



## Planning, Policy and Legislation Committee Meeting Agenda Monday, May 11, 2020, 11:30 a.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](mailto:vlee@alamedactc.org) in advance or during the meeting.

Committee Chair: Elsa Ortiz, AC Transit  
Vice Chair: Barbara Halliday, City of Hayward  
Members: Jesse Arreguin, Keith Carson,  
Marilyn Ezzy Ashcraft, Scott Haggerty,  
Rebecca Kaplan, Nick Pilch,  
Richard Valle  
Ex-Officio: Pauline Russo Cutter, John Bauters

Executive Director: Tess Lengyel  
Staff Liaison: [Carolyn Clevenger](#)  
Clerk of the Commission: [Vanessa Lee](#)

### Location Information:

Virtual Meeting Information: <https://zoom.us/j/96447793311>  
Webinar ID: 950 8606 6465

For Public Access (669) 900-6833  
Dial-in Information: Webinar ID: 950 8606 6465

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](mailto:vlee@alamedactc.org)

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar		Page/Action
4.1.	<a href="#">Approve April 13, 2020 PPLC Meeting Minutes</a>	1 A
4.2.	<a href="#">Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a>	3 I
5. Regular Matters		
5.1.	<a href="#">Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment</a>	5 A
5.2.	<a href="#">2020 Countywide Transportation Plan: Community-Based Transportation Plan Update</a>	33 I
5.3.	<a href="#">Federal, state, regional, and local legislative activities update</a>	47 A/I
6. Committee Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Monday, June 8, 2020

Notes:

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



## Alameda CTC Schedule of Upcoming Meetings for May through July 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 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-Vemaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	May 28, 2020 June 25, 2020 July 23, 2020
9:00 a.m. 9:30 a.m.*	Multi-Modal Committee (MMC)	June 8, 2020 July 13, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	July 13, 2020

\*The July MMC meeting will begin at 9:30 a.m.

### Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 4, 2020 July 9, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	July 13, 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.

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**1. Call to Order/Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present.

Commissioner Cutter noted that Vice-Chair Bauters would be assisting with the remote procedural actions during the meeting, including managing questions.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve March 9, 2020 PPLC Meeting Minutes**

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

Commissioner Arreguin *moved to approve the Consent Calendar. Commissioner Halliday seconded the motion. The motion passed with the following votes:*

Yes: Arreguin, Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Halliday, Kaplan, Ortiz, Pilch, Valle

No: None

Abstain: None

Absent: None

**5. Regular Matters**

**5.3. Federal, state, regional, and local legislative activities update**

Tess Lengyel gave an update on federal, state, regional, and local legislative activities. She stated that \$1.3 billion in federal stimulus funds will come to the Bay Area for transit operators and the Metropolitan Transportation Commission (MTC) will distribute the funds. She noted that another federal stimulus bill is in progress. Alameda CTC is preparing for an infrastructure package and staff is developing a list of projects starting with the FASTER Bay Area Project List and projects that are moving into construction. Ms. Lengyel is talking with transit partners and discussing the impact as a result of COVID-19. She noted that the state legislature is scheduled to resume in May 2020 and the Assemblymembers have been asked to scale down bills during this time. AB 2824 (Bonta's bill) is not moving forward and the agency is working with partner agencies to move projects identified to improve Bay Bridge corridor transit service forward. Staff will bring a list of projects to the Commission in May 2020.

Commissioner Kaplan ask if the state legislature will meet virtually. Ms. Lengyel noted that the legislature was still determining processes for conducting business.

Commissioner Kaplan asked for information on the federal stimulus package. Ms. Lengyel stated that updates regarding any future federal infrastructure stimulus will be shared with Commissioners if and when it is available.

Commissioner Arreguin asked if Alameda CTC is lobbying for projects to benefit Alameda County regarding the stimulus package being developed in Congress. Ms. Lengyel stated that Alameda CTC has many projects that are ready to go and will bring an update to the Commission in May as more information is available. Ms. Lengyel also noted that staff is working with express lanes operators in the region and the Bay Area Toll Authority to assess the impact of toll facilities.

Commissioner Bauters discussed the state's inability to meet virtually and expressed his support for advancing projects that were identified as part of the AB 2824 effort even if legislation is not moving forward. Ms. Lengyel stated that staff will bring a recommendation in May to the Commission on how to advance the projects in AB 2824.

*This was an information item only.*

## **6. Committee Member Reports**

Commissioner Halliday asked what construction is considered essential. Ms. Lengyel stated that I-680 Northbound is under construction with Caltrans leading the construction work. The state has kept major construction going. For the GoPort FITS project, Alameda CTC halted construction on this project to ensure compliance with the shelter-in-place order.

Commissioner Ortiz recognized AC Transit operators for continuing to work under these high-risk circumstances.

Commissioner Ezzy Ashcraft gave a shout out for all transit operators for their continued work. She noted that once we get past the shelter-in-place order the Commission and staff needs to discuss how we'll get people back on transit.

## **7. Staff Reports**

Ms. Reavey provided an update on sales tax projections as the result of COVID-19. She noted that the impact began in March and we'll know by May because the sales tax receipts are in arrears for two months. Alameda CTC will know real numbers in May/June. Ms. Reavey noted that the budget will come before the Commission in May and Alameda CTC should have a better idea on the impact.

## **8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: May 11, 2020 at 11:30 a.m.



# Memorandum

4.2

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

**DATE:** May 4, 2020

**TO:** Planning, Policy and Legislation Committee

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

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

**Recommendation**

This item 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 April 13, 2020, Alameda CTC has not reviewed any environmental documents.

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

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# Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

**DATE:** May 4, 2020

**TO:** Planning, Policy and Legislation Committee

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

**SUBJECT:** Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

## Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated \$400 million Measure BB funding; 3) add Valley Link in Alameda County project with \$400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

## Summary

The 2014 Measure BB TEP included \$400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the \$400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

- 1) Acknowledgement of the TVSJRRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
- 2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated \$400 million.
- 3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include \$400 million in Measure BB funding.
- 4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

### **Project Background**

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

### ***Regional and State Rail Planning***

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

### ***BART to Livermore Project***

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included \$170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of \$8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included \$400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes \$100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes \$400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

### ***ACEforward Program***

The San Joaquin Regional Rail Commission (SJRRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

### ***Creation of TVSJVRRRA***

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRRA. The TVSJVRRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRRA assumed responsibility to advance the project per AB 758. The TVSJVRRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRRA Board approve a Feasibility Report for the project. The [Final Feasibility Report](#) was approved in October 2019. The TVSJVRRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

#### *TVSJVRRRA Adopted Project Goals:*

The following goals were adopted by the TVSJVRRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

## *Valley Link Project Development Policies*

The TVSJVRRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
  - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
  - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

### ***Valley Link Project Description***

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of \$2.4 billion to a high year of expenditure cost of \$3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of \$628 million is identified by the TVSJVRRRA as available for the project: \$400 million in Measure BB funds (per a 2014 TEP amendment), \$188 million in Bridge Toll funds (including \$100 million in Regional Measure 3 funds) and \$40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

### ***Other Agency Actions***

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated \$10.12 million to the TVSJVRRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the \$95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of \$3 million in AB1171 Bridge Toll funds to the TVSJVRRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of \$20 million and is currently being appraised.

## **Project Considerations**

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

## **Proposed Amendments**

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRRA
- Amend to include the Valley Link Project for \$400 million

### *Existing TEP Language to be Amended*

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

#### **BART Extension and System improvements (\$710 M)**

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

##### **BART to Livermore (\$400 M)**

This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

### *Proposed Changes Throughout the TEP*

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section "Major Transit Corridor and Commuter Rail Improvements", remove references to BART as

the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

#### *Specific Changes to Project Description*

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

##### Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

#### *Implementing Guidelines Related to this TEP Amendment*

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

*Note: any new amendments that add a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.*

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In



addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

### **Next Steps**

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

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

### **Attachments:**

- A. Letter from TVSJVRRRA Requesting TEP Amendment
- B. Draft Resolution for 2014 TEP Amendment
- C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
- D. Valley Link Project Fact Sheet

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**BOARD OF DIRECTORS**

May 4, 2020

**Scott Haggerty (Chair)**

*Supervisor, County of Alameda*

**Veronica Vargas (Vice Chair)**

*Councilmember, City of Tracy*

**Boardmember Paul Akinjo**

*Councilmember, City of Lathrop*

**Boardmember Benjamin Cantu**

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**Boardmember John McPartland**

*Director, BART*

**Boardmember Philip G. O’Loane**

*Councilmember, City of San Ramon*

**Boardmember Karen Stepper**

*Mayor, Town of Danville*

**Boardmember Kathy Narum**

*Vice Mayor, City of Pleasanton*

**Boardmember Bernice Tingle**

*President, Mountain House*

**Boardmember Bob Woerner**

*LAVTA Boardmember*

**Boardmember Leo Zuber**

*Vice Chair, ACE*

**Michael Tree**

*Executive Director*

Mayor Pauline Cutter, Chair  
Alameda County Transportation Commission  
111 Broadway, Suite 800  
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

**Valley Link Rail in Alameda County (\$400 M)**

This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC



**BOARD OF DIRECTORS**

September 11, 2019

- Scott Haggerty (Chair)**  
*Supervisor, County of Alameda*
- Veronica Vargas (Vice Chair)**  
*Councilmember, City of Tracy*
- Boardmember Paul Akinjo**  
*Councilmember, City of Lathrop*
- Boardmember Bob Elliott**  
*Supervisor, County of San Joaquin*
- Boardmember Melissa Hernandez**  
*Vice Mayor, City of Dublin*
- Boardmember Sol Jobrack**  
*Councilmember, City of Stockton*
- Boardmember John Marchand**  
*Mayor, City of Livermore*
- Boardmember John McPartland**  
*Director, BART*
- Boardmember Debby Moorhead**  
*Councilmember, City of Manteca*
- Boardmember Philip G. O'Loane**  
*Councilmember, City of San Ramon*
- Boardmember Karen Stepper**  
*Vice Mayor, Town of Danville*
- Boardmember Jerry Thorne**  
*Mayor, City of Pleasanton*
- Boardmember Bernice Tingle**  
*Director, Mountain House*
- Boardmember Bob Woerner**  
*LAVTA Boardmember*
- Boardmember Leo Zuber**  
*Commissioner, ACE*
- Michael Tree**  
*Executive Director*

Supervisor Richard Valle, Chair  
Alameda County Transportation Commission  
111 Broadway, Suite 800  
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority (“Authority”).

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

“the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority’s purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000).”

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the \$400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan (“Plan”) for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758, be included as an eligible recipient of funds.
2. That the following, specific language be amended:

Move and amend the following language from Page 18 of the Plan to Page 20:





BOARD OF DIRECTORS

**Scott Haggerty (Chair)**

Supervisor, County of Alameda

**Veronica Vargas (Vice Chair)**

Councilmember, City of Tracy

**Boardmember Paul Akinjo**

Councilmember, City of Lathrop

**Boardmember Bob Elliott**

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Director, Mountain House

**Boardmember Bob Woerner**

LAVTA Boardmember

**Boardmember Leo Zuber**

Commissioner, ACE

**Michael Tree**

Executive Director

**BART to Livermore Valley Link to Livermore (\$400 M)**

The project funds Valley Link the first phase of a BART to extension within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC



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**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
Resolution No. 20-007**

**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

**Resolution of the Alameda County Transportation Commission  
Amending the 2014 Transportation Expenditure Plan to Delete the  
BART to Livermore Project and add the Valley Link Project**

**WHEREAS**, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

**WHEREAS**, the 2014 TEP allocated \$400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and **businesses in that Corridor**.

**WHEREAS**, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

**WHEREAS**, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRRC). The goal of TVSJVRRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

**WHEREAS**, AB 758 specifically stated that the TVSJVRRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

**WHEREAS**, a key requirement of AB 758 was that the TVSJVRRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

**WHEREAS**, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of \$2.4 billion to a high year of expenditure cost of \$3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of \$628 million is identified by the TVSJVRRRA as available for the project: \$400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), \$188 million in Bridge Toll funds (including \$100 million in Regional Measure 3 funds) and \$40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

**WHEREAS**, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated \$10.12 million to the TVSJVRRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the \$95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of \$3 million in AB1171 Bridge Toll funds to the TVSJVRRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds.

**WHEREAS**, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

**NOW THEREFORE, BE IT RESOLVED** that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

**BE IT FURTHER RESOLVED** that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

**BE IT FURTHER RESOLVED** that the Valley Link Rail Project in Alameda County with an allocation of \$400 Million is placed in the 2014 TEP, described as follows:



This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

**BE IT FURTHER RESOLVED** that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

**Connecting San Joaquin Valley to the Bay Area.** Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

**A Seamless Connection to BART.** The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/Pleasanton BART station.

**Frequent and Reliable Service.** Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

	PEAK	OFF-PEAK
Between Dublin/Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)



**DULY PASSED AND ADOPTED** by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 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

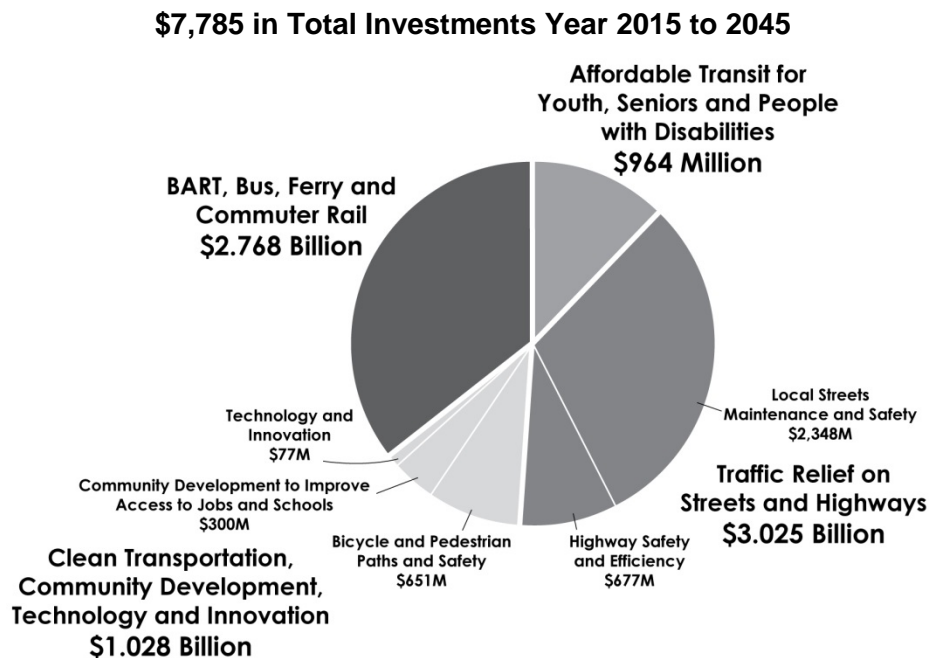
INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* (\$ x million)
<b>BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services</b>	<b>\$1,587</b>
BART Expansion and Maintenance	<del>\$749</del> <b>\$349</b>
Bus Operations, Maintenance and Rapid Bus Projects	\$1,548
Commuter Rail Improvements	<del>\$432</del> <b>\$832</b>
Ferry Services in Alameda County	\$39
<b>Affordable Transit for Youth, Seniors and People with Disabilities</b>	<b>\$964</b>
Affordable Youth Transit to School and Transit Innovation	\$190
Affordable Transit for Seniors and People with Disabilities	\$774
<b>Traffic Relief on Streets and Highways</b>	<b>\$3,025</b>
City and County Streets*	\$2,348
Highway Safety and Efficiency	\$677
<b>Clean Transportation, Community Development, Technology and Innovation</b>	<b>\$1,028</b>
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	\$651
Community Development Projects to Improve Access to Jobs and Schools	\$300
Technology and Innovation	\$77
<b>TOTAL INVESTMENTS (YEAR 2015 TO 2045) **</b>	<b>\$7,785</b>

Notes:


\*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.

\*\*Estimated funds from 2015 to 2045 are anticipated to be almost \$8 billion.



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 <b>BART, Bus, Senior, and Youth Transit (48%)</b>	Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		Altamont Commuter Express	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	\$38.70	0.5%
		Livermore Amador Valley Transit Authority	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	\$15.00	0.19%
		<b>Subtotal</b>	<b>\$1,857.63</b>	<b>24%</b>
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Service Grants	\$77.40	1.0%
		<b>Subtotal</b>	<b>\$774.01</b>	<b>10%</b>
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	\$10.0	<b>14%</b>
		Alameda to Fruitvale BART Rapid Bus	\$9.0	
		Grand/MacArthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		<b>Subtotal</b>	<b>\$35.0</b>	
	BART System Modernization and Expansion	Irvington BART Station	\$120.0	<b>14%</b>
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		<del>BART to Livermore</del>	<del>\$400.0</del>	
		<b>Subtotal</b>	<b><del>\$710.0</del>\$310.0</b>	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	\$120.0	<b>14%</b>
		Union City Intermodal Station	\$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
Oakland Broadway Corridor Transit		\$10.0		
Capitol Corridor Service Expansion		\$40.0		
<del>Valley Link</del>		<del>\$400.0</del>		
<b>Subtotal</b>		<b><del>\$355.0</del>\$755.0</b>		
<b>TOTAL</b>		<b>\$3,731.64</b>	<b>48%</b>	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

## BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments.

Funds for operations and maintenance will be provided to transit operators in the

county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing [BART-rail](#) system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

### TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, \$1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

#### Transit Operations and Maintenance Program (21.55% of net revenue, estimated at \$1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) \$Millions
AC Transit	18.8%	\$1,455
ACE	1.0%	\$77
BART Maintenance	0.5%	\$39
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
<b>Total Transit Operations</b>	<b>21.55%</b>	<b>\$1,668</b>

#### Affordable Youth Transit Pass Program (\$15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at \$175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

## BART, BUS, SENIOR AND YOUTH TRANSIT

### BART ~~STATION EXTENSION~~ AND SYSTEM IMPROVEMENTS (\$3710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, ~~as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

#### ~~BART to Livermore (\$400 M)~~

~~This project funds the first phase of a BART Extension within the I 580 Corridor freeway alignment to the vicinity of the I 580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

#### BART Station Upgrades and System Improvements (\$310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

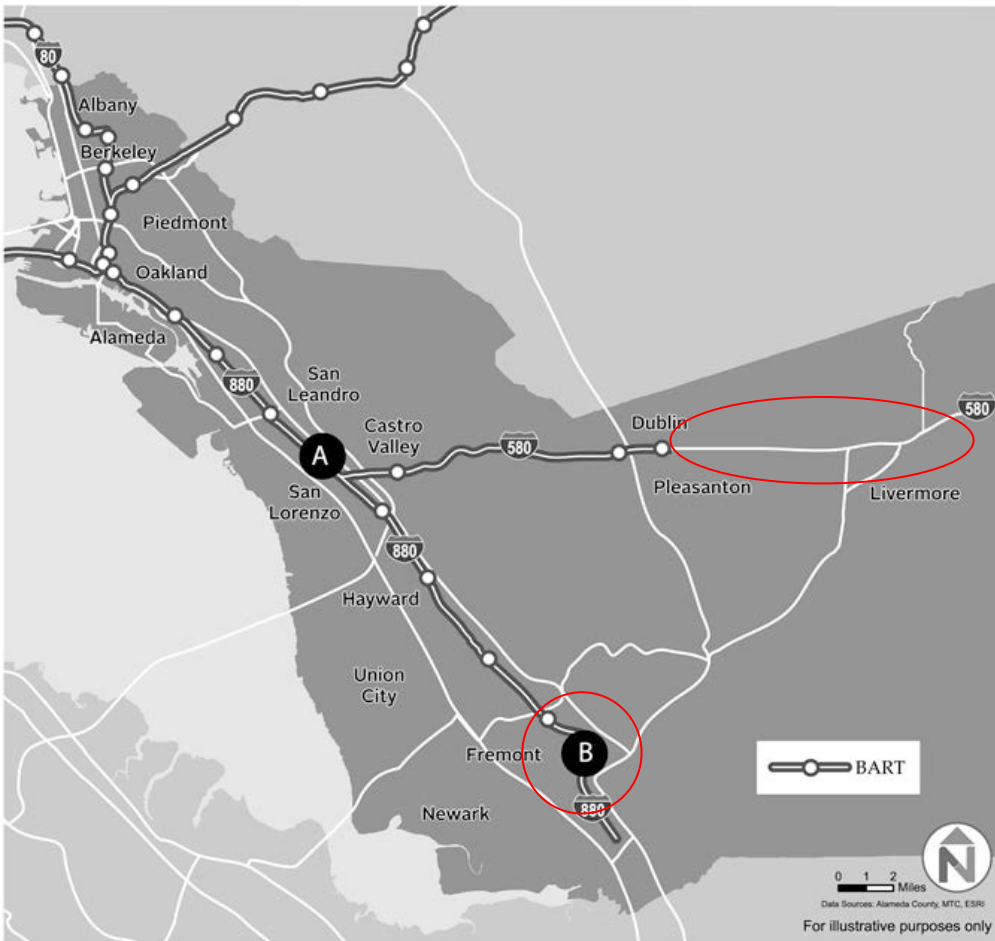


- **The Bay Fair Connector/BART METRO project will receive \$100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the

southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive \$90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.
- **The Irvington BART Station will receive \$120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B - BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C - Irvington BART Station" to a new "B"

**A** Bay Fair Connector / BART METRO

**B** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities



**MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS (\$355-755 M)**

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

**Dumbarton Corridor Area Transportation Improvements (\$120 M)**

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

**Union City Intermodal Station (\$75 M)**

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



**Capitol Corridor Service Expansion (\$40 M)**

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

**Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)**

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

**Oakland Broadway Corridor Transit (\$10 M)**

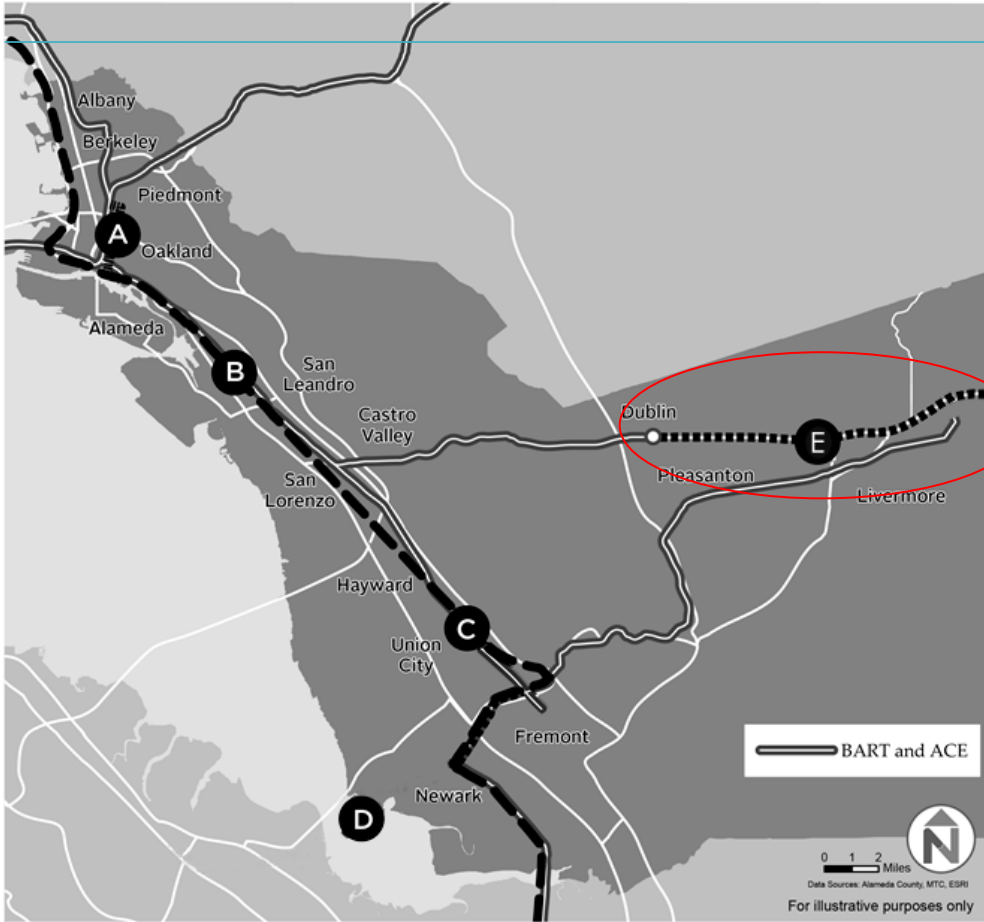
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

**Valley Link Rail in Alameda County (\$400 M)**

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.



MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



Commented [ACTC4]: Both circles: Addition of "E - Valley Link Rail" on the map and in the legend

- A** Broadway Corridor Transit
- B** Capitol Corridor Service Expansion
- C** Union City Intermodal Station
- D** Dumbarton Corridor Area Transportation Improvements
- E** Valley Link Rail

Not Shown:  
- Railroad Corridor Right of Way Preservation and Track Improvements

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# Fact Sheet

## Project Overview

### Connecting San Joaquin Valley to the Bay Area.

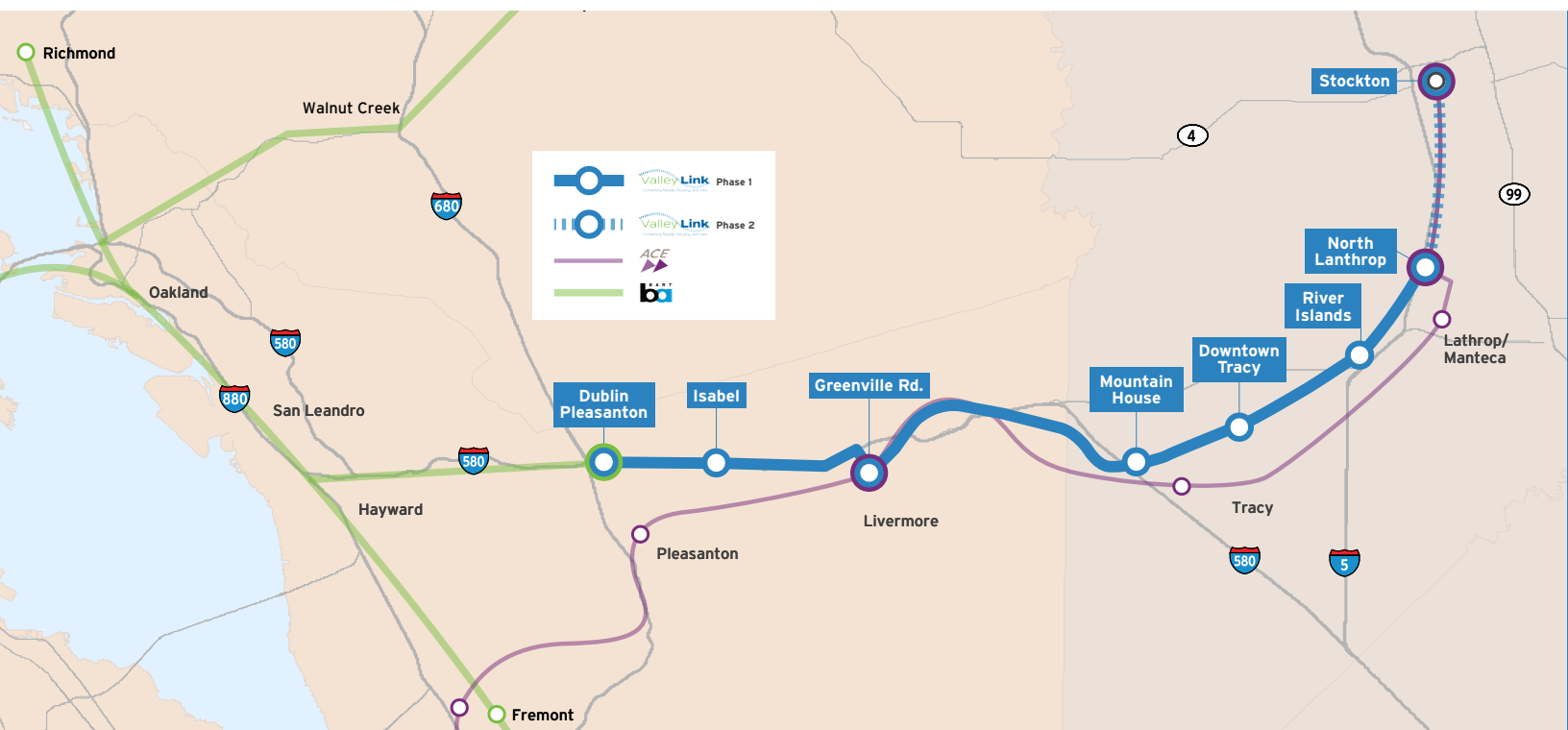
Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

**A Seamless Connection to BART.** The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/Pleasanton BART station.

**Frequent and Reliable Service.** Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.
















## Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)





## By the Numbers

-  **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
-  **42 Miles** - using existing transportation corridors
-  **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
-  **78 Minutes** - current average commute each way
-  **28 days** – total commute time per year for average commuter
-  **75% increase** - commute traffic on I-580 by 2040
-  **58% increase** – truck traffic on I-580 by 2040
-  **25 daily round-trips** - by Valley Link trains each day in 2040
-  **28,000 riders** – estimated in 2040 for Valley Link per day
-  **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
-  **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
-  **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
-  **\$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/Pleasanton BART to North Lathrop, in year of expenditure
-  **\$628 million** - identified as available for the project:
  - \$400 million** - Measure BB funds
  - \$188 million** - Bridge Toll funds
  - \$40 million** - impact fees from the City of Livermore
-  **2027** – target date for Valley Link revenue service

## Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state’s economy, environment and the quality of life in our communities:



- Serves communities and households in the Northern San Joaquin Valley with some of our state’s highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities



- Links the Northern California Megaregion’s workforce to affordable housing;
- Readily connects our state’s future high-speed rail system to BART;



- Provides direct and seamless service to major employment centers in all parts of the Bay Area;
- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy



### Sources:

Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)  
 San Joaquin County Council of Governments





# Memorandum

5.2

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

**DATE:** May 4, 2020

**TO:** Planning, Policy and Legislation Committee

**FROM:** Kate Lefkowitz, Associate Transportation Planner  
Kristen Villanueva, Senior Transportation Planner

**SUBJECT:** 2020 Countywide Transportation Plan: Community-Based Transportation Plan Update

### Recommendation

This item provides the Commission with an update on the Community-Based Transportation Plan (CBTP) effort that is part of the 2020 Countywide Transportation Plan (CTP). The update covers baseline conditions analysis and focused outreach conducted in Alameda County's low-income and minority communities, as defined by the Metropolitan Transportation Commission's (MTC) Communities of Concern (CoC). This informs the 2020 CTP and fulfills MTC requirements to update Alameda County's CBTPs. This item is for information only.

### Summary

The CBTP program was launched in 2002 by MTC to develop strategies to improve access and mobility for low-income communities for both commute and non-commute trips. To determine where CBTPs would be conducted, MTC identified CoCs throughout the region, which are census tracts with high concentrations of disadvantaged populations<sup>1</sup>. Community engagement is a key component and requirement of CBTP development and informs analysis and recommendations.

The last set of CBTPs was completed between 2004 and 2009 for Alameda County's CoCs, which at the time consisted of five communities in the North and Central planning areas. Since then, MTC's definition of CoCs has evolved to better capture concentrations of low-income, minority communities using the most recent census

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<sup>1</sup> MTC has defined CoCs as census tracts that have at least 30% of residents that are low-income and that have either ≥ 70% minority population or three or more of the following: Limited English Proficiency (12% threshold); Population over 75 (10% threshold); Zero -vehicle households (10% threshold); Single-parent households (20% threshold); Disabled population (12% threshold); Rent-burdened households (15% threshold).

data, and demographic shifts and growth have occurred throughout the county. MTC approved the current CoC definitions and boundaries in 2018.

This CBTP update will be integrated into and formalized as part of the 2020 CTP. Analysis is presented for groups of CoCs, as detailed below, which are called CBTP study areas. The CBTP effort included public outreach in all CBTP study areas, analysis of baseline conditions for these areas, and discussions with jurisdictions that have recently conducted extensive outreach and planning work within these communities.

This memo presents a summary of findings about transportation needs for the CBTP study areas and recommendations for incorporation into the 2020 CTP. The CBTP outreach and analysis supplements broader countywide analysis and outreach underway for the CTP and provides key input into project and program prioritization and strategy development. Incorporating the CBTP findings elevates feedback from disadvantaged communities and ensures the needs of these populations are adequately reflected in the CTP.

## **Background**

### *MTC's CBTP Program*

MTC launched the CBTP program in 2002. Its goal is twofold: to improve access and mobility for disadvantaged communities (for commute as well as non-commute trips) and to engage residents and community organizations in the process. The CBTP program historically provided input to Lifeline Program spending allocations, specifically for transportation projects that address mobility and accessibility needs in low-income communities, although in recent cycles the funding is primarily used specifically for transit operations and the direct link to CBTPs has lessened.

Since the beginning of the CBTP program, MTC has defined the disadvantaged communities that are considered CoCs. MTC periodically updates the criteria used to determine which areas are considered CoCs and uses the latest demographic data from the U.S. Census to update the CoC boundaries as part of updating the regional transportation plan. Since Plan Bay Area (2013) MTC has defined CoCs as census tracts that have at least 30% of residents that are low-income and that have either  $\geq 70\%$  minority population or three or more of the following:

1. Limited English Proficiency (12% threshold)
2. Population over 75 (10% threshold)
3. Zero -vehicle households (10% threshold)
4. Single-parent households (20% threshold)
5. Disabled population (12% threshold)
6. Rent-burdened<sup>2</sup> households (15% threshold)

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<sup>2</sup> Rent-burdened is defined as paying more than 30% of household income on rent.

In spring 2018, MTC updated its CoC boundaries with American Community Survey (ACS) 2012-2016 5-year data. This recent demographic data changed the spatial distribution of CoCs within Alameda County compared to CBTPs that were developed over ten years ago. Alameda County now contains 115 census tracts that meet the CoC criteria, located in nine cities and three unincorporated areas across all four planning areas of Alameda County. This map is included in Attachment A. Approximately 85% of these census tracts qualify as CoCs based on the low-income and minority criteria alone.

*Alameda County CBTP Study Areas*

Alameda CTC has grouped CoC census tracts into CBTP study areas that align with Alameda County Planning Area boundaries and jurisdictional boundaries to guide this effort. For the most part, each CBTP study area is a small section of a jurisdiction, however for cities with a large number of CoC census tracts, multiple CBTP study areas were designated. The CBTP study areas are shown in Table 1.

**Table 1 CBTP Study Areas by Jurisdiction**

Planning Area	CBTP Study Area	
<b>North County</b>	<ul style="list-style-type: none"> <li>• Alameda</li> <li>• Albany</li> <li>• Berkeley: Central, South and West</li> </ul>	<ul style="list-style-type: none"> <li>• Oakland: North, West, Central and East</li> </ul>
<b>Central County</b>	<ul style="list-style-type: none"> <li>• Unincorporated: Ashland, Cherryland and Castro Valley</li> </ul>	<ul style="list-style-type: none"> <li>• San Leandro</li> <li>• Hayward</li> </ul>
<b>South County</b>	<ul style="list-style-type: none"> <li>• Union City</li> </ul>	<ul style="list-style-type: none"> <li>• Newark</li> </ul>
<b>East County</b>	<ul style="list-style-type: none"> <li>• Livermore</li> </ul>	

**2020 CBTP Approach**

The 2020 CBTP process sought to understand current transportation needs in CoCs, meet MTC's requirements for the CBTP program, and provide input into the 2020 CTP. The CBTP outreach and analysis supplements broader countywide analysis for the CTP and provides key input into project and program selection and strategy development. Incorporating the CBTP findings elevates feedback from disadvantaged communities, which are traditionally harder to reach through conventional outreach, in the broader planning context for Alameda County.

Developing the 2020 CBTP involved the following three key efforts:

- **Baseline Conditions.** Analysis of baseline conditions to understand the current transportation characteristics of the CBTP study areas. Data analysis included: demographic data, commute patterns for residents and workers, and a summary of baseline conditions of the transportation network like pavement condition, the High-injury Network for walking and biking, and presence of active transportation infrastructure, among other metrics.

- **Analysis of Past Planning Efforts.** Synthesis of recent planning and outreach activities that have been conducted in the CBTP Study Areas. Attachment B lists the plans reviewed for the 2020 CBTP update.
- **Community Engagement.** Substantial outreach to gain an understanding of issues and needs directly from the communities. This consisted of a countywide poll conducted in 2019 that was presented to Commissioners at the May retreat, intercept surveys at pop up events within CBTP study areas, and interviews with community-based organizations. Attachment C provides a summary of outreach conducted. Due to the large number of CoCs in the City of Oakland, a modified approach was used for these CBTP study areas. See detail in Attachment C for this approach.

### Key Findings from the 2020 CBTP update

Based on analysis of baseline conditions, review of past planning efforts, and outreach conducted for the CBTP, the following overarching transportation needs have been identified across all CoC's in the county's planning areas:

**Safe Biking and Walking.** There is a need for safer walking and biking facilities. Particular concern has been raised about safely crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks.

**Pedestrian Quality and Safety** There is a need for improved pedestrian infrastructure and amenities including completion of sidewalks and more street lighting to deter crime and facilitate pedestrian safety at night.

**Affordable Transit Fares.** Introducing affordable transportation options is noted as a key concern for residents in CoCs.

**Better Access to Transit.** There is a need to expand the frequent transit network to provide options for off-peak commuters and increase the frequency of transit in CoCs. Additional needs include safer access to transit stops and stations. Outside of the North planning area, improved access to reliable and frequent transit has been raised as a significant need. The major high frequent bus lines and rail stations are concentrated in North County, leaving potential transit dependent populations with limited options elsewhere in the county.

**Pavement Quality in CBTP study areas.** There is a need to improve pavement condition in CBTP study areas.

Detailed findings from baseline conditions, analysis of past planning efforts, and community engagement are found in Tables 2 and 3. Table 2 summarizes key findings that have emerged countywide. Table 3 provides additional context for the specific needs within each jurisdiction as provided during community engagement. Note that the findings in Table 3 are in addition to the findings and issues presented in Table 2.



**Table 2 Summary of High-Level Findings of CBTP Study Areas Countywide**

Mode/Issue Area	Key Findings
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Residents in CBTP study areas feel less safe walking, waiting for transit, and biking</li> <li>• CBTP study areas have more miles of <u>Auto</u> High Injury Network than non-CBTP study areas in the county</li> </ul>
<b>Commute Patterns</b>	<ul style="list-style-type: none"> <li>• The number of off-peak commuters within CBTP study areas have increased at a higher rate than non-CBTP study areas since 2010</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li>• Residents in CBTP study areas use transit more frequently</li> <li>• Concerns around transit affordability</li> <li>• Concerns around transit frequency</li> <li>• Support for improvements to transit amenities: bus shelters and stops</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>• Support for improved infrastructure for active transportation such as high-quality bike lanes, trails that are separate from roads, bike parking</li> </ul>
<b>Driving and Pavement Condition</b>	<ul style="list-style-type: none"> <li>• Residents indicate long driving travel times and high costs of driving due to traffic and long distances</li> <li>• CBTP study areas are twice as likely to be home to “at-risk” pavement conditions as non-CBTP study areas in the county</li> <li>• Improving potholes and roads is a top priority for residents in CBTP study areas</li> </ul>

**Table 3 Specific Outreach Findings for Each Jurisdiction with a CBTP Study Area**

Jurisdiction	Key Findings from Community Engagement
Alameda	<ul style="list-style-type: none"> <li>• Concern around transit amenities: better bus shelters and apps for smartphones, more weekend/night service</li> <li>• Concern for pedestrian safety due to driving behaviors</li> </ul>
Albany	<ul style="list-style-type: none"> <li>• Support for infrastructure improvements to connect residents to businesses, schools, and recreational facilities across within and near the CoC</li> <li>• Concerns around pavement quality for biking, lack of bike lanes</li> <li>• Concerns around traffic, travel time, and lack of affordable parking</li> </ul>
Berkeley: Central, South and West	<ul style="list-style-type: none"> <li>• Concern around community displacement, as well as concerns for retaining existing industries</li> <li>• Concerns around safety, affordability and cleanliness on BART</li> <li>• A desire for more reliable bus service on nights/weekends, more frequent weekday service</li> </ul>

Jurisdiction	Key Findings from Community Engagement
Oakland: North, Central, East and West	<ul style="list-style-type: none"> <li>• Focus on active transportation education programming for youth</li> <li>• Existing pavement in poor condition</li> <li>• Concern around pedestrian safety due to vehicular speed and lack of sidewalks</li> <li>• Significant local air pollution exposure and health impacts, particularly in West Oakland</li> <li>• Socioeconomic, cultural, and discriminatory barriers faced by people of color to access bicycling and public spaces more generally.</li> </ul>
Unincorporated: Ashland, Cherryland, and Castro Valley	<ul style="list-style-type: none"> <li>• Pedestrian safety, including: safer crossings, traffic calming, and better sidewalks</li> <li>• A desire for more frequent daytime bus service, nighttime/weekend service, and higher reliability</li> </ul>
Hayward	<ul style="list-style-type: none"> <li>• Interchanges along I-880 identified as notable barriers for walking and cycling</li> <li>• Concern for safe and accessible walking facilities</li> <li>• Need for more daytime/weekend/night bus service and affordable fares.</li> </ul>
San Leandro	<ul style="list-style-type: none"> <li>• Improve automobile and pedestrian safety outcomes on multimodal corridor</li> <li>• Identify strategies to improve sidewalk conditions, lighting, and bicycle infrastructure</li> <li>• A desire for more daytime bus and night/weekend service, fewer/shorter transfers</li> </ul>
Newark	<ul style="list-style-type: none"> <li>• Interest in investments in active transportation infrastructure</li> <li>• Concerns around accessing BART, cleanliness, free transfers to/from bus, more parking at stations, more night/weekend service.</li> <li>• Need for more night/weekend bus service, more daytime service, accessible vans/paratransit</li> </ul>
Union City	<ul style="list-style-type: none"> <li>• Interest in investments in active transportation infrastructure</li> <li>• Better access to transit</li> <li>• Transit options are not close to destinations, more frequent daytime/night/weekend service is needed</li> <li>• Concerns around safety and walking. Fast traffic, fear for personal safety, crime, better walking facilities are needed</li> </ul>
Livermore	<ul style="list-style-type: none"> <li>• Need for improvements to pedestrian crossings, better walking and biking facilities that are separate from road.</li> <li>• Concerns over high traffic speeds</li> <li>• Interest in better access to transit</li> </ul>

### Integration with 2020 CTP

Many of these needs are consistent with needs already identified in the 2020 CTP and the 2020 CTP will further incorporate these CBTP needs as the document is finalized in coming months. There are several specific ways that the CTP already reflects CBTP needs, most notably within the projects that will be included within a prioritized list of near-term projects and overarching strategies that the CTP will include. Projects and

strategies will be the two key discussion topics during discussions with small groups of Commissioners in May 2020.

The project screening criteria included CoCs as one of the key criteria to select projects for the 10-year priority project list. Many projects that have been submitted directly respond to CBTP needs and Alameda CTC will continue to support cities to develop projects that respond to needs in CBTP study areas. For example, Alameda CTC and many cities are working on multimodal corridor projects which travel through CBTP study areas and directly address many of the needs highlighted through the outreach. In addition, Alameda CTC's ongoing programs address CoC needs, including the Access Safe Routes Program, the expansion of the Student Transit Pass Program, and the Paratransit Program.

The CTP will also include a set of strategies that are currently under development. Several of the strategies under consideration respond directly to CBTP needs, including:

- Build out the Near-Term All Ages and Abilities Walk and Biking Network
- Pilot Fare-Free Zones and Passes
- Provide Safe and Secure Access to Bus Stops
- Explore Funding Strategies to Support Increased Transit Operations
- Identify strategies to address spill over traffic in CoC communities
- Expand Safe Routes to School and Safety Education Programs
- Reduce the Countywide Impacts of Infrastructural Barriers
- Reduce Impacts of Goods Movement, including emissions, safety and truck activity impacts

### **Next Steps**

The CBTP report document will be finalized in early summer and released with the 2020 CTP. Staff are meeting with Commissioners in small Planning Area groups in May 2020 to discuss CTP and CBTP strategies and priority projects. Alameda CTC will monitor progress towards implementing CBTP recommendations, per MTC requirements, and update needs periodically in coordination with future CTP updates.

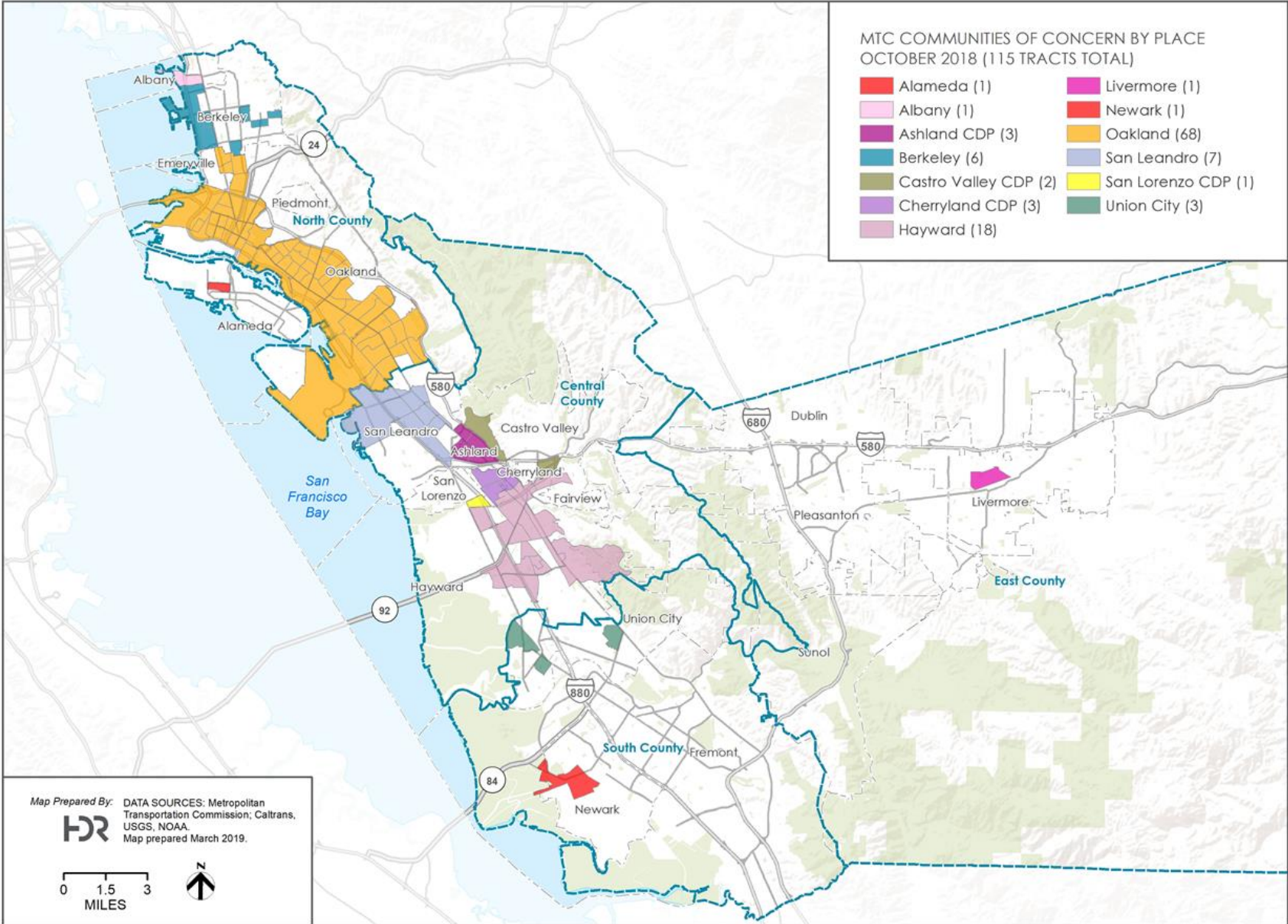
**Fiscal Impact:** There is no fiscal impact for this item.

### **Attachments:**

- A. Alameda County Communities of Concern
- B. Recent Plans and Outreach in CBTP Study Areas by Jurisdiction/Agency
- C. Outreach Summary for CBTP

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Attachment A – Alameda County Communities of Concern



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## Attachment B Recent Plans and Outreach in CBTP Study Areas by Jurisdiction/Agency

Jurisdiction/ Agency	Plan	Status
AC Transit	2017-18 Onboard Survey Summary of Findings	Completed in 2018
Alameda	Transportation Choices Plan	Completed in 2018
Alameda	General Plan	Updated in 2018
Ashland	Business District Specific Plan	Completed in 2015
Berkeley	Berkeley Strategic Transportation	Completed in 2016
Bay Area Rapid Transit (BART)	2018 BART Customer Satisfaction Study	Completed in 2018
Berkeley	City of Berkeley Bicycle Plan	Completed in 2017
Berkeley	Adeline Specific Plan	In Progress
Cherryland	Business District Specific Plan	Completed in 2015
Hayward	Bicycle and Pedestrian Plan	In Progress
Hayward	Hayward Transit Connector (Shuttle) Feasibility Study	Completed in 2017
Livermore	Bicycle, Pedestrian, and Trails Active Transportation Plan (ATP)	Completed in 2018
Oakland	Pedestrian Master Plan	Updated in 2017
Oakland	East Oakland Neighborhood Initiative	Completed in 2019
Oakland	East Oakland Mobility Action Plan/Community-Based Transportation Plan (see Attachment C)	In Progress
Oakland	City of Oakland Bike Plan	Completed 2019
Oakland	Downtown Oakland Specific Plan	Completed in 2020
Oakland	Northwest Oakland Community Coalition Pilot Plan	In Progress
Oakland	West Oakland Community Action Plan	Completed in 2020
Oakland	West Oakland Specific Plan	Completed in 2014
Port of Oakland	Seaport Air Quality 2020 and Beyond Plan	Completed in 2019
San Leandro	Bicycle and Pedestrian Master Plan	Completed in 2017
Union City	Decoto Neighborhood Plan	Completed in 2016

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## **Attachment C: Outreach Summary for CBTP**

Outreach and engagement for the 2020 CBTP consisted of a countywide poll conducted in 2019 that was presented to the commissioners at the May retreat, intercept surveys at pop up events within CBTP Study areas, and interviews with community-based organizations. A review of Oakland's outreach from recently completed plans that included deep engagement with their communities was also conducted.

### **2019 Poll**

In May 2019, as part of the Commission's retreat, Alameda CTC conducted a countywide poll representative of Alameda County's diverse population across planning areas, and included a deliberate over-sample of residents in CBTP study areas. This allowed us to highlight issues for residents of CoCs in a statistically representative way. Over 15,000 invitations were sent through email and text message. Approximately 500 people completed the survey, nearly 200 of whom are residents of Alameda County CoCs. Findings from this poll were presented at the Commission's May 2019 retreat.

### **Intercept Surveys and Pop Up Events within CBTP Study Areas**

The primary tool for outreach in the county's CoCs was the survey at community pop up events. Survey respondents were asked to identify the methods of transportation they were most likely to use in their daily routine and answer questions about their needs and priorities related to that mode. If they had more time, they were asked to identify their needs and priorities relating to safety, convenience, and accessibility for all modes of transportation. The survey and other collateral materials were made available in English, Spanish, and Chinese.

Pop-up workshops were held at high-traffic locations or events where intercept surveys were collected. A total of 423 surveys were collected at 17 pop-up events held at farmers' markets, recreational events, parks, and BART stations within the CBTP study areas. Pop-ups were held from October 2019 through February 2020.

### **Interviews with Community-Based Organizations**

Community based organizations were interviewed to solicit additional information in the CBTP study areas over a three-week period in early 2020. Four organizations were interviewed during this timeframe to provide focused reflections on the information received from the pop-up workshop surveys. These were San Leandro Creekside Church, Union City Family Center, Larry Orozco Teen Bike Shop (San Leandro) and the Community Resources for Independent Living (Hayward).

## Outreach Coordination

The City of Oakland has recently completed extensive engagement with communities in their CoCs through several recently completed and in-progress plans and studies. After consultation with the city, it was determined that outreach should not be duplicated in these areas for the 2020 CBTP update. Recent efforts include the AB 617 community process led by the Bay Area Air Quality Management District in West Oakland, which culminated in the report *Owning Our Air: The West Oakland Community Action Plan*, the Downtown Oakland Specific Plan, the East Oakland Neighborhood Initiative (EONI), a plan that focused on equity-based planning in East Oakland, and the East Oakland Mobility Action Plan which is East Oakland's Community Based Transportation Plan. Alameda CTC has provided planning funds to support the East Oakland Mobility Action Plan. Finally, the Oakland Department of Transportation conducted outreach throughout all of Oakland CoCs as a part of the 2019 Bicycle Plan update.



# Memorandum

5.3

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

**DATE:** May 4, 2020

**TO:** Planning, Policy and Legislation Committee

**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. This item also includes providing direction on a draft list of projects for advocacy for COVID-19 stimulus recovery activities.

## Summary

The May 2020 legislative update provides information on federal and state legislative activities. Given the dynamic nature of the state and federal government's responses to the COVID-19 pandemic, additional updates will be provided verbally at the Committee meeting.

At the federal and state levels discussions are underway regarding potential stimulus efforts to support the COVID-19 recovery, and to address short-term transportation needs, particularly for transit operators. Alameda CTC has developed an initial list of projects and programs to consider for advocacy. As any specific legislation or new programs are developed staff will bring updates to the Commission and the list can be refined and updated as appropriate.

## 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. Attachment A is the Alameda CTC adopted legislative platform.

## State Update

In response to the COVID-19 crisis, the Legislature recessed until at least May 4th. Currently, the "desk" is open which allows for amendments to bills can be processed. However, other than Senate and Assembly Caucus meetings via conference calls most operations have ceased. There is a growing consensus to hold all legislation that is not related to addressing the COVID-19 crisis. At this point members are being asked to narrow and prioritize which bills they want to move forward. However, leadership for now is leaving it to the committee chairs the decision to hear non-COVID-19 legislation.

**FASTER Bay Area:** The FASTER Bay Area coalition, led by the Bay Area Council, Silicon Valley Leadership Group, and SPUR, announced in late March that they were no longer advancing a proposal for transportation funding in November. Given the COVID-19 crisis, it is uncertain what Senator Beall will do with SB 278. Staff will continue to monitor SB 278 once the legislature is back in session.

## Legislation

Below are updates on three specific bills:

- **AB 2824:** Assemblymember Bonta introduced AB 2824 to advance transit priority treatments in the Bay Bridge corridor. Given the COVID-19 crisis, the legislation is not advancing this session. However, the multi-agency partnership that was working together to identify a suite of near- and long-term strategies for improving the reliability and quality of transit on the Bay Bridge corridor is continuing to advance the program of projects presented to the Commission earlier this year. A recommendation to contribute \$10 million in Measure BB funding to advance near-term capital projects, collectively called the Bay Bridge Forward initiative and Bike Link, is included in the 2020 Comprehensive Investment Plan update item before the Projects and Programs Committee (PPC) this month (item 5.1 on the PPC agenda). This funding will leverage regional funding secured by MTC to advance these near-term multimodal projects and robust planning for the I-80 corridor. Alameda CTC's contribution would include the I-580 Westbound HOV Extension, I-80 HOV Extension (Emeryville), I-80 Design Alternative Analysis (DAA), I-80 Powell, and Bay Bridge bicycle/pedestrian LINK improvements. **AB 2824 is considered dead for this session.**
- **AB 2176:** Assemblyman Holden intends to move AB 2176, regarding bus passes for college students, forward this year with amendments. The amended bill no longer requires a free bus pass, but it does require each college to enter into an agreement with the transit operator for free or reduced fare passes. The Commission currently has an oppose unless amended position on the bill due to concerns regarding the potential fiscal impact on transit operators. AB 2176 also now includes language that if the Commission on Mandates determines that the bill contains costs mandated by the state, reimbursement for those

costs shall be made pursuant to the California Constitution. **With these amendments, staff now recommends that the Commission change its oppose unless amended position to a watch position.**

- AB 2012: Assemblymember Chu has decided to not move AB 2012, which would have provided free transit to seniors, this year due to the Legislature's efforts to focus on COVID-19 response and the limited time to hear bills. However, Assemblymember Chu remains committed to working to improve access to public transit and senior services. **AB 2012 is considered dead for this session.**

### Federal Update

The federal government has thus far passed three stimulus bills in response to the COVID-19 pandemic. The Coronavirus Aid, Relief, and Economic Security (CARES) Act totals close to \$2 trillion, making it the largest spending package in American history. Specifically related to transportation, the CARES Act includes \$25 billion for Transit Infrastructure Grants. Funds provided in the bill should start to flow quickly, but there will be some variability in results in the weeks to come. In April, MTC programmed the first round of the CARES funding to transit operators throughout the region. This included critical funding for AC Transit, BART, LAVTA, ACE, Union City Transit and WETA as they continue to strive to deliver transit service to the public in these very difficult circumstances as follows:

Agency	Funding
BART	\$251,637,050
AC Transit	\$ 80,366,395
LAVTA	\$ 3,501,369
ACE	\$ 2,680,453
Union City Transit	\$ 922,560
WETA	\$ 12,529,212

The House and Senate are currently in recess, but discussions of a fourth stimulus package have already begun. Speaker Pelosi has noted that a fourth bill should focus on long-term economic recovery, including job creation and possibly infrastructure. Senate Appropriations Chairman Richard Shelby has also voiced support for an infrastructure package, signaling the possibility for a bipartisan deal.

While Congress is in recess, federal agencies and departments will continue issuing guidance on the funding and provisions passed in the first three stimulus packages.

### **Stimulus Considerations**

In preparation for a potential federal stimulus bill, or similar efforts at the state level to support recovery, infrastructure investment and jobs, Alameda CTC staff has begun to identify investments that could be good candidates for advocacy. The initial list is included as Attachment B. This list was developed based on a review of Alameda CTC-sponsored projects, projects included in Alameda CTC's project list for advocacy for the FASTER Bay Area initiative, and a review of projects and programs submitted by all jurisdictions for the 2020 Countywide Transportation Plan. In addition, the draft list will be presented to the Alameda County Technical Advisory Committee (ACTAC) in May for additional feedback. An updated project list will be shared with PPLC at the May meeting, with additional updates anticipated by the Commission meeting. Projects or programs were identified based on project-readiness.

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

### **Attachments:**

- A. Alameda CTC 2020 Legislative Program
- B. Draft Projects and Programs for Stimulus Advocacy



## 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:

"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
<b>Transportation Funding</b>	Increase transportation funding	<ul style="list-style-type: none"> <li>• Oppose efforts to repeal transportation revenues streams enacted through SB1.</li> <li>• Support efforts that protect against transportation funding diversions.</li> <li>• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li> <li>• Support the implementation of more stable and equitable long-term funding sources for transportation.</li> <li>• Ensure fair share of sales tax allocations from new laws and regulations</li> <li>• Seek, acquire, accept and implement grants to advance project and program delivery.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.</li> </ul>
<b>Project Delivery and Operations</b>	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.</li> </ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.</li> </ul>

Issue	Priority	Strategy Concepts
<b>Multimodal Transportation, Land Use and Safety</b>	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> <li>• Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.</li> <li>• 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.</li> <li>• 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.</li> <li>• Support investments in active transportation, including for improved safety and Vision Zero strategies.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse.</li> <li>• Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.</li> <li>• Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.</li> <li>• Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.</li> </ul>
<b>Climate Change and Technology</b>	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> <li>• Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.</li> <li>• Support the expansion of zero emissions vehicle charging stations.</li> <li>• Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.</li> </ul>
<b>Rail Improvements</b>	Expand goods movement and passenger rail funding and policy development	<ul style="list-style-type: none"> <li>• Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment.</li> <li>• Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy.</li> <li>• Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity.</li> <li>• 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.</li> <li>• Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs.</li> <li>• 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.</li> </ul>
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> </ul>



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

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Alameda CTC DRAFT List of Projects and Programs for Consideration for COVID-19 Stimulus  
 Project list based on Alameda CTC FASTER Bay Area Advocacy List and 2020 Countywide Transportation Plan Project Submittals

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)	Project Funding Request (\$ Millions)	Readiness
<b>Projects with construction start dates in 2020 or 2021 and ongoing programs.</b>						
<b>Operations</b>						
Multiple/Countywide	Transit Operations (multiple)	Bus, Ferry, Rail	Funding for ongoing transit operations for all operators in the County. Specific funding needs and priorities will be identified based on discussions with transit operators and MTC.	TBD	TBD	In progress
Alameda CTC/Countywide	Transportation Demand Management and Carpool Incentives	Highway	Incentive program to encourage carpools and transportation demand management.	TBD	TBD	In progress
<b>Programs</b>						
Alameda CTC/Countywide	Affordable Student Transit Pass Program	Program	The program would cover expansion to all middle and high schools that have transit service within one quarter mile of the school and provide free bus passes on youth Clipper cards to all interested students in participating schools.	\$850	\$650	In progress
Alameda CTC/Countywide	Safe Routes to Schools	Program	The Program would fund expanded and enhanced implementation of Safe Routes to Schools at all K-12 public schools in Alameda County including education and infrastructure improvements to build a true network of Safe Routes to Schools.	\$1,100	\$750	In progress
<b>Capital Projects Submitted to 2020 Countywide Transportation Plan - Construction Start in 2020 or 2021</b>						
AC Transit	Fruitvale Ave. corridor--short term transit improvements	Transit	Install and operate an enhanced bus service with traffic signal priority and improved bus stops on Fruitvale Ave.	\$61		Planning/Scoping
AC Transit	Grand Ave. corridor transit improvements	Transit	Create a dedicated bus lane on Grand/West Grand for both local and Transbay buses	\$83		Planning/Scoping
AC Transit and City of Fremont	Fremont Citywide Transit Signal Priority	Transit	Upgrade traffic signals on major transit routes in the City of Fremont to provide improved Traffic Signal Priority for transit and emergency operations.	\$5		Planning/Scoping
AC Transit	Fremont and Newark Service Expansion	Transit	Reorganize and expand network of bus routes in Fremont and Newark designed to improve both service to passengers and efficiency.	\$6		Planning/Scoping
AC Transit	AC Transit Division 4 replacement--design, outreach and environmental	Transit	Execute preliminary phases of designing and implementing replacement for AC Transit yard Division 4	\$30		Planning/Scoping
Alameda CTC	I-80 Gilman Street Interchange Improvements	Highway	Reconfigure the I-80/Gilman interchange and add bicycle and pedestrian facilities.	\$62		PE/ENV
Alameda CTC	7th Street Grade Separation East	Goods Movement	Reconstruct the existing 7th St underpass on an adjacent alignment, rail tracks, and other rail infrastructure between I880 and Maritime St in the Port of Oakland. Provide bicycle facility.	\$283		Final Design PSE
Alameda CTC	GOPort FITS	Goods Movement	Traffic management and operations improvements through technology infrastructure serving the Port of Oakland.	\$34		Other
Alameda CTC	Rte 84 Widening, south of Ruby Hill Dr to I-680	Highway	Upgrade from 2-lane conventional highway to 4-lane expressway, make operational improvements to SR84/I-680 I/C and extend SB express lane about two miles to the north.	\$244		
City of Alameda	Clement Ave and Tilden Way Complete Streets	Complete Streets	Road diet along Tilden Way from Clement to Miller-Sweeney Bridge and on the extension of Clement Ave to Tilden Way.	\$15		Planning/Scoping
City of Alameda	Otis Drive Safety Improvements	Complete Streets	Road diet with bike lanes, center turn lane, bus stop upgrades, curb bulb-outs, marked crosswalks and a protected intersection.	\$1		Final Design PSE
City of Alameda	Water Shuttle Operations	Transit	Construct/upgrade docks to support vessels, purchase vessels, and operate peak commute hour water shuttle Mon-Fri at 15-30 minutes headways.	\$2		Planning/Scoping
Alameda County	Estuary Bridges Maintenance and Repairs	Local Road	Maintain and operate High Street, Park Street, and Miller Sweeney (Fruitvale) bridges. This represents 10 years of maintenance expenses			O&M
Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	Complete Streets	Widen sidewalks, bicycle lanes , median islands, curb, gutters, drainage and other improvements	\$10		Final Design PSE
City of Albany	San Pablo Complete Streets	Complete Streets	Complete Streets Bicycle & Pedestrian improvement projects along the San Pablo Ave corridor.	\$5		PE/ENV

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)	Project Funding Request (\$ Millions)	Readiness
BART	19th Street Bike Station Plaza	Transit Access	Construct bike station to support active access to 19th St. BART.	\$6		Final Design PSE
BART	West Oakland TOD	Transit Access	Improve access to/from the West Oakland BART Station to support TOD.	\$30		PE/ENV
BART	Dublin/Pleasanton Active Access Improvements	Transit Access	Improve bicycle and pedestrian access to the Dublin/Pleasanton BART station.	\$16		Final Design PSE
BART	North Berkeley Active Access Improvements	Transit Access	Improve bicycle and pedestrian access to the North Berkeley BART station.	\$13		Final Design PSE
City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	Bike/ped	Construct a new pathway segment connecting Ninth St in front of Berkeley Bowl West to the Emeryville Greenway.	\$2		Final Design PSE
City of Berkeley	Milvia Bikeway Project	Bike/ped	Constructs Class IV protected bikeways on Milvia St between Hearst Ave and Blake St. Includes pedestrian crossing improvements.	\$3		PE/ENV
City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	Goods Movement	Safety improvements to each of the 7 at-grade railroad crossings in West Berkeley.	\$11		PE/ENV
Dublin/Alameda CTC	Dublin Blvd. - North Canyons Pkwy Extension	Local Road	Dublin Blvd-North Canyons Parkway from Fallon Rd to Croak Rd: Construct six lane extension; Dublin Blvd-North Canyons Parkway from Croak Rd to Doolan Rd: Construct four lane extension	\$164		PE/ENV
Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Local Road	Widen Tassajara Road from existing 2 lanes to 4 lanes between N/ Dublin Ranch Drive to City limit with C C County; signal upgrades, new bike lanes, improved bus stops, sidewalks.	\$23		PE/ENV
Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	Bike/ped	Implementation of projects and programs as outlined in the City of Dublin's Bicycle and Pedestrian Master Plan.	\$22		Planning/Scoping
Dublin	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	Local Road	Provide Connectivity for Transit and vehicles between local arterials and regional facilities; first and last mile connectivity at key transit hubs and along major transit routes	\$20		Planning/Scoping
Dublin	SR25 Improvements	Bike/ped	Implement SR25 improvements inside school zones in Dublin to implement site assessment recommendations.	\$7		Planning/Scoping
Dublin	Downtown Dublin Streetscape Plan Implementation	Local Road	Implement Downtown Dublin Specific Plan area improvements to enhance the public and private investments in the Dublin Downtown PDA	\$40		Planning/Scoping
Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	Bike/ped	Construct a bridge crossing for Iron Horse Trail at Dublin Boulevard.	\$10		Final Design PSE
Emeryville	Powell Transbay Bus I-80 Ramp/Bus Stop	Transit	Improve bus access onto the freeway at Powell St/ I-80 Westbound on-ramp	\$4		Planning/Scoping
Emeryville	Quiet Zone Safety Engineering Measures	Goods Movement	Install four quadrant gates, raised medians, sidewalks, and other Supplemental Safety Measures (SSM's) at three at-grade railroad crossings on 65th Street, 66th Street, and 67th Street	\$7		Final Design PSE
Fremont	Fremont Boulevard & Thornton Avenue Complete Streets in Centerville PDA, (Part of former SR 84)	Complete Streets	Construct complete streets/streetscape features along Fremont Boulevard from Alder Avenue to Eggers Drive, Thornton from I880 to Fremont Boulevard and Peralta Avenue from Fremont Boulevard to Sequoia Road.	\$9		PE/ENV
Fremont	Relinquished State Route 84: State of Good Repair Improvements on Thornton Avenue, Fremont Boulevard and Peralta to Sequoia	Local Road	Pavement rehabilitation to address deferred maintenance.	\$5		PE/ENV
Fremont	UPRR Quiet Zone: Niles/Nursery	Goods Movement	Construct supplemental safety improvements (SSMs) at the Nursery Avenue at-grade crossing	\$3		Final Design PSE
Fremont	East Bay Greenway Trail (Reach 6): Innovation District to Bay Trail w/ new I-880 Bridge	Bike/ped	1.2 miles of multi-use trail through Fremont's Innovation Business District to the SF Regional Bay Trail.	\$62		PE/ENV
Fremont	Decoto Road Complete Street: I-880 to Paseo Padre Parkway	Complete Streets	Expands and enhances transit (bus) access along Decoto Road and implements complete street features that provide protected bicycle and sidewalk facilities	\$20		Final Design PSE
Fremont	Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	Bike/ped	Extend an existing multi-use path by nearly 2,200 feet to complete the connection between Palm Ave and Mission Boulevard and implement a pedestrian bridge	\$4		PE/ENV
Fremont	Grimmer Greenway Trail: Central Park to Fremont Boulevard	Bike/ped	New Class I trail segment along the ACFC flood control channel north side of Grimmer Boulevard between Fremont Boulevard and Paseo Padre Parkway/Central Park.	\$6		Final Design PSE
City of Hayward	Main Street Complete Street Project	Complete Streets	Reduce the roadway from four to two lanes and improve pedestrian facilities and add bicycle lanes in the Downtown Hayward Priority Development Area.	\$5		PE/ENV
City of Hayward	Mission Blvd Phases 2 and 3 Improvements	Complete Streets	Complete street and safety improvements for 1.5 mile segment of Mission Boulevard between Industrial Parkway and the Hayward/Union City boundary.	\$33		CON

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)	Project Funding Request (\$ Millions)	Readiness
City of Hayward	Mission Blvd Phases 2 and 3 Improvements	Complete Streets	Complete streets and safety improvements for 0.5 mile segment of Mission Boulevard between A Street and the Hayward/County of Alameda boundary at Rose Street.	\$18		Final Design PSE
City of Livermore	Livermore Iron Horse Trail	Bike/ped	Class 1 inter-regional Iron Horse Trail within and through the City of Livermore.	\$20		Planning/Scoping
Newark	Central Avenue Overpass	Complete Streets	Grade separation structure over the Union Pacific Railroad tracks on Central Avenue from east of Sycamore Street to Morton Avenue and addition of bicycle lanes and sidewalks.	\$35		Final Design PSE
City of Oakland	42nd Ave. & High St. I-880 Access Improv.	Local Road	Widening and re-alignment of local streets including modified traffic signals and intersection improvements in the vicinity of the I-880/42nd & High interchange.	\$18		Final Design PSE
City of Oakland	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	Bike/ped	Road diet and complete streets improvements on Telegraph between 29th and 45th Streets.	\$1		CON
City of Oakland	Oakland: Telegraph Avenue Complete Streets	Complete Streets	Complete street improvements on Telegraph Avenue between 20th Street and 42nd Street.	\$5		Final Design PSE
City of Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	Bike/ped	Road diet and complete streets improvements on Fruitvale Ave from E 10th St to E 23th St.	\$1		Final Design PSE
City of Oakland	14th Street Safe Routes in the City	Complete Streets	Road diet and complete streets improvements on 14th Street between Brush Street and Oak Street.	\$14		Planning/Scoping
City of Oakland	Adeline Street Road Diet	Bike/ped	Road Diet on Adeline Street between 3rd and 7th Streets, incorporating class 2 bike lanes on both sides of street, includes pavement rehabilitation	\$0		Final Design PSE
City of Oakland	73rd Avenue Road Diet	Bike/ped	Road Diet on 73rd Avenue between Bancroft Ave and MacArthur Blvd, incorporating class 2 bike lanes on both sides of street, striping only	\$0		Planning/Scoping
City of Oakland	Lower Park Blvd Road Diet	Bike/ped	Road Diet on Park Blvd between 18th and MacArthur Blvd, incorporating class 2 bike lanes on both sides of the street	\$3		Final Design PSE
City of Oakland	14th Avenue Streetscape Project	Bike/ped	Road diet and active transportation improvements on 14th Avenue.	\$7		Final Design PSE
City of Oakland	19th Street BART to Lake Merritt Urban Greenway	Complete Streets	Complete streets improvements on 20th Street (Thomas L. Berkeley Way) between Broadway and Harrison Street in the City of Oakland.	\$6		Final Design PSE
City of Oakland	Fruitvale Alive Gap Closure Streetscape Project	Bike/ped	The Fruitvale Avenue Gap Closure project will install Class 4 cycle tracks and safety improvements between Alameda Avenue and E.12th Street along Fruitvale Avenue.	\$9		Design
City of Oakland	East Oakland Community Based Transportation Plan Area Projects	Misc.	Implementation of pedestrian, bicycle and transit improvements, including transit operations improvements, neighborhood and library shuttles in the East Oakland Community Based Transportation Plan Area	\$25		Planning/Scoping
City of Oakland	Howard Terminal Railroad Grade Separation Project for Vehicles and for Pedestrians/Bikes	Local Road	Vehicular grade separation at Market or Brush Street and a pedestrian/bicycle bridge at Jefferson or Clay Streets across the railroad tracks in the Jack London District near the proposed Howard Terminal ballpark.	\$298		PE/ENV
City of Oakland	MacArthur Smart City Corridor Project	Local Road	ITS facilities along the MacArthur corridor between 90th Avenue and Lake Merritt, signal upgrades and other street improvements.	\$13		PE/ENV
BART/City of Oakland	Lake Merritt BART Station Area Improvements	Transit Access	Infrastructure to support the community and transportation hub at the Lake Merritt BART Station, including complete streets, access and safety improvements.	\$60		PE/ENV
City of Oakland	West Oakland, Howard Terminal, Jack London District, Downtown Oakland Connectivity Project	Local Road	Roadway safety, multimodal and streetscape improvements connecting West Oakland, Howard Terminal, Jack London District, and Downtown.	\$175		PE/ENV
City of Oakland	Railroad At-Grade Corridor Safety Project through Jack London District	Goods Movement	At-grade railroad crossing improvements at Market, Martin Luther King Jr, Way, Clay, Washington, Broadway, Franklin, Webster and Oak Streets.	\$18		PE/ENV
City of Oakland	Gondola Project Phase 1 Washington Street	Other	An Urban Gondola connecting downtown Oakland 12th Street BART and Jack London Square.	\$350		Planning/Scoping
City of Oakland	Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects	Local Road	Implementation of transportation improvements identified in the DOSP include bike and ped safety improvements, transit improvements, and traffic signal technology.	\$60		Planning/Scoping
City of Pleasanton	West Las Positas Bike Corridor Improvements	Bike/ped	Creates a continuous east-west bikeway with access to employment centers, schools and neighborhoods.	\$13		Planning/Scoping
Port of Oakland	Seaport Near Dock Rail Enhancements	Goods Movement	Construction of the Seaport Near Dock Rail Enhancements.	\$8		Planning/Scoping
Port of Oakland	"Big Ship Ready" Marine Terminal Modernization	Goods Movement	"Big Ship Ready" infrastructure improvements including: bollard and fenders, shore power outlets, and LED lighting upgrades and berth capacity enhancements.	\$74		Planning/Scoping



Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)	Project Funding Request (\$ Millions)	Readiness
Port of Oakland	Port Operational Efficiency Enhancements	Goods Movement	Infrastructure improvements at Maritime Street, Grand Avenue & Adeline Street access points to Seaport facilities to enhance operational efficiency.	\$25		Planning/Scoping
Port of Oakland	Roundhouse EV Charging Facility	Goods Movement	Development of freight electric vehicle charging standards and design & construction of infrastructure necessary to establish a permanent electric vehicle/equipment charging facility at the Seaport's Roundhouse Property.	\$12		Planning/Scoping
Port of Oakland	Airport Drive Rehabilitation	Local Road	Roadway rehab and reconstruction of airport access roads.	\$9		Final Design PSE
San Leandro	San Leandro Street Circulation and Capacity Improvements	Local Road	Series of circulation and intersection improvements on local street network.	\$17		Planning/Scoping
San Leandro	Traffic Signal Modernization	Local Road	Modernization of the City's 63 traffic signals	\$4		Planning/Scoping
San Leandro	Railroad Crossing Upgrades - Near Term Safety Enhancements	Goods Movement	Construct near term safety enhancements at all at-grade rail crossings in San Leandro.	\$3		Planning/Scoping
San Leandro	BART Gap Closure & Safety Improvement	Transit Access	Pedestrian and bicycle improvements at the San Leandro BART station.	\$5		Planning/Scoping
San Leandro	Downtown TOD Pedestrian Lighting & Streetscape	Other	Improve lighting in downtown San Leandro and MTC's Downtown Transit Oriented Development PDA.	\$6		Planning/Scoping
San Leandro	E. 14th St./Hesperian Bl./150th Av Intersection Improvements	Local Road	Lane reconfiguration, road widening, signal modifications, and curb ramp installations at the intersection of E. 14th St / Hesperian Blvd / 150th Avenue to support adopted Bay Fair TOD plan.	\$8		Final Design PSE
San Leandro	MacArthur Blvd Roundabout, Streetscape, and Park & Ride	Local Road	Construction of a roundabout and streetscape at the intersection of MacArthur Boulevard, Superior Avenue, Foothill Boulevard, and the I-580 off-ramp. C	\$4		Planning/Scoping
San Leandro	Local Street Rehabilitation and Complete Streets Implementation	Local Road	Local street rehabilitation and implementation of complete streets enhancement on local streets	\$165		Planning/Scoping
WETA	South San Francisco Frequency Increase	Transit	Enhances the existing South San Francisco ferry service to 30-minute peak period frequencies.	\$20		Planning/Scoping
			<b>Near-term Construction Projects</b>	\$2,874		
<b>Alameda CTC FASTER Bay Area List: Project Development Phases - Construction Start After 2020 or 2021</b>						
<b>Bus, Bike and Pedestrian Improvements</b>						
	AC Transit Bus Facilities Modernization and Expansion to Support Transbay and Major Corridors service (submitted by AC Transit)	Bus Facilities Modernization	Rehabilitation and expansion of AC Transit Bus Operating Divisions to accommodate future operating needs, including express bus and Transbay service expansion.	\$1,900	\$1,900	Planning
	E14th/Mission and Fremont Blvd Corridor Project	Transit and Bike/ped expansion	Transit priority treatments and rapid bus improvements on 30-mile priority development area corridors on E14th, Mission and Fremont Blvd corridor, including major service increases, bicycle network investments and pedestrian safety improvements. Near-term pilot projects to be identified.	\$600	\$600	Planning
	San Pablo Avenue Corridor Project	Transit and Bike/ped expansion	Transit priority treatments and rapid bus improvements on priority development area corridor on San Pablo Avenue, including major transit service increases, bicycle network investments and pedestrian safety improvements. Near-term pilot projects to be identified.	\$600	\$600	Planning
	<b>Bicycle and Pedestrian Improvement Projects:</b> The proposed improvements include construction of major bicycle and pedestrian trails, bicycle and pedestrian safety projects, and first/last mile connections to transit.	Major Trails, Bike Ped improvements	Major bicycle and pedestrian trails include: San Francisco Bay Trail, East Bay Greenway, Iron Horse Trail, Niles Canyon Trail, Sabercat Trail, Regional Connectivity and Gap Closure Trails. Bicycle and pedestrian safety improvements on major corridors and providing first and last mile connections to transit.	\$2,500	\$1,500	Varies
<b>Clean Fleets (Capital)</b>						
	Zero Emission Fleet Conversion (multiple)	Transit	Transit capital needs to meet CARB 2018 Innovative Clean Transit Rule for 100% Zero Emission buses by 2040, electrify Valley Link, and ferry fleet conversion and facility upgrades	\$4,350	\$2,500	Planning
	Clean Truck Fleet Conversion	Goods Movement	Funding to support zero and near-zero emission trucks in Alameda County.	\$6	\$700	In progress

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)	Project Funding Request (\$ Millions)	Readiness
<b>Express Lanes and Express Bus</b>						
	<b>I-580 and I-680 Corridors Express Lane Improvements and Express Bus Program:</b> The Project would implement a series of highway and express lane projects along the I-580 and I-680 corridors in Alameda County including complementary express bus services.	Express Lanes and Express Bus	I-580 and I-680 Express Lane Network: completion of Express Lanes on major corridors in Alameda County, including I-580 from the Bay Bridge to the existing Express Lanes, and I-680 from the Contra Costa to Santa Clara county lines.	\$4,200	\$3,000	Varies
	Express Lanes Direct Connectors: SR 262 and I-580/I-680 Interchange	Express Lanes and Express Bus	Express Lane to Express Lane Direct Connectors (I-580/I-680 Interchange and State Route 262 Cross Connector connecting I-680 to I-880)	\$2,400	\$2,375	Varies
	<b>Regional Express Bus and Transbay Bus Program:</b> Priority treatments and capital support needed for Transbay buses and regional express bus services.	Express Lanes and Express Bus	Countywide Express Bus Network and Transbay Bus service: rapid express bus network utilizing the countywide express lane network including Transbay services and priority treatments across the Bay Bridge.	\$1,000	\$1,000	Planning
<b>Ferry</b>						
	WETA System Enhancement and Expansion (submitted by WETA)	Ferry service expansion	Expand service on existing WETA network to reach 15- and 30-minute frequency throughout the day (operating costs below under transit operations). Add up to six new terminals in underserved areas of San Francisco Bay. Alameda County portion includes two new terminals: Berkeley and Seaplane Lagoon. Consider future service expansion to new destinations including the North Bay and additional east bay terminals.	\$1,500	\$500	Planning
<b>Rail</b>						
	Altamont Corridor Vision Phase 1	Major Rail Extension	Major rail extension and improvements in the Altamont Corridor, including Valley Link rail extension, ACE Station and Equipment Improvements and new tunnel/aerial structure to get trains to 125mph (Alameda County elements only)	\$3,300	\$3,300	Environmental
	Dumbarton Rail Project	Major Rail Extension	Major megaregional rail connection between the East Bay and the Peninsula across the Dumbarton Bridge	\$3,900	\$2,000	Environmental
	Irvington BART Station	Transit	Infill BART Station in the City of Fremont	\$250	\$80	Design
	BART Core Capacity	Transit	Control System, Hayward Maintenance Complex II, traction power upgrades, and new Fleet. Assume 1/4 county share.	\$4,500	\$1,125	Planning and environmental
	<b>Alameda County Rail Strategy:</b> The Alameda County Rail Strategy is a program of projects that would advance a more efficient and resilient freight and intercity rail system in Alameda County	Port Rail	GO Port: Multimodal improvements and technology investments at the Port of Oakland.	\$620	\$350	Final Design
		Transit	Capitol Corridor Improvements	\$250	\$100	Environmental
		Transit	Rail Safety and Connectivity: grade crossing safety improvements and rail improvements connecting passenger rail operators, including addressing stations, in Southern Alameda County	\$1,000	\$750	Varies

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