provide project information, including construction staging and strategies to minimize/mitigate construction impacts. The agency retained a project specific Public Relations Officer that will continue to engage with the communities until construction is complete.
Hazardous material encounter	Low	Alameda CTC conducted a Phase II Site Assessment to analyze the site conditions. Based on testing results, a construction risk management plan has been prepared that will be included as part of construction contract documents.



d. Risk Management (*describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used*)

The project team has been proactively managing scope, schedule and budget risks throughout project development activities that will be continued during construction to minimize/mitigate the risks. A well-defined scope was developed based on stakeholder input and continually managed to avoid scope creep. In addition, project team also reviewed the Mitigation Monitoring and Reporting Program (MMRP) to ensure that the design covers all scope required to implement the MMRP during design, construction and operations phases

A very detailed project schedule was developed early on using Microsoft-Project that included dependencies between schedule items. Critical schedule items and major milestones activities have been routinely monitored. Various workshops were held to engage stakeholders in design decision making process, in addition to resolving comment resolution and/or conflicts. To date the project has been staying on expedited project delivery schedule

Project budget has been managed by detailing the construction estimates, built from bottom-up and following Caltrans Bid Item lists. Bid quantities were calculated based on refined engineering drawings and unit prices were derived from recently opened construction bids. In addition, project financials included appropriate contingencies at certain level of design to address any unanticipated cost increases including unusual construction bid index escalation. To date, the design cost estimate has stayed within the anticipated project costs.

e. Operability (*describe entities responsible for operating and maintaining project once completed/implemented*)

The Alameda CTC will enter into a Construction and Maintenance (C&M) Agreement with the UPRR which will define the responsibilities for O&M between UPRR, Port of Oakland, and City of Oakland of the new underpass structure. In addition, Alameda CTC will enter into agreements with the City of Oakland and the Port of Oakland to transfer all assets to these agencies upon completion of project construction.

f. Project Graphic(s) (*include below or attach*)



Regional Measure 3 Initial Project Report



Figure 1: Project Vicinity Map



Figure 2: Truck strike damage at bridge

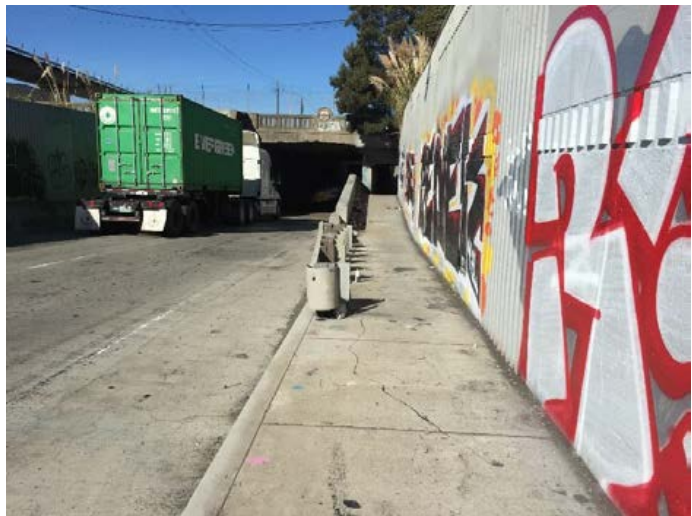


Figure 3: Unsafe bike/pedestrian access

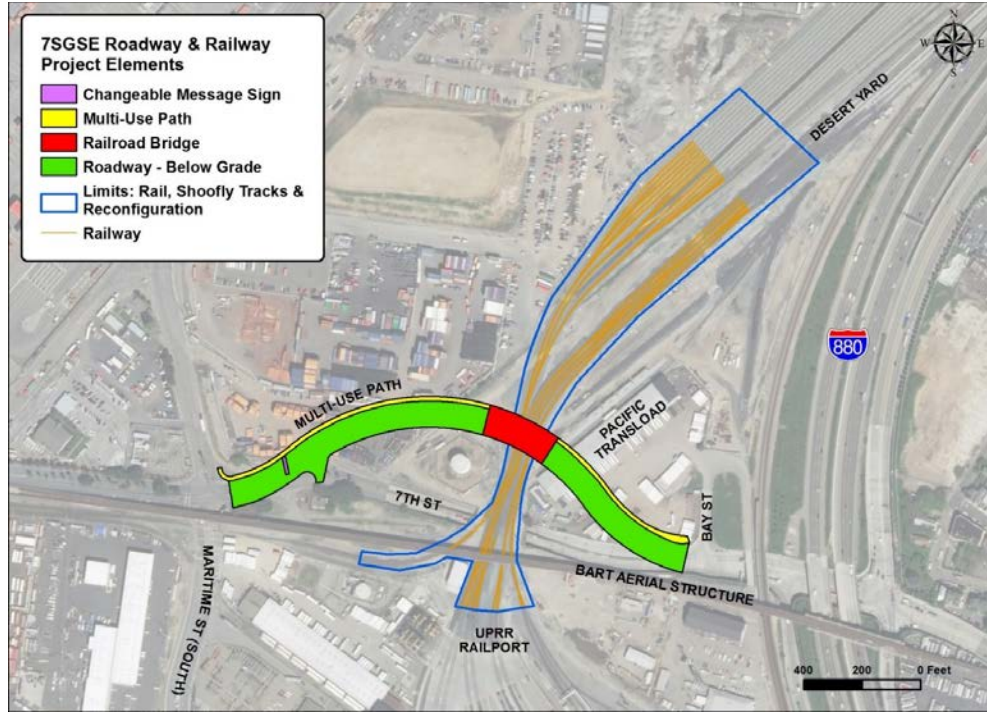


Figure 4: Project Elements

II. Subproject Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

The 7SGSE Project was included in the 2002 OAB Redevelopment Environmental Impact Report (EIR) and the 2012 OAB EIR Addendum. Both state-level California Environmental Quality Act (CEQA) documents were approved by the City of Oakland as the lead agency and the Port of Oakland as the responsible agency. The National Environmental Policy Act (NEPA) was approved through a Categorical Exclusion (CE) and a revalidation by Caltrans as the lead agency in October 2018 and May 2019 respectively.

b. Design

The project has fully engaged with its stakeholders: UPRR, City of Oakland and Port of Oakland. The Project is in final design stages, and a final design submittal is expected by March 2020.

c. Right-of-Way Activities / Acquisition

Right-of-Way (ROW) activities and preparation of utility relocation plans are currently underway and the project's plats and legal descriptions are complete for the required permanent and temporary right of way needs. The project will require both permanent and temporary easements along with the acquisition of a Transload Building facility/warehouse. The affected parties (UPRR, City of Oakland, and Port of Oakland) are in negotiations with an anticipated ROW certification date of March 13, 2020.



d. Construction / Vehicle Acquisition / Operating

Construction will adhere to standard roadway and bridge construction methods subject to UPRR, City of Oakland, and Port of Oakland concurrence. Nighttime work is anticipated at several locations to avoid or minimize disruptions to terminal operations and traveling public/truckers. Truck and rail access would be maintained throughout the project area during construction to minimize traffic impacts.

III. Subproject Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	August 2001	October 2018
Final Design - Plans, Specs. & Estimates (PS&E)	October 2018	March 2020
Right-of-Way Activities /Acquisition (R/W)	October 2018	March 2020
Construction (Begin – Open for Use) / Acquisition (CON)	October 2020	December2023

IV. Subproject Budget

Capital

Subproject Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,400
Design - Plans, Specifications and Estimates (PS&E)	\$21,600
Right-of-Way Activities /Acquisition (R/W)	\$54,000
Construction / Rolling Stock Acquisition (CON)	\$236,000
Total Project Budget (in thousands)	\$317,000



Deliverable Segment Budget (if different from subproject budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	\$76

V. Subproject Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

IPR attached.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Vivek Bhat

Title: Director of Programming and Project Controls

Phone: (510) 208-7430

Email: vbhat@alamedactc.org

Mailing Address: 1111 Broadway, Suite 800, Oakland, CA 94607

Person Preparing Initial Project Report (if different from above)

Name: Angelina Leong

Title: Deputy Project Manager

Phone: (510) 208-7427

Email: aleong@alamedactc.org

Mailing Address: 1111 Broadway, Suite 800, Oakland, CA 94607

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**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan**

Project Title:	Goods Movement and Mitigation
Subproject Title	7th Street Grade Separation East
Project/Subproject Number:	3 / 3.1
Total RM3 Funding:	\$ 55,000,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV				\$ -
Measure BB	ENV	Yes	\$ 5,400	\$ 5,400	\$ -
					\$ -
					\$ -
					\$ -
					\$ -
ENV Subtotal			\$ 5,400	\$ 5,400	\$ -
RM3	PSE				\$ -
SB1-LPP	PSE	Yes	\$ 7,980	\$ 2,400	\$ 5,580
Measure BB	PSE	Yes	\$ 13,620	\$ 5,400	\$ 8,220
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 21,600	\$ 7,800	\$ 13,800
RM3	ROW		\$ -		\$ -
Measure BB	ROW	Yes	\$ 54,000		\$ 54,000
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 54,000	\$ -	\$ 54,000
RM3	CON	Yes	\$ 55,000		\$ 55,000
SB1 TCEP	CON	Yes	\$ 175,000		\$ 175,000
Measure BB	CON	Yes	\$ 6,000		\$ 6,000
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 236,000	\$ -	\$ 236,000
Capital Funding Total			\$ 317,000	\$ 13,200	\$ 303,800

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project**

Project Title:	Goods Movement and Mitigation
Subproject Title	7th Street Grade Separation East
Project/Subproject Number:	3 / 3.1
Total RM3 Funding:	\$ 55,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM-3	ENV												\$ -		\$ -
Measure BB	ENV	\$ 5,400											\$ 5,400	\$ 5,400	\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ 5,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,400	\$ 5,400	\$ -
RM-3	PSE												\$ -		\$ -
SB1-LPP	PSE	\$ 7,980											\$ 7,980	\$ 2,400	\$ 5,580
Measure BB	PSE	\$ 13,620											\$ 13,620	\$ 5,400	\$ 8,220
													\$ -		\$ -
													\$ -		\$ -
PSE Subtotal		\$ 21,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,600	\$ 7,800	\$ 13,800
RM-3	ROW												\$ -		\$ -
Measure BB	ROW		\$ 54,000										\$ 54,000		\$ 54,000
													\$ -		\$ -
													\$ -		\$ -
ROW Subtotal		\$ -	\$ 54,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,000	\$ -	\$ 54,000
RM-3	CON			\$ 55,000									\$ 55,000		\$ 55,000
SB1 TCEP	CON			\$ 175,000									\$ 175,000		\$ 175,000
Measure BB	CON			\$ 6,000									\$ 6,000		\$ 6,000
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ 236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 236,000	\$ -	\$ 236,000
RM-3 Funding Subtotal		\$ -	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000	\$ -	\$ 55,000
Capital Funding Total		\$ 27,000	\$ 54,000	\$ 236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 317,000	\$ 13,200	\$ 303,800

**Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan**

Project Title:	Goods Movement and Mitigation
Subproject Title	7th Street Grade Separation East
Project/Subproject Number:	3 / 3.1
Total RM3 Funding:	\$ 55,000,000

(add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
RM 3	ENV												\$ -
Measure BB	ENV	\$ 5,400											\$ 5,400
													\$ -
													\$ -
													\$ -
ENV Subtotal		\$ 5,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,400
RM 3	PSE												\$ -
SB1-LPP	PSE	\$ 2,400	\$ 2,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 580						\$ 7,980
Measure BB	PSE	\$ 5,400	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 220						\$ 13,620
													\$ -
													\$ -
													\$ -
PSE Subtotal		\$ 7,800	\$ 4,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,600
RM 3	ROW												\$ -
Measure BB	ROW		\$ 44,000	\$ 10,000									\$ 54,000
													\$ -
													\$ -
													\$ -
ROW Subtotal		\$ -	\$ 44,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,000
RM 3	CON			\$ 12,000	\$ 20,000	\$ 20,000	\$ 3,000						\$ 55,000
SB1 TCEP	CON			\$ 40,000	\$ 60,000	\$ 60,000	\$ 15,000						\$ 175,000
Measure BB	CON			\$ 1,000	\$ 2,000	\$ 2,000	\$ 1,000						\$ 6,000
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
CON Subtotal		\$ -	\$ -	\$ 53,000	\$ 82,000	\$ 82,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 236,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ 12,000	\$ 20,000	\$ 20,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,000
Capital Funding Total		\$ 13,200	\$ 48,000	\$ 66,000	\$ 85,000	\$ 85,000	\$ 19,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 317,000

**Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan**

Project Title:	Goods Movement and Mitigation
Subproject Title	7th Street Grade Separation East
Project/Subproject Number:	3 / 3.1
Total RM3 Funding:	\$ 55,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ -
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Capital (RM3)			\$ 55,000,000
Construction Capital (SB1-TCEP)			\$ 160,400,000
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 215,400,000
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Constultants Subtotal			\$ -
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 215,400,000

Comments:



7th Street Grade Separation East Project

6.3B

MARCH 2020

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
Right-of-Way	\$54,000
Construction	\$236,000
Total Expenditures	\$317,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$79,020
State (SB 1 LPP) ²	\$7,980
State (SB 1 TCEP) ³	\$175,000
TBD	\$55,000
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

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 19, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve actions necessary to facilitate project advancement into the construction phase for State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project

Recommendation

It is recommended that the Commission approve the following actions related to the State Route 84 (SR-84) Expressway Widening and State Route 84/Interstate 680 (SR-84/I-680) Interchange Improvements project (Project):

1. Approve Resolution 20-006 and Regional Measure 3 Initial Project Report (RM3-IPR) (Attachment A) to request Metropolitan Transportation Commission (MTC) allocation of \$85 million RM3 funds for the construction phase through a Letter of No Prejudice (LONP);
2. Allocate \$81.5 million of Measure BB (MBB) funds from Transportation Expenditure Plan Project 31 (TEP-31), the SR-84/I-680 Interchange and SR-84 Widening project, to the construction phase of this Project;
3. Allocate \$6.2 million of MBB funds from the Congestion Relief, Local Bridge, Seismic Safety program (TEP-26), to the construction phase of this Project; and
4. Authorize the Executive Director or designee to enter into necessary agreements including a Cooperative Agreement with the California Department of Transportation (Caltrans).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the Sponsor of the SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements project (Project). The Project proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational improvements to the SR-84/I-680 Interchange and will extend the existing southbound express lane from SR-84 to north of Koopman Road.

The Project is a named project in the 2014 MBB TEP, TEP-31, with a total commitment of \$122 million. This Project is also a named project in the RM3 program, RM3 Project No. 30, with a total RM3 commitment of \$85 million. Additional project details are provided in the attached Project Fact Sheet (Attachment B)

The total estimated cost of the Project is \$244.1 million and is proposed to be funded with a combination of local, state and regional funds. The Project is currently in the design and right-of-way acquisition phase and the construction bid documents are scheduled to be completed and the Project advertised for construction in August 2020, with contract award anticipated in fall 2020. Caltrans is the implementing agency for the construction phase.

The recommended funding actions are necessary to facilitate project advancement into the construction phase.

Background

Alameda CTC is the Sponsor of the SR-84 Expressway Widening and SR-84/I-680 Interchange Improvements project (Project). While Alameda CTC is the Implementing Agency of the project development (Environmental, Design and Right-of-Way) phases, Caltrans is the Implementing Agency of the construction phase and will be responsible to Advertise, Award and Administer (AAA) the construction contract. The Alameda CTC's construction management team will continue to work closely with Caltrans and provide oversight services throughout the project completion.

The Project is a named project in the 2014 MBB TEP, (TEP-31) with a total MBB commitment of \$122 million and proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational improvements to the SR-84/I-680 Interchange. Additionally, the Project will extend the existing southbound express lane from SR-84 to north of Koopman Road. Proposed improvements include widening SR-84 from two to four lanes to conform with the existing roadway, interchange improvements, intersection improvements along the SR84 corridor, construction of bike lanes along SR-84 and under I-680, improvements to accommodate southbound express lane extension, drainage modifications, and utility relocations. In addition to the 2014 TEP, this Project is also listed as a named project in the RM3 program (RM3 Project No. 30), with a total RM3 commitment of \$85 million.

The total estimated cost of the Project is \$244.1 million and the funding plan comprises a combination of local, state and regional funds including \$128.2 million MBB, \$1.1 million Measure B, \$14.9 million Tri-Valley Transportation Council (TVTC), \$11.1 million State Transportation Improvement Program (STIP), \$3.8 million Senate Bill 1 (SB 1) Local Partnership Program (LPP), and \$85 million RM3 funds.

The Project is currently in the design and right-of-way acquisition phase and the construction bid documents are scheduled to be completed and the project advertised for construction in August 2020, with contract award anticipated in late fall 2020.

At the October 2017 meeting, the Commission approved the 2018 STIP program of projects for Alameda County which included \$11.1 million STIP funds towards the construction phase of the Project. The STIP funds are programmed in Fiscal Year (FY) 2019-20 and are required to adhere to California Transportation Commission's (CTC) timely use of funds mandates, including a CTC funding allocation deadline of no later than June 2020. Caltrans is the implementing agency of the construction phase and is targeting scheduling the allocation for the June 2020 CTC meeting. The deadline for submitting the fund request for consideration at the June 2020 CTC meeting is April 27, 2020 and requires completion of Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan. In addition to the STIP funds, CTC action is also required to allocate \$3.8 million of SB 1 LPP funds. Alameda CTC is coordinating the allocation request to occur at the same meeting (June 2020) as the STIP funds.

Staff is recommending approval of the following actions including RM3 and MBB allocations necessary to facilitate project advancement into the construction phase:

1. Approve Resolution 20-006 and RM3-IPR to request MTC allocation of \$85 million RM3 funds for the construction phase through a LONP;
2. Allocate \$81.5 million of MBB funds from TEP-31, the SR-84/I-680 Interchange and SR-84 Widening Project, to the construction phase of this Project;
3. Allocate \$6.2 million of MBB funds from TEP-26, Congestion Relief, Local Bridge, Seismic Safety program, to the construction phase of this Project; and
4. Authorize the Executive Director or designee to enter into necessary agreements including a Cooperative Agreement with Caltrans.

A detailed summary of each recommended action is listed below.

Action 1 - RM3 Program and LONP Request

Staff recommends Commission approval of Resolution 20-006 and RM3-IPR to request an MTC allocation of \$85 million RM3 funds for the construction phase of the Project, through a LONP. Upon approval, Alameda CTC will forward the LONP request to MTC for consideration.

The Project is a named project in the RM3 program (RM3 Project No. 30), with a total RM3 commitment of \$85 million. RM3 was approved by voters in the nine county San Francisco Bay Area in June 2018. The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation, funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

RM3 is currently under litigation and collected revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC Commission adopted the RM3 Policies and Procedures that included a process to advance “named” RM3 projects through a Letter of No Prejudice (LONP) process. Under an RM3 LONP, a project sponsor would obtain MTC Commission approval to move forward with a specific scope of work, using non-RM3 funds, and retain RM3 eligibility for that scope. If and when RM3 litigation is resolved and the MTC Commission can make RM3 allocations, the project sponsor would be able to receive an allocation for that scope of work, and be reimbursed with RM3 funds. The project sponsor would proceed with an LONP at their own risk; if RM3 funds do not become available for allocation, there is no expectation that MTC will provide alternate funds. The LONP process is intended only for “named” capital projects that will deliver a usable segment (e.g., complete construction phase, final design, environmental document, and purchased right-of-way).

Action 2- TEP-31 MBB Allocation Request

Staff recommends Commission approval to allocate \$81.5 million TEP-31 MBB funds to the construction phase of the Project.

The Project is a named project in the 2014 MBB TEP (TEP-31) with a total MBB commitment of \$122 million. Since 2014, the Commission has approved allocations for the Environmental, Design and Right-of-Way phases through prior Comprehensive Investment Plan (CIP) actions as listed below in Table A.

Table A - Summary of TEP-31 Project Funding Commitments			
Description	Date Authorized	Amount	Commitment Balance
TEP-31 Project Commitment	November 2014	\$122,000,000	\$122,000,000
Preliminary Engineering/ Environmental Phase Allocation	March 2015	\$4,000,000	\$118,000,000
Design Phase Allocation	April 2017	\$16,500,000	\$101,500,000
Right-of-Way Phase Allocation	April 2017	\$10,000,000	\$91,500,000
Right-of-Way Phase Allocation	June 2019	\$10,000,000	\$81,500,000
Construction Phase Allocation (This request)	March 2020	\$81,500,000	\$0
Total Remaining Balance:			\$0

Action 3- TEP-26 MBB Allocation Request

Staff recommends Commission approval of allocating \$6.2 million TEP-26 MBB funds to the construction phase of the Project.

The 2014 MBB TEP includes an Investment Category, Major Commute Corridors, Local Bridge, Seismic Safety, (TEP-26) that targets investments in major commute corridors throughout the county and includes SR-84 and I-680. Concentrating improvements in these corridors will result in improved access and efficiencies, increased safety and reduced congestion.

Next Steps

Upon Commission approval of the project funding plan, staff will coordinate the state and regional allocation requests with Caltrans and MTC. It is anticipated that the project will be advertised by Caltrans in August 2020. Staff expects to return to the Commission in late fall 2020 with an award recommendation information of the construction contract subject to MTC's and CTC's approval of construction funding.

Fiscal Impact: The action will authorize the allocation of \$87,700,000 of Measure BB project funds and \$85,000,000 of RM3 funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the proposed Alameda CTC FY 2020-21 Capital Program Budget.

Attachments:

- A. Resolution 20-006 and RM3-Initial Project Report
- B. Project Fact Sheet

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-006**

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Mayor Nick Pilch

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember 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

**RM3 Implementing Agency Resolution of Project Compliance
Letter of No Prejudice Request**

**Implementing Agency: Alameda County Transportation Commission
Project Title: Interstate 680/State Route 84 Interchange Reconstruction**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Interstate 680/State Route 84 Interchange Reconstruction project (Project) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report (IPR) and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Alameda CTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Alameda CTC will fund the scope of work covered under the LONP with Alameda CTC Local Measure funds; and be it further

RESOLVED, that Alameda CTC proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that Alameda CTC will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that Alameda CTC certifies that the Project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the Project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Alameda CTC approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the Project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Alameda CTC is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC is authorized to submit an application for an LONP request for Regional Measure 3 funds for Interstate 680/State Route 84 Interchange Reconstruction Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Alameda CTC making LONP requests for Regional Measure 3 funds; and be it further

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

RESOLVED, that Alameda CTC shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Alameda CTC agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Alameda CTC agrees, if any revenues or profits are generated from any non-governmental use of the proposed project, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Alameda CTC authorizes its Executive Director, or designee to execute and submit an LONP request for the construction phase with MTC for Regional Measure 3 funds in the amount of \$85 million, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or designee is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the RM3 LONP Request and Subproject IPR, as detailed in Exhibit A

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, March 26, 2020 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

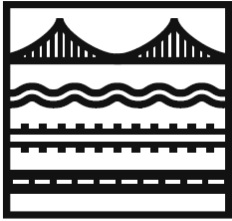
ABSENT:

SIGNED:

Attest:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission



Regional Measure 3

LONP Request

SB 595 Project Information

Project Number	30
Project Title	Interstate 680/State Route 84 Interchange Reconstruction
Project Funding Amount	\$85,000,000

Subproject Information

Subproject Number	
Subproject Title	
Subproject Funding Amount	

I. RM3 LONP Request Information

Describe the scope of the deliverable phase requested for LONP. Provide background and other details as necessary.

The proposed project would modify I-680/SR 84 interchange ramps, provide auxiliary lanes along I-680, and modernize I-680 and SR 84 at and in the vicinity of the interchange with new/rehabilitated roadways and capacity improvements that will achieve long-term state of good repair and transportation efficiency to accommodate the movement of freight. Project would widen and conform SR 84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange. The project would also extend the existing HOV/express lane on southbound I-680 northward to approximately 2 miles north of the SR 84/I-680 interchange.

Specific improvements include the following:

New & Modified Ramps and Auxiliary Lanes. The project would remove the existing one lane on-ramp from Calaveras Road to northbound I-680, construct a new one-lane flyover ramp from Calaveras Road to northbound I-680, and construct a new one-lane slip on-ramp from Calaveras Road to northbound SR 84. Geometric and vehicle storage improvements would also be made to the onramp from Paloma Way to southbound I-680, the existing two-lane off-ramp from northbound I-680 to northbound SR 84, and the southbound SR 84 to northbound I-680 connector. The project would add an HOV preferential lane to the existing two-lane southbound SR 84 to southbound I-680 onramp; outside of HOV hours, the third on-ramp lane would be available to trucks. The project

would construct a new auxiliary lane on Southbound I-680 to the south of Calaveras Road/Paloma Way and extend the existing northbound I-680 auxiliary lane from south of Calaveras Road to the northbound I-680/northbound SR 84 split. These auxiliary lane improvements increase the efficiency of trucks and other vehicles entering and exiting the freeway and are projected to improve merge speed and safety. Finally, the project would upgrade the entire interchange to current Caltrans ramp standards. These proposed improvements at the interchange would provide more efficient connections between I-680 and SR 84 and eliminate an existing weaving conflict that results in collision rates above the statewide average.

Congestion Relief and Safety Improvements. The proposed project would widen SR 84 from two to four lanes (two in each direction), overlay and restripe the roadway, and add concrete barriers in the median. These improvements provide additional capacity for goods movement, longer-useful life of the corridor, and safer operational traffic flow. As part of conforming SR 84 to expressway standards access would be limited to controlled intersections. The project would consolidate existing vehicle access openings to private driveways and rural roads at new frontage roads to improve traffic flow and safety. The proposed frontage roads would connect to a new signalized intersection at Little Valley Road/Vallecitos Atomic Laboratory Road. The intersection and frontage roads have been designed to accommodate large truck turning movements for the adjacent industrial and agricultural land uses on the north side of SR 84 and private driveways and rural roads on the south side of SR 84.

Safety Features. The project would provide additional highway lighting, enhanced signage, median barriers, and pavement delineation. Highway lighting would be included at driveways, intersections, on-ramp and lane merges and exit ramps, and would also be added on the I-680 express lane entrances and toll zone boundaries, locations on the highway where visibility is restricted by barriers, locations where drivers may experience headlight glare, and locations where concentrations of nighttime accidents are known to have occurred. Concrete barriers would be used to prevent headlight glare at necessary locations.

Intelligent Transportation System-infrastructure (ITS) Technologies. The project will deploy transportation technologies to link communication between on-ramps that allow for an assessment and management of the current travel conditions and improve operations by monitoring traffic flow and maximize traffic throughput.

Extended Express Lane. On southbound I-680, the project would extend the existing HOV/express lane northward from its current entry point at approximately Calaveras Road to approximately 0.8 mile north of Koopman Road, a distance of approximately 2 miles. This would allow traffic on I-680 to enter the HOV/express lane upstream of the I-680/SR 84 interchange and avoid weaving with vehicles that are merging onto southbound I-680 from SR 84. In addition, the extended express lane would attract some traffic from the general-purpose lanes, incrementally increasing capacity for trucks on southbound I-680.

I-680/SR84 Interchange Reconstruction is part of a larger project which includes SR84 Widening from south of Ruby Hill Drive to I-680, SR84/I-680 Interchange Improvements and I-680 Southbound Express Lane Extension. Environmental Impact Report (EIR) and Environmental Assessment (EA)

approved in May 2018 includes all the scope elements of the larger project. I-680/SR84 Interchange reconstruction is an integral part of the larger project and its completion as part of the larger project is very critical for the larger project to function effectively and achieve its full traffic benefits.

SR84 Widening and I-680 Southbound Express Lane extension components are fully funded from a combination of Ala CTC tax measure, TriValley Transportation Development Fee funding and STIP funding. \$85 million from RM-3 will fully fund the construction phase of the interchange component.

The STIP funds are programmed in Fiscal Year (FY) 2019-20 and are required to adhere to California Transportation Commission’s (CTC) timely use of funds mandates, including a CTC funding allocation deadline of no later than June 2020. Caltrans is the implementing agency of the construction phase and is targeting scheduling the allocation for the June 2020 CTC meeting. The deadline for submitting the fund request for consideration at the June 2020 CTC meeting is April 27, 2020 and requires completion of Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan. In addition to the STIP funds, CTC action is also required to allocate \$3.8 million of SB 1 LPP funds. Alameda CTC is coordinating the allocation request to occur at the same meeting (June 2020) as the STIP funds.

Project phase being requested	CON
RM3 funding amount planned for this phase	\$85,000,000
Substitute funding source (if multiple, list amounts)	Measure B, BB
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 IPR resolution for the allocation being requested	03/26/2020

Note: LONP requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

Describe your plan for fully funding this project in the case that RM3 funding is not made available. This includes funding through construction if the LONP request is for an earlier phase.

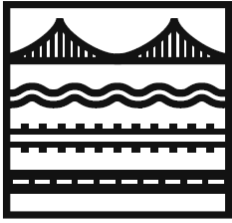
The 2014 Measure BB Transportation Expenditure Plan (TEP) identifies funds for congestion relief projects within Alameda County. With the limited MBB funds available, Alameda CTC has developed a strategic investment plan to invest these funds for a suite of projects (on the SHS and Arterials). In the event RM3 funds are not made available, MBB funds intended for these projects would have to be reprioritized and repurposed towards the SR84 Expressway Widening and I-680/SR84 Interchange Improvement project.

List any other planned bridge toll allocation requests in the next 12 months

RM3 Projects No. 3.1 - 7th Street Grade Separation East Project

April 2020, LONP request CON Phase allocation of \$55 Million. (Alameda CTC Commission action in March 2020)

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Regional Measure 3

Initial Project Report

Subproject Details

SB 595 Project Information

Project Number	30
Project Title	Interstate 680/State Route 84 Interchange Reconstruction
Project Funding Amount	\$85 millions

Subproject Information

Subproject Number	
Subproject Title	
Subproject Funding Amount	

I. Overall Subproject Information

a. Subproject Sponsor / Co-sponsor(s) / Implementing Agency

Alameda County Transportation Commission (Ala CTC)

b. Detailed Subproject Description *(include definition of deliverable segment if different from subproject)*

The proposed project would modify I-680/SR 84 interchange ramps, provide auxiliary lanes along I-680, and modernize I-680 and SR 84 at and in the vicinity of the interchange with new/rehabilitated roadways and capacity improvements that will achieve long-term state of good repair and transportation efficiency to accommodate the movement of freight. Project would widen and conform SR 84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange. The project would also extend the existing HOV/express lane on southbound I-680 northward to approximately 2 miles north of the SR 84/I-680 interchange.

Specific improvements include the following:

New & Modified Ramps and Auxiliary Lanes. The project would remove the existing one lane on-ramp from Calaveras Road to northbound I-680, construct a new one-lane flyover ramp from Calaveras Road to northbound I-680, and construct a new one-lane slip on-ramp from Calaveras Road to northbound SR 84. Geometric and vehicle storage improvements would also be made to the onramp from Paloma Way to southbound I-680, the existing two-lane off-ramp from northbound I-



680 to northbound SR 84, and the southbound SR 84 to northbound I-680 connector. The project would add an HOV preferential lane to the existing two-lane southbound SR 84 to southbound I-680 onramp; outside of HOV hours, the third on-ramp lane would be available to trucks. The project would construct a new auxiliary lane on Southbound I-680 to the south of Calaveras Road/Paloma Way and extend the existing northbound I-680 auxiliary lane from south of Calaveras Road to the northbound I-680/northbound SR 84 split. These auxiliary lane improvements increase the efficiency of trucks and other vehicles entering and exiting the freeway and are projected to improve merge speed and safety. Finally, the project would upgrade the entire interchange to current Caltrans ramp standards. These proposed improvements at the interchange would provide more efficient connections between I-680 and SR 84 and eliminate an existing weaving conflict that results in collision rates above the statewide average.

Congestion Relief and Safety Improvements. The proposed project would widen SR 84 from two to four lanes (two in each direction), overlay and restripe the roadway, and add concrete barriers in the median. These improvements provide additional capacity for goods movement, longer-useful life of the corridor, and safer operational traffic flow. As part of conforming SR 84 to expressway standards access would be limited to controlled intersections. The project would consolidate existing vehicle access openings to private driveways and rural roads at new frontage roads to improve traffic flow and safety. The proposed frontage roads would connect to a new signalized intersection at Little Valley Road/Vallecitos Atomic Laboratory Road. The intersection and frontage roads have been designed to accommodate large truck turning movements for the adjacent industrial and agricultural land uses on the north side of SR 84 and private driveways and rural roads on the south side of SR 84.

Safety Features. The project would provide additional highway lighting, enhanced signage, median barriers, and pavement delineation. Highway lighting would be included at driveways, intersections, on-ramp and lane merges and exit ramps, and would also be added on the I-680 express lane entrances and toll zone boundaries, locations on the highway where visibility is restricted by barriers, locations where drivers may experience headlight glare, and locations where concentrations of nighttime accidents are known to have occurred. Concrete barriers would be used to prevent headlight glare at necessary locations.

Intelligent Transportation System-infrastructure (ITS) Technologies. The project will deploy transportation technologies to link communication between on-ramps that allow for an assessment and management of the current travel conditions and improve operations by monitoring traffic flow and maximize traffic throughput.

Extended Express Lane. On southbound I-680, the project would extend the existing HOV/express lane northward from its current entry point at approximately Calaveras Road to approximately 0.8 mile north of Koopman Road, a distance of approximately 2 miles. This would allow traffic on I-680 to enter the HOV/express lane upstream of the I-680/SR 84 interchange and avoid weaving with vehicles that are merging onto southbound I-680 from SR 84. In addition, the extended express lane would attract some traffic from the general-purpose lanes, incrementally increasing capacity for trucks on southbound I-680.



I-680/SR84 Interchange Reconstruction is part of a larger project which includes SR84 Widening from south of Ruby Hill Drive to I-680, SR84/I-680 Interchange Improvements and I-680 Southbound Express Lane Extension. Environmental Impact Report (EIR) and Environmental Assessment (EA) approved in May 2018 includes all the scope elements of the larger project. I-680/SR84 Interchange reconstruction is an integral part of the larger project and its completion as part of the larger project is very critical for the larger project to function effectively and achieve its full traffic benefits.

SR84 Widening and I-680 Southbound Express Lane extension components are fully funded from a combination of Ala CTC tax measure, TriValley Transportation Development Fee funding and STIP – IIP funding. \$85 million from RM-3 will fully fund the construction phase of the interchange component.

c. Impediments to Subproject Completion

Environmental: This project will require permits from California Department of Fish and Wildlife (CDFW), United States Army Corps of Engineers (USACE), and California Regional Water Quality Control Board (CRWQCB). All these agencies have been well briefed about the project through an extensive coordination including field meetings. The United States Fish and Wildlife Service (USFWS) has already issued a Biological Opinion. Environmental mitigation has been identified, and mitigation agreements have been already been executed. Initial permit applications have been submitted and under review by these agencies.

Design - Plans, Specifications and Estimates (PS&E): PS&E work has been in progress since May 2018. 95% PS&E plans were reviewed by Caltrans in October 2019 and design team is on schedule to complete 100% PS&E by February 2020. Since this project has only one build alternative and the project geometrics have been vetted through Caltrans and various permitting agencies, no risks are anticipated completing the project design.

Right-of-Way Activities/Acquisition: This project requires acquisition of 22 parcels including partial fee takes and temporary construction easements; and relocation of Pacific Gas and Electric (PG&E) overhead electric and underground gas lines and an American Telephone & Telegraph (AT&T) overhead line. Final R/W requirements and utility relocation maps have been developed and discussed with subject property owners and utility companies. Final R/W appraisal maps and property appraisals have already been completed, and offers made to various property owners. Project team is currently negotiating with the property owners. Final utility relocation plans have been reviewed and concurred by the utility companies. Based on the on-going discussions with the property owners, the likelihood of any condemnation is minimal. If any of the parcels require Resolutions of Necessity (RON), it will be handled through Alameda CTC, which is much more streamlined and expeditious than the California Transportation Commission. Project Team has been communicating with various property owners and the utility companies throughout the project development process. Special time constraints and critical path tasks have been accounted for in the project delivery schedule. Most of the property owners and other stakeholders have shown a strong support for the project. PG&E will be given adequate buffer to perform their work. Project Team is having monthly status meetings with PG&E and AT&T. Special cooperation and coordination clauses of work will be included in Specifications.



d. Risk Management (*describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used*)

The project team has been proactively managing scope, schedule and budget risks throughout project development activities that will be continued during construction to minimize/mitigate the risks. The project has already achieved 100% design including confirmation of the project scope elements and cost estimates. Project plans, specifications, estimates and other technical aspects have been gone through PEER reviews at various milestones and have been fully vetted. The project team uses a master schedule and a deliverable log to status project on a regular basis. A risk register has been developed capturing scope, schedule and cost variables using Caltrans guidelines. The project team reviews and updates the risk register on a regular basis to reflect the latest status and to identify avoidance and mitigation measures.

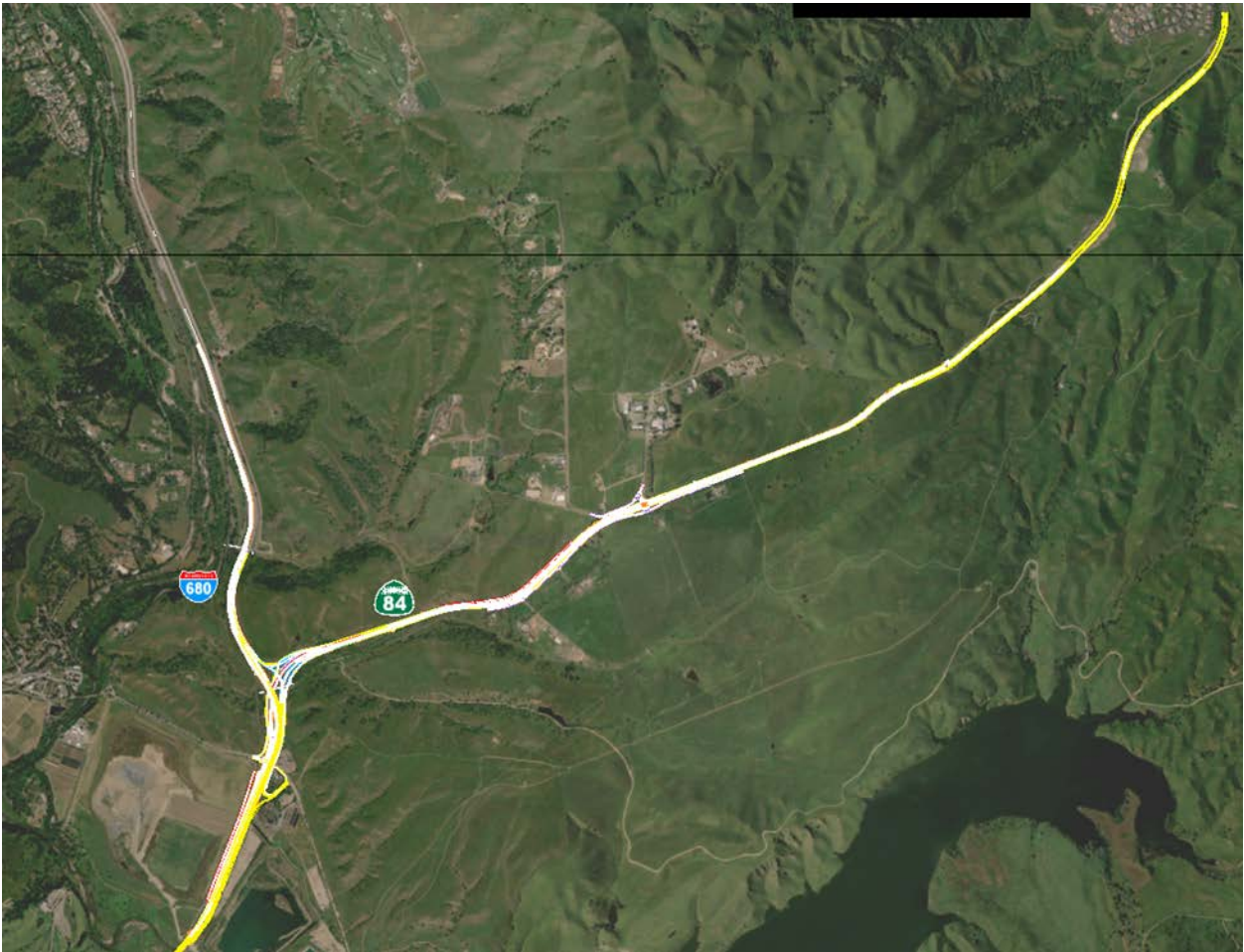
Support budget has been developed with a bottom-up approach, being managed at a very detailed task level and expenditures are well within the planned budget and consistent with the project progress. Capital construction budget is developed using Caltrans engineering estimate methodology based on a detailed contract item list and using unit prices reflective of latest market conditions. Capital and support budgets both include 10% contingency and capture appropriate escalations to the years of expenditures. These contingencies and escalation factors have been developed using current & future market conditions, considering magnitude, complexity and duration of the project and using data from similar projects.

e. Operability (*describe entities responsible for operating and maintaining project once completed/implemented*)

California Department of Transportation (Caltrans) as the owner and operator of the state highway system will be responsible for maintaining mainline along SR84 and I-680 as well as I-680/SR84 Interchange. Caltrans and Alameda County will enter into a maintenance agreement by which Caltrans will relinquish newly constructed frontage roads along SR84 to Alameda County and both agencies will share responsibilities for maintaining a signalized intersection at GE/Hitachi and SR84 intersection. Ala CTC and Caltrans will enter into an operations and maintenance agreement by which Ala CTC will be responsible for maintaining and operating facilities and equipment associated with the approximately two miles of southbound express lane extension north of SR84 and Caltrans will maintain remaining of the I-680 mainline operations.



f. Project Graphic(s) (include below or attach)



II. Subproject Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

Environmental Document for this project is Environmental Impact Report (EIR) pursuant to California Environmental Quality Act (CEQA) and Environmental Assessment (EA) pursuant to National Environmental Policy Act (NEPA). EIR/EA was completed in May 2018.

b. Design

Project is currently in detailed design (Plans, Specifications and Estimate – PS&E) phase. 95% PS&E was completed in September 2019. Final PS&E is scheduled to complete in February 2020. This project will be design bid build.

c. Right-of-Way Activities / Acquisition

Final R/W appraisal maps and property appraisals have already been completed, and offers made to various property owners. Project team is currently negotiating with the property owners. Final utility



relocation plans have been reviewed and concurred by the utility companies. Based on the on-going discussions with the property owners, the likelihood of any condemnation is minimal. If any of the parcels require Resolutions of Necessity (RON), it will be handled through Alameda CTC, which is much more streamlined and expeditious than the California Transportation Commission. Project Team has been communicating with various property owners and the utility companies throughout the project development process. Special time constraints and critical path tasks have been accounted for in the project delivery schedule. Most of the property owners and other stakeholders have shown a strong support for the project. PG&E will be given adequate buffer to perform their work. Project Team is having monthly status meetings with PG&E and AT&T. Special cooperation and coordination clauses of work will be included in Specifications.

d. Construction / Vehicle Acquisition / Operating

Ala CTC has successfully completed construction of many large and complex projects including Proposition 1B funded projects. Project team has already engaged Caltrans construction staff as well as private industry experts to develop a biddable and buildable construction contract plans through comprehensive constructability reviews. Project team has developed a draft construction schedule to manage design development and plan for an effective construction management. Project team is using a comprehensive risk management plan to proactively anticipate and manage potential delivery risks.

III. Subproject Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	May 2015	May 2018
Final Design - Plans, Specs. & Estimates (PS&E)	June 2018	April 2020
Right-of-Way Activities /Acquisition (R/W)	June 2018	April 2020
Construction (Begin – Open for Use) / Acquisition (CON)	November 2020	September 2023



IV. Subproject Budget

Capital

Subproject Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,756
Design - Plans, Specifications and Estimates (PS&E)	\$17,250
Right-of-Way Activities /Acquisition (R/W)	\$20,500
Construction / Rolling Stock Acquisition (CON)	\$200,594
Total Project Budget (in thousands)	\$244,100

Deliverable Segment Budget (if different from subproject budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	

V. Subproject Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.



Excel Attachment Included

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Vivek Bhat

Title: Director of Programming

Phone: (510) 208 - 7430

Email: VBhat@alamedactc.org

Mailing Address: 1111 Broadway, Suite 800, Oakland, CA 94607

Person Preparing Initial Project Report (if different from above)

Name: Gary Sidhu

Title: Project Manager

Phone: 510-208-7414

Email: gsidhu@alamedactc.org

Mailing Address: 1111 Broadway, Suite 800, Oakland, CA 94607

**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan**

Project Title:	Interstate 680/State Route 84 Interchange Reconstruction Project	
Subproject Title		
Project/Subproject Number:	30	
Total RM3 Funding:	\$	85,000,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
	ENV				\$ -
Alameda CTC Tax Measure		Yes	\$ 2,816	\$ 2,816	\$ -
Tri Valley Transportation Development Fees		Yes	\$ 2,940	\$ 2,940	\$ -
					\$ -
					\$ -
					\$ -
ENV Subtotal			\$ 5,756	\$ 5,756	\$ -
	PSE				\$ -
Alameda CTC Tax Measure		Yes	\$ 8,400	\$ 2,899	\$ 5,501
Tri Valley Council Transportation		Yes	\$ 8,850	\$ 8,850	\$ -
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 17,250	\$ 11,749	\$ 5,501
	ROW				\$ -
Alameda CTC Tax Measure		Yes	\$ 17,350	\$ 1,091	\$ 16,259
Tri Valley Council Transportation		Yes	\$ 3,150	\$ 3,150	\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 20,500	\$ 4,241	\$ 16,259
	CON				\$ -
Alameda CTC Tax Measure		Yes	\$ 100,678		\$ 100,678
STIP (RIP)		Yes	\$ 11,114		\$ 11,114
SB-1 LPP Formula		Yes	\$ 3,802		\$ 3,802
RM-3			\$ 85,000		\$ 85,000
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 200,594	\$ -	\$ 200,594
Capital Funding Total			\$ 244,100	\$ 21,746	\$ 222,354

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project**

Project Title:	Interstate 680/State Route 84 Interchange Reconstruction Project
Subproject Title:	0
Project/Subproject Number:	30
Total RM3 Funding:	\$ 85,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM-3	ENV												\$ -	\$ -	\$ -
Alameda CTC Tax Measure		\$ 2,816											\$ 2,816	\$ 2,816	\$ -
Tri Valley Council Transportation		\$ 2,940											\$ 2,940	\$ 2,940	\$ -
													\$ -	\$ -	\$ -
													\$ -	\$ -	\$ -
ENV Subtotal		\$ 5,756	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,756	\$ 5,756	\$ -
RM-3	PSE												\$ -	\$ -	\$ -
Alameda CTC Tax Measure		\$ 8,400											\$ 8,400	\$ 2,899	\$ 5,501
Tri Valley Council Transportation		\$ 8,850											\$ 8,850	\$ 8,850	\$ -
													\$ -	\$ -	\$ -
													\$ -	\$ -	\$ -
PSE Subtotal		\$ 17,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,250	\$ 11,749	\$ 5,501
RM-3	ROW												\$ -	\$ -	\$ -
Alameda CTC Tax Measure		\$ 17,350											\$ 17,350	\$ 1,091	\$ 16,259
Tri Valley Council Transportation		\$ 3,150											\$ 3,150	\$ 3,150	\$ -
													\$ -	\$ -	\$ -
													\$ -	\$ -	\$ -
ROW Subtotal		\$ 20,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,500	\$ 4,241	\$ 16,259
RM-3	CON		\$ 85,000										\$ 85,000	\$ -	\$ 85,000
Alameda CTC Tax Measure			\$ 100,678										\$ 100,678	\$ -	\$ 100,678
STIP (RIP)			\$ 11,114										\$ 11,114	\$ -	\$ 11,114
SB-1 LPP Formula			\$ 3,802										\$ 3,802	\$ -	\$ 3,802
													\$ -	\$ -	\$ -
													\$ -	\$ -	\$ -
													\$ -	\$ -	\$ -
													\$ -	\$ -	\$ -
CON Subtotal		\$ -	\$ 200,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,594	\$ -	\$ 200,594
RM-3 Funding Subtotal		\$ -	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ -	\$ 85,000
Capital Funding Total		\$ 43,506	\$ 200,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 244,100	\$ 21,746	\$ 222,354

**Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan**

Project Title:	Interstate 680/State Route 84 Interchange Reconstruction Project	
Subproject Title	0	
Project/Subproject Number:	30	
Total RM3 Funding:	\$	85,000,000

(add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
RM 3	ENV												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON			\$ 25,000	\$ 25,000	\$ 35,000							\$ 85,000
Alameda CTC Tax Measure			\$ 30,000	\$ 35,000	\$ 35,678								\$ 100,678
STIP (RIP)			\$ 2,000	\$ 4,000	\$ 4,000	\$ 1,114							\$ 11,114
SB-1 LPP Formula				\$ 2,000	\$ 1,802								\$ 3,802
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
CON Subtotal		\$ -	\$ 32,000	\$ 66,000	\$ 66,480	\$ 36,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,594
RM 3 Funding Subtotal		\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000
Capital Funding Total		\$ -	\$ 32,000	\$ 66,000	\$ 66,480	\$ 36,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,594

**Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan**

Project Title:	Interstate 680/State Route 84 Interchange Reconstruction Project		
Subproject Title	0		
Project/Subproject Number:	30		
Total RM3 Funding:	\$	85,000,000	

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ -
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Capital (RM3)	1	85000000	\$ 85,000,000
Construction Capital (MBB)	1	100678000	\$ 100,678,000
STIP (RIP)	1	11114000	\$ 11,114,000
SB-1 LPP Formula	1	3802000	\$ 3,802,000
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 200,594,000
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Constultants Subtotal			\$ -
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 200,594,000

Comments:



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

6.4B

FEBRUARY 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	\$200,594
Total Expenditures	\$244,100

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

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$128,200
Measure B	\$1,046
Local (TVTC) ¹	\$14,940
Regional (RIP) ²	\$11,114
Regional (RM 3) ³	\$85,000
State (SB 1 LPP) ⁴	\$3,800
Total Revenues	\$244,100

¹ Local funding includes the Tri-Valley Transportation Council (TVTC).

² Regional Improvement Program (RIP).

³ Regional Measure 3 (RM 3).

⁴ Senate Bill 1 Local Partnership Program (SB 1 LPP)

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.



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: March 19, 2020

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Principal Transportation Planner

SUBJECT: Approve Draft Alameda CTC Strategic Plan Guiding Principles

Recommendation

It is recommended the Commission approve the proposed Draft Alameda CTC Strategic Plan Guiding Principles (Attachment A) that will guide an approach to strategize Measure BB investments to leverage and strategically compete for discretionary local, regional, state and federal funds anticipated to be available to Alameda County.

Summary

The Alameda CTC's Strategic Plan will establish policies, project delivery funding scenarios and leveraging strategies that are intended to guide Alameda CTC's plan to pursue and secure prospective local, regional, state, and federal funds for the delivery of transportation improvements across Alameda County.

The Strategic Plan will also address near-term financial implementation of countywide projects and programs. This includes identifying funding needs, prioritizing projects, exploring funding constraints and potential strategies to leverage existing local Alameda CTC administered fund sources (such as Measure B, Measure BB, Vehicle Registration Fee Program, Transportation Fund for Clean Air) against various externally available federal, state and regional funding sources.

Background

Alameda County maintains a highly diverse transportation network complete with highway infrastructure, express lanes, local roadways, freight and port facilities, rail and bus transit, and bicycle and pedestrian improvements. Its wide range of transportation infrastructure may differ dramatically from one area of the county to the other as each respective community has unique transportation needs. Alameda CTC's goal is to leverage local funds under its purview to help secure additional competitive local

regional, State, and federal transportation funding dollars in order to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

Alameda CTC administers voter-approved sales tax programs (2000 Measure B and 2014 Measure BB), and the Vehicle Registration Fee (VRF) program (2010 Measure F) that provide critical funding for delivering transportation improvements within the county. The most significant source of funding under Alameda CTC's purview is the Measure BB sales tax revenue generated through the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) in November 2014. The duration of the 2014 TEP is thirty (30) years, from April 1, 2015 to March 31, 2045. The 2014 TEP is projected to generate approximately \$7.8 billion in revenues for transportation investments ranging from bus/ferry/commuter rail services and operations, streets and highways improvements, student transit passes, community development initiatives, technology and innovation programs, bicycle/pedestrian enhancements, and transportation programs for seniors and people with disabilities.

Although the 2014 TEP is anticipated to generate a significant source of funding for Alameda County, the transportation funding needs far outweigh the expected revenue generation required to complete the project and program delivery of the 2014 TEP in its entirety. Over 50 percent (approximately \$4.1 billion) of the revenues generated are annually returned to local jurisdictions as Direct Local Distributions for local agencies to use at their own discretion. The remaining \$3.7 billion is split among "Named" capital projects (\$1.2 billion) and discretionary programs (\$2.3 billion). The 2014 TEP recognizes investments within specific categories and types, and the Measure BB total revenue will not be able to fulfill the funding needs. It is imperative the Commission strategize investments to leverage external funding to fulfill the capital program needs.

The aim of the Strategic Plan will be to simultaneously:

1. Prioritize Project and Program Investments
Identify project investment strategies using Alameda CTC administered funds to get projects in a state of readiness to compete for available external funds as they presumably become available over the life of the strategic plan.
2. Maximize Measure BB Investments/Leveraging Strategy
Identify an investment strategy to ensure that Measure BB is used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County such as Regional Measure 3, Senate Bill 1 programs, and U.S. Department of Transportation competitive programs for example.
3. Guide Project Delivery Strategy
Identify project delivery strategies for an Alameda County portfolio of project investments that depict which projects can be delivered in whole, or in part, by

the Measure BB sales tax program, other Alameda CTC-administered funds, or prospective external competitive funding programs. It also identifies the funding challenges leading up to full project implementation and the potential risks of early project development investments towards projects with incomplete funding.

The Strategic Plan is structured around the proposed Draft Strategic Plan Guiding Principles (Attachment A) which define an approach to deliver a portfolio of highly competitive Commission priorities through which Alameda CTC administered funds may be invested to attract competitive funding from external funding programs.

Based on the Draft Guiding Principles, the Strategic Plan will focus on Alameda CTC-implemented projects and externally implemented "Named" capital projects. Between Alameda CTC implemented projects and projects implemented by external Project Sponsors such as the Bay Area Rapid Transit (BART), City of Union City, and others, there is a collective total project cost of \$6.7 billion, with only \$2.1 B committed through Measure BB, Regional Measures, various state and federal programs, and other local sources. There is an overall funding need of \$4.6 billion required to fill the gap and ensure the delivery of all these projects within the next decade.

Table 1: Summary of Project Delivery Funding Needs (\$ in Billions)

Project Sponsor	Total Project Costs	Total Commitment	Total Shortfall
Alameda CTC-Implemented	\$3.8	\$1.0	\$2.8
Named Projects Implemented by External Sponsors	\$2.9	\$1.1	\$1.8
Total	\$6.7	\$2.1	\$4.6
Note: Commitment sources include funds from Measure B, Measure BB, VRF, local jurisdictions, STIP, secured state grants.			

Using a ten-year horizon, the Strategic Plan will intend to address near-term financial implementation of countywide projects, including funding constraints, priority projects, and potential strategies. The strategies attempt to leverage existing local Alameda CTC administered fund sources against various outside funding programs anticipated in the next decade that aim to address the \$4.6 billion shortfall.

For the Alameda CTC-implemented projects, staff intends to pursue competitive funds from Senate Bill 1 Programs, Regional Measure 3, State Transportation Improvement Program (STIP), federal programs, and by encouraging local cooperation and funding partnerships with jurisdictions where a project resides or by whom might receive benefit. Attachment B depicts estimated annual revenues of federal and state discretionary grants which could serve as potential leveraging opportunities. In addition, DLD funds through Alameda CTC and the SB 1 program are also contributory options for projects located in and benefitting local jurisdictions.

The Strategic Plan's investment approach would be adjusted periodically to reflect the current state of project delivery, agency resources, available professional and construction services, and funding constraints and availability at any given time. As such, the Strategic Plan will establish an initial ten-year fiscal year framework that is intended to be updated if significant changes are required resulting from major project delivery and funding shifts.

Alameda CTC's Comprehensive Investment Plan (CIP) includes programming and allocation recommendations for various transportation projects and programs and also conforms to the 2014 TEP's annual strategic plan requirements. The CIP document will continue to be the mechanism by which the Commission programs and allocates funding.

Next Steps

The approved Strategic Plan Guiding Principles will be used develop a Strategic Plan that will inform funding pursuits for competitive local, regional, state and federal funds that are anticipated to be available to Alameda County. The Strategic Plan will be implemented through the Alameda CTC's CIP, project delivery efforts, and the policies associated with the programming and allocation of Alameda CTC administered funds. Approval of this item authorizes an approach to strategize Measure BB investments to leverage and strategically compete for discretionary local, regional, state and federal funds anticipated to be available to Alameda County.

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

Attachments:

- A. Draft Strategic Plan Guiding Principles
- B. Annual Revenue Estimates for Federal and State Grant programs

DRAFT STRATEGIC PLAN GUIDING PRINCIPLES

The Draft Strategic Plan Guiding Principles are intended to generate a portfolio of quality candidate projects for Alameda CTC administered funds and a prospective for external funds available to Alameda County jurisdictions.

These guiding principles are to:

1. Achieve the Alameda CTC's mission and vision and goals.

In September 2019, the Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan (CTP).

Vision: "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."

To complete this vision, Alameda CTC prioritizes projects that achieve these aspiring goals for Alameda County's transportation system:

- Accessible, Affordable and Equitable
- Safe, Healthy and Sustainable
- High Quality and Modern Infrastructure, and
- Economic Vitality

2. Identify Alameda CTC sponsored and implemented projects based on project delivery strategies, transportation benefits, resource capabilities, and funding strategies that maximize leveraging Alameda CTC's administered funds.
3. Prioritize Alameda CTC sponsored and implemented projects for available local, regional, State and federal funds that may be available to Alameda County on the basis of Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.
4. Prioritize 2014 Transportation Expenditure Plan (TEP)'s "named" capital projects by providing an investment and delivery strategy for Project Sponsors that promotes the development of these projects through the upcoming prospective funding opportunities.
5. Establish a systematic programming and allocation strategy for Alameda CTC administered funds to promote project delivery and project readiness. This includes an assessment of prospective local, regional, State, and federal fund sources anticipated to be made available to Alameda County.

6. Ensure the investment strategy remains flexible to provide capacity to respond to emerging and unanticipated needs in terms of both evolving project initiation and development needs, as well as, changes in funding opportunities, amounts and programs that may require nimbleness in adjusting the overall funding strategy of the Strategic Plan.
7. Provide an informational tool for agency's project management, project delivery, resource management, and financing strategies.
8. Adhere to the Alameda CTC's budgeting and financing policies including:
 - a. Pay-as you go financing strategy until an immediate need to issue debt for project(s) is required.
 - b. Debt shall not be utilized for operating expenses.
 - c. Maintains an adequate level of reserves and support strong bond ratings
9. Create synchronicities between Alameda CTC's Countywide Transportation Plan, Transportation Expenditure Plans, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.
10. Optimize leveraging of external funding opportunities such as local, regional, State, and Federal sources available through Project Sponsor local funds, Senate Bill 1, State Transportation Improvement funds, Regional Measures, Federal Programs.

Annual Revenue Estimates for Federal and State Grant Programs

Grant Type	Grant Program	Annual Fund Estimate (\$ x 1,000)
FEDERAL	BUILD	900
	INFRA	900
	INFRA (Formula)	100
	ATCMTD	60
	OBAG	12
<i>Sub-Total Federal (A)</i>		1,972
STATE	Active Transportation	100
	Trade Corridors	300
	Local Partnership	100
	Solutions for Congested Corridors	250
	STIP	15
<i>Sub-Total State (B)</i>		765
Total (A+B)		2,737

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 19, 2020

TO: Alameda County Transportation Commission

FROM: Gary Huisingh, Deputy Executive Director of Projects
John Pulliam, Director of Project Delivery

SUBJECT: Approve issuance of a Request for Proposals for Project Management and Project Controls Services and authorize the Executive Director to negotiate a contract with the top-ranked firm

Recommendation

It is recommended that the Commission authorize staff to issue a Request for Proposals (RFP) and proceed with contract procurement activities to obtain one or more professional services consultant firms to provide project management and project controls services beginning fall 2020.

Summary

Involvement of the private sector continues to be critical to the success of Alameda County Transportation Commission (Alameda CTC) and its effort to deliver high quality transportation programs and projects in Alameda County. To ensure the efficient, effective, and successful delivery of Alameda CTC's capital projects and grant programs, the Alameda CTC contracts on a periodic basis with a number of professional services consultant firms. These firms assist staff in providing a range of professional services, including, but not limited to, project management and monitoring, project controls, utility coordination, right-of-way services, technical assistance, administrative support services, and other related project activities. Currently these services are provided through multiple different contracts. By consolidating these tasks in a singular RFP to one or more firms, Alameda CTC will be able to be more responsive to project development and delivery needs that require consulting services, providing staff with additional flexibility in acquiring consulting services, thereby improving staff's ability to deliver projects for the Commission in a timely manner.

Staff seeks the Commission's approval to issue a RFP and authorization for the Executive Director to negotiate a professional services contract with one or more of the top-ranked firms for project management and project control services.

Background

Since the initiation of the 1986 Measure B sales tax measure to present day, Alameda CTC and its predecessor agencies have contracted with numerous engineering consultant firms to provide support services in the area of project management (when the Agency leads the implementation and delivery of a project) and project controls services (when the Agency provides funding to projects delivered by others). These engineering consultant contracts provide Alameda CTC with the quality resources necessary to support staff during the work program "peaks" and eliminates the need for staff reductions during the work program "valleys". Alameda CTC staff periodically conducts assessments of its consultant resource plan to ensure that the Agency is adequately supported to administer and deliver its projects and programs.

Current project management and project controls services contracts were awarded to various contractors through competitive bid processes and this RFP will enable a team to bid on services needed by Alameda CTC.

The selected Project Management and Project Controls Team (Team) will provide the Commission the necessary expertise and resources to deliver its capital program and assist in the overall implementation and administration of the agency's comprehensive work program. The Team will also coordinate with sponsors and contractors in the development and construction of capital projects to ensure that quality projects are delivered within budget, scope, and schedule. The Team will also support the Programming and Project Controls needs of the agency.

The proposed tasks for the upcoming RFP for services related to project management and project controls services are anticipated to include the following major tasks:

Program/Project Controls and Funding/Financial Management: Provide and perform defined services and activities related to program and project controls for current projects in the Alameda CTC Capital Program and Planning.

Project Delivery and Construction Management and Oversight: Provide and perform the necessary services and activities related to Project Delivery Management for capital projects that are led and managed by Alameda CTC or local agencies in the Capital Program, from project inception to project closeout. Provide construction oversight services for projects where Alameda CTC is a stakeholder and/or funding guarantor.

Programming and Program-Wide Implementation Support: Provide support to the Programming and Projects team with matters relating to the programming and monitoring of funding from various local, state, regional and federal sources under Alameda CTC's purview.

Support to Project Management/Project Controls: Provide and perform project administrative services and activities to support Programming and Project Controls, Capital Project Delivery, Express Lanes, and Alameda CTC.

Utilities/Right of Way (ROW) Services: Provide services and activities related to utilities and ROW support for capital projects, including assisting with the determination of liability for cost of utility relocations, preparing draft and final versions of utility agreements, preparing draft and final versions of Notices to Owners for facility adjustments, and other general coordination efforts related to utility relocations.

Project Management Services: Support Alameda CTC's provision of services and activities related to managing the overall program. The PM/PC Program Manager will report to and take direction in this regard from the Alameda CTC Deputy Executive Director of Projects or designee, who is the responsible person in charge and accountable overall for the work products provided and the services performed under this Agreement.

On-Call Services: Provide on-call services as required and then as authorized by Alameda CTC. Examples of on-call services include scheduling, constructability review, and project close-out.

By consolidating these tasks in a singular RFP to a team of firms, Alameda CTC will be able to more efficiently address agency needs that require consulting services, providing staff with additional flexibility in acquiring consulting services, thereby improving staff's ability to deliver projects for the Commission in a timely manner.

Staff recommends that the Commission authorizes the release of a Request for Proposals (RFP) and proceed with contract procurement activities to obtain one or more professional services consultant firms to provide project management and project controls services beginning fall 2020.

Fiscal Impact: Approval of this item does not have a direct fiscal impact on the budget. Approval of the recommended actions will authorize the issuance of a RFP and negotiations with the top-ranked firm for project management and project controls services. Commission action for contract award will be necessary at a future date upon successful completion of negotiations with the top-ranked firm. Funding for this contract will be identified in the annual budget update later this fiscal year, and funding details will be provided when the item returns to Commission for authorization of contract award.

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Memorandum

6.7

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

DATE: March 19, 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 February 10, 2020, Alameda CTC reviewed two NOPs. 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 DEIR for the Williamson Elementary School Project in Fremont
- B. Response to the NOP of a DEIR for the 460 24th Street Project in Oakland

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January 24, 2020

John Chwastyk
Director of Facilities
Fremont Unified School District
4210 Technology Drive
Fremont, CA 94538

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report for the Williamson Elementary School Project in Fremont

Dear Mr. Chwastyk,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Williamson Elementary School Project in Fremont. The proposed project would construct a new 78,300 square-foot elementary school with capacity for approximately 750 students on a currently vacant 9.86-acre site. The project site is located at the southeast corner of Eggers Drive and Hastings Street in the City of Fremont. The project site is designated as Commercial-City Center in the City of Fremont's General Plan and zoned as Open Space.

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 Fremont and the Alameda CTC signed a Countywide Model Agreement on April 1, 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 Fremont: Fremont Blvd, Paseo Padre Pkwy, Mowry Ave, Highway 84
 - 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: AC Transit and BART
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the Williamson Elementary 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

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February 20, 2020

Rebecca Lind
Bureau of Planning
City of Oakland
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report for the 460 24th Street Project in Oakland

Dear Ms. Lind

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the 460 24th Street Project in Oakland. The proposed project is located on two non-contiguous sites. The first, 0.92-acre, site is located at 460 24th Street and 465 25th Street northeast of Uptown Oakland and northwest of Lake Merritt. The first site is bound by 25th street to the north, retail and industrial buildings to the east, 24th street to the south, and a future hotel/residential mixed-use development to the west. The second site is an approximately 1,300 square-foot portion of a 4,520 square-foot parcel near the corner of 24th Street and Valley Street. The site is bound by residential uses to the north, south, and west, with a parking tower to the east. The first site is a surface parking lot with four garage buildings and an auto service and parts center. The proposed project would demolish one existing building as well as portions of the other four buildings on the site to build approximately 12,000 square feet of retail space and 86,000 square feet of office space. The second site is a surface parking lot with landscaping that will be relocated to build a pedestrian paseo connecting 24th and 25th streets.

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 Oakland and the Alameda CTC have signed a Countywide Model Agreement on to facilitate the city using the countywide travel demand model. 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 Oakland: Telegraph Ave, Grand Ave, Broadway Ave, I-580, and I-980
 - 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: AC Transit and BART
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.
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 - 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

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: March 19, 2020

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Saravana Suthanthira, Principal Transportation Planner
Kristen Villanueva, Senior Transportation Planner

SUBJECT: Approve Plan Bay Area 2050 Revised List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission

Recommendation

It is recommended that the Commission approve the revised Alameda County project list and performance strategies for submittal to the Metropolitan Transportation Commission (MTC) for purposes of developing the region's transportation plan, Plan Bay Area 2050 (PBA 2050). Upon approval, the list and associated details will be sent to MTC to meet their deadline of March 27, 2020. This is an action item.

Summary

Development of PBA 2050 has been underway since early 2018 and is approaching a critical milestone of Draft Plan approval in summer 2020. To support that deadline, MTC has reached out to the region's County Transportation Agencies (CTAs) to submit revised project lists for inclusion in the Draft Plan, which they are calling the Blueprint. The revised project list must address the following:

- Include project costs that fit within a constrained county budget for two time-periods, 2020 to 2035 and 2036 to 2050.
- Include Commitment Letters for each major project that MTC has designated as having performance issues on either benefit-cost or a qualitative score.

Project List

This agenda item presents a revised project list, Attachment A, for submission to MTC reflecting Alameda County's transportation projects and programs that fit within the county budget and identifies regional discretionary funding requests. Attachment A includes a combination of three distinct types of projects and programs: 1) "transformative" projects in Alameda County that MTC solicited in 2018 directly from partner agencies that have project costs of over \$1 billion that staff are proposing to assign county discretionary funding based on discussions with the project sponsors; 2)

updated list of regionally-significant projects first submitted to MTC by Alameda CTC in June 2019; and 3) programmatic projects and programs that include groupings of numerous smaller and more local projects into programmatic categories per MTC's guidance,

As part of this project submittal to MTC, CTAs must assign county discretionary funding and identify requests for regional discretionary funding. Over the course of the spring, MTC will work with CTAs and project sponsors to determine final amounts, if any, of regionally discretionary funding that will be assigned to each project or program. Alameda CTC will then need to approve in June 2020 a final project list that accounts for MTC's regional discretionary funding assignments. Please note that it is anticipated that the project list will need to be reduced and/or projects will need to be phased at that point due to funding constraints. Attachment A includes an initial assignment of county discretionary funds and identifies a request for regional discretionary funding, based on the two time periods identified above.

Project Performance

MTC is also requiring all CTA Boards to identify how any performance issues MTC identified as part of its project assessment will be addressed if projects are requesting regional discretionary funding. Attachment B details MTC's performance results for the major projects in Alameda County that have been identified by MTC as having performance shortcomings and potential strategies to address the concerns raised by MTC.

Attachments A and B are subject to Commission approval before submitting to MTC.

Background

MTC and ABAG have been working on developing a long-range plan for the region since 2017. This Plan has been developed in two phases– Horizon and Plan Bay Area 2050 (PBA 2050). In the Horizon phase, MTC/ABAG conducted scenario planning through the creation of three divergent Futures and assumptions. MTC then evaluated proposed projects and strategies against all three futures to see which projects and strategies would be the most resilient in an uncertain future

Federal requirements stipulate that a region's long-range transportation plan must include a list of transportation projects and investment categories for the next 30 years and be fiscally constrained. To develop this list, Alameda CTC and our partner agencies have submitted projects via a number of different calls for projects to MTC for consideration. Between now and late summer 2020, a final list of projects and programs will be determined for inclusion in PBA 2050. The Alameda CTC Commission has approved two sets of submittals for consideration for PBA 2050 thus far, one in May 2018 for "transformative projects" and one in June 2019 for regionally-significant projects. We are now at the point in the process to revise submittals based on the evaluations conducted under the Horizon/Futures effort, add in local projects, and submit an initial draft list of fiscally-constrained investments that assume an estimate of county discretionary funding and requests for regional discretionary funds.

PBA 2050 Performance Assessment

A project performance assessment was performed on projects with project costs of over \$250 million. Projects were scored for benefit cost, equity, and guiding principles developed for the Plan and incorporates results from the three different futures. MTC is requiring project sponsors and CTAs with projects that had significant performance issues identified through MTC's performance assessment provide Performance Commitments approved by CTA boards in order to be considered for inclusion in PBA 2050. Projects fully funded with local funds are exempted from this requirement.

Attachment B presents the key performance issues that staff will need to address in order to advocate for inclusion in PBA 2050. The projects identified by MTC as having performance shortcomings that are led either by Alameda CTC or our partner agencies include:

- Roadway projects
 - Quarry Lakes Parkway/Union City-Fremont East-West Connector
 - SR-262 Widening and Interchange Improvements
 - Regional Express Lanes
- AC Transit Local and Transbay Networks
- Regional and interregional rail:
 - Altamont Corridor Vision
 - Dumbarton Rail
 - Commuter Rail through Transbay
- WETA Ferry Service

Two overarching concerns that staff have communicated to MTC about this assessment include:

- A. **Equity Assessment for Major Transit Projects:** The equity assessment was conducted by MTC staff using a Travel Demand Model to generally estimate if more project's benefits would accrue to residents making greater than the Bay Area's median household income. This was a new approach to the equity analysis as compared to previous regional planning efforts. Alameda CTC agrees that equity is a critical issue facing the region and needs to be a major factor in decision-making. However, the assessment resulted in a number of major transit investments being flagged for equity, particularly projects such as commuter rail, AC Transit Transbay, regional express bus, and ferry services that focus on serving commuters, who generally earn more than the region's median household income. Transit projects that focus on serving commute markets, which MTC's recent Transit Usage Study found to be the only stable transit market in the region, are critically important to the region meeting many of its performance goals, including greenhouse gas emission reduction and supporting economic vitality across the region. AC Transit as an overall system provides major mobility benefits to low-income communities.

Alameda CTC will continue to work with MTC and partner agencies to identify acceptable paths forward to allow these important transit investments to be considered for PBA 2050. Given that MTC is working directly with a number of the transit agencies on a mean-based fare pilot and is also exploring a number of fare integration/seamless transit initiatives, Alameda CTC believes those are the appropriate venues for discussions regarding how to address the equity concerns of these transit investments. Those initiatives, however, are nascent and therefore it is premature for the Alameda CTC Commission to take any official position on implementing the outcomes of those initiatives until they are better defined.

- B. **Operational Improvements:** MTC's analysis has significant limitations in estimating the benefits of alleviating bottlenecks. For this reason, projects that are more operational in nature are typically excluded from the analysis. Alameda CTC believes that the State Route 262 project and to a certain extent, express lanes, are more operational in nature and the true benefits are not reflected with MTC's current benefit-cost tool. An example is that MTC's analysis of the SR 262 project does not account for any impacts of queuing on local roads, nor does it adequately capture the benefits to local circulation and safety.

Revised Project List for PBA 2050

MTC is requiring a fiscally constrained list of projects and programs from CTAs for consideration in PBA 2050 by the end of March. This list must include regionally-significant and local projects, and identify county budget assignments for two time periods, 2020-2035 and 2036-2050, which coincide with state mandated greenhouse gas emissions reductions timelines.

MTC provided a budget for Alameda County of \$3.7 billion in the first 15 years, and \$5 billion in the second 15 years. These funds include anticipated Measure BB, county shares of Transportation Fund for Clean Air and Vehicle Registration Fees, as well as an estimate of future federal Congestion Mitigation and Air Quality and State Transportation Planning funds (CMAQ/STP) that have historically come to the counties as part of the One Bay Area Grant program. MTC expects CTAs to assign these funds primarily to "programmatic categories", which are bundles of local projects. The rest can be put toward regionally significant projects, which are typically funded by a mix of regional, state, and federal funds. **It is important to note that this exercise is for long-range planning purposes only and in no way indicates a future funding commitment to any project.**

This will be the first time MTC requires funding constraint by time period. This may result in projects being pushed to later years in order to have PBA 2050 meet the financial constraint requirement, which is a federal requirement of all regional transportation plans once MTC determines what level of regionally discretionary funding projects can assume. Although the discussions of constraint by time period are just beginning, staff anticipates this will be an issue the Commission will need to discuss for the final June 2020 project list submittal.

Attachment A includes the revised list for Alameda County that shows several programmatic categories at the top of the list, as well as individual projects that meet MTC's requirement for triggering an air quality assessment and therefore must be listed individually in PBA 2050. The vast majority of projects and programs can fit within the programmatic categories for the regional transportation plan. For the Countywide Transportation Plan, staff will provide more information on all local projects, including those in the programmatic categories. Staff have associated county budget values to each project and program with the following principles:

- Categories addressing the multimodal CTP goals received the highest shares of county budget.
- Projects that are on the interstate, associated with the Port or that meet one of MTC's regional strategies in PBA 2050 received the highest share or future regional funding.

This process resulted in a regional ask of \$4.1 billion in the first 15 years and \$4.5 billion in the second 15 years. The current project list does not fully assign the county budget. This will give us flexibility to assign additional county discretionary funding over the spring as we see what level of regional discretionary funding MTC will assign, and as project sponsors continue to update project costs.

MTC will receive these requests from all CTAs in March and that will kick off more detailed discussions with MTC and project sponsors regarding what projects and strategies to include in PBA 2050. MTC will be considering how to assign regional discretionary funding (including funds such as Regional Measure 3, SB 1 competitive funding programs, federal programs, etc.) both to projects as well as strategies that MTC is testing as part of the Draft Blueprint. Strategies MTC is considering that are most relevant to transportation investment tradeoffs include balancing expansion of the system and operation and maintaining the existing system, low-income fare discounts or programs, and tolling. MTC is currently considering a number of different levels of fiscal constraint to account for the uncertainties surrounding a potential future mega-measure for transportation. These various scenarios will significantly impact the amount of regional discretionary funding available for projects and programs.

Planning, Policy and Legislation Committee (PPLC) Discussion

At the March PPLC meeting, the Committee had an extensive discussion regarding the importance of transit and equity. Committee members expressed support for exploring free transit opportunities throughout the county, with an initial focus on routes serving low-income communities, including the East Bay Bus Rapid Transit project opening later this year on International Blvd and E14th Street. Commissioners directed staff to include specific reference to interest in free transit fare programs to MTC in the letter transmitting the PBA 2050 project list and to include specific reference of free transit pilots in the project list submittal to MTC. This has been added to the Local Transit, Service and Fares programmatic category. In addition, staff will be developing more detailed analysis of potential impacts and benefits, as well as models followed elsewhere in the country, of free transit programs, working closely with transit operators in the county to estimate

potential impacts and opportunities. This information will be provided to the Commission as part of the 2020 Countywide Transportation Plan meetings and discussions this spring.

Next Steps

Upon Commission approval of Attachments A and B, staff will work closely with partner agencies to submit a package to MTC by March 27, 2020. MTC will return to CTA's with a further constrained list in the spring and are requiring CTA board approval in June of the final list.

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

Attachments:

- A. Proposed Revised List for Alameda County for PBA 2050
- B. Approach to Address Performance Shortcomings for PBA 2050

Attachment A. Revised Project List

Row	Project	Source/Sponsor	Funding (\$ in millions)
Alameda County Programmatic Categories			
1	Active Transportation and Vision Zero Projects in this category are new bicycle and pedestrian facilities, facilities that connect existing network gaps, and safety strategies such as Vision Zero	Alameda CTC	\$ 2,200
2	Goods Movement and Rail Safety This program includes projects that improve freight operations and reduce impacts of freight activity such as projects that support the Port of Oakland, emissions reductions, rail safety, and other freight-related impacts and improvements.	Alameda CTC	\$ 1,500
3	Multimodal Corridor This program includes projects that transform roadways into multimodal corridors with facilities for walking, biking, and improved bus travel.	Alameda CTC	\$ 625
4	Local and Regional Road Safety This program includes projects that improve local circulation and address road safety along local routes, regional routes and interchanges. This includes multimodal and operational upgrades to interchanges that minimally change capacity.	Alameda CTC	\$ 300
5	Technology This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management. Projects also implement technology upgrades for transit including microtransit.	Alameda CTC	\$ 400
6	Urban Greenways and Trails Projects in this category are new off street bicycle and pedestrian facilities and projects that close gaps or address barriers in the active transportation network. This category includes new segments of Bay Trail, Iron Horse Trail, extensions of East Bay Greenway and new trails such as Niles Canyon, Sabercat, San Lorenzo Creek, Dumbarton/Quarry Lakes, and San Leandro Creek trail.	Alameda CTC	\$ 1,200
7	Local Transit Access, Service and Fares Projects in this category improve station access, bus stop access, upgrades to BART systems. It also includes free transit pilot projects, fare integration and affordability through the Student Transit Pass Program, minor service expansions for LAVTA and AC Transit along major corridors, and other transit planning and service innovations.	Alameda CTC	\$ 1,400
8	Climate Program: TDM and Emission Reduction Technology Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services	Alameda CTC	\$ 130
9	Planning This category includes planning studies supporting the regional PDA framework and connecting transportation and land use.	Alameda CTC	\$ 50
	County Budget 2020-2035	\$1,600	
	County Budget 2036-2050	\$2,300	
	Regional Request 2020-2050	\$4,000	
	TOTAL	\$7,900	
Alameda County Regionally-Significant Projects			
680/580 Work Program			
10	I-680 Express Lanes: SR-84 to Alcosta Phase 1 (Southbound)	Alameda CTC	\$ 252
11	I-680 Express Lanes: SR-84 to Alcosta Phase 2 (Northbound)	Alameda CTC	\$ 228
12	I-680 Express Bus to Silicon Valley	Alameda CTC	\$ 170
13	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	Alameda CTC	\$ 236
14	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	Alameda CTC	\$ 130
15	I-580 Design Alternatives Assessments (DAAs) Implementation	Alameda CTC	\$ 400
16	I-580/680 Interchange HOV/HOT Widening	Alameda CTC	\$ 1,500
17	SR-262 Widening and Interchange Improvements	Alameda CTC	\$ 925

Attachment A. Revised Project List

Row	Project	Source/Sponsor	Funding (\$ in millions)
Regional Transit			
18	South Bay Connect	CCJPA	\$ 264
19	Bay Fair Connection	BART	\$ 234
20	Station Modernization Program	BART	\$ 200
21	Hayward Maintenance Complex (HMC) Phase 1	BART	\$ 209
22	San Pablo BRT/Multimodal Corridor	AC Transit	\$ 300
23	Irvington BART Infill Station	Alameda CTC	\$ 180
24	Alameda Point Transit Network Improvements	Alameda CTC	\$ 500
25	Alameda County E14th/Mission and Fremont Blvd. Multitmodal Corridor	Alameda CTC	\$ 330
26	Bay Bridge Forward	MTC	\$ 65
Interchanges (non-exempt)			
27	I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2	City of Dublin	\$ 58
28	Rt 92/Clawiter/Whitesell Interchange Improvements	City of Hayward	\$ 40
29	42nd Ave. & High St. I-880 Access Improv.	City of Oakland	\$ 18
30	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	Alameda CTC	\$ 220
31	I-880 Winton Avenue A Street Interchange Reconstruction	Alameda CTC	\$ 176
32	Oakland/Alameda Access Project	Alameda CTC	\$ 115
33	I-580/Santa Rita Overcrossing Widening	City of Pleasanton	\$ 49
34	I-680/Stoneridge Drive Overcrossing Widening	City of Pleasanton	\$ 44
Goods Movement			
35	Oakland Army Base Infrastructure Improvements	City of Oakland	\$ 301
36	7th Street Grade Separation East	Alameda CTC	\$ 317
37	7th Street Grade Separation West	Alameda CTC	\$ 311
Active Transportation and Complete Streets			
38	East Bay Greenway	Alameda CTC	\$ 250
39	Central Avenue Safety Improvements	City of Alameda	\$ 15
40	Alameda County Complete Streets Road Diets	Alameda CTC	\$ 100
Other Roadway and Major Projects			
41	Union City-Fremont East-West Connector	Union City	\$ 320
42	Dublin Blvd. - North Canyons Pkwy Extension	City of Dublin	\$ 166
43	Dougherty Road Widening	City of Dublin	\$ 23
44	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	City of Dublin	\$ 23
45	Dublin Boulevard widening	City of Dublin	\$ 7
46	Auto Mall Parkway Improvements Near I-680	City of Fremont	\$ 50
47	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	City of Pleasanton	\$ 137
48	Union City Boulevard Widening (Whipple to City Limit)	Union City	\$ 17
Committed Projects			
49	Rte 84 Widening, south of Ruby Hill Dr to I-680	Alameda CTC	
50	SR 84 Expressway Widening	Alameda CTC	
51	Dougherty Road Widening	City of Dublin	
52	Dublin Boulevard widening	City of Dublin	
53	Telegraph Avenue Road Diet	City of Oakland	
54	SR 84 Expressway Widening	Alameda CTC	
55	New Alameda Point Ferry Terminal	City of Alameda	
56	AC Transit: East Bay Bus Rapid Transit	AC Transit	
57	Shattuck Complete Streets and De-couplet	City of Berkeley	
58	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	City of Oakland	
59	Oakland: Telegraph Avenue Complete Streets	City of Oakland	
60	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	City of Oakland	
		County Budget 2020-2035	\$1,500
		County Budget 2036-2050	\$1,100
		Regional Request 2020-2050	\$4,700
		TOTAL	\$7,300

Attachment A. Revised Project List

Row	Project	Source/Sponsor	Funding (\$ in millions)
Regional Transit Projects Supported by Alameda CTC. Project sponsors are updating costs and funding plans so county budget is reserved here to assign in June.			
Bus	AC Transit Local Network: Service Increase	AC Transit	\$ 2,600
	AC Transit Local Rapid Network: Capital Improvements+Service Increase	AC Transit	\$ 6,400
	AC Transit Transbay Network: Capital Improvements + Service Increase	AC Transit	\$ 6,500
Rail	BART Core Capacity	BART	\$ 4,500
	ACE Rail Service Increase (10 Daily Roundtrips)	SJRRRC	\$ 1,300
	Valley Link (Dublin to San Joaquin Valley)	TVSJVRRRA	\$ 3,000
	Altamont Corridor Vision Phase 1 (to San Joaquin Valley)	TVSJVRRRA, SJRRRC	\$ 4,600
	Dumbarton Rail (Redwood City to Union City)	SamTrans C/CAG	\$ 3,900
	New San Francisco-Oakland Transbay Rail Crossing (4 alternatives)	MTC/ABAG	Varies
Ferry	WETA Ferry Service Frequency Increase	WETA	\$ 400
	WETA Ferry Service: Berkeley-San Francisco	WETA	\$ 200
	WETA Ferry Service: Redwood City-San Francisco- Oakland	WETA	\$ 300
	County Budget 2020-2035	700	
	County Budget 2036-2050	500	
	Regional Request 2020-2050	TBD: Operators to Request from MTC	

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Approach to Address Performance Shortcomings for PBA 2050

Overview of MTC's performance assessment:

Benefit-Cost Ratio: All project impacts are measured against a uniform base transportation and land use network in each future.

Equity Score: "Advances" indicates that the project may benefit lower income individuals (below regional median income) more than higher income individuals. "Challenges" indicates that project benefits skew towards higher income individuals. "Even" indicates even distribution of benefits for all income groups.

Guiding Principle Flags: Flags, based on qualitative analysis, are intended to draw attention to a direct adverse impact a project may have that may not be captured as part of other assessments. Projects receive one or more flags if it would do any of the following:

- increase travel costs for lower income residents
- significantly increase travel times or eliminate travel options
- displace lower-income residents or divide communities (as a direct impact of project construction)
- significantly increase emissions or collisions
- directly eliminate jobs

Projects have performance issues if one of the following is met:

- Two or more benefit-cost ratios less than one, and/or
- One or more equity scores with a "Challenges" rating, and/or
- One or more Guiding Principles flags

Table B.1 List of Investments Requiring Action

Note: GP is Guiding Principle flag, BC is Benefit-Cost flag, and Equity is the Equity flag

Major Project	Performance Flag:			Proposed Path Forward
	GP	BC	Equity	
<p>Overarching issues for Road Projects: MTC's analysis assumes all road projects increase emissions and collisions. SR-262 is assumed to divide a community. MTC tool does not capture benefits of traffic operations projects.</p>				
<p>SR-262 Widening and Interchange Improvements</p>	x	x	x	<p>Staff will work with MTC to articulate the benefits of this project. This project has notable safety, emissions, and community access benefits:</p> <ul style="list-style-type: none"> • Project removes current barrier in the community along 262 caused by severe traffic • Project reduces air pollution from vehicles idling in congestion • Project reduces conflicts at intersections and reduces cut-through traffic, increasing community safety <p>Staff will also work with MTC on a potential phasing that will implement the highest benefit pieces within the first 15 years of the plan.</p>
<p>Regional Express Lanes (MTC + VTA + ACTC + US-101)</p>	x	x	x	<p>The project sponsor is MTC but includes future Alameda CTC lanes along I-680 and I-580. MTC Express Lanes staff is leading discussions VTA, SFCTA and C/CAG to address the performance issues flagged by MTC. A joint letter is under development and includes strategies such as phasing to improve the benefit cost, support for transit and future roadway tolling, and equity-based toll discounts. This coordinated approach is anticipated to be presented to the MTC Operations Committee this spring for consideration.</p>

Major Project	Performance Flag:			Proposed Path Forward
	GP	BC	Equity	
Quarry Lakes Parkway/Union City-Fremont East-West Connector	x			Staff will work with project sponsor to better define project scope in order to determine how to address the emissions and safety flag and resubmit to MTC.
Overarching issues for Local Rapid and Express Bus: Transit projects that primarily benefit commute trips receive an equity flag. Projects were originally submitted with visionary costs and need to be revised to prioritize higher performing routes.				
AC Transit Local Rapid Network: Capital Improvements + Service Increase		x		Staff have worked with AC Transit to scale the projects down to the highest performing routes.
AC Transit Transbay Network: Capital Improvements + Service Increase		x	x	Staff will support regional mitigation measures developed by MTC in collaboration with bus operators such as a means-based fare program for express and Transbay bus.
Overarching issues for Regional and Interregional Rail: Staff have communicated to MTC the limitations of evaluating rail network projects in isolation, and the limitations of the tool to estimate benefits of interregional projects. Transit projects that primarily benefit commute trips receive an equity flag.				
ACE Rail Service Increase (10 Daily Roundtrips)			x	Project sponsors are rail operators so those sponsors will be submitting responses directly to MTC. These projects are included here because rail service is vital to Alameda County. Staff will support regional mitigation measures developed by MTC in collaboration with rail operators such as a means-based fare program for commuter rail.
Altamont Corridor Vision Phase 1 (to San Joaquin Valley)		x	x	
Dumbarton Rail (Redwood City to Union City)		x	x	
Overarching issues for Ferry: Transit projects that primarily benefit commute trips receive an equity flag.				
WETA Ferry Service Frequency Increase			x	The project sponsor is WETA. Staff will work with WETA to identify potential cost savings or phasing and regional means-based fare programs.
WETA Ferry Service: Redwood City-San Francisco- Oakland		x		

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DATE: March 19, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: 2020 Countywide Transportation Plan: Needs Assessment Part 2

Recommendation

This item is to provide the Commission with an update on the second of two parts of the 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 March 2020 meetings of the Alameda County Technical Advisory Committee (ACTAC) and the Planning, Policy and Legislation Committee (PPLC) and this memo includes a summary of comments received at those meetings.

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 2 of the Need Assessment, focused on transit, arterials and goods movement. The strategies included in this memo have been compiled based on a review of recent county plans and relevant local planning initiatives, and are aligned with the four goals adopted by the Commission in September 2019 for the 2020 CTP. Staff shared Part 1 of

the Needs Assessment on active transportation and freeways in January 2020 and plans to release the final Needs Assessment document in May 2020.

This item was presented at the January 2020 meetings of ACTAC and PPLC and this memo incorporates comments and edits received at that meeting. A summary of comments received is included in Attachment B.

Approach to CTP Needs Assessment

As presented in January, 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. Needs for the CTP are also summarized by planning area. 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 jurisdictions contained within each one.

Table 1. Sources for 2020 CTP Needs Assessment

Plan/Project Name and Year Adopted	
<ul style="list-style-type: none"> • 2015 BART Station Profile Study • 2016 Countywide Transportation Plan • 2016 Alameda Countywide Multimodal Arterial Plan • 2016 Alameda Countywide Transit Plan • 2016 Alameda County Goods Movement Plan • 2016 AC Transit Major Corridors Study • 2017 Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County 	<ul style="list-style-type: none"> • 2018 Level of Service Monitoring Report – Traffic and Transit 18 Rail Strategy Study • 2018 and 2019 Corridor Projects: East 14th Street/Mission Boulevard and Fremont Boulevard, San Pablo Avenue • 2019 Countywide Active Transportation Plan • 2019 MTC Transit Use Study (UCLA) • Alameda CTC Safe Routes to Schools Site Assessments (on-going) and Evaluation Reports (underway)

Needs Assessment – Transit

Alameda County is served by two of the region's highest-ridership operators, yet only 15% of residents take transit to work each day. Part of the reason for this is the high degree of variation in land use intensity, from high density houses and jobs in north county to more suburban homes and office parks in south and east county. A key overarching challenge for this CTP will be to identify ways to increase transit ridership across the entire county, leveraging innovative strategies already employed by our operators and continuing to focus on strong markets for transit.

From a review of previous plans and agency performance monitoring reports as well as discussions with transit operators, the key challenges for transit in the county include:

- Countywide congestion results in increasingly slow and unreliable local and express bus service.
- Some high-quality transit services lack safe and comfortable walking and biking connections.
- Limited hours of operations and low frequency of service deter ridership growth, especially during weekends and evenings when competition from Transportation Network Companies is also the highest.
- Different payment options and ticketing systems make the county's (and region's) transit system difficult to use.
- Interregional service is limited between Alameda County and Contra Costa, San Joaquin, San Mateo and San Joaquin counties despite high shares of regional trips between these areas.
- Systemwide operating costs are increasing faster than ridership and revenues.
- Core BART service is at-capacity and over-subscribed during peak periods.
- Paratransit users face on-time performance issues and longer rides, which have been exacerbated by increasing regional congestion.

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. Staff have also conducted focused meetings with the major transit operators in Alameda County to vet these strategies. Table 2 incorporates suggested comments from AC Transit, BART, LAVTA and WETA staff.

Table 2. Potential Strategies to Consider Including in CTP for Transit

Potential Strategy	Brief Description
Dedicated Infrastructure	Improve bus service speed and reliability by prioritizing transit through treatments like queue jumps, signal priority, dedicated bus lanes, and bus boarding islands. Increases in transit speeds are needed for frequency improvements to effectively boost ridership and minimize increases in operating costs.
Fare Integration	Facilitate transfers between transit systems by reducing or eliminating the transfer cost penalty for riders through interagency discounting agreements, or through fare integration.
More Comfortable Transit Stops and Stations	Improve the comfort and safety of transit riders by providing amenities like lighting, transit shelters, Wi-Fi and benches. At BART stations, locate bus stops and pickup/drop-off areas in well-lit locations near the station.
Fare-Free Zones and Passes	Consider establishing free transit zones or lines. Potential locations include areas with high ridership where fare collection slows transit speeds, as well as lines and areas with substantial ridership from disadvantaged populations. Enact means-based fare policies that keep fares affordable for youth, seniors, and people with disabilities.
Targeted Service Improvements	Focus service improvements, such as frequency increases, as well as operational improvements, such as signal priority, on lines with high existing or potential ridership that experience heavy congestion and slow transit speeds.

Potential Strategy	Brief Description
First/Last Mile Access	Provide high-quality pedestrian and bicycle facilities and bikeshare stations near major transit stops, including ferry terminals, to improve first/last mile access. Improve wayfinding and consider supporting a regional standard for wayfinding. Consider shuttles and other motorized forms of first/last mile access.
Supportive Land Use Strategies	Encourage local jurisdictions to enact and enforce transit-supportive design standards for developments along transit routes, as well as car-light or car-free land use regulations near major transit stops.
Developer Agreements/TDM	Partner with the private sector to expand or enhance service or provide funding for capital projects, particularly as part of large land use developments. Consider transit services such as buses and ferries as an option in local TDM programs.
Interregional Service Expansion	Expand interregional transit services that would facilitate and encourage the use of transit for travel into, out of, and through Alameda County, reducing strain on congested freeways and local roadways.
Operator Shortage Strategy	Support policies that would allow transit operators to live closer to their jobs and reduce commute burdens.

Needs Assessment – Arterials

Alameda County's 1,200 miles of arterials carry approximately 40% of daily trips, making arterials key connections between the varied activities that residents complete in a given day. Arterials are where regional and local transportation networks connect to communities and also where opportunities exist to support planned development and local growth strategies. In response to a strong regional economy, demand for roadway use is rising, with cars, transit, bikes, pedestrians and trucks all trying to navigate the same roads.

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

- Arterials have multiple competing goals among mobility, access and placemaking for local development, all of which require different transportation solutions.
- Major arterials account for 14% of road miles in Alameda County but for 71% of the mileage of the High-injury Network.
- Many arterials are wide and currently not attractive or safe for walking and biking. Congestion on freeways spills onto arterials further decreasing attractiveness for non-auto modes.
- Congestion on arterials has led to a 15% decline in peak arterial speeds in the last four years, which negatively affects bus speeds and reliability.
- People frequently travel between jurisdictions along arterials yet traffic signal operations, infrastructure quality and street design are not connected and coordinated.
- Arterials across the county serve a large variety of functions that require local context sensitive solutions.
- Competition for roadway and curb space are forcing hard trade off discussions within cities.

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 Arterials

Potential Strategy	Brief Description
Multimodal Corridor Projects	Work with partner agencies to identify the next set of corridors to address as countywide multimodal projects and initiate a game plan through the CTP.
Pilot “Quick Build” Projects	Pilot quick-build projects to make improvements on a segment-by-segment basis and demonstrate the effects of the improvements. This may be particularly effective on transformative projects where consensus around a final design may be difficult to reach quickly in all locations.
First/Last Mile Transit Access	Consider transit first/last mile access needs in street design for multimodal corridor improvements.
Reducing Conflict through Design	Improve safety by reducing conflicts between cars, trucks, transit vehicles and active modes on arterials through the adoption of updated Complete Streets design standards.
Vision Zero on Arterials	Include street design elements that reduce vehicle speeds, such as tightening curb radii and narrowing and/or reducing automobile travel lanes to provide high-quality bicycle and pedestrian facilities. Improve bicycle and pedestrian safety at intersections by providing protected intersections, extending curbs, installing high-visibility crosswalks, providing pedestrian-friendly signal timings, and improving pedestrian-scale lighting, among others.
Curbspace Management	Facilitate the adoption of best practices in curb space management by local jurisdictions by organizing learning sessions on how to use curbside use designations, pricing, and enforcement to optimize use of valuable curb space.
Advanced Technologies	Use ITS technologies to improve the operational efficiency of roadways while also supporting active transportation modes and vulnerable users.
Transportation Demand Management	Encourage local agencies to implement or expand TDM programs and policies to incentivize and encourage travel via transit, carpooling, and active transportation to reduce single-occupancy vehicle mode share.
Economic Development	Assess the impact of transportation improvements on the economic vitality of corridors and focus investments where they will have substantial positive impacts. Partner with economic development agencies and the private sector to jointly implement infrastructure projects.
Placemaking	Enhance the pedestrian experience along major arterials to create inviting, attractive spaces for all by widening sidewalks and providing pedestrian amenities like plazas and street trees.

Needs Assessment – Goods Movement

Alameda County is the goods movement hub of the Bay Area and Northern California Megaregion including the Port of Oakland, Oakland International Airport, and a robust

network of rail, roads, and highways. The Port of Oakland handles 99% of container volume in Northern California and is the eight busiest port in the nation by volume.

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

- Current truck and freight rail networks are constrained. There are existing congestion, reliability and safety issues on shared-use interregional highway and rail corridors with limited ability for expansion.
- Truck route continuity across jurisdictions is fragmented and there are minimal heavy weight truck routes in the county.
- Increasing freight demand exists on a finite rail network that travels through many communities.
- Changing local land use development patterns increase modal conflicts on local truck routes and lead to increased conflicts with industrial uses.
- Emissions and noise exposure from goods movement can create significant health risks and negatively affect the well-being of residents, especially in the region's Communities of Concern that are located near high-intensity industrial areas and truck corridors.

To address these needs, Table 4 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 4. Potential Strategies to Consider Including in CTP for Goods Movement

Potential Strategy	Brief Description
Targeted Infrastructure Investments	Scope new projects on regionally significant freight routes and facilities to address identified truck delay, truck reliability, and truck safety issues on routes including I-880, I-580, I-680, and I-80, as well as multi-modal projects improving access and efficiency at the Port of Oakland.
Freight Guidelines for Complete Streets	Develop toolkits, guidelines, and best practices for incorporating freight into Complete Streets design to reduce conflicts between goods movement and transit, bicycles, and pedestrians on arterial routes.
Near-Zero and Zero-Emission Technology	Fund and demonstrate Near-Zero and Zero-Emission goods movement technologies, potentially including incentives for engine retrofits to low-emission and ZEV technology. Target freight corridors and facilities in communities with greatest adverse impacts from freight emissions.
Land use guidelines and incentive programs	Coordinate with regional and state efforts to address industrial land use planning and preservation for industrial uses and priority production areas. This could include technical assistance to update zoning, guidance on setting up buffer zones, incentives to preserve buffers, identification of funding for assembling of fragmented parcels, and reduction of negative impacts on communities from freight operations.
Truck Access Management	Work with Caltrans and local jurisdictions to update truck routes through communities and design recommendations for intersections. Evaluate direct truck access between the Port and I-880 and lift the exemption of overweight trucks on I-880 to minimize impacts on local surface streets.

Potential Strategy	Brief Description
At-Grade Crossing Safety and Grade Separation Policy and Program	Develop an at-grade crossing safety and grade separation policy and implement a countywide priority list of grade-crossing improvements in partnership with local jurisdictions.
Vehicle Safety Technology	Encourage the adoption of vehicle safety technologies that would specifically be used on medium and heavy-duty trucks such as blind spot detection and side guards.
Resilient Airport and Seaport	Protect existing critical infrastructure by investing in airport and seaport infrastructure that is resilient to the forecasted effects of climate change. This infrastructure may include flood protection, shoreline protection, power sources protection, and airport perimeter dyke expansion, among others.

CTP Next Steps

Table 5 reflects a high-level schedule of CTP development topics through fall 2020. 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 planned: targeted outreach in the spring including focus groups, intercept surveys and pop up events throughout the county, and broad public outreach in the summer when the draft CTP is released.

Table 5. 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 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 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

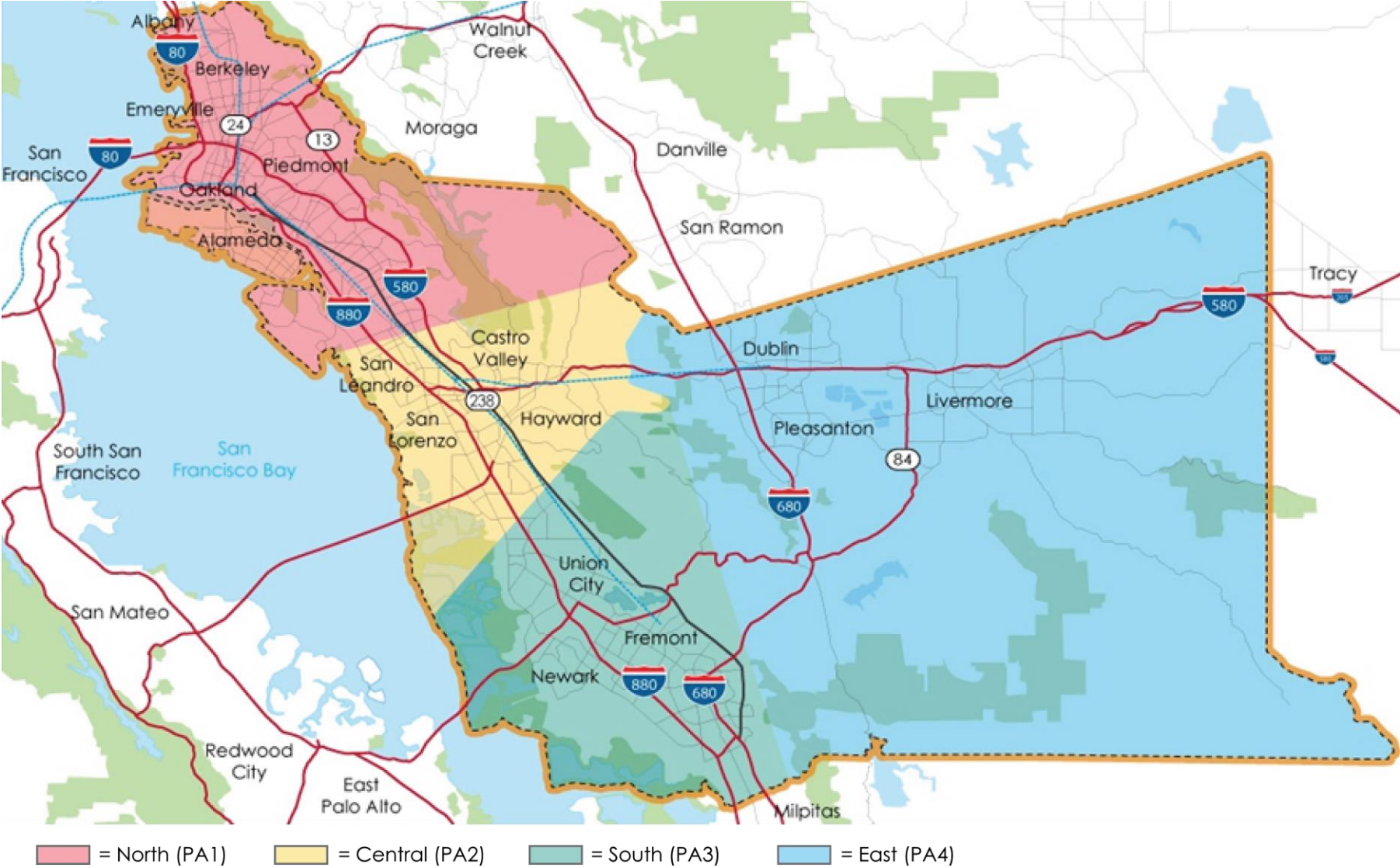
Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

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

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Attachment A: Four Planning Areas of Alameda County



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Attachment B

Staff presented the Needs Assessment Part 2 at the March 5 meeting of ACTAC and the March 9 meeting of PPLC. Table B.1 presents a summary of comments received on the initial set of strategies for Transit, Arterials and Goods Movement. The comments will be taken into consideration as staff prepares the revised Needs Assessment and as the overall CTP is developed throughout 2020.

Table B.1. Summary of Comments Received on Needs Assessment Part 2

Meeting	Comments
ACTAC	For Arterials, there is overlap in current safety strategies between Vision Zero and design-based strategies. Vision Zero refers to broad range of policies and goals. Emphasize the safety objective and framework of Vision Zero through the CTP.
	Consider adding performance targets in the Plan for safety and mode shift.
	Consider adding Green Infrastructure to Placemaking.
	Consider a strategy for electrifying the fleet of automobiles, transit vehicles, and trucks by 2050.
	Overall, these are good strategies but there should be a prioritization among them.
	For first/last mile access, include application of new technologies that can address the same access issue but for distances further than one mile.
	Consider public-private funding arrangements for on-demand transit services where these could make sense in the county.
	There is a major issue related to shortage of truck stops and truck parking that is a problem countywide. Lack of truck parking can be associated with higher number of trucks on freeways.
	For the Near-Zero and Zero-Emission Technology strategy in Goods Movement, focus should be on standards, and infrastructure and operations guidelines for early implementers like the Port of Oakland.
PPLC	There is a larger issue with major transit stops than amenities. Cleanliness and personal security should be added to the strategy to increase security and safety of the transit system.
	Need to make sure the CTP prioritizes smaller, neighborhood projects.
	There are opportunities for parking co-benefits for hydrogen and electric powered trucks and buses with the same yard.

Meeting	Comments
PPLC	The Plan needs to include O&M needs for keeping transit stops clean and well-maintained.
	TDM incentives for carpooling and transit passes should be included.
	CTP strategies should align with regional strategies, particularly for seamless and integrated fare payment and schedules.
	TNCs and new mobility services should be evaluated for impact on transit.
	Access to ferry terminals is important for several cities and partnerships with AC Transit should be explored.
	Transit strategy should advance corridor projects like San Pablo to make transit efficient.
	There are local examples of cities applying new TDM requirements to development. This is an opportunity for Alameda CTC to provide policy ideas and guidelines.
	The CTP should explore opportunities for fare free transit like zones and routes. These should be evaluated and a strategy recommended in the CTP. Past regional discussion on fare free transit should be assessed to determine current barriers. The financial impact to transit operators should be determined.

**IWC Chair Report for
3/26/20 Alameda CTC Board Meeting**

- Good afternoon Commissioners. I'm Steve Jones, Chair of the IWC Committee.
- The IWC met on Monday, March 9, 2020. The Committee:
 - Received an orientation on the compliance report review process from staff and reviewed a sample audited financial statement and compliance report.
 - Established an IWC Annual Report Subcommittee and discussed dates for the first Ad Hoc Subcommittee meeting.
 - Members signed up to watch/monitor projects and programs that interest them.
- The IWC's next meeting is on Monday, July 13th.
- Thank you.

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Independent Watchdog Committee
Meeting Minutes
Monday, January 13, 2020, 5:30 p.m.

7.1

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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, Carl Tilchen, Hale Zukas. A quorum was not present and the Chair moved item 5.1 before 4.1.

Subsequent to the roll call:

Carmen Rivera-Hendrickson, 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 5.1)

4.1. Approval of November 18, 2019 IWC Meeting Minutes

Pat Piras suggested the following amendments to the minutes:

- Second sentence on page 3 under item 6.1 change "its" to "it's" and change "the proposed" to "a proposed"
- Add a sentence after the first sentence for item 8.2 "committee members expressed appreciation."

Pat Piras made a motion to approve this item with these amendments. Carl Tilchen seconded the motion. The motion passed with the following votes:

Yes: Brown, Jones, McCalley, Piras, Rivera-Hendrickson, Rubin, Ryan, Tilchen

No: None

Abstain: None

Absent: Buckley, Dominguez, Nate, Zukas

5. Independent Projects and Programs

5.1. Measure B and Measure BB Program Update

(This item was presented before 4.1)

John Nguyen provided an update on Alameda CTC's Direct Local Distribution (DLD) programs, including a review of the current DLD fund balances and

program compliance monitoring processes. Mr. Nguyen noted that Alameda CTC received the financial and compliance reports from all DLD recipients for the fiscal year 2018-19 reporting period, with the exception of the City of Union City due to a computer virus that impacted their systems. Mr. Nguyen also provided an overview of the Measure B and Measure BB discretionary programs and its oversight process.

Carl Tilchen asked if the Measure BB funds were available for a certain project in the Dumbarton corridor. Mr. Nguyen stated that it is possible if the project aligns with the intent and eligibilities defined for the Dumbarton Corridor Area Improvements within the 2014 Transportation Expenditure Plan.

Pat Piras asked, if something is a multi-year project, can it be broken into phases for reimbursement. Mr. Nguyen stated that projects can be segmental and there would be specific agreement controls to ensure scope and phase delivery.

Murphy McCalley asked what the current fund balance of the discretionary programs is. Mr. Nguyen stated that it varies by program, and available discretionary funds will be identified in the Fall of 2020 as part of a new programming cycle of discretionary funds.

Pat Piras suggested Alameda CTC share a summary sheet of the paratransit programs with the IWC. She noted that it may be useful for the committee to have context of the different paratransit programs. Ms. Reavey stated that she will provide the committee with the information.

This item is for information only.

5.2. Measure B and Measure BB Capital Projects Update

(This item was presented after 4.1)

John Pulliam provided an update on Measure B and Measure BB capital projects. The presentation covered funding highlights from the sales tax programs as well as information on project management and corridor improvements. Mr. Pulliam provided details on projects directly managed by Alameda CTC, updating the committee on 2019 milestones, achievements, as well as expected milestones for the coming year.

Pat Piras asked if the Oakland-Alameda Access Project is in the environmental process and may comments be made. Mr. Pulliam confirmed the project is in the environmental review process and comments may be made.

Cal Tilchen asked if the I-680 Express Lanes from SR-84 to Alcosta Boulevard (Gap Closure) Project will make the lanes less bumpy. Mr. Pulliam stated that Alameda CTC intends to combine the Alameda CTC Southbound Express Lanes project with the Caltrans Pavement Rehabilitation project, which will address pavement conditions on both the southbound and northbound sides.

Carmen River-Hendrickson asked about the outreach associated with the Dublin Boulevard Extension Project, and noted that there are two farms in that areas. Mr. Pulliam noted the City of Dublin is working with the property owners who are in support of the project.

Tom Rubin asked what the county will get with the Rail Safety Enhancement Program. Mr. Pulliam stated that the benefits of the project are to provide safety improvements at the existing at-grade crossings.

Tom Rubin commented that there are proposed projects around the county such as the 980 corridor improvements, a second BART tube, and a new A's stadium that will have an impact on transit. Mr. Pulliam stated that staff is aware of the projects around the county and their impact on Alameda CTC's projects.

This item is for information only.

6. Measure B/Measure BB Compliance and Audited Financial Reports

6.1. Fiscal Year 2018-19 Measure B/BB Compliance Review Process Update

John Nguyen gave an update on the annual program compliance report review process for Measure B and Measure BB DLD recipients. He stated that all recipients submitted the required audited financial statements and program compliance reports, with the exception of the City of Union City, and the reports are available on Alameda CTC's website. He noted that Alameda CTC staff will review the submittals and work with the DLD recipients to ensure completion and consistent reporting of data across the reports. He noted the final reports will be available for IWC review in March 2020.

Pat Piras commented that the way the reports were setup on the website last year made them difficult to read. Mr. Nguyen stated hardcopies will be available in the March.

This item is for information only.

7. IWC Member Reports/Issues Identification

7.1. Chair's Report

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

7.2. Member Reports

There were no member reports.

7.3. IWC Issues Identification Process and Form

Patricia Reavey explained that the Issues Identification 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. Ms. Reavey noted that the Alameda CTC emailed the fillable form to the committee after the November 2019 meeting.

This item is for information only.

8. Staff Reports

8.1. 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.

This item is for information only.

8.2. IWC Calendar

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

8.3. IWC Roster

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

Tom Rubin asked how often Alameda CTC reaches out to the appointers, and Ms. Reavey stated that she has contacted the representative from the Mayors' Conference who has several vacancies many times.

Pat Piras stated that she gets the Mayors' Conference agendas and she didn't remember seeing the IWC vacancies on their agenda, and Ms. Reavey responded that she would follow up with the Mayors' Conference to make sure Alameda CTC's IWC vacancies are on their agenda going forward until they are filled.

Tom Rubin asked about Alameda CTC's process for the Executive Director replacement and her replacement position. Ms. Reavey stated that a nationwide search took place to determine the best selection for the Executive Director and Tess Lengyel did get the job effective December 31, 2019. That is the only change to date that has been made to staffing.

9. Adjournment

The meeting adjourned at 6:35 p.m. The next meeting is scheduled for January 13, 2020 at the Alameda CTC offices.

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2019-2020

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Jones, Chair	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-19	Jan-21
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Jan-20	Jan-22
7	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
8	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	Paratransit Advisory and Planning Committee	Jul-19		N/A
9	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
10	Ms.	Ryan	Karina	Oakland	League of Women Voters	May-19		N/A
11	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Oct-18		N/A
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jan-20	Jan-22
13		Vacancy			Alameda County Mayors' Conference, D-2			
14		Vacancy			Alameda County Mayors' Conference, D-3			
15		Vacancy			Alameda County Mayors' Conference, D-4			

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2019-2020

16		Vacancy			Alameda County Mayors' Conference, D-5			
17		Vacancy			Alameda County Supervisor Wilma Chan, D-3			



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: March 19, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Federal, state, regional, and local legislative activities update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

Summary

The March 2020 legislative update provides information on federal and state legislative activities. Specifically, the Commission requested that staff bring an update related to efforts to advance transit priority at the Bay Bridge to the Planning, Policy and Legislation Committee, including an outline of principles and a potential funding approach, which is included in this memo.

Background

The Commission approved the 2020 Legislative Program in January 2020. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachments A and B are updates on federal items. Attachment C is the Alameda CTC adopted legislative platform.

State Update

February 21, 2020, marked the deadline for introduction of bills in this legislative year. Over 1,000 bills have been introduced thus far. Many of the bills are considered "spot bills" which means they do not contain substantive changes to current law. It is anticipated that next month there will be a significant amount of new language introduced as the bills are amended to address a specific intent.

Regarding transportation, staff is evaluating bills and will bring recommendations on bills as the session proceeds. The following discusses bills and includes recommendations.

Discussions regarding a potential transportation, or transportation and housing, mega-measure (FASTER Bay Area) are ongoing. In February, the Joint Metropolitan Transportation Commission and Association of Bay Area Governments Legislation Committees approved a set of principles, see Attachment D, for engaging on the discussion on a potential mega-measure. Staff will provide an update on these discussions, which are highly dynamic at this time, at the PPLC meeting.

AB 2824 (Bonta) San Francisco-Bay Bridge: Public Transit

As discussed at the PPLC and Commission meetings in detail in February, there is significant interest locally and in Sacramento to advance transit priority treatments in the Bay Bridge corridor. Alameda CTC has continued to convene agency partners including the Metropolitan Transportation Commission/Bay Area Toll Authority (MTC/BATA), AC Transit, Caltrans, the City of Oakland, the San Francisco County Transportation Authority, and the San Francisco Municipal Transportation Agency to identify targeted near-term and longer-term improvements and develop consensus to move the multifaceted program forward. In February, Assemblymember Bonta introduced a spot bill, AB 2824, in February as a placeholder to incorporate legislative items that are developed with the agency partners noted above. At the February Commission meeting, members discussed considering a support position on this bill, even as a spot bill. A meeting with Assemblymember Bonta to discuss the legislation is scheduled for late March.

Alameda CTC and agency partners are currently actively developing principles, seeking as much consensus as possible. Draft principles were presented to PPLC at the March meeting and approved by PPLC. Since the PPLC meeting, agency partners have continued to collaborate on a coordinated approach to AB 2824. Revisions to the principles based on those discussions are included here as Attachment E; changes from the principles presented to PPLC are highlighted in track changes.

Staff are also actively working with MTC on an initial funding plan for advancing the near-term projects discussed at the January meetings. Recommendations on funding will be brought to the Projects and Programming Committee as part of the Comprehensive Investment Plan in the spring.

Free Transit Passes

Three bills have been amended/introduced to mandate that transit operators provide free transit passes as a condition for receiving state transit funds. None of the bills proposes new funding to pay for the free passes. Assemblywoman Gonzalez amended AB 1350 to mandate transit operators to provide free transit passes to

youth 18 years of age or younger. Assemblyman Kansen Chu amended AB 2012 to require free transit passes to anyone 65 years old and over. Assemblyman Holden introduced AB 2176 which would require transit operators to provide free transit passes to college students. AB 2176 goes a step further by including language that would prohibit a community college, CSU or UC from charging students a fee for any transit service provided by a transit operator that is required to provide free student passes. All these bills are structured the same by conditioning the receipt of State Transit Assistance (STA), Transportation Development Act (TDA) or Low Carbon Transit Operations Program funds on providing these free transit passes.

These bills do not create new revenue streams to pay for the free transit passes, instead the bills condition state transit funding on transit agencies offering the free transit passes and the transit agencies would be required to fund the passes with their existing funds. In the case of AB2176, funding provided to transit operators through university fees would be at risk and, if approved as written, would reduce existing revenues to transit operators.

Alameda CTC's Affordable Student Transit Pass Program is being implemented throughout the county by paying transit operators on a per trip basis with Measure BB funds and does not require the transit operators to use existing funds for the student transit pass program. Alameda CTC's legislative platform supports "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." These bills would require transit operators to fund free transit pass programs without providing additional funding to do so which would impact their existing transit budgets. Staff recommends an *OPPOSE unless amended* position on these bills to provide state funding to pay for the costs of a free transit pass programs.

Federal Update

The president released the Administration's proposed fiscal year 2021 budget in February and congress has initiated the budget process with hearings on the bill. In a statement on the proposed budget, the president supported passing a bill introduced by the Senate to fund surface transportation.

Federal Surface Transportation Reauthorization: The Fixing America's Surface Transportation (FAST) Act funds the nation's federal surface transportation program. The FAST Act bill was signed by President Barack Obama on December 4, 2015. The \$305 billion, five-year bill was funded without increasing transportation user fees. The bill will expire in 2020.

The federal gas tax was last raised in 1993 and actions on development of a new transportation/infrastructure bill are underway this year and will have to address how to fund the nation's transportation system.

During the last week of February, a series of hearings were conducted in different committees on the need to address transportation and infrastructure. These hearings are initiating discussions on the need for infrastructure investments and methods to pay for it. Both Senate and House committees have introduced bills related to reauthorization, including the House Democrats \$760 billion framework for a five-year legislative package to make federal investments in national infrastructure. This effort, known as the **Moving America Forward Framework**, is led by Transportation and Infrastructure (T&I) Committee Chairman Peter DeFazio (Attachment A). A full bill is expected to be released later this spring. Last summer, the Senate Committee on the Environment and Public Works (EPW) passed legislation known as the **America's Transportation Infrastructure Act (ATIA)** (Attachment B). The Senate is still awaiting titles from other authorizing committees – the Committee on Banking, Housing, and Urban Affairs and the Committee on Commerce, Science, and Transportation – in addition to a full vote on the Senate floor. Bills from both houses will need to be reconciled. It is unclear if a new surface transportation bill will be acted on before the expiration date of the FAST Act this fall, in which case continuing resolutions would be needed to continue funding the surface transportation program. Staff will provide updates as activities on transportation reauthorization efforts continue to evolve.

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

Attachments:

- A. House Proposed Transportation Bill Framework
- B. Senate Fact Sheet on America's Transportation Infrastructure Act (ATIA)
- C. Alameda CTC 2020 Legislative Program
- D. SB 278 MTC/ABAG Advocacy Principles
- E. AB 2824 Advocacy Principles

MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

Fact Sheet

House Democrats’ Moving Forward Framework outlines a 5-year, \$760 billion investment to get our existing infrastructure working again and fund new, transformative projects that will create more than 10 million jobs, while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It’s infrastructure investment that is **smarter, safer, and made to last**.

Modern Highways & Highway Safety Investments — \$329 Billion

- Delivers better roads and bridges faster, by prioritizing fixing the broken, outdated infrastructure we already have, including the Nation’s [47,000 structurally deficient bridges](#).
- Modernizes our infrastructure with bold new funding for addressing the most impactful projects and bottlenecks that affect local regions and the national transportation network.
- Invests in reducing carbon pollution from the transportation sector and improving the resilience of infrastructure to withstand the impacts of climate change.
- Dramatically increasing the availability of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
- Addresses the sharp rise in pedestrian and bicyclist deaths by making our roads safer for all users.
- Uses modern technology, such as smart traffic lights and innovative materials, to create smarter, more efficient transportation systems.

Transit Investment — \$105 Billion

- Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
- Increases investment in zero-emission buses to reduce carbon pollution.
- Streamlines project delivery so that our investments get shovels in the ground quicker and commuters see results faster, by reforming the Capital Investment Grant program.
- Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.

Rail Investments — \$55 Billion

- Expands our passenger rail network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its rail cars, while continuing Amtrak’s legacy of serving long-distance and intercity passengers.

Airport Investments — \$30 Billion

- Supports airport investments to meet growing passenger demand and advances FAA’s airspace modernization efforts to make air travel safer and easier.

- Incentivizes the development and use of sustainable aviation fuels and new aircraft technologies to reduce the carbon pollution from air travel.
- Accelerates research into noise reduction efforts in communities near U.S. airports, making communities healthier and more livable.

Clean Water & Wastewater Infrastructure — \$50.5 Billion

- Funds building new, modern clean water and wastewater infrastructure by investing \$40 billion in the Clean Water State Revolving Fund (CWSRF), to address local water quality challenges, with dedicated funds for urban and rural communities with affordability concerns.
- Encourages the use of energy-efficient and water-efficient technologies.
- Helps communities affordably address local sewer overflow and stormwater infrastructure needs, preventing pollution in local rivers and waterways, and disruptions to service.
- Establishes a new EPA program to detect, prevent, and treat discharge of industrial chemicals, including PFAS.

Water Infrastructure (Flood protection, navigation, etc.) — \$10 Billion

- Addresses the impact of severe weather events by tackling the backlog of Army Corps' projects designed to protect communities at risk of flooding, to enhance community resiliency, and to enhance national, regional, and local economic growth.

Harbor Infrastructure — \$19.7 Billion

- Funds the essential dredging and upkeep of American harbors, ports and channels – keeping commerce flowing and ensuring U.S. economic competitiveness – by making sure the fees collected from maritime shippers go toward regular harbor maintenance.

Brownfield Restoration — \$2.7 Billion

- Helps communities fix up abandoned and contaminated properties for new use, particularly important for the revitalization of economically distressed communities.

Drinking Water —\$25.4 Billion

- Protects Americans' drinking water – particularly for vulnerable communities – by investing in the Drinking Water State Revolving Fund and programs to ensure clean drinking water in schools, day care centers and on Native American Reservations.
- Provides funding to local communities dealing with PFAS contamination in the drinking water and requires EPA identify and assist these and other communities with effective decontamination techniques.

Clean Energy— \$34.3 Billion

- Invests in electric grid modernization to accommodate more renewable energy and to make the grid more secure, resilient and efficient.
- Encourages local communities to invest in energy efficient infrastructure including retrofitting and weatherizing buildings and funding energy efficiency and conservation projects to reduce carbon pollution and put people back to work.
- Strengthens existing energy supply infrastructure and expands renewable energy infrastructure in low-income and underserved communities to increase climate resiliency and reduce greenhouse gas pollution across the country.
- Supports the development of an electric vehicle charging network to facilitate the transition to zero emissions vehicles from coast to coast.

Broadband & Communications — \$86 Billion

- Invests in expanding broadband access to unserved and underserved rural, suburban, and urban communities across the country – connecting Americans, creating strong small businesses, more jobs and strengthening economies in communities that have been left behind.

Public Safety Communications — \$12 Billion

- Protects American lives by funding implementation of a Next Generation 9-1-1 system that will allow people to call or send texts, images or videos to 9-1-1 to help first responders and emergency personnel better assess the nature of an emergency and reach people in need.

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America's Transportation Infrastructure Act

America's Transportation Infrastructure Act of 2019 is the largest amount of funding provided for highway reauthorization legislation in history. The bill authorizes \$287 billion from the Highway Trust Fund over five years in investments to maintain and repair America's roads and bridges and to keep our economy moving. The legislation includes provisions to improve road safety, accelerate project delivery, improve resiliency to disasters, reduce highway emissions, and grow the economy. Below are a few of the highlights of the bill.

Funds Our Highways and Grows Our Economy

The bill provides \$287 billion in highway spending from the Highway Trust Fund over five years, of which \$259 billion, or over 90%, is distributed to states by formula. The five-year funding level is more than a 27% increase above the FAST Act and will be the largest highway bill in history. The legislation maintains each state's share of highway formula funding and expands the flexibility and eligible uses of formula funds provided out of the Highway Trust Fund.

INFRA Funding

The bill increases funding for the Nationally Significant Freight and Highway Projects program, known as "INFRA," by providing \$5.5 billion over five years. The bill increases funding flexibilities, and prioritizes certain critical interstate projects. The bill increases the minimum amount (from 10 percent to 15 percent) of INFRA funds to go towards smaller projects. The bill sets aside \$150 million per year for a pilot program that prioritizes projects offering a higher non-federal match. The bill also creates new grant administration transparency requirements.

Enhances and Improves Road and Bridge Safety

New Competitive Grants for Bridges

The legislation authorizes over \$6 billion over five years, including \$3.3 billion from the Highway Trust Fund, for a competitive bridge program to address the backlog of bridges in poor condition nationwide. Every state with a well-justified proposal will receive funding to improve the condition and safety of its aging bridges. In addition, in order to enable agencies to support the large bridge projects that they often struggle to complete due to lack of adequate funding, no less than 50% of the program will support bridges with a total project cost larger than \$100 million.

Safety Incentive Programs

In addition to increases in the existing Highway Safety Improvement Program, the bill includes a new safety funding supplemental of \$500 million per year distributed to states based on their current formula share to support projects that would lower driver and pedestrian fatalities. States can receive greater project flexibility if they meet certain safety planning requirements. In addition, states can compete for additional funding awards by making progress on reducing fatalities.

Program to Reduce Wildlife-Vehicle Collisions

The bill provides \$250 million over 5 years for a new grant program for projects designed to reduce wildlife-vehicle collisions. In addition, the bill adds new funding eligibilities for the construction of wildlife crossing structures within formula and competitive programs, and prioritizes the research and development of animal detection systems to reduce the number of wildlife-vehicle collisions.

Cuts Red Tape

The bill codifies core elements of the “One Federal Decision” policy for highway projects including establishing: a 2-year goal for completion of environmental reviews; a 90-day timeline for related project authorizations; a single environmental document and record of decision to be signed by all participating agencies; and an accountability and tracking system managed by the Secretary of Transportation (Secretary). In addition, the bill provides project sponsors with the flexibility to apply the core elements of the “One Federal Decision” policy to highway projects that require an environmental assessment.

The bill provides flexibility to the Department of Transportation (DOT) during the environmental review process, allowing the agency to set a schedule for projects, and limiting a possible extension request for other participating agencies to only one year. In addition, the bill requires the Secretary to provide a list of categorical exclusions applicable to highway projects to regulatory agencies and directs those agencies to publish a notice of proposed rulemaking to adopt relevant categorical exclusions within one year.

To accelerate project delivery and to ensure the equitable treatment of states by the Department of Transportation, the bill requires the Secretary to exercise all available flexibilities under current law, as long as they are in the public interest. The bill requires the Secretary to develop a simplified template for federal-state stewardship agreements and to remove non-statutory approval requirements from such agreements. The bill amends DOT regulations to lower paperwork burdens on states associated with traffic management plans for highway projects, work zone process reviews, and intelligent transportation system standards.

Delivers Projects Cheaper and Faster

The bill increases funding for the Technology and Innovation Deployment Program. These funds include \$100 million in new and innovative construction technologies for smarter, accelerated project delivery.

Reinvests in Tribal and Federal Lands

The legislation provides increased funding for tribal and federal lands transportation programs, which includes \$2.9 billion for the Tribal Transportation Program and \$2.1 billion for the Federal Lands Transportation Program over five years. In addition, the bill provides \$250 million over five years in dedicated funding for the Nationally Significant Federal Lands and Tribal Projects program, which will fund the construction and rehabilitation of nationally significant projects on federal and tribal lands.

The bill also requires the Secretary, acting through the Chief of the Forest Service, to develop a national strategy to carry out the Forest Service Legacy Roads and Trails Remediation Program to perform critical maintenance, urgent repairs, and improvements on National Forest System roads, trails, and bridges.

Improves Resiliency, Protects the Environment and Reduces Pollution Emissions

New Formula and Competitive Grants for Resiliency Projects

The bill invests \$4.9 billion over 5 years in a new resiliency program to protect roads and bridges from natural disasters such as wild fires, and extreme weather events such as hurricanes, flooding, and mudslides. The new program will include both formula and grant funding. This program will distribute funding to states based on their current formula share. From the \$4.9 billion it establishes an annual competition (\$1 billion over 5 years) for resiliency projects nationwide, including projects designed to improve resilience in coastal states and funds for emergency evacuation routes.

Carbon Emissions Incentive Programs

The bill includes \$3 billion over 5 years in new funding distributed to states based on their current formula share to support projects that would lower highway-related carbon emissions. States can receive greater project flexibility if they meet certain emissions planning requirements. In addition, states can compete for \$500 million over 5 years in additional funding by making progress on lowering their per capita emissions.

Competitive Grants for Alternative Fuel Infrastructure

In preparation for the expected increase of alternative fuel vehicles, the bill establishes a competitive grant program funded at \$1 billion over 5 years, for states and localities to build hydrogen, natural gas, and electric vehicle fueling infrastructure along designated highway corridors, which lack such infrastructure.

Other Emissions Reduction Provisions

The bill authorizes a new program to help states reduce traffic congestion (\$200 million over 5 years), and a new program to reduce truck idling at ports (\$370 million over 5 years). Other provisions include reauthorization of the Diesel Emissions Reduction Act (DERA) program, which reduces emissions from diesel engines, and the Utilizing Significant Emissions with Innovative Technologies (USE IT) Act, to support carbon capture, utilization, and sequestration research.

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<http://epw.senate.gov>

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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:

8.1C

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 vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system."

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	Expand multimodal systems, shared mobility 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. • 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.

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February 14, 2020

Agenda Item 8b

Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure

- Subject:** Update on proposed legislation to authorize a one percent sales tax to be approved by the voters in the nine Bay Area counties to fund transportation improvements and potentially affordable housing, and proposed advocacy concepts for that legislation.
- Background:** Senator Beall has indicated his intention to amend SB 278 to incorporate authorizing legislation for a sales tax in the nine Bay Area counties, subject to voter approval, generating approximately \$100 billion over 40 years for transportation, and potentially, affordable housing. The Commission heard a presentation by the FASTER Bay Area coalition as well as the Voices for Public Transportation coalition at its January 30th workshop. This memo is a follow up to that discussion and includes proposed advocacy concepts for the legislation.
- Discussion:** This memo proposes a set of principles as our recommendations to guide our engagement and discussions at this point in the development of SB 278. Note that these recommendations could also inform our advocacy efforts on AB 2057 (Chiu), the “seamless transit” bill, recently introduced with legislative intent language.

Add Affordable Housing Funding to the Measure

The FASTER Bay Area Coalition conducted polling recently which found support for housing as a component of a combined transportation and housing ballot measure paid for by a 1 percent sales tax. They indicated an interest in exploring inclusion of dedicated funding for affordable housing in the measure. At the time this memo was finalized, no specific details as to how funds would be distributed or what amount of funding would be dedicated to housing had been formally proposed by the FASTER Bay Area coalition or Senator Beall. Nonetheless, given Commission feedback indicating general support for funding *both* transportation and housing in any authorizing bill for a potential regional sales tax to go on the ballot this November or at a future date, staff recommends we go on record supporting the idea. Note that staff intends to simultaneously prepare for the potential placement of a housing bond on the November 2020 ballot pursuant to AB 1487 (Chiu, 2020). A decision between which option to ultimately pursue could be made in Sacramento if SB 278 does not receive sufficient support, or will be in the hands of ABAG and MTC to make later this spring/summer.

With regard to housing funding in SB 278, we recommend MTC and ABAG advocate for retaining the numerous hard-won provisions of AB 1487 (Chiu, 2019), including:

- Retaining the minimum shares across the “3Ps” of production, preservation and protection ($\geq 52\%/15\%/5\%$, respectively)
- Distribution between the counties and the region ($\geq 80\%/ \leq 20$ percent, respectively)
- Shared decision-making by ABAG and MTC (acting as the Bay Area Housing Finance Authority)
- Allow for the provision in AB 1487 that allows for a commercial linkage fee to be operable following a successful vote on a sales tax.

Further, we recommend supporting the addition of a new funding allocation to directly address homelessness.

Seamless Mobility and Project Delivery Reforms

The Commission also discussed the unique opportunity a transportation funding measure of this size offers to enact policy changes that will greatly enhance the experience of riding public transit, improve express lane connectivity and enforcement, and mitigate the risks associated with major infrastructure projects. To that end, consideration should be given to policies that would “push the envelope” of regional leadership in the following areas:

- **Seamless Transit** – To address near term, achievable outcomes, include provisions to 1) require implementation of integrated fares across the region’s 27 transit operators, consistent with recommendations that emerge from the Fare Coordination and Integration Study that is currently underway and being overseen jointly by MTC and transit operators; 2) pursue regional transit wayfinding and mapping, consistent with the work currently underway; 3) ensure the adoption of accurate real time transit information; and 4) ensure the region’s transit operators continue to provide a unified option for transit riders to pay fares via a single universal transit fare payment card/platform, Clipper®.
- **Transit Network Planner** – Vest authority for planning and implementation of a seamless network planner in MTC, working in partnership with the many transit operators, agencies and stakeholders, and provide sufficient resources to accomplish the work effectively. Oppose creation of yet another new entity.
- **Equity** – Ensure the legislation includes a robust travel demand management program with sufficient funds for MTC to implement it; a mandate for all Bay Area transit operators to provide a uniform discount for transit fares for low-income transit riders along with funding levels necessary to avoid service reductions; and a sales-tax rebate for qualifying low-income residents.
- **Mega-Project Delivery** – Include provisions to establish a mechanism for enhanced oversight for any project funded by the measure with a total cost greater than \$1 billion as well as requirements for the region’s operators to develop, sustain and share expertise in project design and delivery across transit systems.
- **Express lanes** – Establish MTC/Bay Area Infrastructure Financing Authority (BAIFA) as the arbiter of the region’s express lane policies related to occupancy, hours of operation, payment, and all customer-facing communications, including signage and websites, etc. Such policies would be required to be developed in consultation with other express lane operators, Caltrans and California Highway Patrol.
- **Institutional Reforms** – Include provisions to incentivize transit operator institutional reforms including consolidations conditional on voter approval of the sales tax.

An essential consideration for MTC to be successful in leading the policy implementation suggested would be new resources dedicated to that purpose.

Bill Positions: None on file

Recommendation: Approve advocacy principles to guide early engagement on SB278 and, where applicable, on AB2057.


Therese W. McMillan

AB 2824 (Bonta) DRAFT Principles for Advocacy

The Alameda CTC Commission strongly supports advancing transit priority treatments to, over and off of the Bay Bridge. Discussions are underway with MTC/BATA, Alameda CTC, AC Transit, BART, Caltrans, the cities of Oakland and Emeryville and SFCTA to explore opportunities and identify a coordinated response and action plan to improve transit to and over the Bay Bridge. ~~MTC is also considering reaching out to other partners in the corridor as well.~~ The agencies are developing a multi-pronged, phased approach that will result in near-term improvements on this critical corridor with a longer-term goal of more extensive transit and high occupancy priority ~~throughout the corridor and approaches and expanding TDM programs as well as active transportation throughout the corridor to provide reliable, high quality mobility options.~~ Improving transit alternatives, active transportation and TDM in the corridor requires a deliberate set of project and policy actions to support a major mode shift to transit or higher occupancy shared rides. This is necessary to ensure the overall transportation network continues to function, including for transit, autos and the local street network on both ends of the Bay Bridge.

The following draft principles are recommended to guide the Commission's advocacy for AB 2824.

- **Support Transit First Policy:** Supporting transit priority in the region and on the Bay Bridge corridor will require funding, planning and policy actions. A transit first policy commits agencies to ensuring transit is prioritized in all decision-making, which directly supports the region and state meeting emission reduction and sustainability goals.
- **Advance Early Impact Projects that Benefit Transit, ~~and~~ Carpools and Active Transportation:** A number of near-term opportunities have been identified to significantly benefit transit speed and reliability in the Bay Bridge corridor. These projects should advance immediately to provide near-term benefits to transit riders and support transit, carpooling, ~~and other~~ TDM programs, active transportation and enforcement.
- **Conduct Detailed Analyses of Long-term Strategies:** Additional bus priority over the Bay Bridge corridor requires detailed technical analyses after the short-term improvements are implemented to determine technical feasibility. Agency partners should commit to active participation in evaluating all options for additional transit improvements in the bridge corridor, including a full assessment of the policy and infrastructure elements needed to support additional improvements, identification of speed and reliability benefits, and a detailed understanding of the overall impacts on freeway operations, the Transbay terminal and local streets on both sides of the bridge.
- **Address Operating and Capital Needs:** Both operations support and capital investments are critical to ensuring robust bus service across the Bay Bridge. This includes operating funding, capital for buses and bus facilities and yards.
- **Streamline Project Development:** Partner agencies and the state should work together to identify ways to streamline project development and delivery to ensure transit priority investments can advance as quickly as possible. Strategies could include but not be limited to: development of a pilot program, support for streamlined environmental and permitting processes, or innovative staffing models.
- **Include Performance Monitoring of Transit Service:** Develop performance targets to monitor focused on transit speed and reliability on the Bay Bridge corridor. Include provisions that should those performance metrics not be met, additional transit priority improvements and policies must be identified and brought to the MTC/BATA Commission for consideration.
- ~~• **Address Operating and Capital Needs:** Both operations support and capital investments are critical to ensuring robust bus service across the Bay Bridge. This includes operating funding, capital for buses and bus facilities and yards.~~

- **Leverage Funding from all Partners:** All agency partners should identify funding and take actions to contribute to the corridor improvements. This should include a contribution from the state for this critical state facility.
- **Commit to Ongoing Agency Partnership:** There is significant momentum to improve transit service on the Bay Bridge corridor. Implementation of improvements and transit-supportive policies require ongoing commitment from agencies to advancing the multi-faceted program.