



Alameda CTC Commission Agenda

Thursday, June 25, 2020 2:00 p.m.

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

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Chair: Pauline Russo Cutter,
Mayor City of San Leandro

Vice Chair: John Bauters,
Councilmember City of Emeryville

Executive Director: Tess Lengyel

Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/95111106412?pwd=b3FQWVpYbWFLbll5UWMweVVWZVlwdz09>
Webinar ID: 951 1110 6412
Password: 514913

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 951 1110 6412
Password: 514913

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar Page/Action

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

- | | | |
|---|----|-----|
| 6.1. Approve May 28, 2020 Commission Meeting Minutes | 1 | A |
| 6.2. I-580 Express Lanes Operations Update | 9 | I |
| 6.3. Adoption of Modified Business Rules/Toll Policies for the I-580 Express Lanes | 25 | A |
| 6.4. Approve Cooperative Agreement with the Cities of Dublin and Livermore for the Dublin Boulevard – North Canyons Parkways Extension Project | 37 | A |
| 6.5. Approve Conceptual Funding Plan for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project | 85 | A |
| 6.6. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 93 | I |
| 6.7. Federal, state, regional, and local legislative activities update | 95 | A/I |

7. Multi-Modal Committee

The Multi-Modal Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|---|-----|---|
| 7.1. 2020 Countywide Transportation Plan: Multimodal Strategies | 103 | I |
|---|-----|---|

8. Planning, Policy and Legislation Committee

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

- | | | |
|---|-----|---|
| 8.1. 2020 Countywide Transportation Plan: New Mobility Framework Update | 109 | I |
|---|-----|---|

9. Programs and Projects Committee

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

- | | | |
|---|-----|---|
| 9.1. Approve FY 2018-19 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report and Interim Policy Updates | 137 | A |
|---|-----|---|

10. Commission Member Reports

11. Adjournment

Next Meeting: July 23, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- 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.
- 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 Schedule of Upcoming Meetings June 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

Director Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

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

Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory Committee	June 29, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	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.



Alameda County Transportation Commission

Commission Meeting Minutes

Thursday, May 28, 2020, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Haggerty and Mei.

Commissioner Cox attended as an alternate for Commissioner Chan. Commissioner Cavanaugh attended as an alternate for Commissioner McBain.

Subsequent to the roll call:

Commissioners Haggerty and Mei arrived during item 5.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Cutter thanked the Commissioners, staff and members of the public for their cooperation and patience in adjusting to the ways in which the agency is conducting public meetings remotely. She stated that it is important that we continue our commitment to support transportation projects, programs, transit operations, jobs and mobility during this crisis. She noted during May, staff have been leading remote planning area briefings with Commissioners and alternates in the Central, East, and South planning areas of the county. Commissioner Cutter thanked Commissioners Haggerty and Dutra-Vernaci who are Alameda CTC's representatives on MTC for their support of projects, including significant funding approvals at the MTC meeting.

Vice Chair Bauters provided instructions to the Commission regarding technology procedures including instructions on administering public comments during the meeting.

5. Executive Director Report

Tess Lengyel confirmed that Alameda CTC is continuing to garner major external funding and policy actions that support the agency's planning, projects, and programs. Ms. Lengyel gave commendations to Vivek Bhat and the Programming Team for working with the MTC to receive \$230 Million for Alameda CTC projects and she noted that the agency is continuing to leverage funds for state competitive grants. Ms. Lengyel informed the Commission that the express lanes will reopen on June 1, 2020 with a modified toll rate.

6. Consent Calendar

6.1. Approve April 23, 2020 Commission Meeting Minutes

6.2. FY2019-20 Third Quarter Report of Claims Acted Upon Under the Government Claims Act

- 6.3. Receive 2019 Alameda CTC Annual Report
- 6.4. Approve Alameda CTC Investment Policy
- 6.5. Approve Alameda CTC FY2019-20 Third Quarter Consolidated Financial Report
- 6.6. Approve Alameda CTC FY2019-20 Third Quarter Investment Report
- 6.7. Approve an amendment to the Alameda CTC Administrative Code in order to create the Multi-Modal Committee and clarify other management and administrative items of the Commission
- 6.8. Approve 2020 Comprehensive Investment Plan Update
- 6.9. Approve actions necessary to facilitate project advancement into the construction phase for I-80 Gilman Interchange Improvements Project
- 6.10. Approve Amendment No. 3 to Agreement 15R390000 with the California Highway Patrol for I-580 Express Lanes Enforcement Services
- 6.11. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.12. 2020 Countywide Transportation Plan: Community-Based Transportation Plan Update

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

Yes: Arreguin, Bauters, Carson, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne, Valle

No: None

Abstain: None

Absent: None

7. Finance and Administration Committee (FAC)

7.1 Approve the Alameda CTC FY2020-21 Proposed Budget

Patricia Reavey recommended that the Commission approve the Alameda CTC Proposed Budget for FY2020-21. Ms. Reavey stated that the Proposed Budget includes revenues and expenditures necessary to provide vital programs and planning projects for Alameda County to deliver significant capital projects that expand access and improve mobility in Alameda County consistent with the Comprehensive Investment Plan. She reviewed significant programming, planning, and programs activities accounted for in the proposed budget. Ms. Reavey noted key significant capital projects that are also included in the proposed budget and she reviewed the proposed consolidated budget revenues and expenditures in detail.

Ms. Reavey informed the Committee how the effects of COVID-19 impacted Alameda CTC's projected revenues in the proposed budget versus the current FY2019-20 budget. Ms. Reavey stated that sales tax revenues in the proposed budget decreased by \$30 million from FY2019-20 budget, express lanes revenues decreased \$7.2 million, and investment income decreased \$5.6 million due to changing market conditions. Ms. Reavey stated that the current market downturn will not affect the ability of delivery of Measure B programs. With the market

downturn, Alameda CTC may need to get external financing to keep the projects on track.

Commissioner Saltzman commented that she is uncomfortable with the budget because it seems too optimistic. Ms. Lengyel stated staff has been in contact with partner agencies and economists across the state and the assumptions in this budget are in line with other agencies. She noted that staff thought that express lanes would have been closed longer, but they're opening on June 1, 2020. Ms. Lengyel stated that with the analysis that was done this is an appropriate level of the budget and if there are changes needed, staff will bring a modified budget back to the Commission.

Commissioner Saltzman asked how will spending be structured. Ms. Reavey said that staff took a conservative approach to expenses in the budget. She noted that Alameda CTC may look at external financing if the agency needs additional funding. Ms. Reavey stated that Alameda CTC has a net increase in the fund balance and there are reserves if needed.

Commissioner Dutra-Vernaci asked for additional information about reserves. Ms. Reavey stated there are different categories of reserves. The fund balance reserve can be used in catastrophic situations. Ms. Reavey noted that the Alameda CTC has enough cash flow at this time; however, it would take about 18 months of preparation to apply for external financing. Ms. Reavey assured the Commission that the agency is monitoring the sales tax projections and adjustments to the budget will be made if necessary.

Commissioner Arreguin asked will Alameda CTC be able to fund all of the projects that were anticipated funding for the next year. Ms. Lengyel stated that the agency is in a good place to move forward with projects.

Commissioner Arreguin asked how will the CTP be impacted in terms of new projects. Ms. Lengyel stated that the CTP is a 30-year plan and projections show that the agency will exceed the 2014 Transportation Expenditure Plan estimate. Alameda CTC uses a "pay as we go" method for projects, funding them in phases.

Commissioner Arreguin raised an issue of the impact transit operators are experiencing in the drop of ridership and if the drop continues transit agencies will need more of Alameda CTC support.

Commissioner Pilch asked for an explanation on the ramp up shown on the Measure BB projected revenue slide. Ms. Reavey stated that the ramp up is in FY2021-22 when Measure B expires and Measure BB will go from a half-cent sales tax to a full cent sales tax.

Commissioner Halliday asked if Alameda CTC receives sales tax from online sales. Ms. Reavey affirmed that Alameda CTC receives those funds, but they are not disaggregated from other sales tax receipts when we receive them.

Commissioner Pilch moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Bauters, Carson, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne, Valle

No: None

Abstain: None

Absent: None

8. Planning, Policy and Legislation Committee (PPLC)

8.1. Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Tess Lengyel stated that the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 Measure BB Transportation Expenditure Plan (TEP) to add Valley Link and move \$400 million from the BART to Livermore TEP project to Valley Link and remove the BART to Livermore project. She noted that the TEP amendment process requires a 45-day comment period for all jurisdictions in Alameda County. Michael Tree, Executive Director of the TVSJVRRA, provided an overview of the project background, project description, schedule and current funding. Ms. Lengyel recommended that the Commission approve beginning the comment period for an amendment to the TEP. The TEP amendment would include four elements: 1) acknowledge TVSJVRRA 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. She stated that this is an action item and requires 2/3 approval by the full Commission according to the Implementing Guidelines of the 2014 TEP.

Zack Wasserman, Alameda CTC legal counsel, stated that the action requires two-third weighted in-person votes to be approved.

The following public comments were heard during the meeting:

- Jason Bezis stated he did not support staff's recommendation and noted his concerns about the \$400 Million being used by San Joaquin residents and not Alameda County.
- BART Director John McPartland stated that he supports staff's recommendation.
- Pat Piras, on behalf of the Sierra Club, urged Alameda CTC to defer this action and requested Alameda CTC respond to the letters and comments before the end of the 45-day comment period.
- Gerald Cauthen expressed his opposition to staff's recommendation.

The following Public comment letters were received by the noticed deadline:

- Alameda County Taxpayers Association [ACTA] – Oppose staff's recommendation
- BART Director John McPartland – Support of staff's recommendation
- BART General Manager Robert Powers – Support of staff's recommendation
- Jim Wunderman writes on behalf of the Bay Area Council – Support of staff's recommendation
- Gerald Cauthen, President and co-founder of the Bay Area Transportation Working Group – Oppose staff's recommendation
- Andreas Culver, Secretary-Treasurer, of the Alameda County Building and Construction Trades Council – Support of staff's recommendation
- Ronald P. Gerhard, Chancellor of the Chabot-Los Positas Community College District – Support of staff's recommendation
- Linda Smith, City Manager of the City of Dublin – Support of staff's recommendation
- John Marchand, Mayor of the City of Livermore – Support of staff's recommendation
- Nelson Fialho, City Manager of the City of Pleasanton – Support of staff's recommendation
- Tim Sbranti, on behalf of the business and civic leaders who comprise the Innovation Tri-Valley Leadership Group – Support of staff's recommendation
- Rafael Gonzalez on behalf of Laborers' Local 304 – Support of staff's recommendation
- David Haubert on behalf of the Livermore Amador Valley Transit Authority – Support of staff's recommendation
- Steve Van Dorn, President and CEO of the Pleasanton Chamber of Commerce – Support of staff's recommendation
- David Schonbrunn, President of the Train Riders Association of California, writes to urge the Commission to defer action on amending the Expenditure Plan for Measure BB until Alameda CTC receives an environmental impact report for Valley Link

Commissioner Haubert commented that this is a long-established and much needed project because traffic will continue heavily through the I-580 corridor. He stated that this project directly benefits Alameda County.

Commissioner Pilch stated that he would rather have stations placed around existing density rather than build new stations. He expressed his concern about having a new transit agency and which agency will run the agency; however, he stated he is in favor of rail infrastructure and if it can move freight it would be great.

Commissioner Valle asked how many miles of rail are in Alameda County and San Joaquin County. Mr. Tree said there are 11.5 miles on the 580 section, 12.5 miles in Altamont corridor, and 17.5 miles in San Joaquin.

Commissioner Valle asked has TVSJVRRRA undertaken a sales tax measure to support their portion of the project. Mr. Tree said that similar to FASTER Bay Area, TVSJVRRRA is looking toward San Joaquin Council of Governments to include a sales tax measure in November 2022.

Commissioner Arreguin stated that he supports the requested action and amending the TEP. He noted that this will fund the portion of the project in Alameda County.

Commissioner Saltzman asked why is there an urgency to move this project forward now. Ms. Lengyel stated that this request came to Alameda CTC eight months ago and staff did due diligence with reviewing the request. She noted that the \$400 million is only for the construction of the project and the project must have full funding before the \$400 million is used.

Commission Saltzman asked what is the process to undo this action if the TVSJVRRRA is not able to fund their portion of the project. Ms. Lengyel stated that this project will follow the same implementing guidelines as other projects in the TEP. If the project is not able to move forward, it is up to the Commission to decide how any unused funds will be allocated.

Commissioner Kaplan asked what would be the timeline and strategy for the evaluation and alternatives. Ms. Lengyel stated that the projects must go through the environment process, which includes California Environmental Quality Act analysis and the National Environmental Policy Act process and they are required to look at alternatives in that process.

Commissioner Kaplan requested that Alameda CTC get the responses to the Sierra Club and they come back to the Commission. Ms. Lengyel said the comments received will be incorporated in a table and the responses will be included.

Commissioner Kaplan asked if a project is added to the expenditure plan is the funding automatic. Ms. Lengyel stated the final allocation of funds comes to the Commission for approval for all Alameda CTC projects.

Commissioners Arreguin, Dutra-Vernaci, Haubert, Marchand, and Mei confirmed that this project will benefit Alameda County and all of the cities along the corridor and BART supports Valley Link. They noted that connecting the mega-region is important and the green house gas reduction is immense. The Commissioners also support staff's recommendation.

Commissioner Ortiz thanked Ms. Lengyel and Mr. Tree for presenting this item to the AC Transit Board and noted that AC Transit Board authorized Commissioner Ortiz to support the 45-day comment period.

Commissioner Carson asked if the 45-day comment period is open to the general public. Ms. Lengyel stated that the TEP specifies that the comment period is open to all jurisdictions in Alameda County. She stated that each jurisdiction has their own process for hearing comments from the public and that comments will also be heard at all Alameda CTC meetings where the item is agendaized. Mr. Wasserman stated that the public will have numerous opportunities to comment during this period either at their local jurisdictions or at Alameda CTC public meetings.

Commissioner Carson asked how will Alameda CTC ensure that Measure BB funds will not be spent outside of Alameda County. Ms. Lengyel stated that a detailed funding agreement will specify where the funds will be spent and she reminded that Commission that none of the funds can be expended until the project is fully funded.

Commissioner Haggerty moved to approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA 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. Commissioner Haubert seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, Mei, Miley, Ortiz, Thorne, Valle

No: Saltzman

Abstain: None

Absent: Cavanaugh*, Pilch, Thao

**Commissioner Cavanaugh was present during the vote, however her voice could not be captured. She later reported on the record that she was having technical issues and although she was not able to unmute during the voting, she heard the discussion and would have voted Yes on the motion.*

8.2. Federal, state, regional, and local legislative activities update

Carolyn Clevenger gave an update on federal, state, regional, and local legislative activities. Ms. Clevenger noted that given the current COVID-19 circumstances we are in, bills that the Alameda CTC took positions on are now considered dead for this session. She mentioned that discussions are underway regarding a potential stimulus bill that would include funding for infrastructure, in addition to the CARES Act funding. The current federal authorization, the FAST Act, is set to expire this fall and staff is working with the Commission Chair and Vice Chair to schedule remote briefings with Alameda CTC's federal delegation in June. Ms. Clevenger noted that to prepare for the stimulus efforts, staff worked closely with local jurisdictions to identify priority projects and investment to consider should a bill develop and an updated list is in the packet.

9. Commission Member Reports

There were no member reports.

10. Adjournment

The next meeting is Thursday, June 25, 2020 at 2:00 p.m.

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 18, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: I-580 Express Lanes Operations Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes for the third quarter of fiscal year 2019-2020. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes for the third quarter of fiscal year 2019-2020 (January through March 2020). The express lanes continue to provide higher speeds and lower average lane densities than the general purpose lanes, as well as travel reliability along the corridor. See Attachment A for more detail. Due to the recent public health crisis, all Bay Area express lane operators suspended revenue operations effective March 20, 2020.

Background

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes, extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purpose lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California

Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

After Bay Area Counties and the State of California issued Shelter in Place (SIP) orders during the COVID-19 public health crisis, all Bay Area regional express lane operators reached a consensus to suspend revenue operations beginning March 20, 2020. This decision was primarily based on the fact that express lanes in the Bay Area, by design, encourage carpooling by offering carpools toll-free use of the express lanes. Perpetuating tolling fosters the notion that operators are still encouraging carpooling, contradicting social distancing guidelines.

FY 2019-2020 Q3 Operations Update:

Performance of the I-580 Express Lane for the third quarter (Q3) of fiscal year 2019-2020 are highlighted below. See Attachment A for more details.

- Motorists made nearly 1,736,000 express lane trips during operational hours in Q3. Daily express lane trips averaged 31,000.
- Paid trips totaled 843,000, or 15,100 trips a day, a 10% decrease from the prior quarter and a 4% decrease from the same quarter in the previous year.
- Toll-free trips make up 51% of all trips, which increased from 49% in the previous year.
- Westbound Peak hour (8 AM - 9 AM) express lane speeds averaged 61 miles per hour (mph) throughout the corridor. Eastbound peak hour (5 PM - 6 PM) express lane speeds averaged 57 mph. Generally, express lane users experienced better LOS than the general purpose lanes, particularly during peak commute hours.
- The average assessed toll for SOV motorists was \$3.57 and \$3.87 for westbound and eastbound, respectively.
- CHP performed 1,084 hours of enforcement services and made 1,165 enforcement contacts during Q3. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is \$9,680,000 through March 2020, and the forecasted operating budget is \$4,630,000.

After the SIP orders were issued in March, traffic volumes in the express lane decreased by approximately 60 percent. The immediate revenue impact of the public health crises is an estimated loss of \$1.25 million per month while the express lanes are non-operational, offset by approximately \$150,000 in reduced operating costs associated with revenue collection and CHP enforcement services.

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

Attachment:

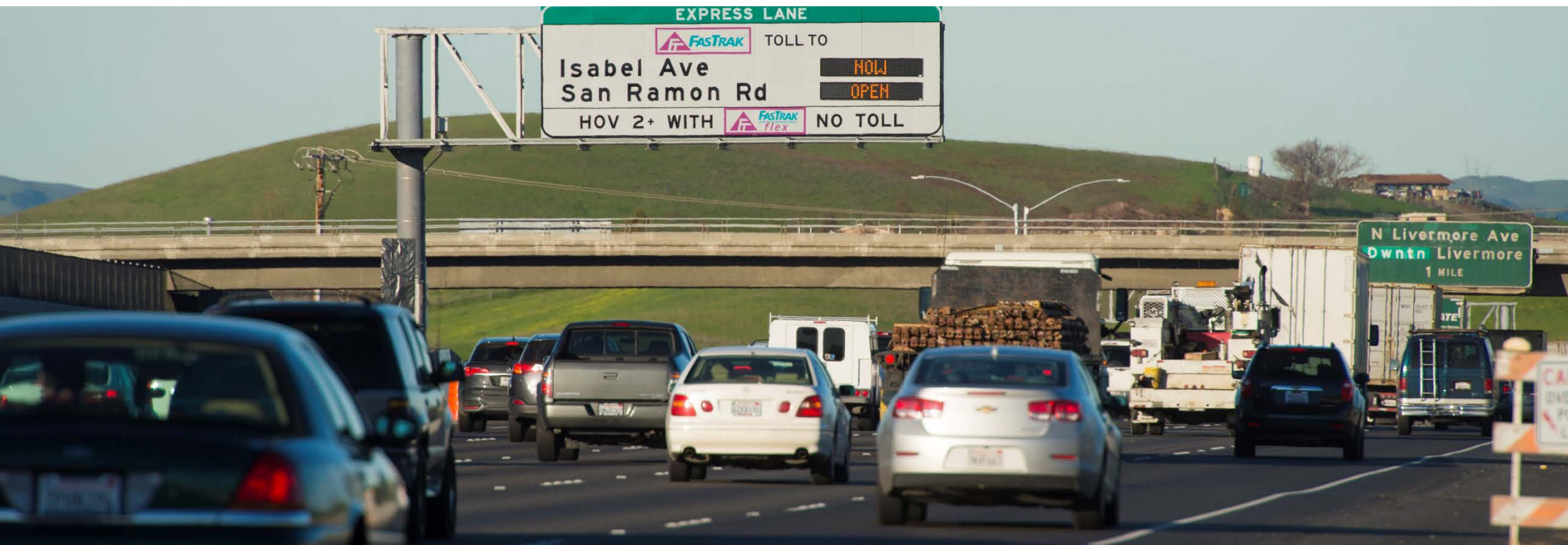
- A. I-580 Express Lane Operations Update (FY 2019-20 Q3)



ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes

Quarterly Operations Update

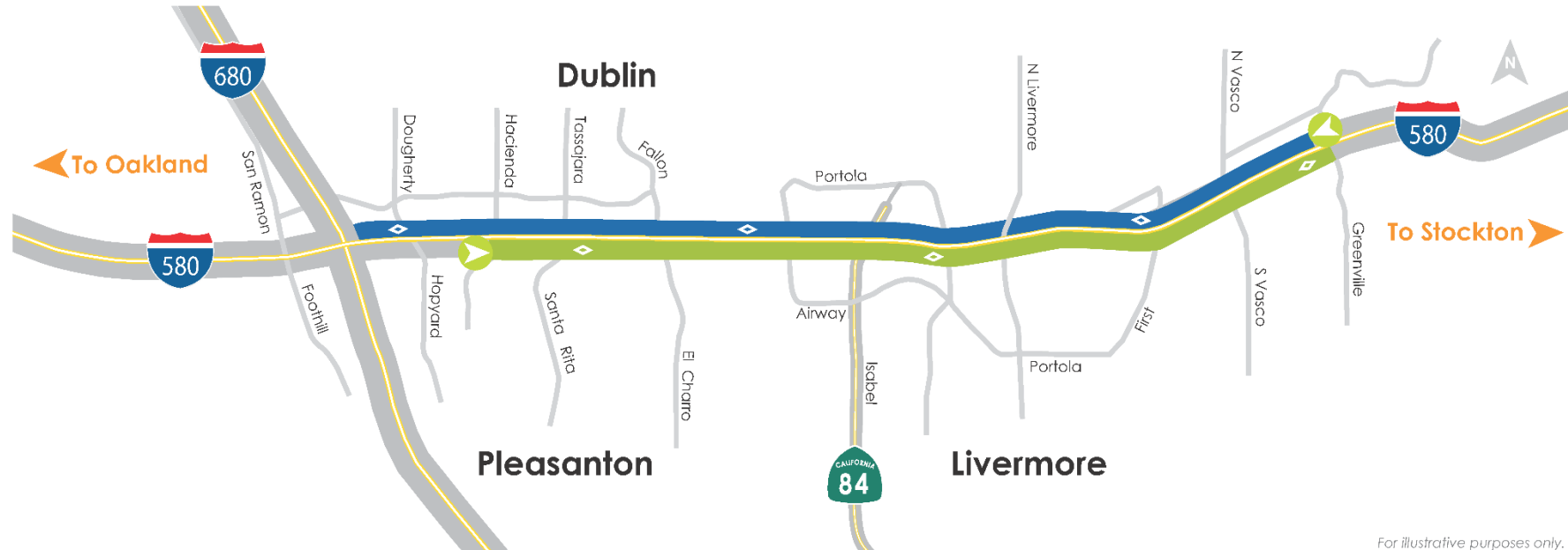


TOLL-PAYING
VEHICLES



TRANSIT

I-580 Express Lane Overview



Rules of the Road

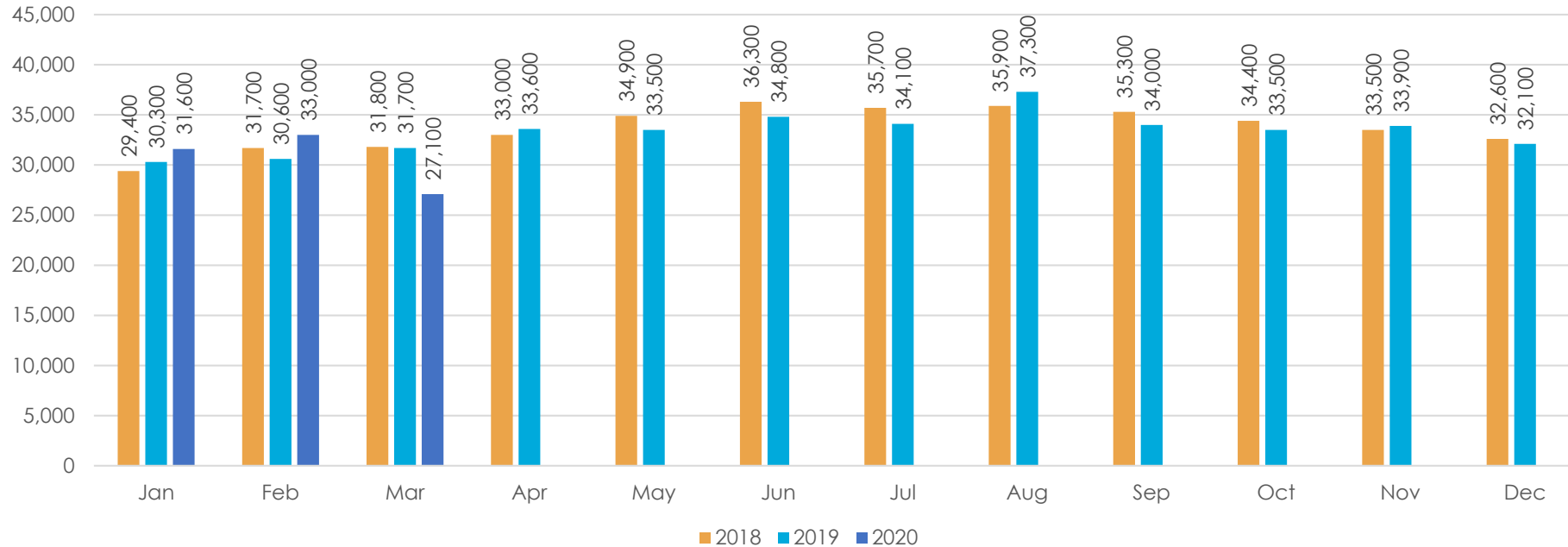
- Hours are 5 AM – 8 PM, Monday through Friday,
- FasTrak® is required
- Carpools (2+), eligible clean-air vehicles, motorcycles, and transit buses travel toll-free

FY 19/20 Q3 Performance Highlights

- Motorists made nearly 1,736,000 express lane trips during operational hours in Q3. Daily express lane trips averaged 31,000.
- Paid trips totaled 843,000, or 15,100 trips a day, a 10% decrease from the prior quarter and a 4% decrease from the same quarter in the previous year.
- Toll-free trips make up 51% of all trips, which increased from 49% in the previous year.
- Westbound Peak hour (8 AM - 9 AM) express lane speeds averaged 61 miles per hour (mph) throughout the corridor. Eastbound peak hour (5 PM - 6 PM) express lane speeds averaged 57 mph. Generally, express lane users experienced better LOS than the general purpose lanes, particularly during peak commute hours.
- The average assessed toll for SOV motorists was \$3.57 and \$3.87 for westbound and eastbound, respectively.
- CHP performed 1,084 hours of enforcement services and made 1,165 enforcement contacts during Q3. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is \$9,680,000 through March 2020, and the forecasted operating budget is \$4,630,000.

Average Daily Express Lane Trips

FY 2019-2020 Q3



Q3 of FY 2019-2020

843,000
Trips

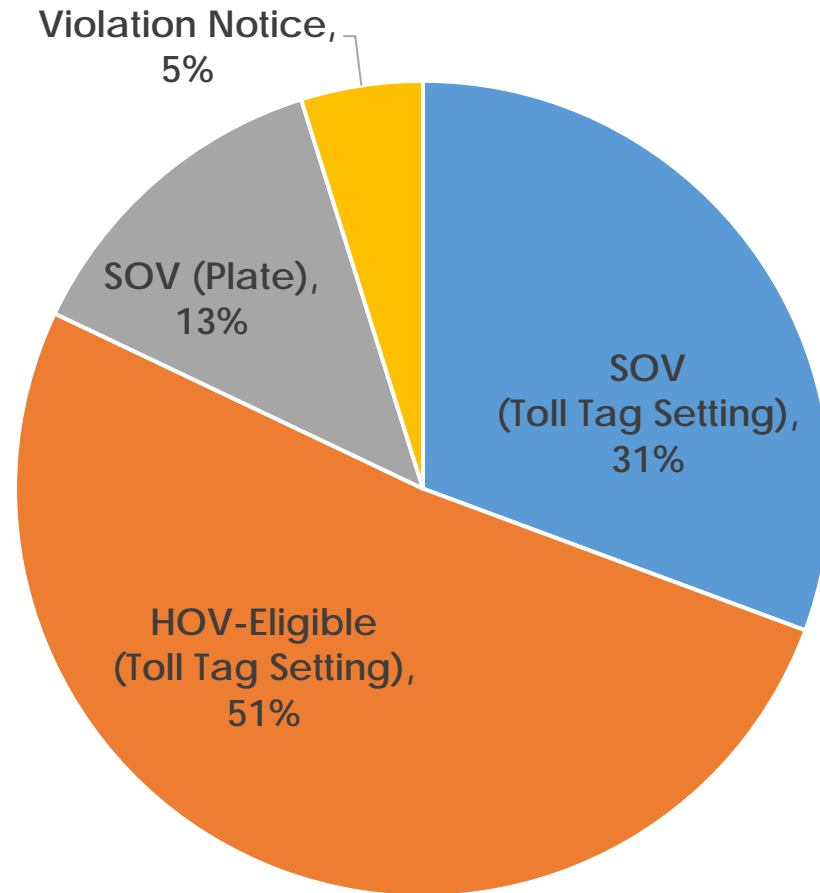
Daily Trip comparison to
Q3 of FY 2018-2019

+0.4%

Over 33 million trips have been taken since the I-580 Express Lane opened in February 2016. There were a total of 1,736,000 trips in Q3 of FY 2019-2020, or 31,000 average daily trips, which is similar to the number of trips compared to Q3 of the prior FY despite decrease in March trips as a result of Shelter In Place orders. Express Lanes encourage carpooling, so to comply with current social distancing protocols, all Bay Area Express Lane operators suspended tolling operations beginning 3/20/20. The data presented is representative of trips up to 3/20/2020.

Typical Express Lane Trip User Breakdown

FY 2019-2020 Q3

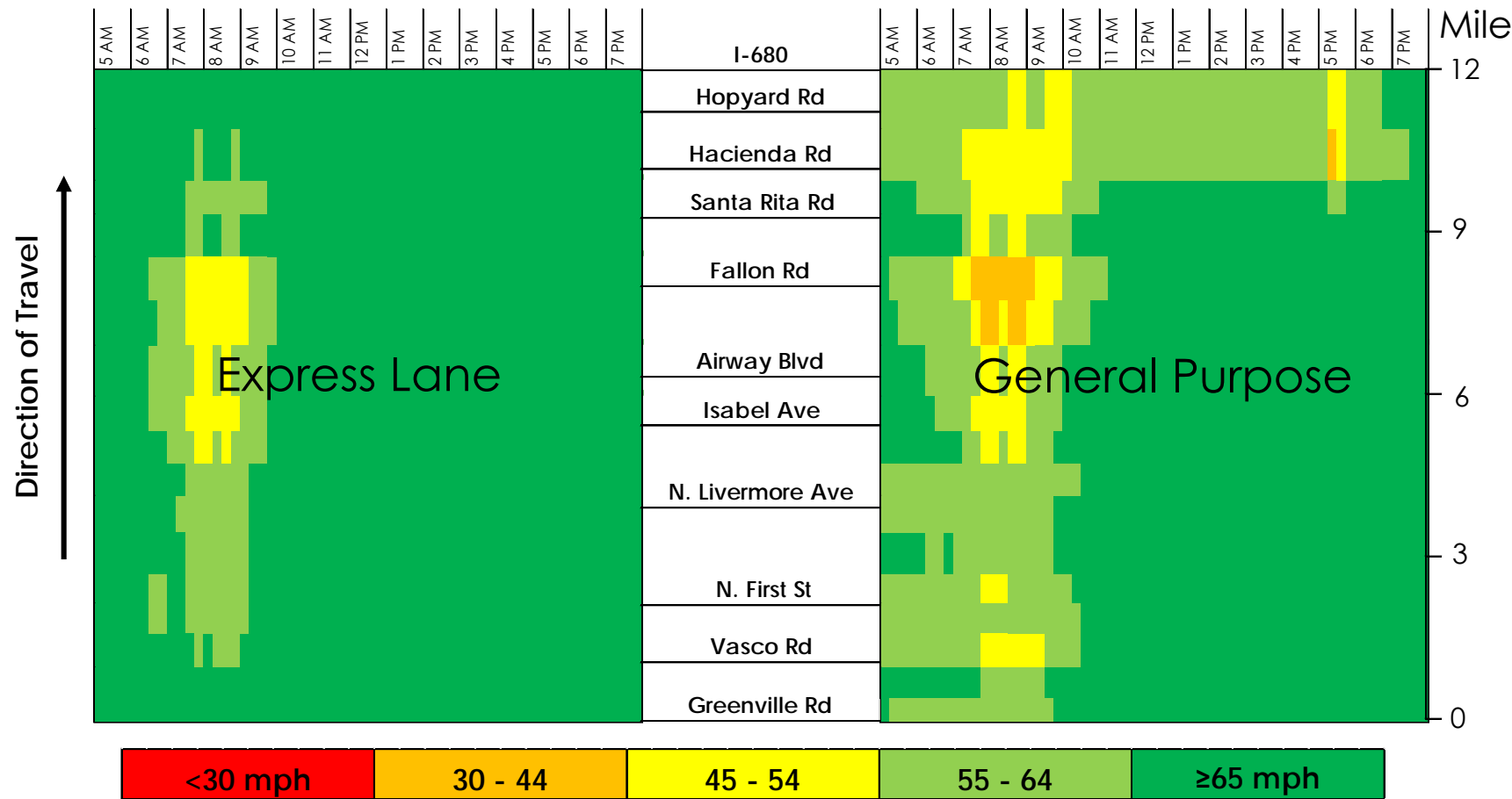


The share of toll-free trips has remained consistent in 2019. However in 2020, the share of toll-free trips has surpassed the share of toll-paying trips. Toll-free trips make up 51% of all trips, which increased from 49% in the previous year.

Approximately 74 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Westbound I-580 Corridor Speed Heat Maps

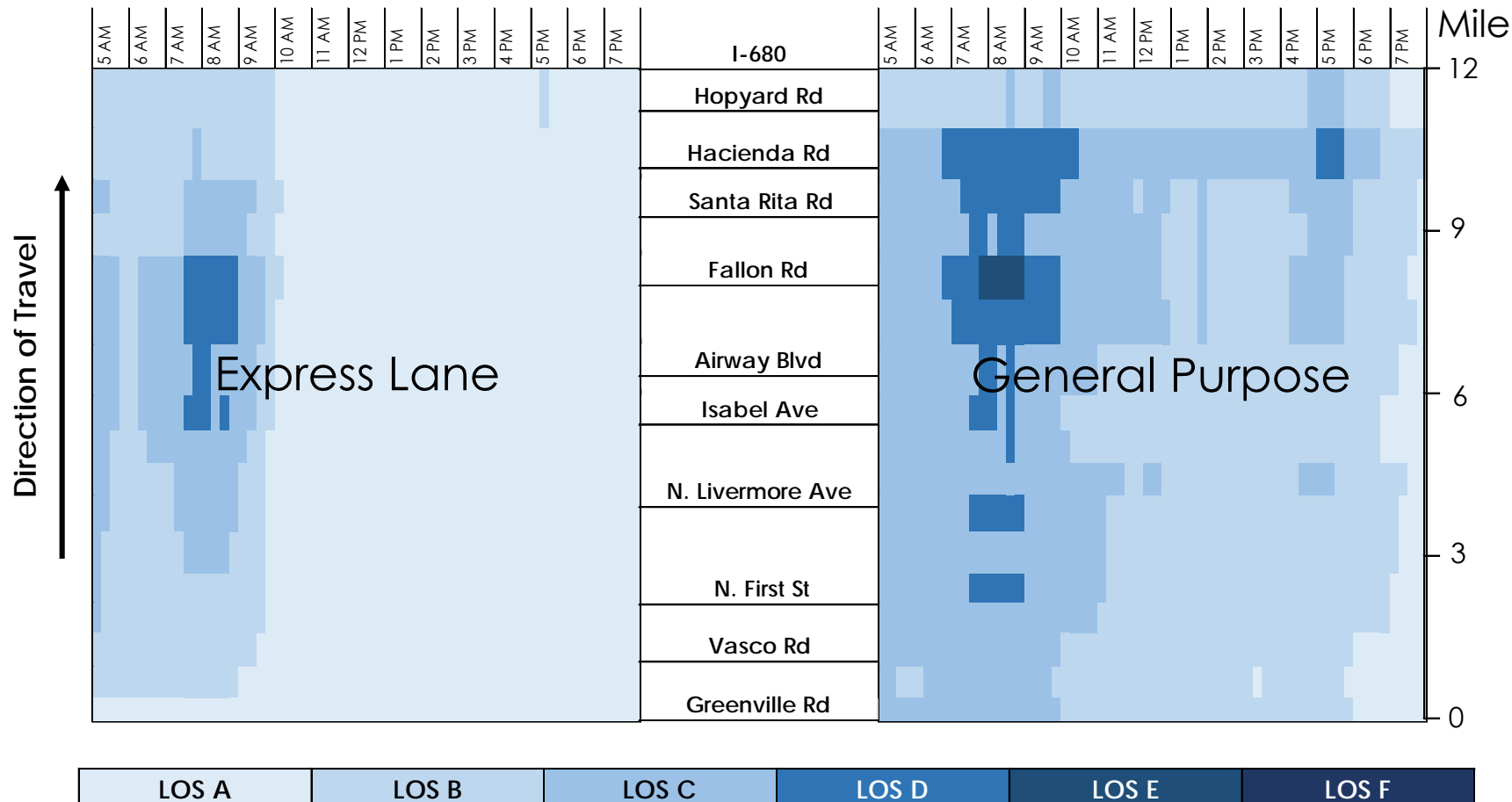
October 2019 – March 6, 2020



Express Lane speeds are generally above 50 mph at all times throughout the corridor, which is comparatively better than general purpose lanes speeds, which average 40 mph during the morning peak near Fallon Road. Average corridor speed differential range from 4-8 mph depending on time of day.

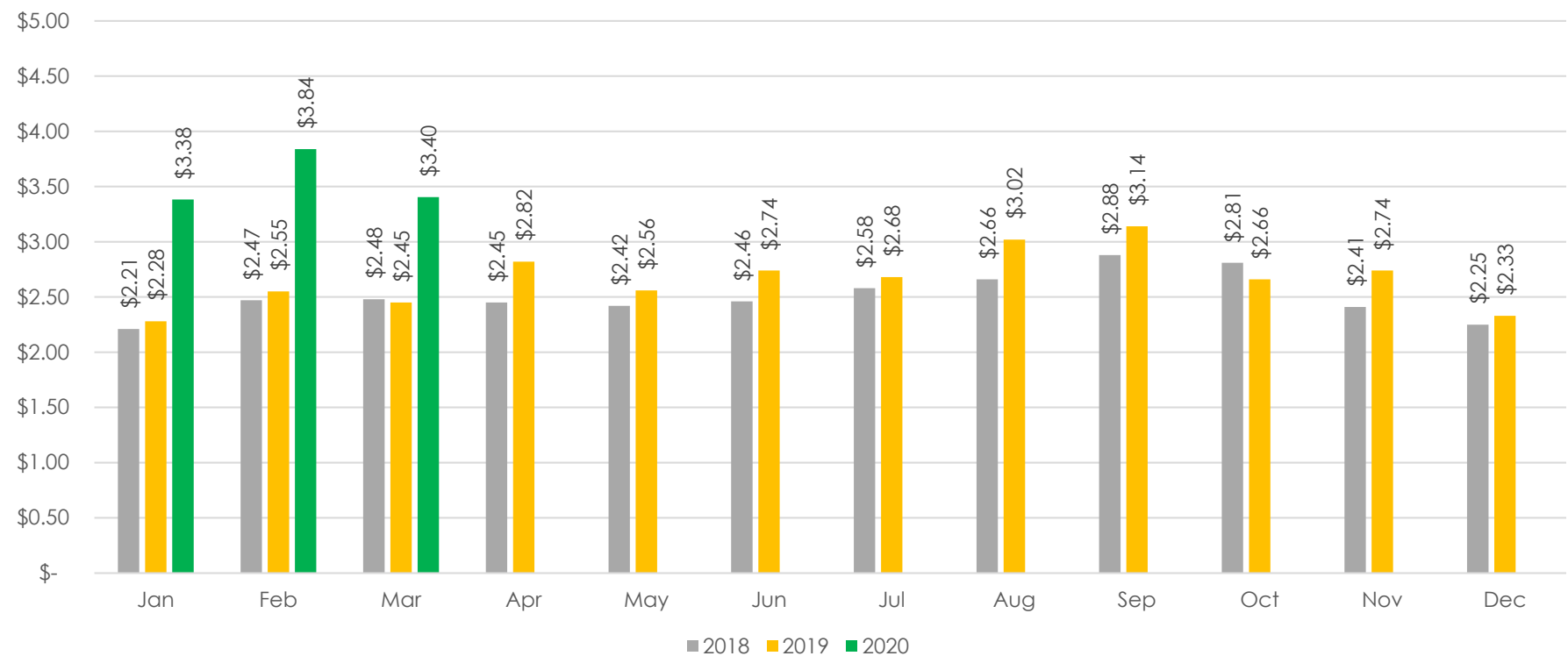
Westbound I-580 Corridor LOS Heat Maps

October 2019 – March 6, 2020



The express lane generally performs at LOS C or better except in the morning peak from Fallon Road to Isabel Ave. Comparatively, the general purpose lanes perform at LOS D for large segments, with some LOS E near Fallon Road.

I-580 Westbound Assessed Toll



Average tolls paid increased between Q3 2019 and Q3 2020, in large part due to biannual dynamic pricing adjustments implemented to maintain express lane traffic flow. While the maximum toll posted during peak times is \$14, only 0.22% of toll payers in Q3 chose to pay that amount. The remaining users paid a lesser toll, and the average assessed toll for all toll-paying users was \$3.57.

FY 19-20 Q3:

Maximum Posted Toll Rate:

\$14.00
(10 of 56 days)

Percent paying \$14:

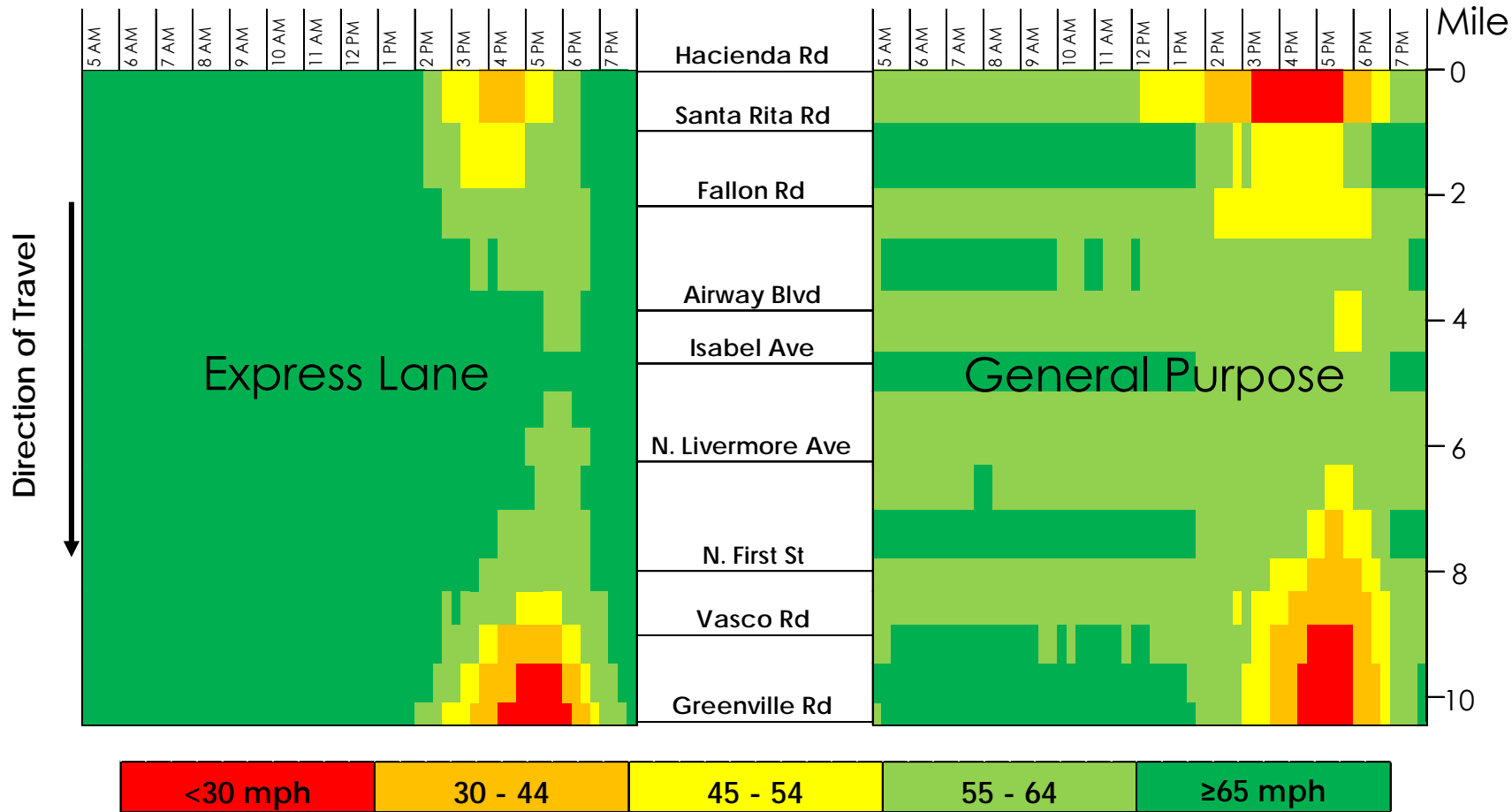
0.22%

Average Assessed Toll:

\$3.57

Eastbound I-580 Corridor Speed Heat Maps

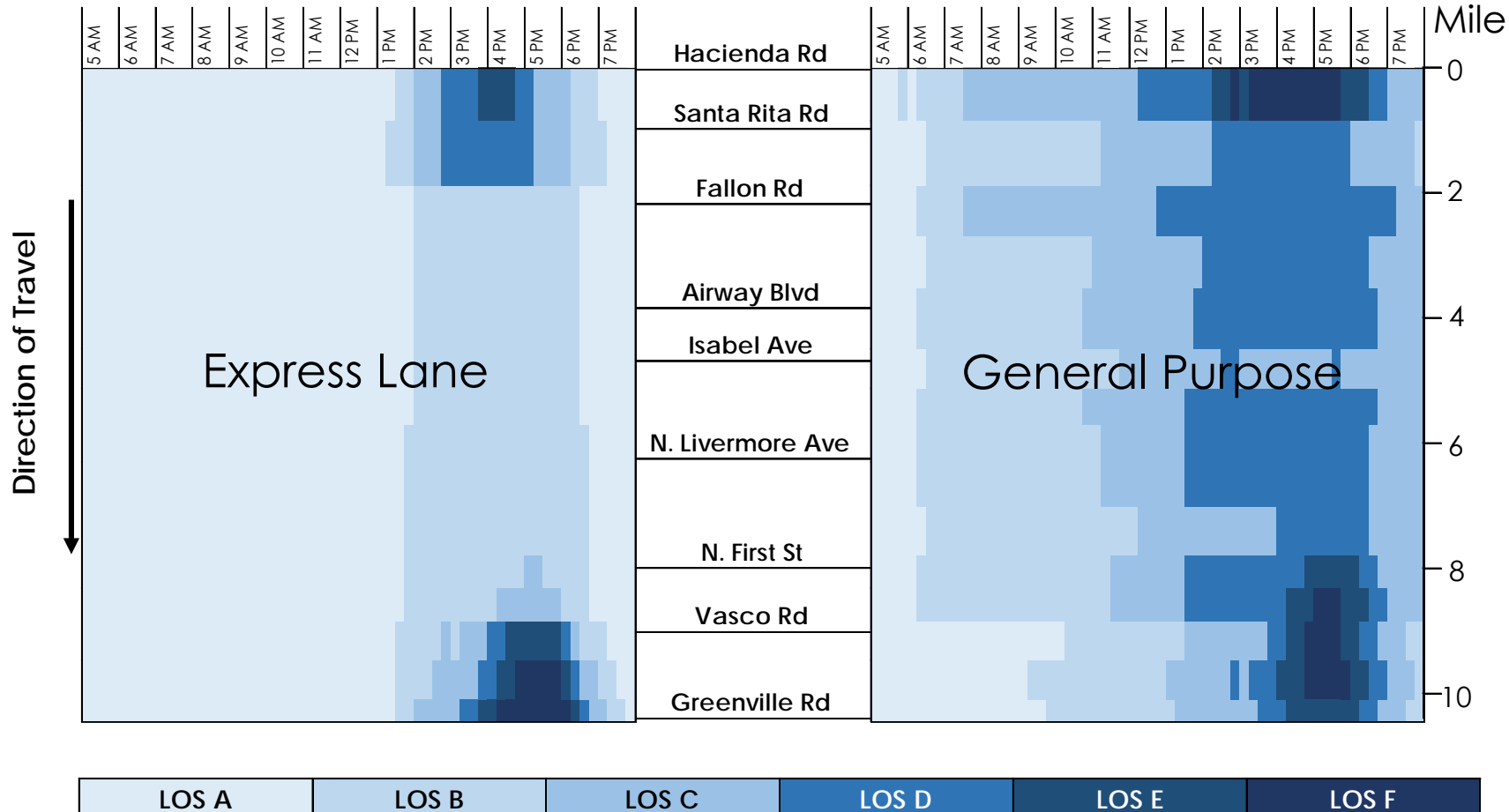
October 2019 – March 6, 2020



Express lanes average 5 – 10 mph faster depending on the time of day. During the evening commute period, general purpose lane speeds are as low as 25 mph at the beginning and end of the corridor. Comparatively, low speeds in the express lanes are experienced for shorter periods of time across smaller segments of the corridor. Low speeds at Greenville Road result from congestion over the Altamont Pass beyond the end of the express lane.

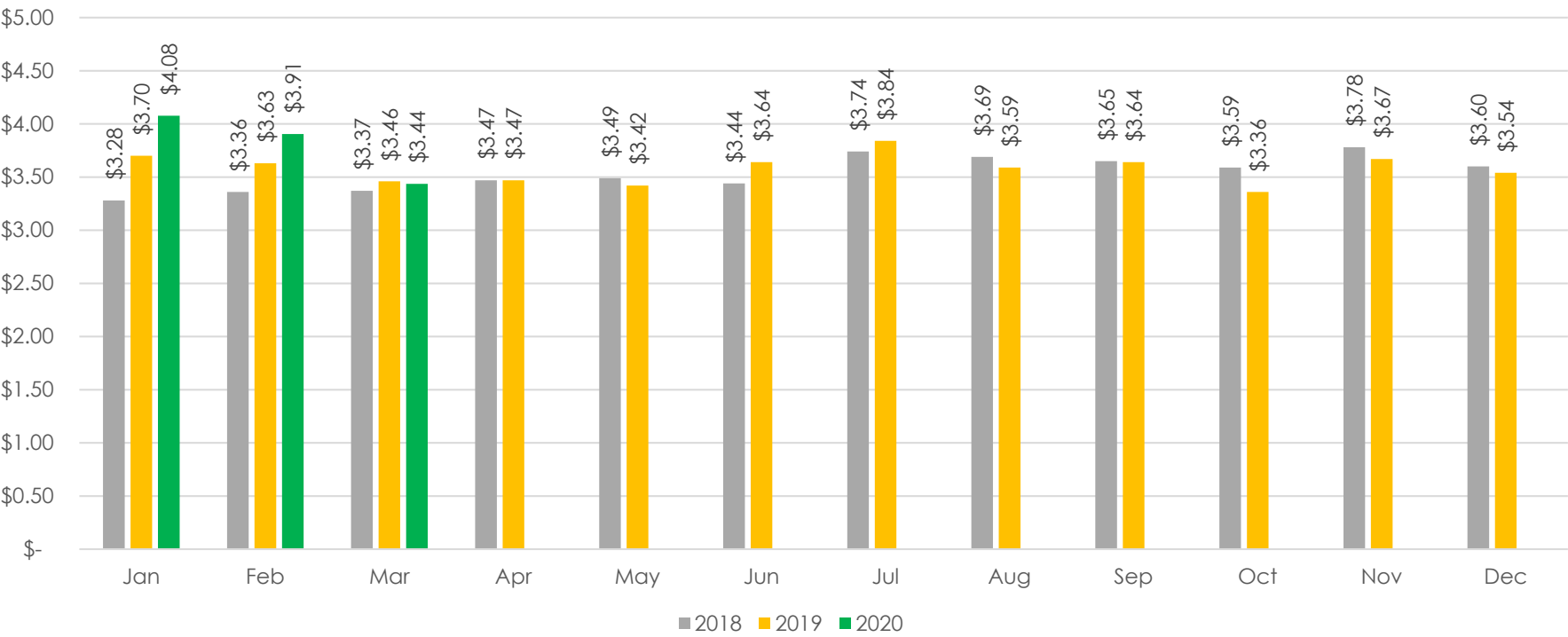
Eastbound I-580 Corridor LOS Heat Maps

October 2019 – March 6, 2020



During the evening commute period, general purpose lanes perform at LOS F at the start and end of the corridor. Comparatively, express lane degradation does not last as long or extend as far as the general purpose lanes.

I-580 Eastbound Assessed Toll



Average tolls paid increased between Q3 2019 and Q3 2020, in large part due to biannual dynamic pricing adjustments implemented to maintain express lane traffic flow. While the maximum toll posted during peak times is \$13, only 0.36% of toll payers in Q3 chose to pay that amount. The remaining users paid a lesser toll, and the average assessed toll for all toll-paying users was \$3.87.

FY 19-20 Q3:

Maximum Posted Toll Rate:

\$13.00
(6 of 56 days)

Percent paying \$13:

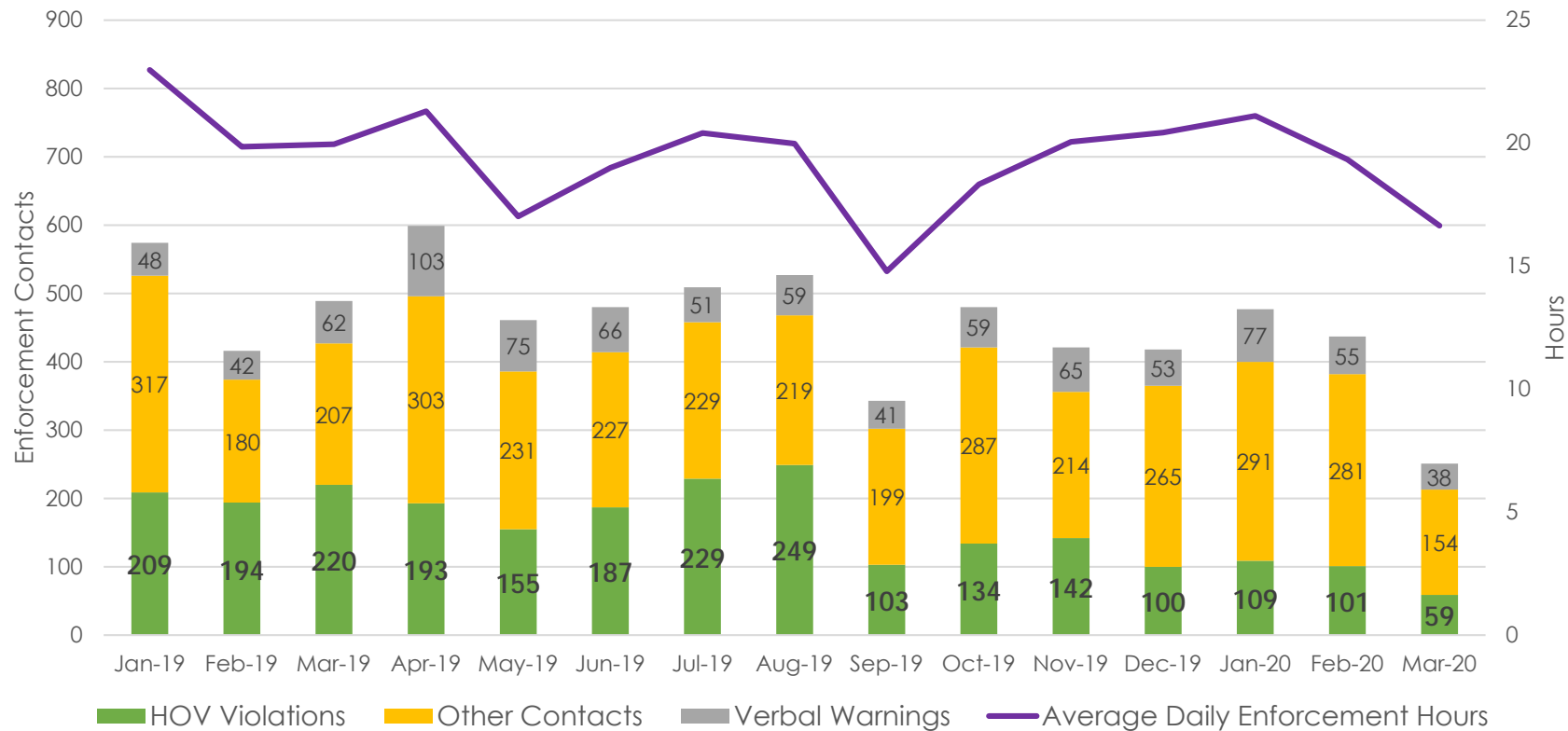
0.36%

Average Assessed Toll:

\$3.87

I-580 CHP Enforcement

January 2019 – March 2020

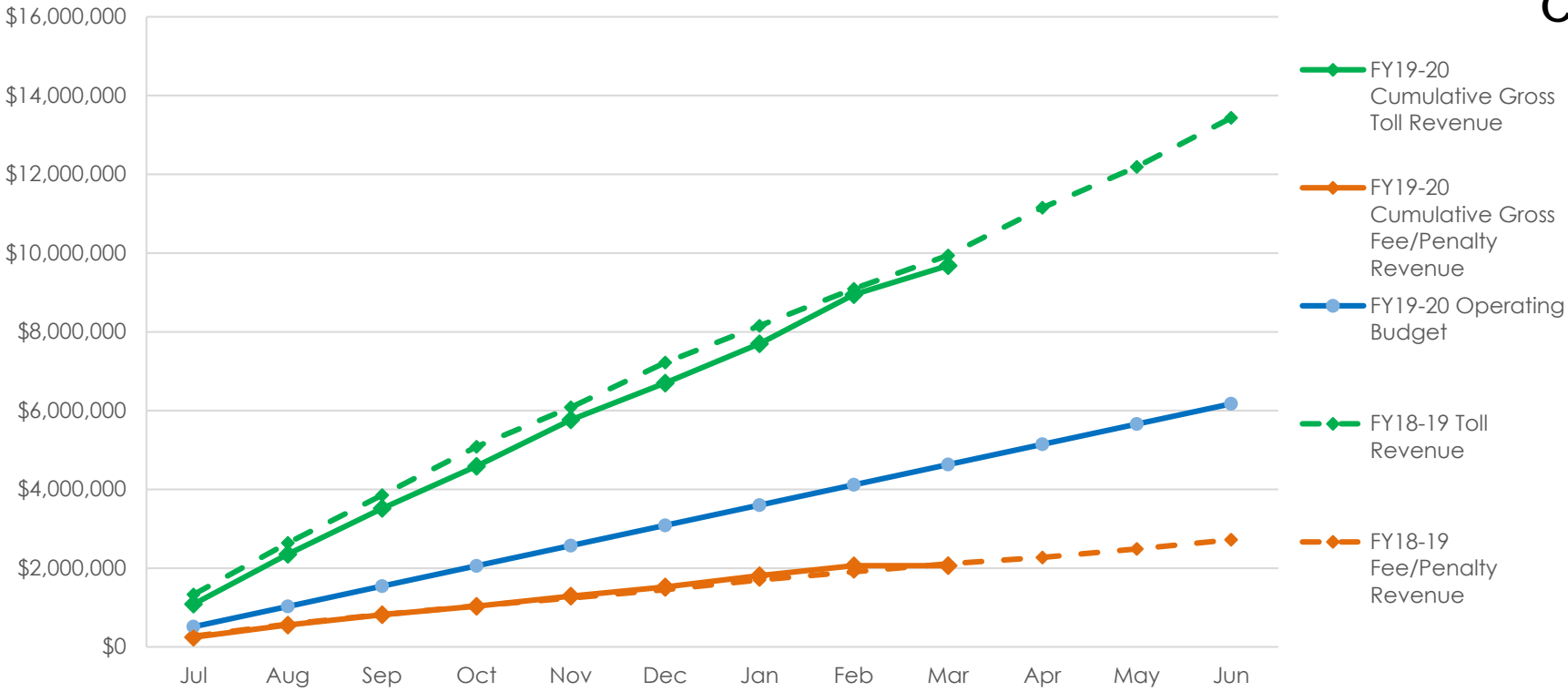


Average monthly cost for CHP in 2019: \$47,700

Average cost for a CHP contact in 2019: \$100

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. CHP recorded approximately 1,200 enforcement contacts in FY 19-20 Q3, 23 percent of which resulted in toll evasion violations. Enforcement activities were put on hold when tolling operations were suspended due to COVID-19.

I-580 Express Lanes: Financials



Cumulative Revenue in FY2019-20 (July 2019 – March 2020)

Estimated Gross Revenue*

\$9,680,000

*Gross toll revenues do not include revenues from violation fees/penalties.

Forecast Operating Budget

\$4,630,000

The estimated gross revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is \$9,680,000 through March 2020, and the forecasted operating budget is \$4,630,000. Reduced revenues received are expected to continue as tolling has been suspended as of 3/20/20.

For more information, visit
www.AlamedaCTC.org/expresslanes





Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 18, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Adoption of Modified Business Rules/Toll Policies for the I-580 Express Lanes

Recommendation

It is recommended that the Commission adopt modified business rules and toll policies associated with operation of the I-580 Express Lanes toll system.

Summary

Section 149.5 of California Streets and Highway Code authorizes Alameda CTC, the administrative agency of I-580 Express Lanes, to adopt a fee structure to manage traffic congestion. See Attachment A for the I-580 Express Lanes operating limits. Express Lanes have been implemented throughout the Bay Area, either as conversions of existing high occupancy vehicle (HOV) lanes or by creation of new lanes, for the purpose of:

- Providing travel time savings and travel reliability to express lane users;
- Expanding the regional freeway network for HOVs and buses; and
- Optimizing the corridor capacity by allowing single occupancy vehicles (SOVs) to choose to pay a toll and travel in the express lanes.

The toll policies and associated business rules adopted by the Commission further the achievement of these goals. The Commission approved a set of toll policies and business rules in 2015, and also adopted the I-580 Express Lanes Toll Enforcement Ordinance in 2015. When the I-580 Express Lanes first opened to traffic in February 2016, it was the first express lanes facility in the Bay Area to implement an electronic violation enforcement system and adopt a toll ordinance. Since then, the Bay Area Infrastructure Financing Authority (BAIFA) opened the I-680 Contra Costa Express Lanes and the Santa Clara Valley Transportation Authority (VTA) expanded their SR-237 Express Lanes with comparable technology.

Under current toll policy, vehicles with two or more occupants, motorcycles, transit vehicles, and qualifying clean air vehicles (CAVs) may travel toll-free in the I-580 Express Lanes.

Consensus among Alameda CTC, MTC, Caltrans, and other express lane operators is to pursue toll policy consistency for both existing and new express lanes facilities. To achieve such consistency, as well as improve the general express lanes operations, staff recommends modifying the current I-580 toll policy for qualifying SOV clean air vehicles (CAVs) from toll-free to a 50% discount toll.

Background

First opened in February 2016, the I-580 Express Lanes uses an All Electronic Toll (AET) collection method to collect tolls. Toll pricing is displayed on dynamic message signs (DMS) throughout the corridor; and equipment installed on toll gantries, which are spaced approximately every three-quarters of a mile, detect vehicles in the express lane by FasTrak® toll tags (also known as transponders) and/or license plate capture cameras. Toll policies and associated business rules inform the design and operation of the express lanes.

Caltrans retains its authority to set freeway operations policy, but Alameda CTC has the authority to establish toll policy. Table 1 lists the current I-580 Express Lanes freeway operational policies adopted by Alameda CTC and approved by Caltrans.

Table 1: Freeway Operations Policies

Item	Policy
Access Control	Near-continuous access: Continuous access except where buffer separation is provided based on traffic safety analysis
Hours of Operation	5 am – 8 pm, Monday - Friday
Occupancy Requirement (for toll-free travel)	2 or more persons (HOV 2+)

Toll Policies provide the guidelines for operations. Table 2 provides a summary of adopted I-580 Express Lanes toll policies.

Table 2: Current Toll Policies

Item	Current Policy
Pricing Strategy	Dynamic pricing based on real-time congestion in the corridor updated as frequently as every 3 minutes.
Minimum Toll Rate	\$0.50 (operational minimum unless the Express Lanes are opened for use to all motorists in conjunction with incident management).
Maximum Toll Rate	No policy maximum. The Executive Director is authorized to establish operational maximum toll rates and adjust as needed to optimize corridor throughput, with incremental increases no greater than \$5,

Item	Current Policy
	and shall report back to the Commission when toll rates are revised within the approved parameters.
Toll-Free Users	Carpools, motorcycles, transit vehicles, and clean air vehicles with qualifying DMV decals.
User Requirements	<ol style="list-style-type: none"> 1. Every motorist traveling in the I 580 Express Lanes shall have a properly mounted toll tag (FasTrak or FasTrak Flex®) or a properly-mounted license plate associated with a valid FasTrak Account having a balance sufficient to pay the Toll. 2. To be eligible for HOV toll discounts, HOV customers must have a properly mounted FasTrak Flex toll tag set to either "2" or "3+" in accordance with the actual occupancy of the vehicle. 3. To be eligible for toll-free travel, motorcycles and transit vehicles must be equipped with a properly mounted FasTrak Flex toll tag set to the "3+" position. 4. To be eligible for toll-free travel, SOV vehicles displaying a valid DMV-issued CAV decal for HOV lane usage must either carry a FasTrak Flex toll tag set to the "2" or "3+" position or carry a FasTrak CAV toll tag set to match the number of people in the vehicle. 5. All vehicles traveling in the Express Lanes without toll tags are subject to being charged the Single Occupant Vehicle (SOV) toll and violation penalties, if applicable.
Enforcement	The Commission has adopted a Toll Ordinance to enact toll violation processing/penalties. Motorists who incur a toll and do not have a valid FasTrak account eligible for posting the Trip Transaction at the time of travel will be issued a Violation Notice.
Performance Goals	<p>Federal Requirement: During morning and evening commute hours, or both, maintain 45 MPH or higher in HOV lane for 90% of the time.</p> <p>State requirement: maintain Level of Service C or better at all times, though D is permitted for short periods of time.</p> <p>If goals are not being met even with increases in pricing, express lanes users may be limited to only HOV and HOV-eligible vehicles. When "HOV Only" is displayed on a dynamic message sign it means that solo drivers shall not enter the Express Lane unless they are a motorcycle or clean air vehicles allowed in the HOV lane, as "HOV Eligible Vehicles" per current State laws.</p>

Business Rules inform the specific design of the toll system. Table 3 lists the business rules under which the I-580 Express Lanes currently operate.

Table 3: Current Business Rules

Item	Business Rules
Zone tolling	Flat rate for travel within a single zone.
Locked-in Rates	<p>Customers are locked-in to pay the lesser of the toll rate displayed on the Dynamic Message Sign (DMS) that is directly prior to the customer's first read point <u>or</u> the toll rate previously determined for that DMS within the toll rate safeguard time parameter. The toll rate safeguard provides a defined interval within which the customer has ample opportunity to view the toll rate on the DMS before entering the Express Lanes.</p> <p>The locked-in toll rates will not change if the price goes up or down while the customer is still driving in the Express Lane.</p>
Trip Building	A customer's "Trip" is created from all of the associated toll tag reads and/or license plate images captured at toll gantries.
Rate Assignment	<p>The locked-in toll rate will apply from entry into the Express Lane and include travel through each successive toll zone for that Trip.</p> <p>If a customer exits the Express Lane and decides to get back in after the allowable travel time passes (currently 10 minutes), two separate trips are constructed and the guaranteed price from the initial entry is considered expired.</p> <p>Trips with different switch FasTrak Flex occupancy settings within a single Trip will be assigned the lowest occupancy setting that is detected during that Trip.</p>
Toll Rate during "HOV ONLY" Operation	An SOV that enters the express lane during HOV-Only mode is subject to a \$30 toll and may also be cited by CHP.
Non-Tolling Hours	During non-tolling hours the Express Lanes are available for all vehicles to use toll-free as general purpose lanes and without any occupancy restrictions.
Toll Waiver/Reduction	Executive Director is authorized to plan and execute a toll waiver/reduction plan.

Staff recommends the toll policy regarding CAV discounts be modified to set the toll rate for eligible CAVs to 50% of the full toll. MTC and VTA have already adopted this same partial-tolling policy for CAVs, thus adoption of the same policy for the I-580 Express Lanes would make the corridor regionally consistent with respect to CAV tolling. This policy would be implemented subsequent to adoption of a revised I-580 Express Lanes Toll Ordinance.

Staff also recommends that the I-580 Express Lanes toll zones be modified to consolidate the existing eight eastbound and seven westbound toll zones shown in Attachment B to five eastbound and four westbound toll zones, respectively, as shown in Attachment C, to improve the operational effectiveness of the express lanes. This change would be implemented with the activation of the new toll system host being developed as part of the I-580 Toll System Upgrade Project, which is expected to go live in November 2020.

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

Attachments:

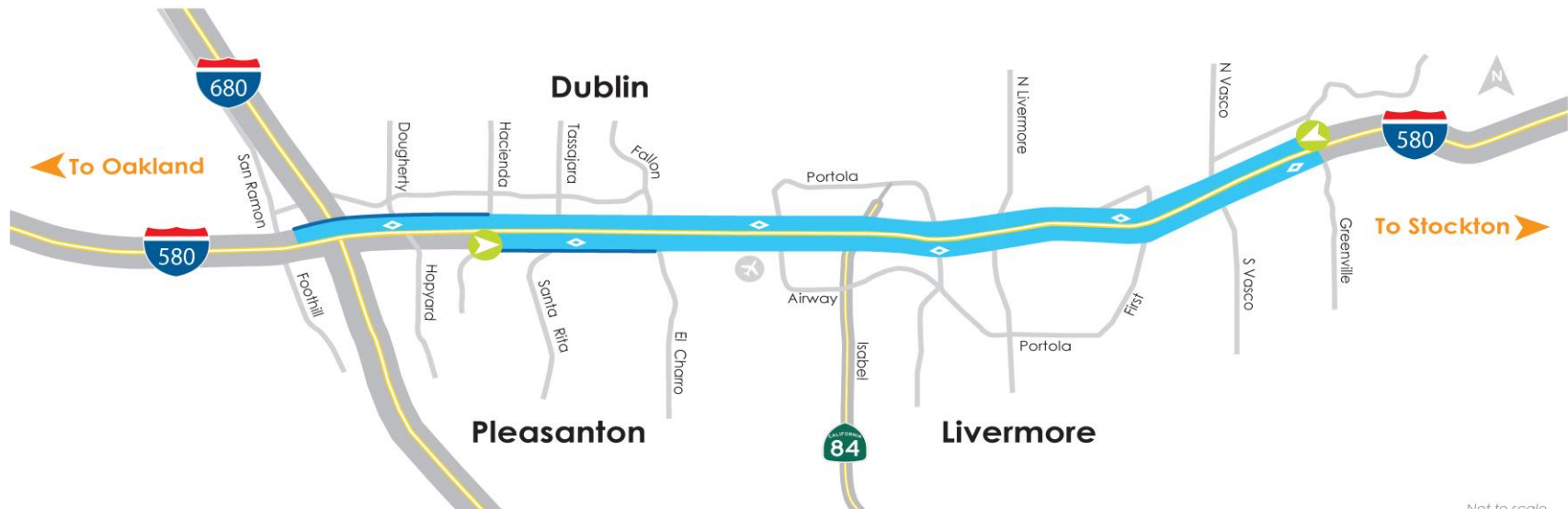
- A. I-580 Express Lanes Location Map
- B. I-580 Express Lanes Current Toll Zones
- C. I-580 Express Lanes Proposed Toll Zones

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I-580 Express Lanes Location Map

6.3A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



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

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



One Westbound Express Lane

Lane begins at Greenville



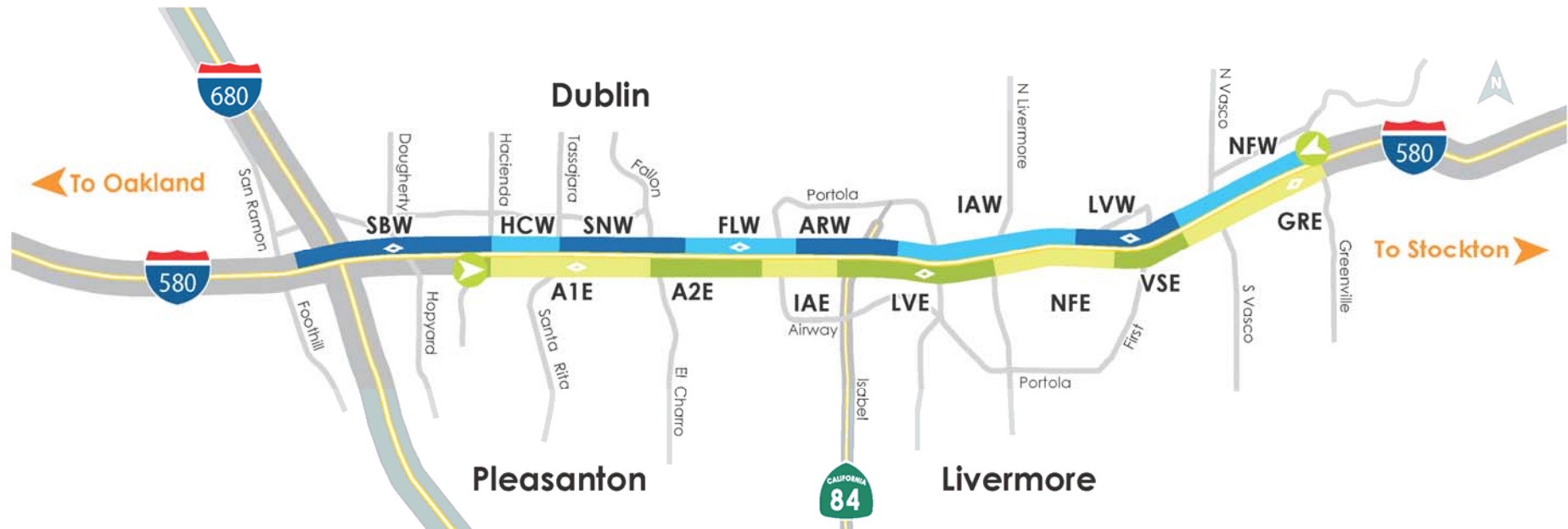
No entry/exit from westbound express lane from Hacienda to end.

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

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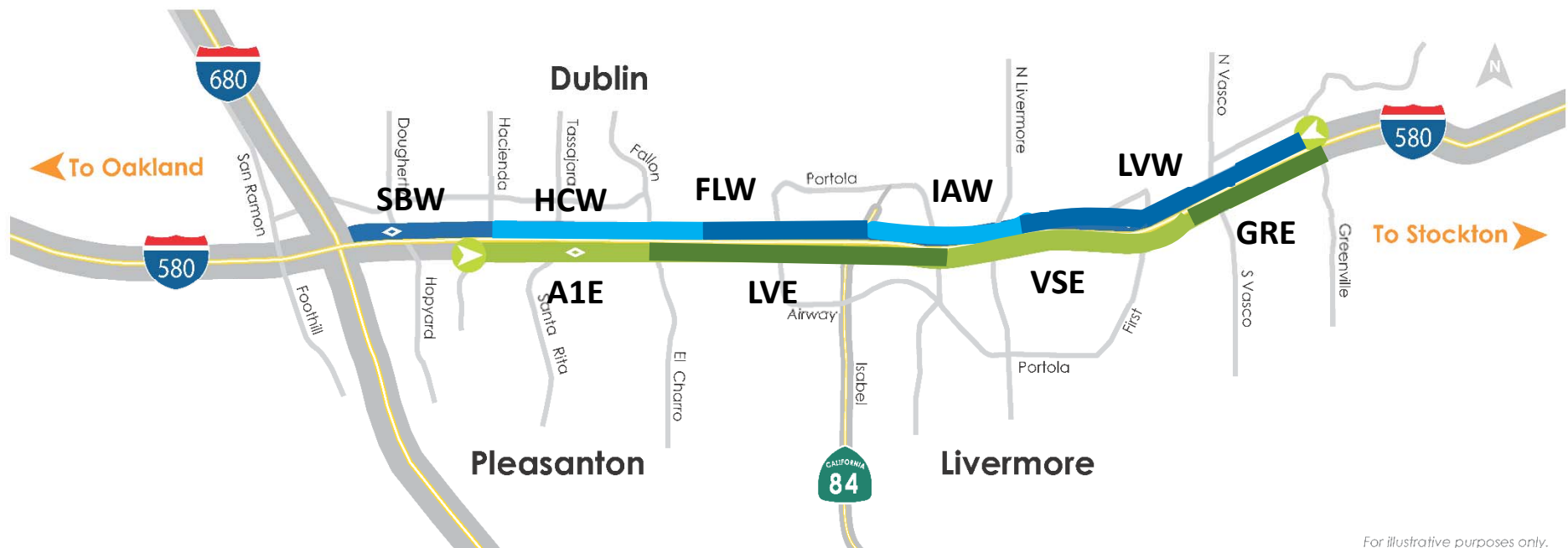
I-580 Express Lanes Existing Toll Zone Map



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I-580 Express Lanes Proposed Toll Zone Map



For illustrative purposes only.

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 18, 2020

TO: Alameda County Transportation Commission

FROM: John Pulliam, Director of Project Delivery
Jhay Delos Reyes, Senior Transportation Engineer

SUBJECT: Approve Cooperative Agreement with the Cities of Dublin and Livermore for the Dublin Boulevard – North Canyons Parkways Extension Project

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute a Cooperative Agreement with the Cities of Dublin and Livermore for the Plans, Specifications and Estimate phase in support of Dublin Boulevard – North Canyons Parkways Extension Project.

Summary

Alameda CTC is the Implementing Agency for the Dublin Boulevard – North Canyons Parkway Extension Project (Project) (PN 1483.000) for the Plans, Specifications and Estimate (PS&E) phase in partnership with the City of Dublin (Dublin) who remains the Project Sponsor.

The Commission approved Alameda CTC to be implementing agency for the PS&E phase on March 28, 2019, which included returning to the Commission for approval for the Cooperative Agreement (Coop).

The Project is currently in the Preliminary Engineering / Environmental phase (PE/Env), in which Dublin is the Project Sponsor and Implementing Agency. Dublin executed a Memorandum of Understanding with the City of Livermore (Livermore) on May 3, 2016 to identify roles and responsibilities as well as cost sharing responsibilities for the Project related to the segment of the roadway in Alameda County (see Attachment A, Attachment 1). Both Dublin and Livermore are now entering into a Coop (38-20) with Alameda CTC to define the roles and responsibilities for the PS&E Phase of the Project.

The Coop, provided in Attachment A, is among the three agencies and covers the PS&E phase only. There is no additional transfer of funds from Alameda CTC to Dublin or

Livermore, nor any additional cost to Alameda CTC related to this Coop. As identified in the Coop, either an amendment or a new agreement for the future Project phases will be required.

Background

Alameda CTC is the Implementing Agency for the PS&E phase of the Project in partnership with the City of Dublin who remains the Project Sponsor. The Project extends Dublin Boulevard from Fallon Road in Dublin to Doolan Road in the City of Livermore for a length of approximately 8,300 feet, and is located in Dublin, Livermore, and unincorporated Alameda County. The Project provides a four (4) to six (6) lane roadway with a multi-use/Class I bike path along the north side of the roadway, a sidewalk on the southside of the roadway, and Class II bike lanes on the roadway extension.

Alameda CTC awarded funds to Dublin for the PE/Env and PS&E Phases on April 27, 2017 as part of the 2018 Comprehensive Investment Plan (CIP). Due to the complexity, multi-jurisdictional involvement, and regional significance as a parallel reliever route to Interstate 580, it was recommended that Alameda CTC become the implementing agency for the PS&E phase. The Commission approved Alameda CTC to be implementing agency for the PS&E phase on March 28, 2019. Commission approval included the release of the Request for Proposals (RFP) for PS&E phase, and returning in the future to approve a Cooperative Agreement for the PS&E phase. The RFP was released on April 24, 2020.

Currently the Project is in the PE/Env phase, with Dublin as the Project Sponsor and Implementing Agency. Dublin has coordinated with both Livermore and Alameda County for the segment of the extension located outside of Dublin's jurisdiction in accordance with the agencies' respective design standards and requests. Dublin adopted the Environmental Impact Report in compliance with the California Environmental Quality Act (CEQA) on August 20, 2019 and is working to complete the Environmental Assessment (EA) in compliance with the National Environmental Protection Act (NEPA) this summer. The comment period closed for the Draft EA on March 24, 2020.

Dublin executed a MOU on May 3, 2016 with Livermore prior to the beginning of the PE/Env phase to outline the responsibilities for project development related to the PE/Env phase as well as cost sharing principles for the Construction of the Project, which divide the costs equally between both cities for the segment within Alameda County. Both Cities are now entering into a Coop with Alameda CTC, identified only for the PS&E phase of the Project, as the PS&E phase will be implemented by Alameda CTC. A separate Coop will be executed for future phases of the Project (i.e. Right of Way, Construction) should Alameda CTC remain the implementing Agency for future phases of the Project. Once Dublin has identified a full funding plan for right-of-way and construction, Dublin and Livermore will develop a separate agreement to divide the responsibilities for Maintenance of the Project for the segment in Alameda County.

The Coop outlines the roles and responsibilities for each agency for the funds that were awarded to Dublin in 2017 and developed consistently with support cost principles identified in the 2018 CIP. There is no additional transfer of funds from Alameda CTC to

Dublin or Livermore, nor any additional cost to Alameda CTC required by this Coop. This Coop Agreement may be amended if the scope of the agreement is modified.

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

Attachment:

- A. Cooperative Agreement 38-20

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RESOLUTION NO. 38 - 20**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

**APPROVING A COOPERATIVE AGREEMENT WITH THE ALAMEDA COUNTY
TRANSPORTATION COMMISSION AND THE CITY OF LIVERMORE FOR THE FINAL
DESIGN PHASE OF THE DUBLIN BOULEVARD EXTENSION – FALLON ROAD TO NORTH
CANYONS PARKWAY PROJECT**

WHEREAS, the Dublin Boulevard Extension – Fallon Road to North Canyons Parkway Project is a project to connect Dublin Boulevard, in the City of Dublin, to North Canyons Parkway, in the City of Livermore, an approximate distance of 8,300 feet (“PROJECT”); and

WHEREAS, the PROJECT is included in the City of Dublin General Plan as a four-to-six lane roadway; and

WHEREAS, the PROJECT is included in the City of Dublin’s Eastern Dublin Traffic Impact Fee program, which has been accumulating partial funding for the PROJECT; and

WHEREAS, the City of Dublin is completing the Preliminary Engineering Phase of the PROJECT and the PROJECT is ready to move forward to the Final Design Phase; and

WHEREAS, the Final Design Phase is defined as the phase during which the plans, specifications, and estimates for the PROJECT will be determined and produced; and

WHEREAS, the Alameda County Transportation Commission, the City of Livermore, and the City of Dublin (individually “PARTY” and collectively “PARTIES”) have been coordinating on the PROJECT; and

WHEREAS, on March 28, 2019, the Alameda County Transportation Commission agreed to implement the Final Design Phase of the PROJECT; and

WHEREAS, PARTIES agree to enter into a Cooperative Agreement (“AGREEMENT”) to complete the Final Design Phase of the PROJECT; and

WHEREAS, the AGREEMENT establishes each PARTY’S responsibilities to complete the Final Design Phase.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin hereby approves the AGREEMENT attached hereto as **Exhibit A** to this Resolution.

BE IT FURTHER RESOLVED that the City Manager, or designee, is authorized to execute the AGREEMENT.

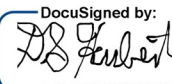
PASSED, APPROVED AND ADOPTED this 19th day of May 2020, by the following vote:

AYES: Councilmembers Goel, Hernandez, Josey, Kumagai and Mayor Haubert

NOES:

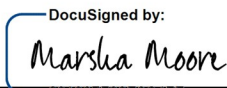
ABSENT:

ABSTAIN:

DocuSigned by:

4D4A9732E4974C5...

Mayor

ATTEST:

DocuSigned by:

291907F39E8C4FE...

City Clerk

**COOPERATIVE AGREEMENT FOR THE
DUBLIN BOULEVARD/NORTH CANYONS PARKWAY EXTENSION PROJECT'S
PS&E PHASE BETWEEN ALAMEDA COUNTY TRANSPORTATION COMMISSION,
CITY OF LIVERMORE, AND CITY OF DUBLIN**

This COOPERATIVE AGREEMENT, dated as of the ____ day of _____, 2020 (this "AGREEMENT"), is entered into by, among, and between the Alameda County Transportation Commission, a joint powers agency ("Alameda CTC"), the City of Livermore, a municipal corporation ("LIVERMORE"), and the City of Dublin, a municipal corporation ("DUBLIN").

Alameda CTC, LIVERMORE and DUBLIN are each individually referred to as a "PARTY" and collectively referred to as the "PARTIES."

RECITALS

- A. DUBLIN proposes to extend Dublin Boulevard from its current terminus at Fallon Road for an approximate distance of 8,300 feet to connect to North Canyons Parkway in LIVERMORE as further defined in this AGREEMENT ("PROJECT").
- B. The PARTIES agree that the PROJECT will generally follow a horizontal alignment parallel to I-580. The PROJECT alignment from Fallon Road to North Canyons Parkway will traverse through an unincorporated area of Alameda County between the jurisdictional boundaries for DUBLIN and LIVERMORE. PARTIES acknowledge that the unincorporated area of Alameda County between the jurisdictional boundaries for LIVERMORE and DUBLIN is outside their respective urban growth boundaries, and that development in that area is subject to Alameda County's land use authority and regulations, including Measure D.
- C. The PROJECT is included in the Alameda Countywide Transportation Plan and in the Plan Bay Area 2040.
- D. The PROJECT is included in DUBLIN's Eastern Dublin Traffic Impact Fee program, which has accumulated partial funding for the PROJECT.
- E. The PROJECT is included in LIVERMORE's Traffic Impact Fee Program, which has accumulated partial funding for the PROJECT.
- F. The PROJECT consists of the following four key implementation phases that are defined in this AGREEMENT:
 - PE Phase
 - PS&E Phase
 - Right-of-Way Certification Phase
 - Construction Phase
- G. DUBLIN is and has served as the PROJECT SPONSOR, as defined in this AGREEMENT, for the PROJECT and is the IMPLEMENTING AGENCY, as defined in this AGREEMENT, for the PE Phase for the Project.

- H. Alameda CTC will be the IMPLEMENTING AGENCY for the PS&E Phase, as defined in this AGREEMENT, for the PROJECT.
- I. On May 3, 2016, DUBLIN and LIVERMORE entered into a Memorandum of Understanding (“MOU”) attached hereto as Attachment 1, to complete the PE Phase for the PROJECT.
- J. In coordination with Alameda CTC and LIVERMORE, DUBLIN is completing the PE Phase for the PROJECT. The PE Phase has progressed successfully and is anticipated to be completed in 2020. DUBLIN retained a consultant for the PE Phase work (see DUBLIN City Council Resolution 161-16 attached as Attachment 2). As provided for in section 4 of the MOU, LIVERMORE is reimbursing DUBLIN for 20% of the consultant’s costs paid by DUBLIN for work on the PE Phase.
- K. The PARTIES have secured adequate funding from various sources for the PS&E Phase for the PROJECT.
- L. Alameda CTC supports this PROJECT and on April 27, 2017, agreed to provide Measure BB funding, staff, and resources for both the PE Phase and for the upcoming PS&E Phase. On March 28, 2019, Alameda CTC agreed to be the IMPLEMENTING AGENCY, as that term is defined in this AGREEMENT.
- M. The PARTIES now wish to enter into this AGREEMENT to confirm their joint commitment to the PROJECT and to establish the general terms, the various roles and responsibilities each PARTY will perform, and actions needed to be taken to complete the PS&E Phase of the PROJECT.
- N. The PARTIES are interested in continuing to work together in good faith to define the assignment and coordination of the various tasks and responsibilities needed to effectuate the PS&E Phase of the PROJECT.
- O. The PARTIES have not yet identified or secured funding for the Right-of-Way Certification Phase and the Construction Phase for the PROJECT, as those phases are defined in this AGREEMENT. Nevertheless, PARTIES desire to work in coordination to secure local and regional funding for those remaining phases.
- P. The PARTIES understand that they will need to enter into a future agreement to define their respective roles and responsibilities related to Right-of-Way Certification Phase and Construction Phase before that work can proceed.

AGREEMENT

NOW, THEREFORE, the PARTIES hereby agree that the aforementioned recitals are true and correct, and further agree as follows:

SECTION I - DEFINITIONS

The following terms in this AGREEMENT shall have the following meanings:

“Alameda Countywide Transportation Plan” means the long-range policy document approved by Alameda CTC in July 2016 that guides decisions and articulates the vision

for Alameda County's transportation system over a 25-year planning horizon.

"DSRSD" means the Dublin San Ramon Services District, the agency that provides wastewater collection and treatment for DUBLIN, Pleasanton, and the southern portion of San Ramon.

"FUTURE PROJECT PHASES" means the PS&E Phase, Right-of-Way Certification Phase, and Construction Phase for the PROJECT, as those phases are defined herein.

"I-580" means Interstate 580.

"LOCAL SUPPORT COST" means staff and consultant costs incurred respectively by DUBLIN and LIVERMORE to review and inspect the PROJECT plans, specification and estimates for the PROJECT, as well as their respective fees and costs for encroachment permits, investigations, reviews, inspections, and certifications for those portions of the PROJECT in their respective jurisdictions.

"MATCHING FUNDS" means the monies that must be provided by grant applicants from other sources as a condition to receive grant funds from an awarding agency.

"Measure BB" means the measure approved by Alameda County voters in November 2014 authorizing an extension of the previously approved transportation sales tax, Measure B, and authorizing an additional ½ cent sales tax.

"Measure D" means the initiative approved by Alameda County voters approved in November 2000, also known as "Save Agriculture and Open Space Lands Initiative."

"Plan Bay Area 2040" means the nine-county regional transportation plan approved by the Association of Bay Area Governments and the Metropolitan Transportation Commission in July 2017 that guides decisions and articulates the vision for the nine-County Bay Area region's transportation system over a 25-year planning horizon.

"PROJECT" means the Dublin Boulevard/North Canyons Parkway Extension Project to connect Dublin Boulevard in Dublin from its terminus at Fallon Road to North Canyons Parkway in Livermore with an approximate distance of 8,300 feet, as shown in FIGURE 1 and detailed in Attachment 3.

"PROJECT ENVIRONMENTAL DOCUMENTS" means the documents that were prepared during the PE PHASE, and that include the Environmental Impact Report (EIR) prepared pursuant to the California Environmental Quality Act, and the Environmental Assessment (EA) prepared pursuant to the requirements of National Environmental Policy Act.

"PROJECT MAINTENANCE" means all activities to maintain, repair, and replace the PROJECT, and any parts thereof after the PROJECT is completed, which includes but is not limited to, the following: street rehabilitation; traffic signals, street lighting, and electrical equipment; utility costs and charges for operating electrical equipment for the PROJECT; the Cottonwood Creek Bridge and associated structures; landscaping, watering, weed abatement; the associated stormwater treatment and conveyance system; and PROJECT mitigation monitoring.

"PROJECT PHASES" means the following four key phases of the PROJECT:

“PE Phase” means the phase during which the preliminary engineering for the PROJECT is completed, including: the completion of a traffic study to determine the required number of travel lanes; certification and/or approval of the PROJECT environmental documents; finalization of the PROJECT alignment; and preparation of preliminary engineering level plans and estimates.

“PS&E Phase” means the phase during which the plans, specifications, and estimates for the PROJECT will be determined and produced. Right-of-Way design, appraisal and engineering work will also be completed during this phase. The PS&E Phase scope of work to be performed by the IMPLEMENTING AGENCY is defined in Attachment 4.

“Right-of-Way Certification Phase” means the phase during which the acquisition and certification of land needed for the PROJECT will be performed.

“Construction Phase” means the phase during which the PROJECT will be constructed.

“Traffic Impact Fee Program” means the respective programs in DUBLIN and LIVERMORE for a planned approach to collect fees from new or proposed development projects to pay for all or a portion of the costs of providing transportation infrastructure.

“Urban growth boundary” means the respective regional boundaries established for DUBLIN and LIVERMORE to control urban sprawl, mandating that the area inside the boundary be used for urban development and the area outside be preserved in its natural state or used for agriculture.

SECTION II – COOPERATION ON THE PROJECT

1. PURPOSE. The purpose of this AGREEMENT is to define the PROJECT PHASES and the respective duties and responsibilities for each PARTY to implement the PS&E Phase for the PROJECT. This AGREEMENT is not intended to, and shall not be interpreted to, create any specific duties or responsibilities for a PARTY that is not set forth herein or that does not otherwise exist under the law independent from this AGREEMENT. This AGREEMENT is intended solely for the benefit of the PARTIES and shall not be construed to create any rights in any other persons or entities.
2. DUTIES AND RESPONSIBILITIES. The PARTIES have the following duties and responsibilities, respectively:
 - a. IMPLEMENTING AGENCY. Alameda CTC is the IMPLEMENTING AGENCY for the PROJECT during the PS&E Phase. As the IMPLEMENTING AGENCY, Alameda CTC will implement the PROJECT and control all aspects of project management, including selecting consultants, overseeing PARTIES’ commitments, and implementing all day-to-day PROJECT control elements for the PS&E Phase. Prior to the completion of the PS&E Phase, the PARTIES shall meet and confer to identify which PARTY will be the IMPLEMENTING AGENCY for the Right-of-Way Certification Phase and the Construction Phase for the PROJECT.

- b. PROJECT SPONSOR. DUBLIN is the PROJECT SPONSOR for the PROJECT and for all FUTURE PROJECT PHASES for the PROJECT. As the PROJECT SPONSOR, Dublin will coordinate the PROJECT, ensure all PROJECT activities are completed in a timely manner by the IMPLEMENTING AGENCY (including those portions of the PROJECT located within unincorporated area of Alameda County and LIVERMORE), and is responsible for coordinating the work for the PROJECT and all FUTURE PROJECT PHASES. As the PROJECT SPONSOR, DUBLIN is responsible for advocating for the PROJECT during any future updates to the regional, state and federal planning documents for the PROJECT. As the PROJECT SPONSOR, DUBLIN is also the PARTY primarily responsible for finding PROJECT funding.
 - c. LOCAL SUPPORT COSTS. DUBLIN and LIVERMORE will fund their respective shares of any LOCAL SUPPORT COSTS to implement the PS&E Phase for the Project.
- 3. ROADWAY CAPACITY. DUBLIN, in coordination with the other PARTIES, has completed a traffic study for the PROJECT for the PROJECT ENVIRONMENTAL DOCUMENTS, and has determined the needed capacity of ROADWAY is as follows, as shown in Figure 1 attached to this AGREEMENT: a six-lane segment from Fallon Road to Croak Road in DUBLIN ; and, a four-lane segment from Croak Road and through the unincorporated area of Alameda County to North Canyons Parkway in LIVERMORE.
 - 4. PROJECT MAINTENANCE. PARTIES acknowledge that PROJECT MAINTENANCE will be required after the PROJECT's completion. DUBLIN and LIVERMORE will be responsible for PROJECT MAINTENANCE costs for those portions of the PROJECT in their respective jurisdictions after the PROJECT is accepted as complete. Prior to the completion of the PROJECT CONSTRUCTION PHASE, the PARTIES shall meet and confer to identify who will be responsible for the costs to maintain that portion of the PROJECT in the unincorporated area of Alameda County.
 - 5. FUTURE AMENDMENT OR A NEW AGREEMENT. The PARTIES agree to meet and confer to define the roles and responsibilities of each PARTY related to Right-of-Way Certification Phase and the Construction Phase for the PROJECT.
 - 6. PROJECT FUNDING AND COST SHARING. The PARTIES shall fund the PROJECT PHASES as set forth below and as outlined in Table 1:
 - a. PE Phase funding has been secured and no additional funding is needed.
 - b. DUBLIN, as a PROJECT SPONSOR and the implementing agency for the PE phase, has received Measure BB funding for the PE Phase and PS&E Phase through Alameda CTC's 2018 Comprehensive Investment Plan approved on April 27, 2017, and DUBLIN shall commit that portion of the Measure BB funding to the PS&E Phase for the PROJECT.
 - c. Work for right-of-way design, appraisal and engineering, as part of the PS&E Phase, will be in support of the right-of-way identified in Dublin's Ordinance 10-19 (Attachment 4) including supporting easements in order to construct and operate the roadway as defined in the PROJECT ENVIRONMENTAL DOCUMENTS.
 - d. Alameda CTC acknowledges that MATCHING FUNDS are not required for the PS&E Phase of the PROJECT. Alameda CTC will be responsible to administer funds awarded in the 2018 Comprehensive Investment Plan.

- e. Funding for the Right-of-Way Certification Phase and Construction Phase for the Project has not been secured by the PARTIES. It is understood and agreed by the PARTIES that additional funding is required to complete the Right-of-Way Certification Phase and Construction Phase for the PROJECT. The PARTIES agree to work collaboratively to pursue regional, state, and federal funding and support efforts by the PROJECT SPONSOR and IMPLEMENTING AGENCY to secure needed PROJECT funding for Right-of-Way Certification Phase and Construction Phase for the PROJECT.
 - f. DUBLIN and LIVERMORE will independently or jointly seek grant funding for the Right-of-Way Certification Phase and Construction Phase for the PROJECT. All funding requests will be coordinated among the PARTIES.
 - g. It is agreed by DUBLIN and LIVERMORE that LOCAL SUPPORT COSTS will be funded by each jurisdiction through its own funding sources and separate from the funds already allocated to the PROJECT.
 - h. The PARTIES agree that any changes to the PS&E Phase scope of work set forth in Attachment 5 must be unanimously approved in writing by all PARTIES. If the PARTIES agree to a change that triggers a need for additional funding beyond what is available for the PS&E Phase costs as defined in Table 1, then the PARTIES shall meet and confer to determine how to secure funding for those additional costs.
 - i. The PS&E Phase costs are associated with utility related improvements may be funded by the respective utility company. For the purpose of this AGREEMENT, such costs are included in the PS&E Phase cost (Table 1). The PARTIES agree that consultation with the utility companies will be needed during the PS&E Phase. If there are any changes to the PS&E scope of work related to utilities that results in additional costs for the PS&E Phase, then the PARTIES shall meet and confer to determine how to secure funding for those additional costs.
 - j. The PARTIES agree that DUBLIN will be responsible for negotiating the costs associated with DSRSD services inside DUBLIN jurisdiction during the PS&E Phase and if such costs are determined to be DSRSD's responsibility to fund, then PS&E Phase costs in Table 1 will be reduced by the same amount without the need for an amendment to this AGREEMENT. If the DSRSD related utility work costs exceed the PS&E Phase costs (Table 1), then the PARTIES shall meet and confer to determine how to secure funding for those additional costs.
 - k. The PARTIES agree that DUBLIN and LIVERMORE shall be responsible for any fees for encroachment permits, investigations, reviews, inspections, and certifications for those portions of the PROJECT in their respective jurisdictions. The PARTIES further agree to meet and confer prior to the completion of the PROJECT CONSTRUCTION PHASE to determine how to apportion among and between the PARTIES any fees for encroachment permits, investigations, reviews, inspections, and certifications imposed by Alameda County for those portions of the PROJECT in the unincorporated area of Alameda County.
7. PROJECT COST SHARING FOR LOCAL MATCH FOR RIGHT-OF-WAY CERTIFICATION PHASE AND CONSTRUCTION PHASE FOR THE PROJECT. LIVERMORE and DUBLIN agree that any requirements for MATCHING FUNDS associated with grant funding for the Right-of-Way Certification Phase or the Construction Phase for the PROJECT shall be divided

between themselves as follows: DUBLIN and LIVERMORE will split MATCHING FUND requirements for work in the unincorporated area of Alameda County on a 50-50 basis. DUBLIN and LIVERMORE will be responsible for MATCHING FUND requirements for work associated with the Right-of-Way Certification Phase and Construction Phase for the PROJECT in their respective jurisdictions. The PARTIES agree to meet and confer to memorialize details associated with the PROJECT cost sharing for MATCHING FUND requirements for the Right-of-Way Certification Phase and the Construction Phase for the PROJECT.

8. HOLD HARMLESS.

- a. Nothing in this AGREEMENT is intended to affect the legal liability of any PARTY by imposing any standard of care, with respect to the work performed hereunder, different from the standard of care imposed by law.
- b. The PARTIES agree that they shall mutually defend, hold harmless, and indemnify each other and their respective elected and appointed officials, officers, agents, and employees, against any and all claims, demands, damages, costs, expenses, or liability related to or arising out of each PARTY's own individual performance of this AGREEMENT, except for liability arising out of the PARTY's sole negligence or willful misconduct of DUBLIN, LIVERMORE, and/or ALAMEDA CTC, and/or any officer, agent, or employee of the respective PARTY.
- c. Each PARTY will ensure that any contract it enters into with a consultant or contractor for work on PROJECT requires the contractor or consultant to defend, hold harmless, and indemnify all other PARTIES, and their officers, agents, and employees, against any and all claims, demands, damages, costs, expenses, or liability related to or arising out of the contractor's or consultant's work on the PROJECT, except for liability arising out of the sole negligence or willful misconduct of said PARTY, or its officers, agents, or employees.

9. TERM OF AGREEMENT. This AGREEMENT shall expire upon the completion of the PS&E Phase, but may be terminated earlier by a written mutual consent signed by all of the PARTIES.

10. AGREEMENT MODIFICATION. This AGREEMENT shall be subject to modification only with the written consent of each PARTY hereto. No PARTY shall unreasonably withhold its consent to modification for the implementation and accomplishment of the overall purpose for which this AGREEMENT is made.

11. ACCOUNTABILITY. The PARTIES shall provide strict accountability of any and all funds and shall report to each other all receipts and disbursements.

12. USE OF FUNDS. Funds contributed for the PROJECT, as shown in Table 1, shall be used solely for the PROJECT.

13. AGREEMENT CONSTRUCTION. The section headings and captions of this AGREEMENT are, and the arrangement of this instrument is, for the sole convenience of the PARTIES to this AGREEMENT. The section headings, captions, and arrangement of this instrument do not in any way affect, limit, amplify, or modify the terms and provisions of this AGREEMENT.

14. ENTIRE AGREEMENT. This AGREEMENT contains the entire understanding of the PARTIES relating to the subject matter of this AGREEMENT. No promise, representation, warranty, or covenant not included in this AGREEMENT has been or is relied upon by any PARTY.
15. COUNTERPARTS. This AGREEMENT may be executed in any number of counterparts, each of which when executed and delivered shall be deemed to be an original with all counterparts constituting but one and the same instrument. The execution of this AGREEMENT will not become effective until counterparts have been executed by all PARTIES. Faxed or emailed signatures on this AGREEMENT or any notice, consent, or amendment required under this AGREEMENT are binding.
16. NOTICES. All correspondence regarding this AGREEMENT, including invoices, payments, and notices shall be directed to the following persons at the following addresses and facsimile numbers, which may be changed by written notice from one party to the other:

Alameda CTC

Tess Lengyel
Executive Director
1111 Broadway, Suite 800
Oakland, CA 94607
FAX: (510) 208-7499

DUBLIN:

Andrew Russell
Public Works Director
100 Civic Plaza
Dublin, CA 94568
Fax: (925) 833-6628

LIVERMORE:

Bob Vinn
Assistant City Engineer
1052 S. Livermore Avenue
Livermore, CA 94550
FAX: (925) 960-4504
Cc: City Attorney, City Engineer

17. GOVERNING LAW; VENUE. This AGREEMENT will be governed and construed in accordance with California law. The venue of any litigation arising out of this AGREEMENT will be Alameda County.

[Signatures appear on following page.]

IN WITNESS WHEREOF, the parties have each executed this AGREEMENT as of the date first set forth above.

Alameda CTC:

LIVERMORE:

DUBLIN:

By: _____

By: _____

By: _____

Tess Lengyel, Executive Director

Marc Roberts, City Manager

Linda Smith, City Manager

APPROVED AS TO LEGAL
FORM:

APPROVED AS TO FORM:

APPROVED AS TO FORM:

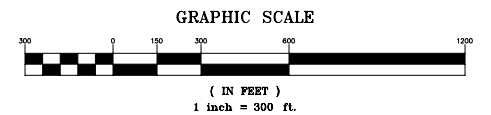
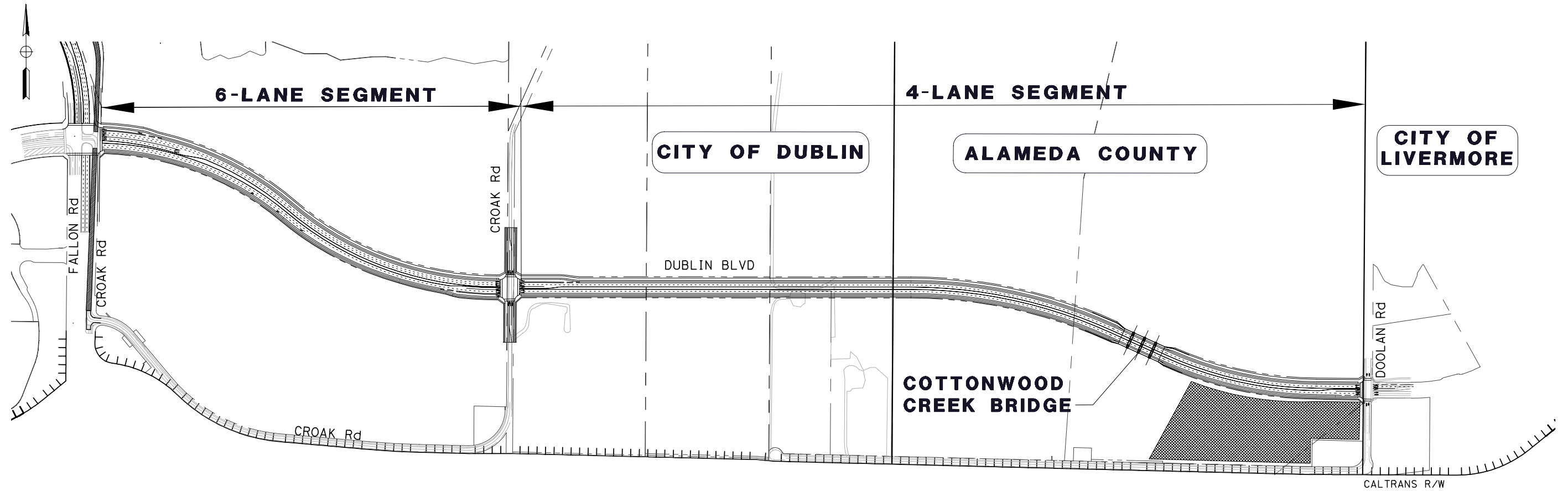
By: _____
Wendel Rosen LLP
Legal Counsel to Alameda CTC

By: _____
Jason Alcala, City Attorney

By: _____
John Bakker, City Attorney

Attachments:


Figure 1	Project Location
Attachment 1	MOU between DUBLIN and LIVERMORE
Attachment 2	DUBLIN City Council Resolution 161-16
Attachment 3	PROJECT Description
Attachment 4	Dublin ROW Ordinance
Attachment 5	PS&E Phase Scope of Work
Table 1	Funding allocation Local Support Costs



CONSTRUCTION RECORD			
CONTRACTOR:			
INSPECTOR:			
DATE COMPLETED:			
SCALE: 1"=300'			
No.	DATE	APVD.	REVISION

BKF
ENGINEERS / SURVEYORS / PLANNERS
4670 WILLOW RD
SUITE 205
PLEASANTON, CA 94588
925-396-7700
925-396-7799 (FAX)

DESIGNED BY	DRAWN BY	CHECKED BY
PLANS PREPARED UNDER SUPERVISION OF:		
N.V. BERNARDI		
REGISTERED CIVIL ENGINEER		
9-30-20		45407
DATE		RCE NO

**CITY OF DUBLIN**
PUBLIC WORKS DEPARTMENT
City Offices, 100 Civic Plaza, Dublin, California 94568
Public Works Department - Engineering, (925) 833-6630

REVIEWED BY:
PUBLIC WORKS DIRECTOR/CITY ENGINEER
DATE

DUBLIN BLVD EXTENSION IMPROVEMENT PROJECT	DRAWING No. X-1 SHEET
PROJECT AGREEMENT EXHIBIT	1 OF 1 SHEETS CONTRACT NO. -

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**MEMORANDUM OF UNDERSTANDING
BETWEEN CITY OF LIVERMORE AND CITY OF DUBLIN
FOR THE DUBLIN BOULEVARD/NORTH CANYONS PARKWAY EXTENSION PROJECT
(INITIAL PRELIMINARY DESIGN PHASE)**

This MEMORANDUM OF UNDERSTANDING, dated as of the 3rd day of May, 2016 (this "MOU"), is entered into by the City of Livermore, a Municipal Corporation ("LIVERMORE") and the City of Dublin, A Municipal Corporation ("DUBLIN").

SECTION I - RECITALS

- A. The Dublin Boulevard/North Canyons Parkway Extension Project is a project to connect existing Dublin Boulevard in DUBLIN to North Canyons Parkway in LIVERMORE (the "ROADWAY"), an approximate distance of 8,100 feet, shown in FIGURE 1 attached hereto and incorporated herein by reference (the "PROJECT").
- B. DUBLIN's general plan reflects an ultimate six lane configuration within the PROJECT limits. LIVERMORE's general plan reflects four lanes within the PROJECT limits. Both Livermore and Dublin would like to reconcile the planned number of lanes within the PROJECT limits to meet future transportation needs.
- C. The PROJECT is included in DUBLIN's Eastern Dublin Traffic Impact Fee program, which has been accumulating partial funding for the PROJECT.
- D. The PROJECT is included in LIVERMORE's Traffic Impact Fee Program, which has been accumulating partial funding for the PROJECT.
- E. The PROJECT is included in the Alameda Countywide Transportation Plan and the Plan Bay Area, a transportation blueprint of Countywide and 9 Bay Area Counties, respectively.
- F. LIVERMORE and DUBLIN have been coordinating regarding the extension of the ROADWAY, and agree that the ROADWAY will generally follow a horizontal alignment parallel to I-580. The precise alignment is expected to be developed as part of the PROJECT.
- G. The PROJECT will require a traffic study be completed and a preliminary design be drafted prior to any construction.
- H. The ROADWAY alignment will traverse through lands within unincorporated Alameda County between the LIVERMORE and DUBLIN jurisdictional boundaries. LIVERMORE and DUBLIN understand that on-going support will be required from Alameda County in the implementation of the PROJECT and agree that the PROJECT will be coordinated with Alameda County prior to the City Council of either DUBLIN or LIVERMORE taking any action to approve construction of the PROJECT.
- I. LIVERMORE and DUBLIN recognize that the lands within unincorporated Alameda County between the LIVERMORE and DUBLIN jurisdictional boundaries are outside of either jurisdiction's urban growth boundary. Development of this area is governed by Alameda County Measure D.

- J. The parties intend to define herein the understanding by which LIVERMORE and DUBLIN are to implement the initial preliminary design phase of the PROJECT.

SECTION II - UNDERSTANDING

Now, therefore, in exchange for DUBLIN's promises to undertake the studies and design work for the portions of the PROJECT located within LIVERMORE pursuant to the provisions below, and for LIVERMORE'S promises to authorize and reimburse DUBLIN to undertake such studies and design work pursuant to the provisions below, LIVERMORE and DUBLIN agree as follows:

1. PURPOSE. The purpose of this MOU is to set forth the parties' goals and expectations with respect to implementing the initial preliminary design phase (the "Preliminary Engineering") of the PROJECT. The Preliminary Engineering will be accomplished through the completion of a Traffic Study and the Initial Preliminary Design, as further explained under Section II.2 and II.3 of this MOU. This MOU shall only be construed to create the specific rights and obligation set forth herein, and is not intended, and shall not be construed, to create any rights or obligations beyond those that do not otherwise exist under the law.
2. TRAFFIC STUDY. DUBLIN'S General Plan recommends six lane capacity for the PROJECT. Livermore's General Plan recommends four lane capacity for the PROJECT. Due to the changes to land uses in the PROJECT vicinity, it is possible that a different capacity is now needed. DUBLIN will conduct a traffic study for the PROJECT to determine the ultimate capacity (number of lanes) of the ROADWAY to be located in the entire PROJECT area which includes portions of DUBLIN, LIVERMORE and unincorporated portions of Alameda County. The scope of work, fee, and selection of consultants for the traffic study will be approved by LIVERMORE's City Engineer prior to DUBLIN'S commencement of the study. Where the study is conducted within the jurisdictional boundaries of LIVERMORE the study will be conducted to the satisfaction of LIVERMORE, in accordance with LIVERMORE standards and requirements. Parties to this MOU understand that changes to the PROJECT capacity (number of lanes) may require amendments to the General Plans and any associated planning documents. Any necessary General Plan amendments will be processed and funded exclusively by the jurisdiction(s) performing the amendments. Furthermore, parties to this MOU understand that certain lands within the PROJECT limits are under the jurisdiction of the Alameda County and any changes to the land use in this area must be approved by the Alameda County. Such approval will be coordinated by both parties to this MOU. This MOU does not commit either DUBLIN or LIVERMORE to construct any aspect of the PROJECT and does not commit either DUBLIN or LIVERMORE to alter their General Plans or make any other changes to land use regulations. As such, this MOU does not reasonably have the potential to impact the environment and does not constitute a project for the purposes of the California Environmental Quality Act (CEQA). Before approvals to move forward with construction of the PROJECT occurs and before any land use regulation of either DUBLIN or LIVERMORE is altered, each City will ensure that any requirements of CEQA are fulfilled.
3. INITIAL PRELIMINARY DESIGN. DUBLIN will complete the initial preliminary design for the PROJECT within LIVERMORE and DUBLIN. The scope of work, fee, and selection of consultants for the initial preliminary design will be approved by LIVERMORE prior to DUBLIN'S commencement of the design work. The initial preliminary design of the

PROJECT will determine the street cross-sections, preferred horizontal and vertical ROADWAY alignment, generate a right-of-way base map, and develop a planning level cost estimate. The initial preliminary design shall accommodate the planned extension of BART to Livermore. The initial preliminary design shall identify appropriate access points to land fronting the PROJECT. Abutters' rights shall be restricted along the roadway through unincorporated Alameda County to only allow development consistent with Alameda County Measure D. All engineering and design work performed in or regarding work to be performed in LIVERMORE shall be performed to the satisfaction of LIVERMORE.

4. INVOICING AND PAYMENT.

a. DUBLIN will invoice LIVERMORE for reimbursement of DUBLIN'S consultant costs incurred in performing the traffic study and initial preliminary design phase tasks under this MOU no less than quarterly. LIVERMORE will reimburse DUBLIN twenty percent (20%) of the cost for traffic study and initial preliminary design of the PROJECT no later than 30 days after receipt of an invoice from DUBLIN. DUBLIN and LIVERMORE agree that this twenty percent cost allocation is a rough reflection of the PROJECT area contained in each of their respective jurisdictions, as demonstrated in FIGURE 1 attached hereto.

b. If either party is successful in receiving grant funding for the traffic study and preliminary design phase, grant funding will be used first for this work and will be shared on the basis of the ratio of cost sharing under Section II.4.a. Each party will provide the local match, if required, on the basis of the cost sharing ratio outlined in Section II.4.a.

c. Excluding the costs of the traffic study and initial preliminary design phase, LIVERMORE and DUBLIN will divide the remaining costs for the PROJECT as follows: DUBLIN and LIVERMORE will split all costs of the PROJECT related to construction in Alameda County on a 50-50 basis. DUBLIN will be responsible for all costs associated with the PROJECT in its jurisdiction. LIVERMORE will be responsible for all costs associated with the PROJECT in its jurisdiction.

5. FUTURE PROJECT PHASES. LIVERMORE and DUBLIN agree to jointly seek funding for future PROJECT phases, including, but not limited to, preliminary engineering, right-of-way, and construction phases. Potential grant funding includes Alameda County Transportation Commission Measure BB. At the time DUBLIN and LIVERMORE intend to proceed with future PROJECT phases, DUBLIN and LIVERMORE shall enter into an agreement for future PROJECT phases.

6. HOLD HARMLESS.

a. Nothing in this MOU is intended to affect the legal liability of any party by imposing any standard of care, with respect to the work performed hereunder, different from the standard of care imposed by law.

b. DUBLIN shall defend, hold harmless, and indemnify LIVERMORE, and its officers, agents and employees, against any and all claims, demands, damages, costs, expenses or liability related to or arising out of DUBLIN'S performance of this MOU, except for liability arising out of the sole negligence or willful misconduct of LIVERMORE, or its officers, agents or employees.

c. LIVERMORE shall defend, hold harmless, and indemnify DUBLIN, and its officers, agents and employees, against any and all claims, demands, damages, costs, expenses or liability related to or arising out of LIVERMORE'S performance of this MOU, except for liability arising out of the sole negligence or willful misconduct of DUBLIN, or its officers, agents or employees.

d. DUBLIN will ensure that each contract it enters into with a consultant or contractor for work on the PROJECT requires the contractor or consultant to defend, hold harmless, and indemnify LIVERMORE, and its officers, agents and employees, against any and all claims, demands, damages, costs, expenses or liability related to or arising out of the contractor's or consultant's work on the PROJECT, except for liability arising out of the sole negligence or willful misconduct of LIVERMORE, or its officers, agents or employees.

7. TERM OF MOU. This MOU shall expire upon the completion of the tasks set forth in Section II.2 and II.3 of the MOU or within five (5) years of the date this MOU is fully executed, whichever comes first.
8. MOU MODIFICATION. This MOU shall be subject to modification only with the written consent of each party hereto. No party shall unreasonably withhold its consent to modification for the implementation and accomplishment of the overall purpose for which this MOU is made.
9. ACCOUNTABILITY. The parties shall provide strict accountability of any and all funds and shall report to each other all receipts and disbursements.
10. USE OF FUNDS. Funds contributed for the PROJECT shall be used solely for the PROJECT.
11. MOU CONSTRUCTION. The section headings and captions of this MOU are, and the arrangement of this instrument is, for the sole convenience of the parties to this MOU. The section headings, captions and arrangement of this instrument do not in any way affect, limit, amplify or modify the terms and provisions of this MOU.
12. ENTIRE MOU. This MOU contains the entire understanding of the parties relating to the subject matter of this MOU. No promise, representation, warranty or covenant not included in this MOU has been or is relied upon by any party.
13. COUNTERPARTS. This MOU may be executed in any number of counterparts, each of which when executed and delivered shall be deemed to be an original with all counterparts constituting but one and the same instrument. The execution of this MOU will not become effective until counterparts have been executed by both parties. Faxed signatures on this MOU or any notice, consent, or amendment required under this MOU are binding.

14. NOTICES. All correspondence regarding this MOU, including invoices, payments, and notices shall be directed to the following persons at the following addresses and facsimile numbers, which may be changed by written notice from one party to the other:

LIVERMORE:

Bob Vinn, Assistant City Engineer
1052 S. Livermore Avenue
Livermore, CA 94550
FAX: (925) 960-4504
Cc: City Attorney, City Engineer

DUBLIN:

Gary Huisingsh, Public Works Director
100 Civic Plaza
Dublin, CA 94568
Fax: (925) 833-6628

15. GOVERNING LAW; VENUE. This MOU will be governed and construed in accordance with California law. The venue of any litigation arising out of this MOU will be Alameda County.

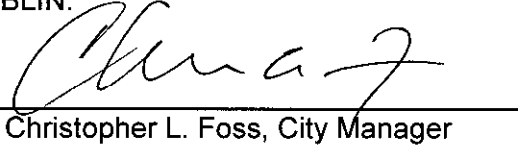
[Signatures appear on following page.]

IN WITNESS WHEREOF, the parties have each executed this MOU as of the date first set forth above.

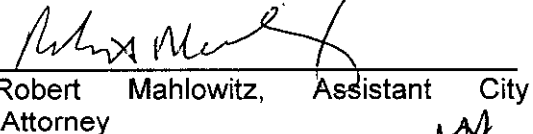
LIVERMORE:

By: 
Marc Roberts, City Manager

DUBLIN:

By: 
Christopher L. Foss, City Manager

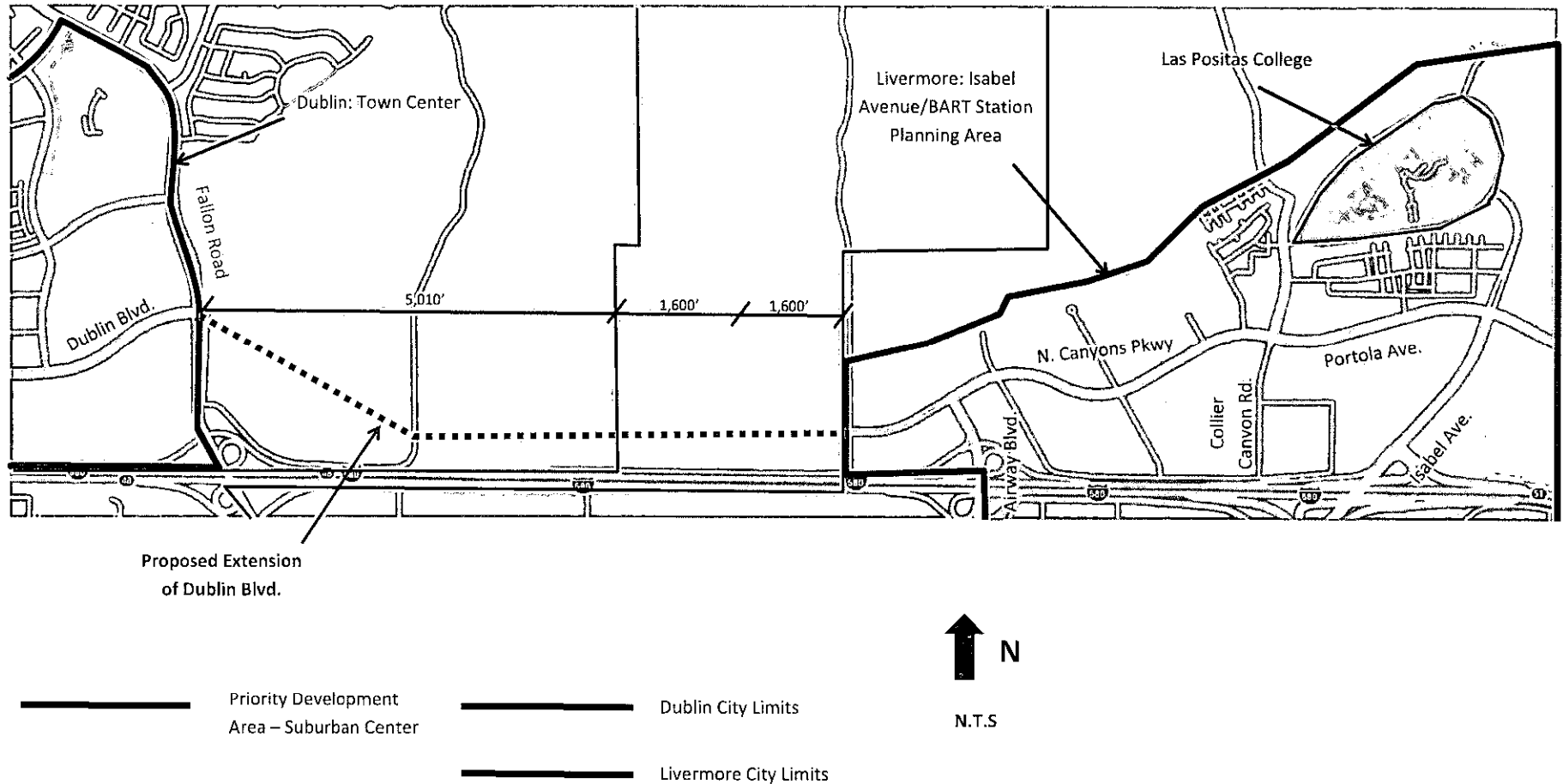
APPROVED AS TO FORM:

By: 
Robert Mahlowitz, Assistant City Attorney

APPROVED AS TO FORM:

By: 
John Bakker, City Attorney

Figure 1. Proposed Extension of Dublin Boulevard – North Canyons Parkway



City Clerk's Office
1052 South Livermore Avenue
Livermore, CA 94550-4899
Phone: 925.960.4200 Fax: 925.960.4205

DOCUMENT TRANSMITTAL FORM

Date: May 4, 2016

To: Gary Huisingsh
Public Works Director
100 Civic Plaza
Dublin, CA 94568

cc: B. Vinn
C. Mahler
L. Carpenter

PLEASE READ THE FOLLOWING:

☒ Original document enclosed for your records

Date of Document:	May 3, 2016
Type of Document:	Memorandum of Understanding
Parties:	City of Livermore and City of Dublin

Susan Neer, City Clerk
By: Jean Bell
925.960.4200

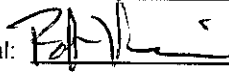
TAB THROUGH DOCUMENT TO ENTER INFORMATION

STANDARD AGREEMENT TRANSMITTAL FORM

To: City Attorney's Office
 From: Contact (Person Routing):
 Bob Vinn

Date: 4/8/2016
 Dept.: CEDD
 Phone #: 960-4516

Contractor/Consultant/Dev: MOU Between Livermore and Dublin for Dublin Blvd North Canyons Extension
 Description of Project: City of Dublin

Approval: Department Head/Division Manager Approval: 

Records Retention :

☐ **Infrastructure** (Examples: Architects, Buildings, bridges, covenants, development, environmental, Joint Powers, MOUs, park improvements, property & property restrictions, redevelopment, reservoirs, sewers, sidewalks, street & alley improvements, settlement, subdivisions, utilities, water, etc.)

☐ **Non-infrastructure** (Examples: Consulting, grants, disposal, franchises, housing, leases, legal services, loans, paving, painting, professional services, services, slurry seals, tree trimming, etc.)

Completion Date: N/A

Council Approval:

- ☒ Requires City Council approval. Meeting Date: 4/25/2016
- ☐ Does not require City Council approval, because the contract is under \$100,000 and (1) is not for the construction of a public work or (2) does not involve the acquisition or disposition of real property.

Routing: 1. City Attorney/Risk Manager for insurance check and form approval.
 2. City Clerk will Log and obtain signature of City Manager or Dept Head.
 3. When agreements are fully executed, the City Clerk's Office will distribute as follows:

Send signed original to other party at:

Send original to Bob Vinn

He will hand deliver to Dublin

Send and/or route copy to:

Summary/Explanation of Request: Please complete Summary/Explanation for the City Manager or submit a separate memo.

Memorandum of Understanding with the City of Dublin for Conducting Preliminary Engineering for the Dublin Boulevard/North Canyons Parkway Extension Project.

Attachments: ORIGINAL SIGNATURES ARE REQUIRED.

- ☒ Two original Agreements/Contracts with original signatures. State, federal, county agreement - signatures not required.
- ☐ Two original Supplemental/Amendment/Extension Agreements with original signatures.
- ☐ Exhibits.
- ☐ Determination of Conflict of Interest Form.
- ☐ Certificates of Insurance. ☐ In PINS
- ☐ Current Business License on file. BL# _____
- ☐ Bonds (if required).

Routing (City Attorney's Office Use): [] BMA [] CFO [] GJA [] JAL [] KYO LOG NO. 2016-092

RESOLUTION NO. 161 – 16

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

**APPROVING A CONSULTING SERVICES AGREEMENT WITH BKF ENGINEERS FOR
CONDUCTING PRELIMINARY ENGINEERING FOR THE EXTENSION OF DUBLIN
BOULEVARD IN DUBLIN TO NORTH CANYONS PARKWAY IN LIVERMORE**

WHEREAS, the 2016 - 2021 Capital Improvement Program (CIP) includes ST0216 Project to design and construct Dublin Boulevard extension to Livermore; and

WHEREAS, the City has completed a Request For Proposal (RFP) process to select an engineering consultant firm to complete the preliminary design work for this CIP Project; and

WHEREAS, BKF Engineers has demonstrated the ability to perform said preliminary design work; and

WHEREAS, BKF Engineers is available to perform said work as specified in for a not to exceed amount of \$615,000.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does **RESOLVE** to approve the Consulting Services Agreement (Agreement) with BKF Engineers attached hereto (Attachment 1) and authorize the City Manager to execute the Agreement.

PASSED, APPROVED AND ADOPTED this 1st day of November 2016 by the following vote:

AYES: Councilmembers Biddle, Gupta, Hart, Wehrenberg and Mayor Haubert

NOES:

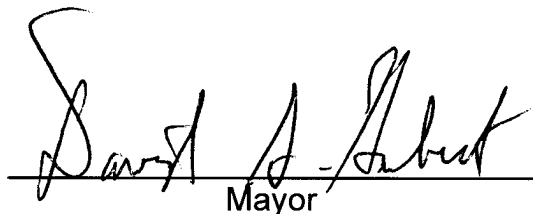
ABSENT:

ABSTAIN:

ATTEST:



City Clerk


Mayor

Attachment 3

PROJECT DESCRIPTION

The Project would include the extension of Dublin Boulevard approximately 1.5 miles eastward through eastern Dublin and an unincorporated portion of the Alameda County to the western boundary of Livermore (Project).

The roadway extension would start from the current terminus of Dublin Boulevard at the Dublin Boulevard/Fallon Road intersection in Dublin and would end at the Doolan Road/North Canyons Parkway intersection along the boundary of the County and Livermore. This roadway extension would provide four to six travel lanes and bicycle and pedestrian facilities (i.e., pathways, sidewalks and bike lanes). Beginning at Fallon Road, the roadway extension would have six travel lanes (three in each direction). Continuing eastward, the roadway extension would transition to four travel lanes (two in each direction) before or at the intersection with Croak Road. From Croak road to Doolan Road, the roadway extension would remain in the four lane configuration. The permanent area required for the Project, including the roadway, sidewalks, intersections, and land acquired for right-of-way is estimated at 29 acres. Future average daily traffic (ADT) along the roadway extension is projected to be 17,000 to 19,000 vehicles per day. Project design features and components include (from west to east):

- Intersection improvements at Fallon Road (including modification of the signalized intersection)
- The elimination of the existing intersection of Croak Road and Fallon Road
- Abandonment of a north-south (frontage road) portion of Croak Road parallel to Fallon Road
- The addition of a "T" shaped hammerhead turnaround at the new terminus of Croak Road adjacent to Fallon Road
- Grading and earthwork northeast of the Dublin Boulevard/Fallon Road intersection, including grading at the base of the hills to the north, and more minor grading throughout the road alignment to meet engineering and safety requirements
- Removal of overhead utility lines between Fallon Road and Croak Road
- Creation of a new signalized intersection where the Dublin Boulevard extension would cross Croak Road
- Construction of a new bridge over Cottonwood Creek
- Construction staging and laydown between the roadway extension and Collier Canyon Road, along Doolan Road
- Intersection improvements at the Doolan Road/North Canyons parkway intersection, including the creation of a new, signalized eastbound approach to the intersection
- The extension of underground utility lines into the Project site within the operational footprint

- Construction of the new roadway, which would include a median, inside shoulder at some locations, vehicle travel lanes, bicycle facilities, a parkway strip, separated sidewalks and separated Class I bike path and/or a multi-use path, street lighting, and cut/fill embankments
- Retaining walls may be used in addition to, or as an alternative to, cut/fill embankments associated with roadway and hillside grading. If used, retaining walls would be placed outside of the sidewalk and bicycle facility areas on either side of the roadway cross section, within the construction footprint and within the permanent right-of-way. Retaining walls would measure 3 feet to 10 feet in height and would generally require a smaller area of grading or ground disturbance in comparison to cut/fill slopes.

Project layout is shown in Figure 1.

ORDINANCE NO. 10 – 19

**AN ORDINANCE OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

**TO ESTABLISH RIGHT-OF-WAY LINES FOR DUBLIN BOULEVARD BETWEEN
FALLON ROAD AND THE EASTERN CITY LIMIT**

WHEREAS, the City Council Adopted Resolution No. 75-19 on July 16, 2019, calling for a public hearing pursuant to the provisions of Sections 7.68.080 through 7.68.100 of the Dublin Municipal Code on August 20, 2019, at 7:00 p.m., in the City Council Chambers, 100 Civic Plaza, Dublin, California, to hear protests and objections to the establishment of right-of-way lines for Dublin Boulevard between Fallon Road and the Eastern City Limit; and

WHEREAS, notice of said public hearing was duly given; and

WHEREAS, no written objections were received by the City Clerk prior to the public hearing on August 20, 2019.

NOW, THEREFORE, the City Council of the City of Dublin does hereby ordain as follows:

SECTION 1:

Pursuant to Dublin Municipal Code Chapter 7.68, the ultimate right-of-way lines are hereby established for Dublin Boulevard between Fallon Road and the Eastern City Limit, according to the Legal Descriptions, attached hereto as **Exhibit A**, said Exhibit herein incorporated.

SECTION 2:

Section 7.68.150 (Previously established right-of-way lines) shall be amended to include:

Dublin Boulevard from Fallon Road to the Eastern City Limit.

SECTION 3:

The effect of said right-of-way lines shall be governed by the provisions of Dublin Ordinance No. 44-87, as amended.

SECTION 4: Effective Date and Posting of Ordinance

This Ordinance shall become effective thirty (30) days from and after its final passage and adoption by the City Council. The City Clerk of the City of Dublin shall cause this Ordinance to be posted in at least three (3) public places in the City of Dublin in accordance with Section 36933 of the Government Code of the State of California.

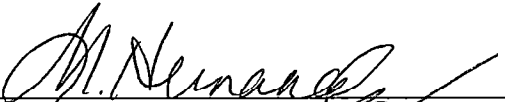
PASSED, APPROVED AND ADOPTED this 3rd day of September 2019, by the following vote:

AYES: Councilmembers Goel, Hernandez, and Josey

NOES:

ABSENT: Councilmember Kumagai and Mayor Haubert

ABSTAIN:



Mayor Pro Tem

ATTEST:



City Clerk



ENGINEERS
SURVEYORS
PLANNERS

100+
YEARS

May 30, 2019
BKF Job No: 20167083

LEGAL DESCRIPTION
EXHIBIT A
PROPOSED RIGHT OF WAY OF DUBLIN BOULEVARD EXTENSION

Real property situate in the partially in the City of Dublin and partially in the unincorporated area of the County Alameda, State of California, described as follows:

Being a portion of the lands described in that certain Grad Deed to GH PacVest, LLC, filed on June 15, 2017 as Document No. 2017130933, a portion of the lands described in that certain Grant Deed to GH PacVest, LLC, filed on February 24, 2017 as Document No. 2017049324, a portion of the lands described in that certain Grant Deed to Righetti Partners, LP, filed on March 12, 1992 as Document No. 92075343, a portion of the lands described in that certain Trustee's Deed Upon Sale to Town and Country H Fund, LLC, filed on January 6, 2011 as Document No. 2011006014, a portion of the lands described in that certain Grant Deed to Robert D. Branaugh, filed on December 29, 2010 as Document No. 2010391422, and a portion of the lands described in that certain Quitclaim Deed to the Sullivan/Crosby Trust, filed on January 23, 2006 as Document No. 2006024088 which is also described in that certain Grant Deed to Livbor-Manning LLC, filed on April 9, 2014 in Document No. 2014087294, all of Official Records of Alameda County, more particularly described as follows:

COMMENCING at a City of Dublin standard monument at the intersection of Fallon Road and Dublin Boulevard, said monument lying at the northerly terminus of the monument line described as North $0^{\circ}26'33''$ East, 1,150.00 feet on that certain Parcel Map 8734, filed on November 22, 2006 in Book 294 of Parcel Maps at Pages 19 and 20, in the Office of the County Recorder of Alameda County;

Thence from said city monument South $57^{\circ}41'21''$ East, 47.28 feet to the beginning of an Engineer's Station Line, Station 100+00.00 for the proposed Dublin Boulevard extension;

Thence along said Engineer's Station Line South $89^{\circ}29'34''$ East, 93.86 feet to the beginning of a curve to the right having a radius of 1,850.00 feet;

Thence easterly along said curve through a central angle of $0^{\circ}46'20''$, an arc length of 24.93 feet to the intersection with the easterly line of Fallon Road, said point being at Engineer's Station 101+18.79, being also the **POINT OF BEGINNING** of this description;

Thence along said easterly line North $2^{\circ}06'44''$ East, 110.25 feet to the beginning of a non-tangent curve, concave South, having a radius of 1,967.00 feet, from said point a radial line bears South $2^{\circ}12'08''$ West;

Thence leaving said easterly line along said curve, through a central angle of $7^{\circ}39'15''$, an arc length of 262.77 feet to the beginning of a compound curve, having a radius of 250.00 feet, from said point a radial line bears South $9^{\circ}51'22''$ West;

Thence Easterly along said curve, through a central angle of $9^{\circ}30'46''$, an arc length of 41.51 feet;

Thence South $70^{\circ}37'52''$ East, 41.62 feet to the beginning of a curve to the left, having a radius of 375.00 feet;



May 30, 2019
BKF Job No: 20167083

Thence easterly along said curve, through a central angle of $5^{\circ}57'45''$, an arc length of 39.02 feet to the beginning of a reverse curve, having a radius of 1,956.00 feet, from said point a radial line bears South $13^{\circ}24'23''$ West;

Thence southeasterly along said curve, through a central angle of $27^{\circ}03'19''$, an arc length of 923.63 feet to the beginning of a reverse curve, having a radius of 1,918.00 feet, from said point a radial line bears North $40^{\circ}27'42''$ East;

Thence easterly along said curve lying parallel and 82.00 feet northerly of said Engineer's Station Line, through a central angle of $40^{\circ}26'03''$, an arc length of 1,353.55 feet;

Thence South $89^{\circ}58'21''$ East, 17.34 feet;

Thence along a line parallel and 100.00 feet northerly of said Engineer's Station Line North $62^{\circ}23'31''$ East, 38.81 feet;

Thence South $89^{\circ}58'21''$ East, 69.84 feet;

Thence South $61^{\circ}48'50''$ East, 36.02 feet;

Thence along a line parallel and 83.00 feet northerly of said Engineer's Station Line South $89^{\circ}58'21''$ East, 238.02 feet to the beginning of a curve to the right, having a radius of 275.00 feet;

Thence easterly along said curve, through a central angle of $9^{\circ}13'48''$, an arc length of 44.30 feet;

Thence South $80^{\circ}44'33''$ East, 40.69 feet to the beginning of a curve to the left, having a radius of 225.00 feet;

Thence easterly along said curve, through a central angle of $9^{\circ}13'48''$, an arc length of 36.25 feet;

Thence along a line parallel and 70.00 feet northerly of said Engineer's Station Line South $89^{\circ}58'21''$ East, 2,040.71 feet to the beginning of a curve to the right, having a radius of 3,070.00 feet;

Thence easterly along said curve, through a central angle of $24^{\circ}23'10''$, an arc length of 1,306.65 feet;

Thence South $65^{\circ}35'11''$ East, 360.90 feet to the beginning of a curve to the left, having a radius of 2,230.00 feet;

Thence easterly along said curve, through a central angle of $23^{\circ}54'30''$, an arc length of 930.53 feet;

Thence South $89^{\circ}29'40''$ East, 259.51 feet;

Thence North $58^{\circ}07'26''$ East, 34.80 feet to the westerly line of Doolan Road;



May 30, 2019
BKF Job No: 20167083

Thence along said westerly line South $0^{\circ}25'40''$ West, 88.64 feet to the intersection with said Engineer's Station Line at Station 182+15.06, said point being also North $75^{\circ}43'58''$ West, 25.75 feet of a City of Livermore monument at the intersection of Doolan Road and N. Canyon Parkway as shown on that certain Parcel Map 7640, filed on June 13, 2001 in Book 256 of Maps at Pages 81 through 84, inclusive, in the Office of the County Recorder of Alameda County;

Thence leaving said point, and continuing along said line South $0^{\circ}25'40''$ West, 87.61 feet;

Thence leaving said westerly line North $47^{\circ}57'11''$ West, 41.63 feet;

Thence along a line parallel and 60.00 feet southerly of said Engineer's Station Line North $89^{\circ}29'40''$ West, 257.98 feet to the beginning of a curve to the right, having a radius of 2,360.00 feet;

Thence westerly along said curve, through a central angle of $23^{\circ}54'30''$, an arc length of 984.78 feet;

Thence North $65^{\circ}35'11''$ West, 360.90 feet to the beginning of a curve to the left, having a radius of 2,940.00 feet;

Thence westerly along said curve, through a central angle of $24^{\circ}23'10''$, an arc length of 1,251.32 feet;

Thence North $89^{\circ}58'21''$ West, 2,400.18 feet;

Thence South $48^{\circ}02'19''$ West, 41.66 feet;

Thence South $0^{\circ}21'44''$ West, 12.13 feet;

Thence along a line parallel and 100.00 feet southerly of said Engineer's Station Line North $89^{\circ}58'21''$ West, 74.10 feet;

Thence North $53^{\circ}39'17''$ West, 47.28 feet;

Thence along a line parallel and 72.00 feet southerly of said Engineer's Station Line North $89^{\circ}58'21''$ West, 8.99 feet to the beginning of a curve to the right, having a radius of 2,072.00 feet;

Thence westerly along said curve, through a central angle of $39^{\circ}57'41''$, an arc length of 1,445.13 feet to the beginning of a reverse curve, having a radius of 1,778.00 feet, from said point a radial line bears South $39^{\circ}59'20''$ West;

Thence westerly along said curve, through a central angle of $38^{\circ}07'45''$, an arc length of 1,183.23 feet;

Thence South $49^{\circ}17'04''$ West, 39.49 feet to the easterly line of Fallon Road;

Thence along said easterly line North $2^{\circ}06'44''$ East, 106.39 feet to the **POINT OF BEGINNING**.

Containing an area of 26.365 acres, more or less.



BKF

ENGINEERS
SURVEYORS
PLANNERS

100+
YEARS

May 30, 2019
BKF Job No: 20167083

END OF DESCRIPTION

As shown on plat attached hereto and by this reference made part hereof as Exhibit B.

For: BKF Engineers

Davis Thresh, P.L.S. No. 6868

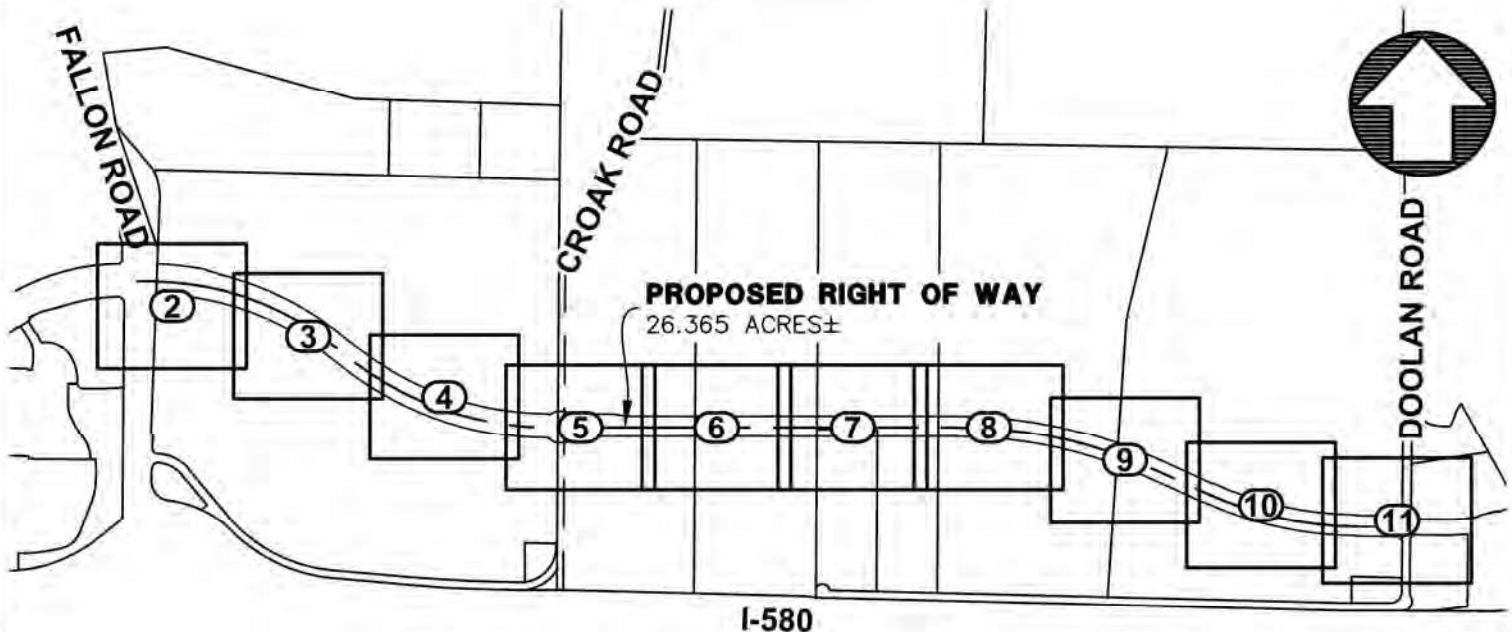
5/30/2019
Dated



EXHIBIT B **PROPOSED RIGHT OF WAY**

PORTIONS OF APNs 985-0027-002, 905-0001-006-03,
 905-0001-005-02, 905-0001-004-03, 905-0001-004-04,
 905-0001-003-02, & 905-0001-001-02

SHEET LAYOUT



BASIS OF BEARINGS

NORTH 0°26'33" EAST, BEING THE LINE BETWEEN TWO CITY STANDARD MONUMENTS STAMPED "LS5412" WITHIN FALLON ROAD AT THE INTERSECTION WITH DUBLIN BOULEVARD AND 1150.00' SOUTH OF SAID INTERSECTION, SAID MONUMENTS SET PER PARCEL MAY 8734, FILED ON NOVEMBER 22, 2006 IN BOOK 294 OF PARCEL MAPS AT PAGES 19 AND 20 AS SAID MONUMENT LINE IS ALSO SHOWN ON THAT CERTAIN TRACT 8171, FILED ON JULY 9, 2015 IN BOOK 333 OF MAPS AT PAGES 11 THROUGH 27, INCLUSIVE.

LEGEND

- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- (R) = RADIAL BEARING
- = COUNTY/CITY LINE
- = DESCRIBED AREA
- - - = DIMENSIONAL TIE
- = ENGINEER'S STATION LINE
- = LOT LINE
- = MONUMENT LINE



GH PACVEST, LLC
APN 935-0027-002

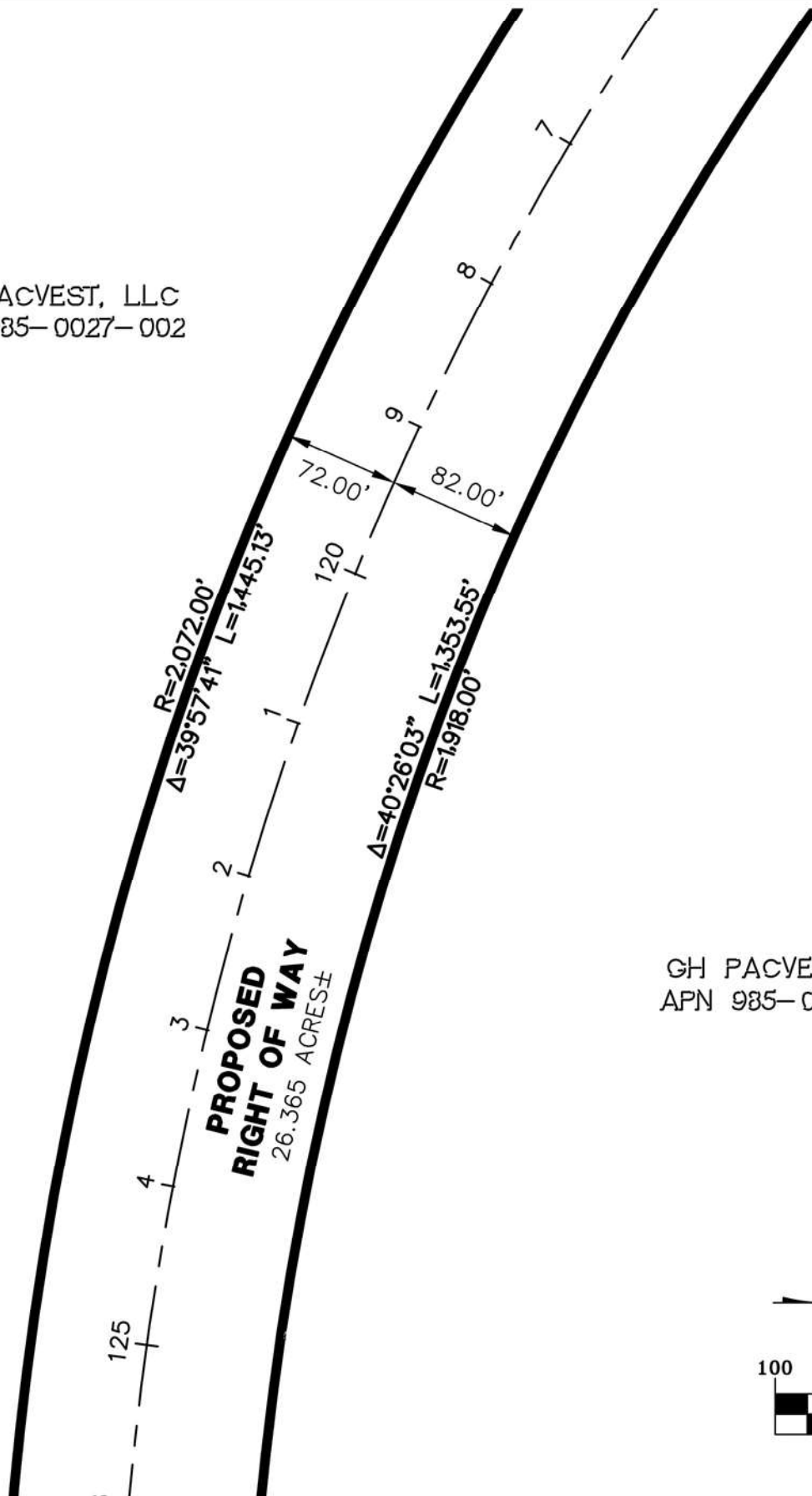
GH PACVEST, LLC
APN 935-0027-002

**PROPOSED
RIGHT OF WAY**
26.365 ACRES±



(SCALE IN FEET)

GH PACVEST, LLC
APN 985-0027-002



GH PACVEST, LLC
APN 985-0027-002



(SCALE IN FEET)

GH PACVEST, LLC
APN 985-0027-002

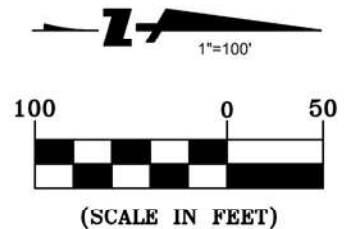
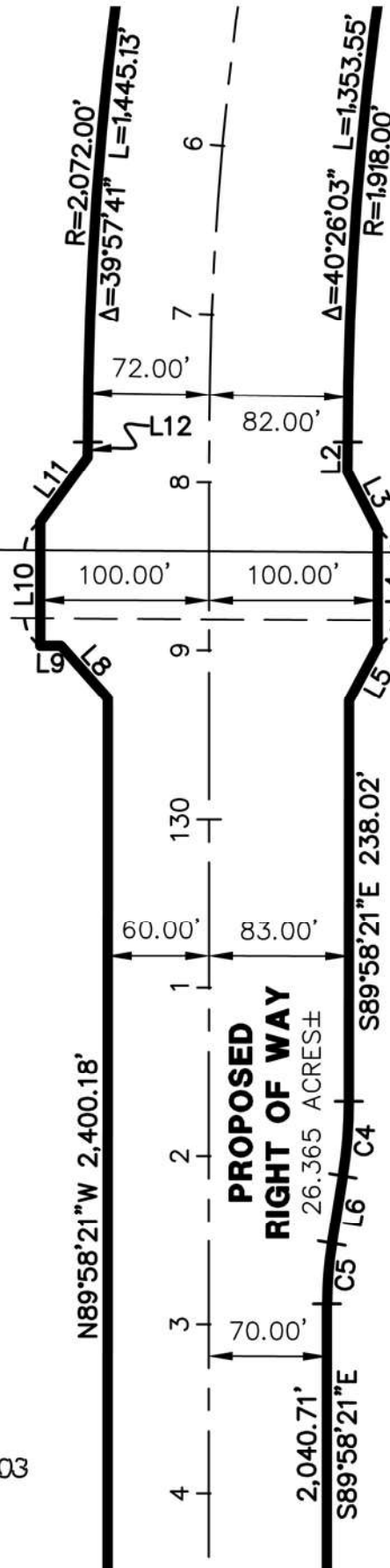
GH PACVEST, LLC
APN 985-0027-002

LINE TABLE		
	DIRECTION	LENGTH
L2	S89°58'21"E	17.34'
L3	N62°23'31"E	38.81'
L4	S89°58'21"E	69.84'
L5	S61°48'50"E	36.02'
L6	S80°44'33"E	40.69'
L8	S48°02'19"W	41.66'
L9	S0°21'44"W	12.13'
L10	S89°58'21"E	74.10'
L11	S53°39'17"E	47.28'
L12	N89°58'21"W	8.99'

CURVE TABLE			
	RADIUS	DELTA	LENGTH
C4	275.00'	9°13'48"	44.30'
C5	225.00'	9°13'48"	36.25'

GH PACVEST, LLC
APN 905-0001-006-03

GH PACVEST, LLC
APN 905-0001-006-03



GH PACVEST, LLC
APN 905-0001-006-03

GH PACVEST, LLC
APN 905-0001-006-03

RIGHETTI PARTNERS, LP
APN 905-0001-005-02

RIGHETTI PARTNERS, LP
APN 905-0001-005-02

N89°58'21"W 2,400.18'

**PROPOSED
RIGHT OF WAY**
26.365 ACRES±

S89°58'21"E 2,040.71'

60.00' 70.00'

140



(SCALE IN FEET)

RIGHETTI PARTNERS, LP
APN 905-0001-005-02

RIGHETTI PARTNERS, LP
APN 905-0001-005-02

TOWN AND COUNTRY
H FUND LLC
APN 905-0001-004-03

BRANAUGH
APN 905-0001-004-04

BRANAUGH
APN 905-0001-004-04

60.00'

70.00'

N89°58'21"W 2,400.18'

**PROPOSED
RIGHT OF WAY**
26.365 ACRES±

S89°58'21"E 2,040.71'



(SCALE IN FEET)

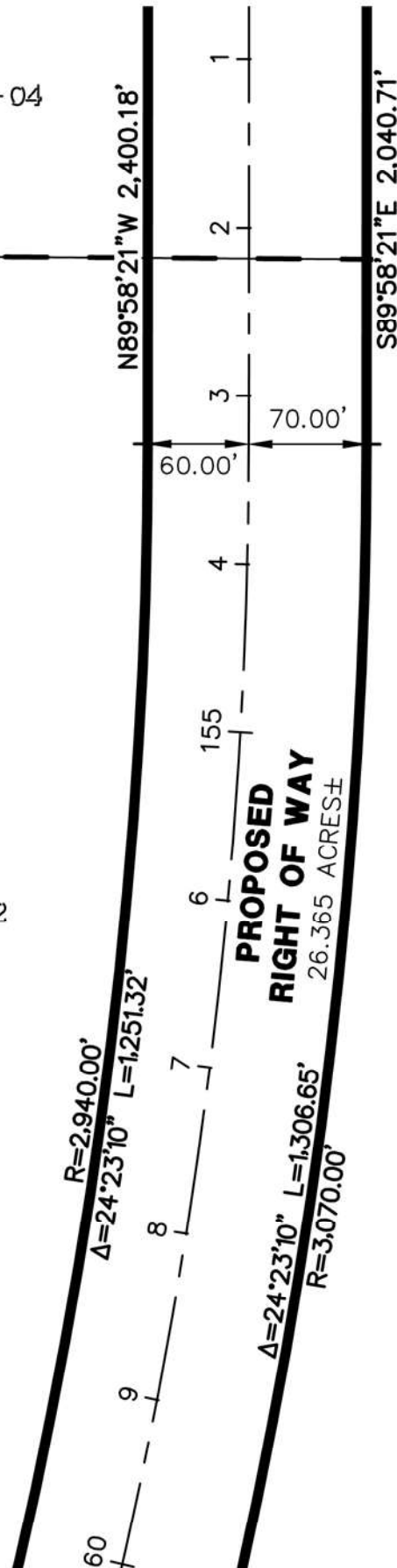
BRANAUGH
APN 905-0001-004-04

BRANAUGH
APN 905-0001-004-04

CITY OF DUBLIN
COUNTY OF ALAMEDA
(UNINCORPORATED)

LIVBOR MANNING LLC
CROSBY
APN 905-0001-003-02

LIVBOR MANNING LLC
CROSBY
APN 905-0001-003-02



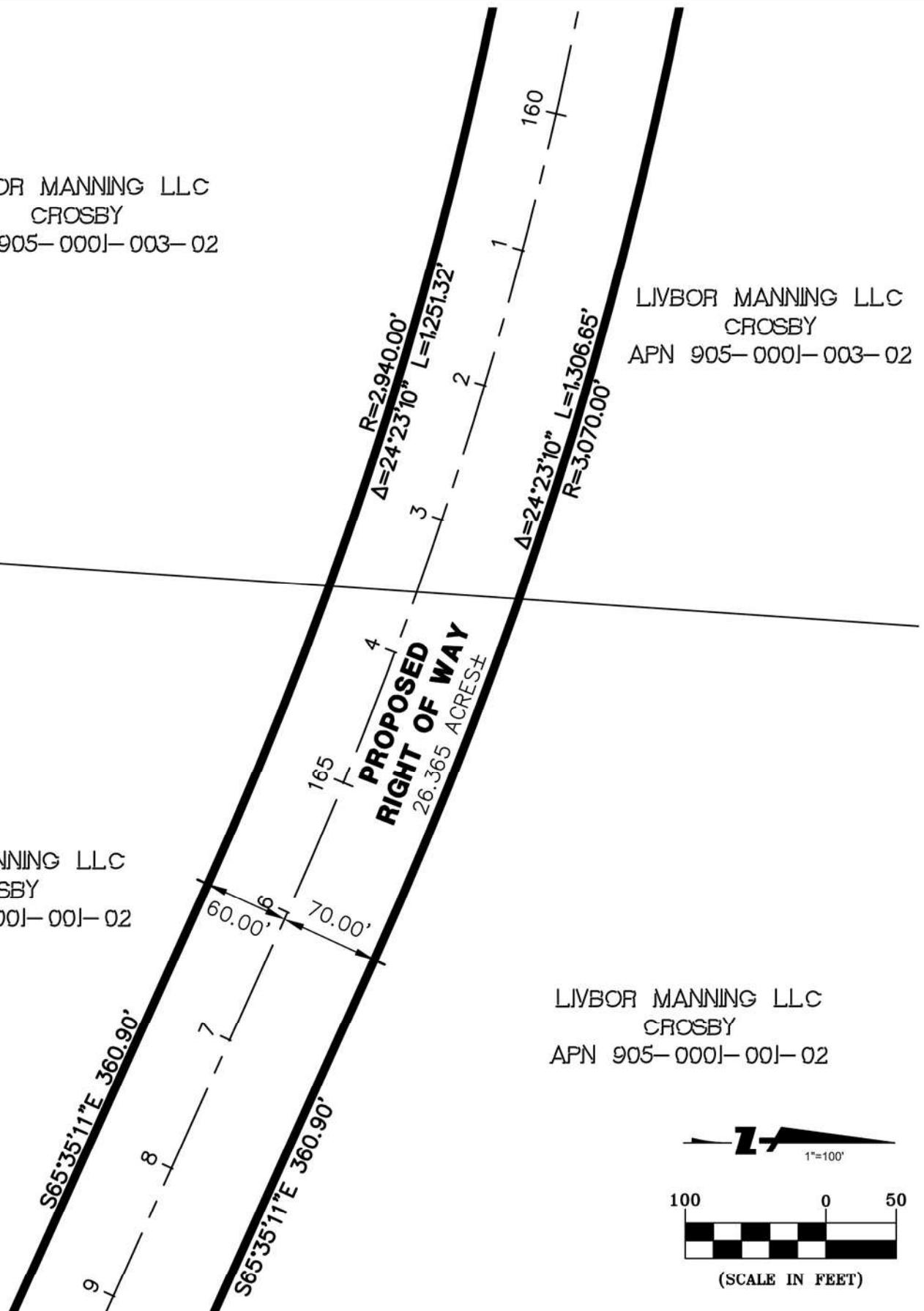
(SCALE IN FEET)

LIVBOR MANNING LLC
CROSBY
APN 905-0001-003-02

LIVBOR MANNING LLC
CROSBY
APN 905-0001-003-02

LIVBOR MANNING LLC
CROSBY
APN 905-0001-001-02

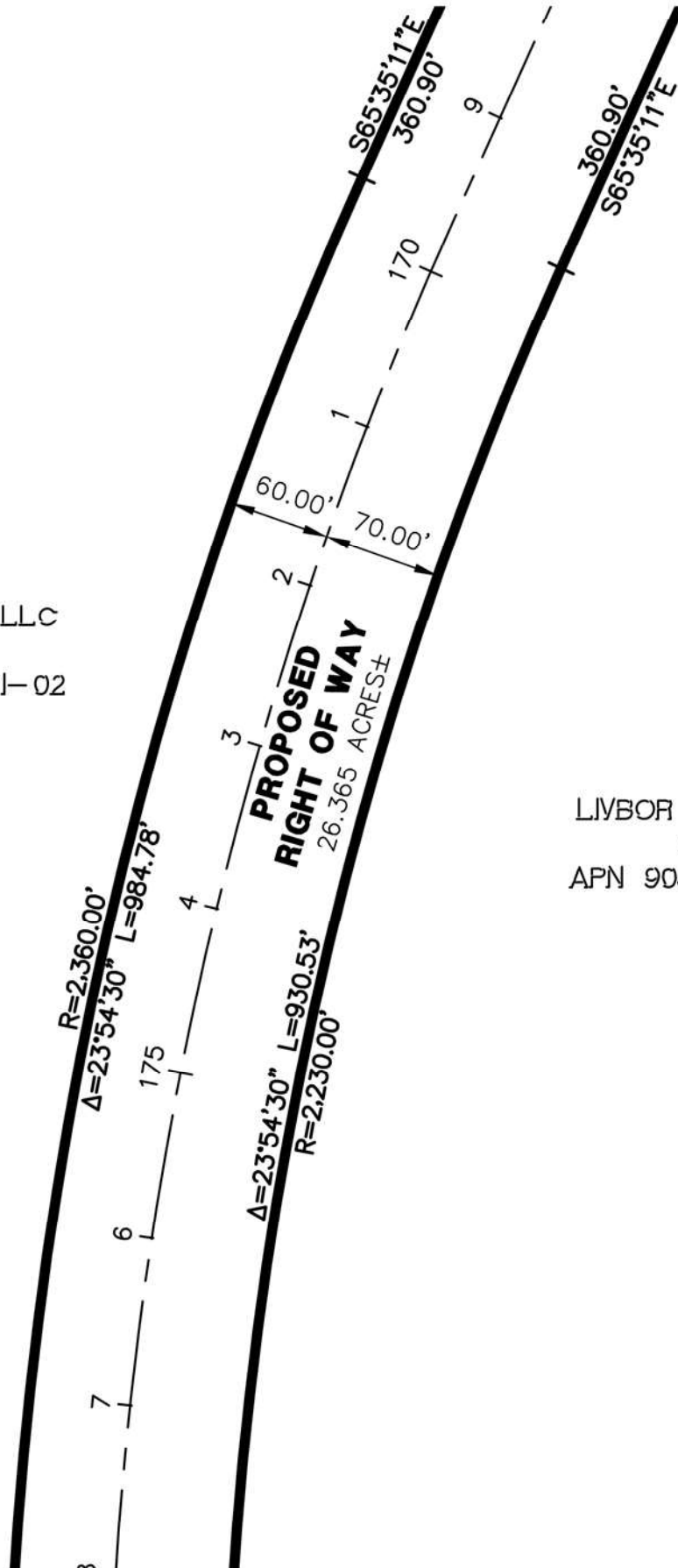
LIVBOR MANNING LLC
CROSBY
APN 905-0001-001-02



(SCALE IN FEET)

LIVBOR MANNING LLC
CROSBY
APN 905-0001-001-02

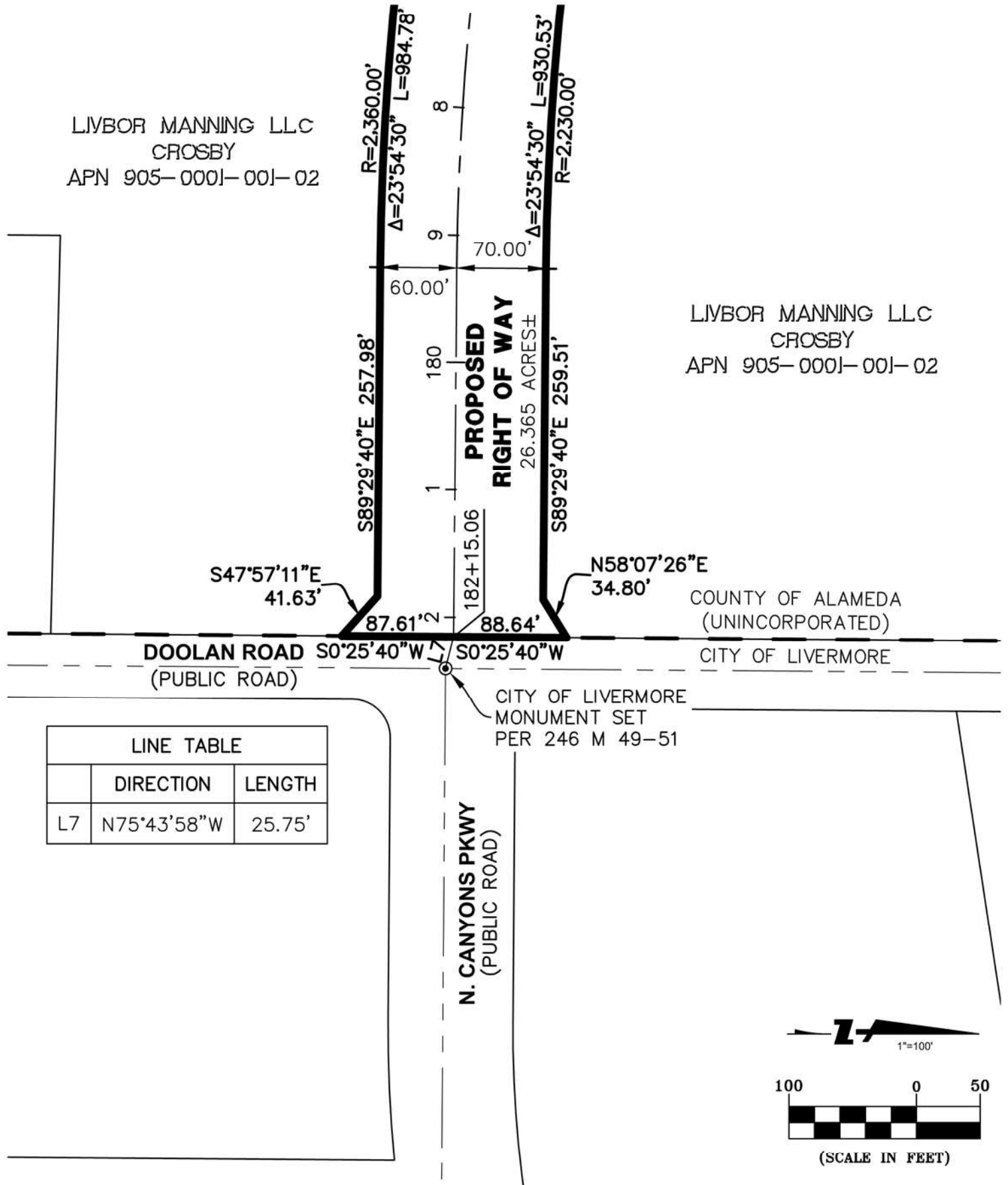
LIVBOR MANNING LLC
CROSBY
APN 905-0001-001-02



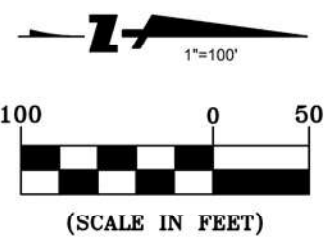
(SCALE IN FEET)

LIVBOR MANNING LLC
CROSBY
APN 905-0001-001-02

LIVBOR MANNING LLC
CROSBY
APN 905-0001-001-02



LINE TABLE		
	DIRECTION	LENGTH
L7	N75°43'58"W	25.75'



Attachment 5 – Scope of Work for Dublin Boulevard / North Canyons Parkway Extension

PS&E Development

- Construction Documents (Based on Plan Line Study and Field survey of conditions)
 - 35% (Initial), 65% (Draft), 95% (Final)
 - Estimate
 - Specifications at 65% & 95%
- Include Modifications at North Canyon Parkway/ Airway Boulevard and Signal Retiming at I-580/Isabel (SR 84) Interchange
 -
- Bridge over Cottonwood Creek
 - General Plan
 - Foundation Plan
 - Structural Plans
 - Structural Estimate
 - Structural Specifications
 - Structure Hydraulics Report
 - Structure Foundation Report
 - Coordination with Caltrans Bridge group
- Hydraulic Study
 - Hydraulic Report
 - Storm Water Data Report Equivalent to comply with RWQCB Requirements per Section C3 Wildlife Exclusionary Limit evaluation
- Stage Construction/Traffic Handling
 - Traffic Management Plan
- Geotechnical and Materials Studies
 - Geotechnical Report
 - Pavement & Material Report
 - Hazardous Materials and soil classification for disposal if off haul
 - Aerially Deposited Lead
- Landscape Architecture
 - Planting
 - Irrigation
 - Application for Service (DSRSD)
- Electrical
 - Traffic Signal
 - Dublin / Fallon

- Dublin / Croak
 - North Canyons / Doolan
- Lighting
- Application for Service (PG&E)
- Utility Design & Relocation (To Be Incorporated into the CDs)
 - DSRSD Sewer
 - DSRSD Water
 - DSRSD Reclaimed Water
 - PG&E Gas and Electric
 - AT&T Telecommunication
 - Comcast / Level 3 Fiber Optic

R/W Engineering

- Right-Of-Way (ROW) Boundary (ROW, Construction Easements, Drainage Easements, Grading Easements, Public Use Easements and Environmental Site Assessment for phase I & II
- Plat Maps for Appraisal & Acquisition
- Legal Descriptions for Appraisal & Acquisition
- ROW Monumentation Documents

Project Coordination

- Meetings with Property Owners on Design Features
- Caltrans Encroachment Permit for improvements w/in CT R/W
- Alameda County PWA Encroachment Permit Fees

Optional Services (Assuming Full Funding)

100% Bid Package bid support, addendums, conformed set, CA services, construction staking, establish Temporary Benchmarks for construction

401 Permit wildlife monitoring during construction, pre-disturbance surveys, Env. permit reporting

404 Permit

1602 Permit

Incidental Take Permit

TABLE 1

Project Costs by Phase			
PS&E Phase	Right of Way Phase	Construction Phase	Total
Current Phase	FUTURE PHASE	FUTURE PHASE	
\$7,788,000.00	\$46,198,017.00	\$104,042,022.00	\$158,028,039.00

Project Spending (PS&E Phase Only)					
Jurisdiction	Fund Source	PS&E	Dublin (LOCAL SUPPORT COST)	Livermore (LOCAL SUPPORT COST)	Total
Alameda CTC	Measure BB	\$7,248,060.00			\$7,248,060.00
	Fed Earmark	\$539,940.00			\$539,940.00
Dublin	TIF		\$300,000.00		\$300,000.00
Livermore	TIF			\$200,000.00	\$200,000.00
Total		\$7,788,000.00	\$300,000.00	\$200,000.00	\$8,288,000.00

Unfunded cost allocation for FUTURE PROJECT PHASES - To be determined based on the availability of local, regional, and Federal funding	\$149,740,039.00
---	-------------------------



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 18, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Conceptual Funding Plan for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project

Recommendation

It is recommended the Commission approve a conceptual funding plan for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard project. Staff will provide the Commission periodic updates on the funding strategy based on the status of any grant application outcomes. All future programming and allocation actions would require Commission approval.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard project, also referred to as the I-680 Express Lanes Gap Closure, which is located in the vicinity of the community of Sunol and the cities of Dublin and Pleasanton. The project is identified in the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) and proposes to construct express lanes in both directions within a 10-mile segment to complete the I-680 Express Lane Network through Alameda County. Upon completion, it will result in continuous express lanes along I-680 from Marina Vista Boulevard in Martinez (Contra Costa County) to South Grimmer Boulevard in north Fremont, relieving congestion on two of the Metropolitan Transportation Commission's (MTC) ten most congested freeway segments.

The project is currently in the Project Approval and Environmental Document (PA&ED) phase, with the project report and environmental document scheduled for completion in summer of 2020. Based on the size and estimated cost of the project, it was anticipated that a phasing strategy would likely be required to deliver the project. As part of the PA&ED phase, staff and the engineering team carefully reviewed several options to deliver the project in phases, and it was determined that it would be most beneficial and

advantageous to construct the southbound express lane as the first phase. To further expedite the development and delivery of the project, the Commission approved the initiation of the final design and preparation of the Plans, Specifications, and Estimate (PS&E) for the construction of the southbound project.

The delivery of the I-680 Southbound Express Lane is currently being coordinated with an upcoming Caltrans pavement rehabilitation project along the same section of I-680. Coordination of these two projects will lead to a significant cost savings of approximately \$18 million and, more importantly, will minimize inconvenience and reduce impacts to the traveling public during the many months of construction in an already very congested corridor.

The current estimated total cost of the project is \$252 million, from inception to completion of construction. The project is currently funded by a combination of \$20 million of 2014 Measure BB, \$80 million of Regional Measure 3 (RM3) and \$10 million of MTC's share of Senate Bill 1 (SB1) Local Partnership Program (LPP) formula funds. MTC approved the RM3 and LPP funding in May 2020. The current funding needed to complete the funding plan is approximately \$142 million.

A major requirement for the delivery of the project is the execution of multiple cooperative agreements with Caltrans for project development and for construction contract administration. As often is the case for any agency investing in the state highway system, the State has many rigorous requirements including a requirement for the sponsor's commitment to identify a full funding plan for the construction of the project.

Staff recommends that the Commission approve the proposed conceptual funding plan which identifies funding options from a mix of potential federal, state, regional and local funds.

Background

The Alameda CTC is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard project, also referred to as the I-680 Express Lanes Gap Closure Project, which passes through the community of Sunol and the cities of Dublin and Pleasanton. This project proposes to widen and implement High Occupancy Vehicle Lanes/Express Lanes (HOV/EL) along I-680 between SR-84 and Alcosta Boulevard (see Attachment A, Project Fact Sheet). The project is in the 2014 Transportation Expenditure Plan and proposes to construct a 10-mile segment with one express lane in both the northbound and southbound direction. Once implemented, this project will complete the I-680 Express Lane Network through Alameda County.

Based on the size and estimated cost of the project, it was anticipated that a phasing strategy would likely be required to deliver the project. As part of the PA&ED phase, staff and the engineering team carefully reviewed several options to deliver the project in phases, and determined that it would be most beneficial and advantageous to construct the southbound express lane as the first phase. Based on preliminary traffic studies and

operational analysis, within the proposed project limits, the I-680 southbound lanes are experiencing much higher traffic demand and congestion than the northbound lanes, and these conditions are expected to worsen in future years.

The I-680 Southbound Express Lanes from SR 84 to Alcosta Boulevard includes reconstruction of the concrete median barrier, construction of retaining walls, relocation of existing sound walls, and pavement widening and reconstruction to accommodate the addition of 9-miles of southbound HOV/EL from SR-84 to Alcosta Boulevard. Tolling equipment, including vehicle sensors, toll readers, rear-facing cameras, enforcement beacons, and utility cabinets will also be installed. The project includes HOV/EL signage, including larger signs mounted on cantilevered overhead sign structures spanning the HOV/EL, and smaller signs mounted on the concrete median barrier. The larger signs will include Variable Toll Message Signs (VTMS) to display the prices for using the express lane facility. No right-of-way acquisition is anticipated since the project improvements fits within existing Caltrans right of way.

Anticipated benefits of the southbound project include improved efficiency of the transportation system on I-680 southbound lanes between SR-84 and Alcosta Boulevard to accommodate the current and future traffic demand, improved travel time and travel reliability for all users, including HOV and transit users, and optimization of freeway system management and traffic operations. When this project is complete, it will close the gap in Alameda CTC's southbound HOV/EL along I-680, and it will connect with MTC's I-680 HOV/EL in Contra Costa County, resulting in a 48-mile long I-680 southbound express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to South Grimmer Boulevard in north Fremont. This will relieve congestion on two of MTC's ten most congested freeway segments, and will provide benefits such as significantly relieving congestion and improving regional and interregional traffic. This will allow for increased people-throughput by providing infrastructure for express buses and carpools, improve safety, and optimize freeway system management and traffic operations.

On September 21, 2017, the Commission authorized the execution of a contract with AECOM Technical Services, Inc. for Scoping and PA&ED services. That work is proceeding on schedule, with the project report and environmental document scheduled for completion in summer of 2020.

In early 2019, staff learned that Caltrans had begun the final design of a major project to rehabilitate the pavement along I-680 from SR-84 to Alcosta Boulevard. This Caltrans project is programmed to be funded with the State Highway Operation and Protection Program (SHOPP) funds and is scheduled to start construction in fall 2021. Alameda CTC staff approached Caltrans to discuss combining the Caltrans project with Alameda CTC's I-680 Express Lane Project. Caltrans was receptive to combining the southbound portion of their SHOPP project with Alameda CTC's I-680 Southbound Express Lane Project. More recently Caltrans has confirmed including the northbound scope of the SHOPP project as well. Combining the two projects required Caltrans to delay the construction of their project by one year, and Alameda CTC to expedite delivery of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project by one year. Staff has prepared an

expedited schedule to meet this deadline, including advancing the design of the southbound Project, which is currently at the 35% design phase.

The current estimated total cost of the project is \$252 million, from inception to completion of construction. The project is currently funded by a combination of \$20 million of 2014 Measure BB, \$80 million of Regional Measure 3 (RM3) and \$ 10 million of MTC's share of Senate Bill 1 (SB1) Local Partnership Program (LPP) formula funds. MTC approved the RM3 and LPP funding in May 2020. The current funding needed to complete the funding plan is approximately \$142 million.

A major requirement for the delivery of the project is the execution of multiple cooperative agreements with Caltrans for project development and for construction contract administration. As often is the case for any agency investing in the state highway system, the State has many rigorous requirements including a requirement for the sponsor's commitment to identify a full funding plan for the construction of the project. In order to address Caltrans' requirements and to advance the project into the construction phase, staff is proposing a conceptual funding plan to strategically address this funding gap.

External Opportunities

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is administered by the California Transportation Commission (CTC) and funded with revenues from the State Highway Account and other State and federal funding sources, including SB1 funding.

For each STIP cycle, Alameda CTC adopts and forwards a program of STIP projects to MTC. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

The biennial State Transportation Improvement Program (STIP) programming process begins with the development of the STIP Fund Estimate, which is approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from highs in the \$200 million range to \$0. However, the passage of SB 1 has added some stability to the STIP program. Staff assumption includes an Alameda County fund estimate of approximately \$30 million each for the next two (2) STIP cycles (2022 STIP and 2024 STIP).

Staff recommends prioritizing funding up to \$40 million from the next two STIP cycles, towards the construction phase of the I-680 Southbound Express Lane Project.

SB 1 Local Partnership Program (LPP) – Formula share

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program and continuously appropriates \$200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. The LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. Alameda CTC's formulaic share for the upcoming 3-year programming cycle is \$12 million. Staff recommends prioritizing these funds towards the construction phase of the I-680 Southbound Express Lane Project in addition to the aforementioned STIP funding.

Assuming the Commission approves the STIP and LPP funds towards the I-680 Southbound Express Lane Project, the remaining funding need to fulfil the funding plan would be approximately \$90 million which can be addressed with any combination of external and internal grant opportunities.

Other Federal, State and Regional Grant opportunities

Based on Alameda CTC's Strategic planning principles approved by the Commission in March, staff has embarked on an investment strategy to ensure that Measure BB funds are used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County such as RM3, SB1 programs, and U.S. Department of Transportation (USDOT) competitive programs.

On May 18, 2020, Alameda CTC submitted a grant application for the 2020 Better Utilizing Investments to Leverage Development (BUILD) program and will submit another application for the SB1 LPP discretionary funds, later this month. Staff also intends to pursue the 2021 Infrastructure for Rebuilding America (INFRA) discretionary grant program funds next spring. Alameda CTC has already successfully secured \$90 million Regional funds through the RM3 Express Lanes grant program and MTC's SB1 LPP formula funds, for this project.

Internal Grant Opportunities

As Alameda CTC continues to pursue external grants, there's a possibility that a funding shortfall would continue to exist. After all external funding options have exhausted, staff recommends exploring internal funding sources such as Measure BB to address any remaining shortfall including 2014 Measure BB discretionary grants such as the Major Commute Corridors, Local Bridge, Seismic Safety, (TEP-26) investment category, that targets investments in major commute corridors throughout the county including I-680. The funding strategy could also include addressing the shortfall with future toll revenues collected in the I-680 project corridor, or a combination of future toll revenues and Measure BB discretionary grants.

Staff recommends that the Commission approve the funding strategy which includes committing future STIP revenues and prioritizing LPP funds to the I-680 Southbound Express Lanes project. The funding strategy also includes addressing any remaining shortfall with external grant opportunities first, and then including Measure BB funds or future toll revenues. Based on the outcomes of grant application results, staff will bring this item back to the Commission in early spring 2021. All future programming and allocation actions would require Commission approval.

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

Attachments:

- A. I-680 Express Lanes from SR-84 to Alcosta Boulevard Project Fact Sheet



I-680 Express Lanes from SR-84 to Alcosta Boulevard

OCTOBER 2019

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard Project will close the gap between existing and in-progress high-occupancy vehicle (HOV)/express lane projects directly to the north and south. The project extends for approximately nine miles on northbound and southbound I-680 through Sunol, Pleasanton, Dublin and San Ramon.

The Alameda County Transportation Commission (Alameda CTC) has started environmental and preliminary engineering studies for the project. An environmental document is planned for public circulation in late 2019. Potential project phasing options will be determined based on the traffic analysis and future funding availability.

Concurrent projects in the area include:

- [SR 84 Widening \(Pigeon Pass to I-680\) and SR 84/I-680 Interchange Improvements](#)
- [I-680 Sunol Express Lanes \(Phase 1\)](#)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a nine-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic to and from Silicon Valley, especially in the morning peak period, results in traffic congestion for approximately 10 hours each day.



PROJECT BENEFITS

- Increases the efficiency of the transportation system on I-680 between SR-84 and Alcosta Boulevard to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



I-680 northbound approaching the Calaveras Road off-ramp.



I-680 northbound approaching the SR-84 off-ramp in Sunol.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE-ENV)

- Project Study Report-Project Delivery Support (PSR-PDS) was approved in September 2018.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, Alameda County, Contra Costa County, the community of Sunol and the cities of Dublin, Pleasanton and San Ramon

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

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

Planning/Scoping	\$1,000
PE/Environmental	\$6,500
Final Design (PS&E)	\$27,000
Right-of-Way	\$10,500
Construction	\$435,000
Total Cost Estimate¹	\$480,000

¹Cost estimate assumes construction occurs in two phases.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$20,000
Federal	TBD
State	TBD
Local	TBD
TBD	\$460,000
Total Revenues	\$480,000

SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Fall 2018
Preliminary Engineering/Environmental (PE-ENV)	Fall 2018	Fall 2020
Final Design	Summer 2020	Fall 2022
Right-of-Way	Summer 2020	Fall 2022
Construction	Spring 2023	Fall 2026

Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 18, 2020

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Since the last update on May 11, 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

6.7

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DATE: June 18, 2020

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

The June 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.

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 and federal updates from Platinum Advisors and CS Lake are summarized below.

State Update

On May 14th, Governor Gavin Newsom released his May Revision, a markedly different document than was anticipated earlier this year. In January, California had experienced 118 months of consecutive economic growth. Since that time, due primarily to the COVID-19 pandemic, California's unemployment claims have increased by 4.4 million, the unemployment rate for 2020 is forecast at 18%, revenues have declined by a projected \$41 billion, and the State fiscal outlook has gone from

a \$6 billion surplus to a deficit of \$54 billion prior to the governor's May Revision changes.

Governor Newsom described the May Revision this year as a fiscal blueprint to fund our most essential priorities – public health, public safety, and public education and to support workers and businesses. He emphasized repeatedly during the press conference where he presented his updated budget proposal that additional substantial federal assistance is essential.

To close the State's deficit, the May Revision proposes canceling new initiatives, canceling and reducing spending in the 2019 Budget Act, drawing down reserves, borrowing from special funds, and temporarily increasing revenues. It also reflects savings from the Administration's direction to agencies and departments to increase efficiencies.

Transportation: While the economic downturn will impact transportation funding, the May Revision did not include significant changes. Over the next 5 years gasoline excise tax revenue is expected to drop by \$1.8 billion, with \$1.2 billion of the hit being to the current 19-20 and 20-21 fiscal years. This shows the Department of Finance (DOF) is assuming a fairly quick economic rebound. The budget year is also forecasting a drop in diesel sales tax revenue, which will impact transit operating funds. However, other funding sources, such as SB 1 vehicle registration fees, are so far stable.

General Fund: The May Revision includes three shifts from transportation accounts to the general fund for a total of \$184 million. This includes loaning \$22 million from the Local Airport Loan Account to the general fund, transferring \$32 million in unencumbered Traffic Congestion Relief Funds back to the general fund, and transferring \$130 million in interest income to the general fund.

Transit Funds: The May Revision adjusts downward the funds allocated to public transit operators via the State Transit Assistance formula from \$806 million in January to \$528 million in May. However, the Low Carbon Transit Operations Program funds remain \$115 million. LCTOP is currently stable as the funding source for this program are cap and trade auction revenue. The primary source of the drop in STA is the forecast drop in the value of diesel fuel sales.

Cap and Trade Expenditure Plan: Adoption of the cap and trade expenditure plan will not be included in the June 15th budget, but will be deferred until August. The May Revision maintains the January estimate of \$965 million being available for the discretionary expenditure plan. However, the Revision cautions that auction proceeds are uncertain given the current economy. To address this uncertainty the Administration is calling for a pay-as-you-go approach in allocating auction proceeds, and to prioritize funding for specified programs.

Federal Update

Senators Bill Cassidy (R-LA) and Bob Menendez (D-NJ) introduced bipartisan legislation to aid state and local governments (S. 3752). The State and Municipal Assistance for Recovery and Transition (SMART) Act would provide \$500 billion in emergency funding to every state, county and community in the country, prioritizing assistance to the areas with the greatest need. This bill is seen as an alternative to the HEROES Act funding for state and local governments as it has gained bipartisan support in the House and Senate, unlike the HEROES Act.

Staff continues to monitor potential infrastructure-related stimulus efforts. Any updates will be provided at the meeting.

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

Attachment:

- A. Alameda CTC 2020 Legislative Program

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2020 Alameda County Transportation Commission Legislative Program

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

6.7A

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"Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

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

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

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

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

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Memorandum

7.1

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DATE: June 18, 2020

TO: Alameda County Transportation Commission

FROM: Cathleen Sullivan, Director of Planning
Kristen Villanueva, Senior Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Multimodal Strategies

Recommendation

This item is to provide the Commission with an overview of multimodal strategies under consideration for the 2020 Countywide Transportation Plan (CTP).

Summary

At this inaugural meeting of the Multi-Modal Committee (MMC), staff will highlight some of the multimodal aspects of the 2020 CTP, which is a foundational document that guides the work of Alameda CTC. The focus of the discussion will be two key sets of strategies that are deeply rooted in a multimodal approach: Safe Systems Approach and Complete Corridors. At the end of this memo for context is the full list of draft strategies under consideration for the 2020 CTP, which were discussed at the planning area meetings with Commissioners in May. A revised set of strategies will be presented to the Planning, Policy and Legislation Committee (PPLC) in July.

Background

Every four years, Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. Starting in 2012, the CTPs have become increasingly multimodal and integrated with land use planning. Since the start of developing the 2020 CTP, Commissioners have provided direction to create a multimodal system, as reflect in the vision and goals which emphasize creation of a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

As discussed in detail at PPLC earlier this year and with small groups of Commissioners in May, there are three primary outcomes of the CTP and each one of these is multimodal in nature:

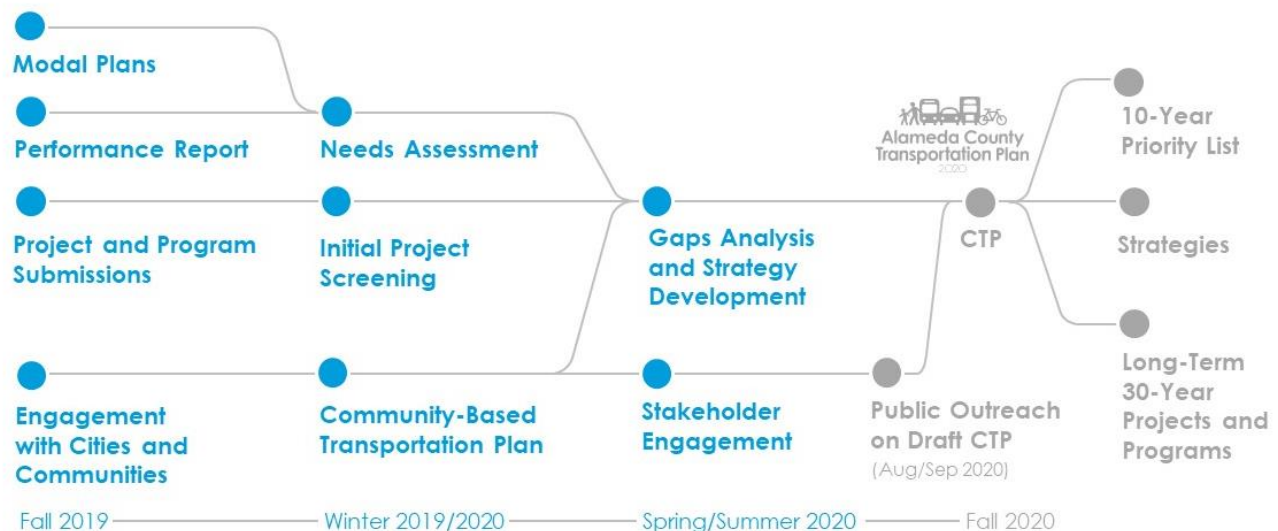
- **10-year Priorities:** The development of a near-term priority list is meant to help focus county efforts on those projects that best meet and advance the county goals and

reflect countywide and local priorities. The priority project list supports priorities for each mode, includes multimodal corridor projects and reinforces complete streets project bundles along corridors.

- **Strategies:** Strategies are designed to complement projects; they reflect guiding principles, industry best practices and new focus areas that aren't fully covered in the current projects. Strategies can inform funding, advocacy, policy, planning, technical assistance, and project implementation. There are strategies for every mode and many cross-cutting strategies that pertain to multiple modes.
- **Long-Term Projects:** The full range of projects submitted to the CTP is included in the plan for the 30-year time horizon; these projects include projects of all modes as well as many complete streets projects and programmatic project.

The CTP development process is shown in Figure 1.

Figure 1 CTP Development Process



The CTP projects and strategies represent an ambitious vision for the future that will require partnership and leverage to deliver. Together with our partner agencies, these can have a transformative impact on moving Alameda County towards our vision for 2020 and beyond. The strategies element of the CTP is new and has the potential to have profound impact on how we deliver transportation improvements in coming years.

Strategies

There are approximately twenty strategies currently proposed for inclusion in the CTP. This full set of strategies was presented in the planning area meetings conducted with Commissioners in May, and will be presented again in July as part of the core recommendations of the CTP. There will also be actions associated with the strategies that define how each strategy can be advanced, including a focus on the highest need and highest impact actions for Alameda CTC. These priority actions are currently under development and will also be presented to the Commission in July.

The June Multimodal Committee will cover two over-arching sets of strategies that are strongly rooted in a multimodal approach and encompass some of the most critical work the CTP aims to advance:

1. **Safe Systems Approach** includes strategies to address the high injury network, speed management and enforcement, implementation of the near-term low-stress biking and walking network, modernizing interchanges, and improving safety of at-grade rail crossings.
2. **Complete Corridors Approach** seeks to ensure users of all modes have safe, comfortable and efficient facilities to travel along major arterials, in particular acknowledging the importance of major arterials for the high capacity transit network. This strategy acknowledges the critical role that these main streets play in moving people as well as their role as places for people to do business and congregate; they are economic generators and the front door to businesses and homes.

Safe Systems Approach

Development of the CTP has reinforced that safety is an over-arching priority that needs to permeate throughout the countywide transportation network. With the current COVID-19 crisis, communities have reported upticks in biking and walking activity. This represents an unprecedented opportunity to capitalize on this activity and ensure it is sustained by providing safe multimodal facilities. In addition, the concept of safety may need to expand in the future to include public safety issues like transit cleanliness to attract riders back to the system and ensure all riders feel safe.

The Safe Systems Approach has many components:

- **Supporting projects to address the high injury network** (HIN) where the majority of fatalities and injuries occur. While there are HIN segments throughout the county, high injury streets tend to be disproportionately located in historically disadvantaged communities.
- **Supporting policies to allow context-appropriate speeds and enforcement strategies** in order to reduce speeds on arterials to appropriate urban speeds. This is particularly important as cut-through traffic is increasing in neighborhoods throughout the county with usage of navigation apps.
- **Modernizing interchanges** to better allow for safe multimodal travel; interchanges pose major barriers to safe comfortable travel by biking and walking. This requires close partnerships with Caltrans, and cities and Alameda CTC can work together to seek ways to more quickly move projects through the Caltrans approval process.
- **Enhancing safety at at-grade rail crossings** which pose a barrier to walking and biking activity in many parts of the county. This requires close coordination with Union Pacific Railroad.

Alameda CTC is currently defining priority actions to implement a Safe Systems Approach. These could include actions such as funding projects on the high-injury network, supporting

legislation that enables automatic speed enforcement and context sensitive speed limit setting, facilitating discussions with Caltrans on expediting multimodal treatments at Interchanges, implementing the Rail Safety Enhancement Program, and implementing ongoing safety programs such as Safe Routes to Schools.

Complete Corridors

As Alameda CTC and jurisdictions throughout the county are moving to support more multimodal systems, corridor planning is taking on a role of elevated importance and increasing in complexity. Multimodal corridor planning involves taking a more systematic approach to developing transportation improvements, rather than addressing each project and/or mode in a silo. It involves defining key travel corridors and working in partnership to improve travel by all modes within those corridors, acknowledging that one single street may not be able to serve all modes, but rather that a set of parallel facilities together can create strong multimodal travel options. These corridors often center on a major arterial, and include parallel and perpendicular access streets, as well as interfaces with the interstate system. This type of corridor planning requires partnerships between cities, transit operators, Caltrans and countywide agencies as our major arterials often cross jurisdictional boundaries, as well as active engagement with communities along the corridors.

Planning for complete streets corridors requires balancing competing needs and engaging in difficult trade-off discussions as decisions are made about how to allocate limited right-of-way. These discussions have to balance the role that arterials play as transportation corridors with the role they play as places where people live, work, and do business. Arterials are key economic generators as well as critical means to move people around the county, second only to freeways for moving large numbers of people efficiently. Cities throughout the county are engaged in hard conversations with local communities about the future of arterials that have historically been auto- and through-put oriented, accommodating significant pass through traffic. Increasingly these are considered “main streets,” places where people like to spend time and want to bike and walk safely and comfortably. Creative and innovative solutions are needed to ensure all needs are met.

Some key components of a Complete Streets strategy are:

- **Improving bus frequency, reliability, quality, and travel time** on major arterials as these are often the only routes available to serve transit within a travel corridor; this includes access to transit stops and enhancements to bus stops and stations.
- **Managing the curb** is a critical piece of a complete streets approach. Some of the hardest trade-offs are around how to use precious curb space, balancing needs for passenger and commercial loading, vehicle parking, and curb-running bikeways and transit lanes. There is a need for creative and innovative solutions.
- **Building the low-stress biking and walking network** is a key tool to facilitate more active travel. For walking this includes wide sidewalks, improved lighting, seating, safe crosswalks that ensure good visibility and sufficient crossing time, and greenery. For biking, this could include improvements to arterials such as protected bikeways, or

developing low-stress routes on parallel routes that provide a good alternative to biking on an arterial.

- **Planning and Delivering Urban Greenways and Trails** is a critical component of the low-stress active transportation network, as well as a key enhancement to quality of life. Urban greenways and trails are used for commuting and recreational trips.
- **Coordinating with Caltrans** to advance project approvals on conventional state highways more quickly and allow for innovative solutions and design exceptions.
- **Using technology to enhance operations** including transit signal priority, efficient and safe movement of vehicles, and addressing needs of bicycles and pedestrians.
- **Supporting placemaking & economic development** through street design to ensure that transportation projects truly enhance quality of life for communities and generate economic benefit.
- **Accommodating trucks and truck parking** safely and in a way that minimizes impacts on local communities. This is increasingly important as online shopping and home deliveries become ever more common.
- **Managing the relationship with freeways** by simultaneously investing in infrastructure and technology that guides interregional traffic to these facilities and reduces cut-through traffic along arterials.

Alameda CTC is currently defining priority actions to implement a Complete Corridors approach. These could include actions such as engaging in multi-jurisdictional multimodal corridor projects such as San Pablo Avenue and East 14th/Mission/Fremont Blvd., working in partnership to deliver urban greenway and trail projects, and working closely with our transit operators to enhance transit operations.

COVID-19 Risks and Opportunities

Development of the 2020 CTP has been underway for a year; as CTP development was coming into its final stages, the COVID-19 pandemic occurred. Given the long-term horizon of the CTP, the projects and strategies that were already developed will be maintained, while also recognizing that this current crisis will influence near-term priorities and actions by all transportation agencies in Alameda County and the region.

These unique and unprecedented current conditions create both risks and opportunities. Alameda CTC is beginning to catalog these risks and opportunities. For example, a dramatic drop in transit ridership has created major challenges for our transit operators whereas a major drop in traffic on our streets has created opportunities for re-allocating right-of-way to biking and walking. Alameda CTC has also begun to work on short-term pandemic/economic response strategies; these may build off of the existing strategies, as current conditions accelerate the need for and importance of some strategies, while creating challenges for others. Development of this component of the CTP has just begun; initial COVID response risks, opportunities and strategies will be discussed at the July Commission meeting.

Next Steps

In July, PPLC and the Commission will receive a full update on the CTP including the core recommendations: the 10-year priority list, the strategies and priority actions, and the long-term 30-year project list. The MMC will receive regular updates on the action items specifically related to the safe systems and complete corridors strategies.

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



Memorandum

8.1

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DATE: June 18, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: 2020 Countywide Transportation Plan: New Mobility Framework Update

Recommendation

This item provides the Commission with an update on the New Mobility Framework, which will be a part of the 2020 Countywide Transportation Plan (CTP). This update covers the overall approach, key elements of the framework, and next steps. This item is for information only.

Summary

The transportation landscape has been transformed by new mobility technologies and services and the pace of that change continues to accelerate. In 2019, Alameda CTC launched an effort to establish a technology framework and action plan—the New Mobility Framework (Framework). The Framework is intended to support Alameda CTC and local jurisdictions implement new mobility technologies and services in a way that capitalizes on opportunities and strategically manages risk, and encourage information sharing across the county. To guide this effort, Alameda CTC formed a Technology Working Group (TWG), with representatives from local jurisdictions and transit agencies with experience working on new and advanced technologies and projects. The Framework identifies overarching Goals, a suite of Smart Strategies, and specific Actions within several new mobility Technology Categories. Staff will present an overview of the Framework, which will be the technology component of the 2020 CTP.

Background

As transportation technology evolves rapidly it impacts access and overall mobility for everyone, both positively and negatively. Alameda CTC initiated the Framework development as a proactive plan for Alameda County to have a framework to leverage any potential benefits from new mobility technologies and services while strategically managing and protecting the public infrastructure and the public from any associated risks. The Framework has been developed with a clear

acknowledgement of the rapid and continuing change throughout the transportation industry and an understanding that the Framework needs to be revisited and updated periodically.

Concurrently, Alameda CTC is engaged in development of the 2020 CTP, which will be completed in late 2020. In looking forward to 2050, new mobility technologies and services are a key topic that warrant a concentrated effort to explore opportunities and challenges. The Framework will provide a foundation for agency policy, advocacy and funding decisions as Alameda CTC and partner agencies, as well as the private sector, advance new mobility technologies and services.

The Framework is the culmination of a variety of agency efforts. Alameda CTC began discussions around new mobility at the May 2019 Commission Retreat, with a presentation on new technologies. In October 2019, staff shared the current understanding of the use and effects of Shared Mobility and Transportation Networking Companies (TNCs) at ACTAC and PPLC. Around that time, Alameda CTC formed the TWG to guide the overall development of the Framework and provide a forum for information exchange. The TWG consists of members from local jurisdictions within each Planning Area of Alameda County, as well as AC Transit and LAVTA, that are implementing technology initiatives. The TWG's main role is to support the Framework by sharing expertise on new mobility initiatives, local implementation issues, priorities and constraints, and conceptualize regional and national best practices in a local context.

New Mobility Framework

The Framework is intended to support Alameda CTC and local jurisdictions as they implement new mobility technologies and services to capitalize on opportunities and strategically manage risk, and encourage information sharing across the county. The Framework identifies goals based on countywide planning efforts and defines a set of broader strategies to meet these goals, as well as specific actions to facilitate implementation of new mobility technologies and services in Alameda County by Alameda CTC and member agencies. As a supplementary outcome, the Framework will also include a Technology Toolbox for the member agencies and a guidance on public and private partnerships.

The Framework identified nine New Mobility Goals. The Goals support the 2020 CTP goals, but focus on how they relate to new mobility technologies and services. Table A details the New Mobility Framework Goals and how they relate to the 2020 CTP goals.

Table A – New Mobility Goals, Goal Statement and Related CTP Goals

New Mobility Goal	Goal Statement	Related CTP Goal
Multimodal and High-occupancy	Complement public transit and shared trips, and support active transportation, by providing convenient travel options while considering the urban, suburban and rural contexts of Alameda County.	Accessible, Affordable and Equitable High Quality and Modern Infrastructure
Safety	Improve traveler safety and reduce conflicts between modes.	Safe, Healthy and Sustainable
Environment	Support system and environmental sustainability, promote convenient non-auto modes, and reduce vehicle miles traveled.	Safe, Healthy and Sustainable
Equity and Accessibility	Be easily and equitably accessible to all travelers, including disadvantaged populations.	Accessible, Affordable and Equitable
Service Quality	Support and complement convenient and reliable public transit options and offer high quality travel options.	High Quality and Modern Infrastructure
Cost-efficiency	Promote a positive fiscal impact on infrastructure investments and delivery of publicly-provided transportation services	Economic Vitality
Connectivity	Improve connections across jurisdictions, offer seamless connectivity through improved modal transfers, and better connect and integrate land use, housing, jobs and transportation.	Accessible, Affordable and Equitable
Economy	Support vibrant communities and engage in fair labor practices.	Economic Vitality
Data Sharing and Security	Engage and collaborate to share all relevant data to improve the transportation system and agency efficiency, and protect the traveling public and infrastructure from cyber security threats.	New mobility technologies and services specific goal

Technology Categories

The above Goals point to a number of desired outcomes, described by the goal statements. These outcomes are often cross-cutting and serve multiple Goals. In order to better understand the nature of impacts of the new mobility technologies and services and help identify an approach to meet the Goals, the Framework identifies five primary areas or categories of transportation technology, widely used throughout the industry:

- Connected: The ability to communicate information real-time between mobility modes, infrastructure, users, and any other component critical to the movement of people and goods.
- Electric: Transportation that uses stored or transmitted electricity to power a vehicle instead of traditional internal combustion engines (ICE), usually by means of batteries, ultra-capacitors, or hydrogen fuel cells.
- Shared: Transportation services and resources that are shared among users, either concurrently or one after another.
- Autonomous: Vehicle automation for the purpose of transporting people and goods that can navigate and operate without assistance from a human driver or operator.
- Data (cross cutting category): Information generated by the vehicle, infrastructure, or user that can be used for decision-making, analysis, or operation of transportation.

Smart Strategies

A number of specific Smart Strategies were developed for each Goal in the context of the Technology Categories. These Strategies are broad approaches—aligning with the overall CTP work—to address the anticipated opportunities and risks posed by the new mobility technologies and services for each Technology Category to meet the intent of the Goals. These Smart Strategies include and build upon the technology-related strategies identified in the 2020 CTP effort that have been presented to the Commission in May as part of the planning area meetings.

Attachment A contains the full list of Smart Strategies for each Goal including a list of risks and opportunities related to the respective Goal and the Technology Categories. Table B shows an example Smart Strategy for each Goal. Actions (in terms of policies, programs, projects or pilots) related to the Smart Strategies will be developed this summer.

Table B – New Mobility Goals and Example Smart Strategies

Goal	Example Smart Strategy
Multimodal and High-occupancy	Use advances in technology to improve the effectiveness, affordability, and ease of access to transit
Safety	Ensure new mobility services and technologies are safe for travelers and all other users of the right of way
Environment	Promote the electrification of the vehicle fleet
Equity and Accessibility	Guarantee access to all publically-available mobility options
Service Quality	Use new mobility and associated technologies to provide better level of service, experience, and reduced cost for transit passengers
Cost-efficiency	Maximize utility of existing infrastructure

Connectivity	Facilitate communication, agreements, and partnership between agencies and jurisdictions operating within the county
Economy	Promote agility and flexibility in the management, use, and benefits of new technologies
Data Sharing and Security	Establish the function and role of the Alameda CTC related to data sharing and security that will provide the most benefit to member jurisdictions and agencies.

Next Steps

The draft Smart Strategies will be updated to incorporate comments from partner jurisdictions and the Commission. Over the summer, staff will work with the TWG to develop a set of recommended actions. The final Framework, including recommended actions, will be completed in Summer of 2020 as shown in Attachment B and will be presented to the Commission in early Fall.

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

Attachments:

- A. New Mobility Framework – Draft Strategies Memorandum including Goals, Principles and Smart Strategies
- B. New Mobility Framework Development Schedule

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Alameda County

New Mobility Framework



Draft Goals and
Smart Strategies

2020

Alameda County
Transportation
Commission

8.1A

Overview

Alameda CTC, with input from the Transportation Working Group (TWG), based on various Planning efforts including the County-wide Transportation Plan, identified nine goals for New Mobility services and technologies in the spring of 2019:

- | | |
|---------------------------------|-----------------------------|
| » Multimodal and High-occupancy | » Service Quality |
| » Safety | » Cost-efficiency |
| » Environment | » Connectivity |
| » Equity and Accessibility | » Economy |
| | » Data Sharing and Security |

These goals point towards a number of desired outcomes in the context of New Mobility services and technologies. These outcomes are often cross-cutting and serve multiple goals. As we move to identify ways to get to these outcomes, it is evident that New Mobility services and technologies create opportunities for a more convenient, efficient, and safe transportation network. However, they also create risks with the potential to further exacerbate inequalities, fracture the network, create congestion, and new security threats, if not implemented in a thoughtful manner, guided by effective strategies. Alameda CTC and the TWG began to identify these opportunities and risks previously. The Project Team developed a set of Technology Categories in the context of the broad spectrum of transportation technology areas:

- | | |
|-------------|--------------|
| » Connected | » Autonomous |
| » Shared | » Data |
| » Electric | |

The idea is that the anticipated opportunities and risks posed by the New Mobility services and technologies for each goal and technology category will automatically lend itself to identify a set of approaches or high level strategies that Alameda CTC need to consider to move Alameda County towards the desired mobility outcomes. These strategies form the heart of the New Mobility Framework for Alameda County and for the 2020 CTP. These strategies, in coordination with the TWG, will later help identifying a number of specific supportive actions: pilots, programs, and projects which Alameda CTC can undertake or support.

New Mobility Goal:

Multimodal and high occupancy

New Mobility services and technologies must complement public transit and support active transportation and provide convenient travel options while taking into account the urban, suburban, and rural parts of Alameda County. They must also consider effects on traffic congestion, mode choice, and transit reliability.

Overview

New and emerging modes and technologies hold enormous potential for increasing mobility options for travelers. While some of the policy areas (connected, electric, shared, autonomous, and data) will offer substantial benefit, others may offer both benefits and risks for the desired outcomes as described in the goal. For example, automation could offer numerous choices for mobility, even offering a better level of service for transit passengers. But these modes could also out-compete transit in terms of availability and come at the cost of increased congestion and equity issues throughout the County.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Complement public transit** - New mobility modes and technologies should be used to support public transit options, including physically connecting travelers to transit, as well as information and data connecting travelers to transit.

- » **Support active transportation** - Communications technology can support active transportation options, such as shared dockless modes.
- » **Create convenient travel options** - Utilize new mobility and technologies to inform travelers of public and private mobility options and their associated benefits and drawbacks.
- » **Support context-relevant mobility (rural, suburban, urban)** - Ensure mobility options are accessible to Alameda's population, but coordinated to fit the context.
- » **Minimize congestion** - Utilize technologies to reduce congestion and ensure new modes and technologies do not add to congestion.
- » **Increase mode choice** - Embrace new mobility options and more ways to connect to travelers
- » **Promote reliable transit** - Transit that is efficient, consistent, dependable, on-schedule, and competitive with other modes.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Provide reliable, high capacity transit on major corridors:** Move people along key corridors, utilizing the latest in new technologies to improve the service.
2. **Use new mobility to better connect travelers to transit:** Whether connecting physically or through information, new mobility services and technologies should be used to close the gap between travelers and transit.
3. **Promote a full mobility ecosystem throughout the County and its diverse geographies and populations:** Every member of the Alameda County community should have options when it comes to mobility, regardless of who they are and where they live.
4. **Use advances in technology to improve the effectiveness, affordability, and ease of access to transit:** Transit should serve as the backbone of the transportation system, and new mobility services and technologies should be used to extend service and access at a lower cost to travelers and agencies.

New Mobility Goal:

Safety

New Mobility services and technologies must improve traveler safety and reduce conflicts between modes.

Overview

Many of the trends in transportation technology have been applied to increase safety for travelers on roadways, including Intelligent Transportation Systems (ITS) technologies that can better manage traffic and detect pedestrians to reduce conflicts. Advances in communications technologies have likewise provided a backbone for enhanced safety features in vehicles that can communicate with infrastructure and other vehicles.

At the same time, new modes that are enabled by advanced technology represent both opportunities and risks. As new modes come to market, it is unclear how they will operate within existing infrastructure, creating an issue for conflicts with other system users, including drivers, pedestrians, and other emerging modes.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Improved traveler safety** - Safety is a top priority, and advances in new and emerging technologies should all work to promote safe travel for all modes throughout the county.
- » **Reduced conflicts between modes** - Many new technologies and modes are competing for existing right-of-way and conflicts between users should be minimized.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Ensure new mobility services and technologies are safe for travelers and all other users of the right of way:** Mobility of one mode should not come at the expense of the safety of the passenger or any other traveler on the road.
- 2. Develop and promote right of way orientations that can accommodate safe deployment of new and emerging modes, services and technologies:** When new modes are introduced into public rights of way, communities will need a guide for how and where they should operate to ensure safety of all travelers and modes.
- 3. Develop a coordinated county-wide approach to Intelligent Transportation System (ITS) implementation to increase safety and ensure coordinated management of the transportation system:** A set of technology applications intended to increase safety, capacity, and effective management of key corridors and arterials within the county.
- 4. Ensure the transportation system supports resiliency:** This accounts for the resiliency of the transportation system itself in regards to challenges and threats, but also supports the reliable movement of people and goods in times of crisis.

New Mobility Goal:

Environment

Support system and environmental sustainability, promote convenient non-auto modes, and reduce vehicle miles traveled.

Overview

The historic reliance on single-occupant automobiles has resulted in significant climate and public health impacts. In California, 47% of total carbon emissions comes from the transportation sector, including passenger vehicle and truck emissions. Technology holds enormous promise for addressing carbon emissions, whether through the electrification of the transportation fleet, by creating better access to high-capacity and shared modes through increased connectivity, or through personal mobility modes that use far less energy to operate. But these changes won't happen in a vacuum, and governments can play a role in directing the trends in new mobility and technology to deliver the best possible outcomes for community members.

Alameda County is home to the primary production facility of the world's largest electric car manufacturer, Tesla. Electrified mobility is already part of the region's economy, and will likely be a part of the region's future identity. Considering the scale of the shipping and freight in the county, significant opportunity exists to electrify substantial portions of the goods movement system. Alameda County has an opportunity to build off its strengths and become a national leader in the electrification of our transportation system.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Environmentally sustainable** - Reducing carbon emissions is a key environmental imperative, and reducing carbon from our transportation system will be a substantial step toward that goal.
- » **Support convenient non-auto modes** - Moving travelers to cleaner, smaller, shared, and more convenient modes than privately-owned automobiles.
- » **Reduce VMT** - This principle is strongly aligned with the goal of multimodal and high-capacity transportation, and any automobile trip that can be diverted to shared, electric, or active mobility will be beneficial.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Promote the electrification of the vehicle fleet:** A movement away from carbon-based transportation options and toward electrification that can utilize renewable power sources.
2. **Support Infrastructure for Near-Zero and Zero-Emission Truck Technology:** The electrification of freight and movement of goods will be an area of immense opportunity to positively impact air quality in the county.
3. **Encourage behavior that reduces pollution** - Prioritize best practices of local deliveries, truck behavior, routing, and vehicle idling.
4. **Discourage dead-heading, SOV trips, and other behavior detrimental to the transportation system:** Regulating adverse behavior enabled by new technologies will be easier before those modes are widely available. This will create a framework for addressing and mitigating changes before they happen.
5. **Use technology to promote alternative forms of transportation and services:** Moving people in other ways than cars, including Transportation Demand Management (TDM) strategies, carsharing, and new non-auto modes that can satisfy travel demand.

New Mobility Goal:

Equity and Accessibility

New Mobility services and technologies must be easily and equitably accessible to all travelers, including disadvantaged populations.

Overview

Ensuring that new mobility services and technologies are serving every member of Alameda County equitably is critical for ensuring equitable access to mobility. The development and deployment of new mobility services and technology must consider and address the needs of disabled passengers, disadvantaged populations, and disadvantaged geographies.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Easy for travelers to use** - A low barrier of entry for travelers to access mobility. New mobility services and technologies need to have a straightforward interface, easy to understand service model, and equally serve disadvantaged communities within the greater mobility ecosystem.
- » **Accessible to all travelers** - Every person within Alameda County should have access to reliable and affordable transportation.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Guarantee access to all publicly-available mobility options:** This would ensure that all travelers have access to new mobility services and technologies, regardless of location, class, or disability.

New Mobility Goal:

Service Quality

New Mobility services and technologies must support and complement convenient and reliable public transit options and offer high quality travel options.

Overview

As new modes continue to evolve, and new approaches to mobility become adopted, transit can move large volume of people equitably and in an efficient manner. Although some new mobility modes may compete with transit, there is opportunity to use those same approaches to better connect travelers to transit, and to offer other options and approaches to efficiently move people throughout the county.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Support and complement convenient and reliable public transit options** - Transit should remain the backbone of a high-quality transportation system, and new mobility technologies will serve to improve the effectiveness, reliability, and access to transit.
- » **Offer high quality travel options** - With new technologies have come new modes, many of which have no dedicated space within the right-of-way.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Explore innovative transit service and fare options:** New technologies are bringing new capabilities that can improve the transit riding experience and improve transit reliability and efficiency.
- 2. Expand First and Last Mile Options & Improve Access to Major Transit Hubs:** New mobility and associated technologies to be used to support transit and move people from transit stops to their origin/destination.
- 3. Use new mobility and associated technologies to provide better level of service, experience, and reduced cost for transit passengers:** Leverage the benefits brought by innovations in new mobility to increase the effectiveness and level of service of transit.

New Mobility Goal:

Cost Efficiency

New Mobility services and technologies must promote a positive fiscal impact on infrastructure investments and delivery of publicly-provided transportation services.

Overview

Transportation infrastructure is costly, and new technologies hold the promise to reduce cost and increase efficiency of that infrastructure. For example, technology can be used to better utilize existing infrastructure by increasing capacity through technology instead of pavement expansion. Or by supporting transit by employing new mobility and technologies to increase service to passengers and better connect travelers to transit options.

As new investments are made, risks can be reduced by investing in systems that are modular, easily upgradeable, and compatible with other systems throughout the county and region. Infrastructure must also be coordinated across the county, but also the greater Bay Area Region to enable data sharing and comprehensive management and operations of the transportation system.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» Promote positive fiscal impact on infrastructure

- Leverage technology to decrease capital costs, increase system capacity and efficiency, while reducing maintenance costs.

» Positive fiscal impact on delivery of public

transportation - Public transportation can absorb many of the benefits of new mobility and technologies, and effort should be made to maximize the effectiveness of transit while reducing costs to operators and riders.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Maximize utility of existing infrastructure:** New mobility services and technologies should use existing infrastructure where possible, and work to maximize the efficiency and capacity of that infrastructure.
- 2. Identify and address the risks associated with new and existing infrastructure brought by advances in new mobility and technology:** Limit the implementation of costly technologies that may not have a long useful life, and identify potential areas where existing capital investments may be at risk of obsolescence due to new mobility.
- 3. Coordinate the rollout of advanced communications infrastructure throughout member jurisdictions, agencies, and providers:** Best practices for advanced communications technologies that minimize the risk of obsolescence, promote connectivity between jurisdictions and agencies, and operate to allow seamless communications infrastructure across the region.

New Mobility Goal:

Connectivity

New Mobility services and technologies must improve connections across jurisdictions, offer seamless connectivity through improved modal transfers, and better connect and integrate both land use, housing, jobs, and transportation. They must be consistent with a common county-wide approach, and support shared regional communication infrastructure.

Overview

Connecting people, connecting places, and connecting information are all components of this goal. Understanding that new mobility services and technologies offer greater opportunity to connect communities, both physically and digitally, governments and agencies should be coordinating efforts to enable the greatest benefit to their communities.

The concept of a holistic mobility ecosystem should be a driver for collaboration among County agencies and communities, and integrated within the regional system. Within this mobility ecosystem, travelers would have access to mobility-related data to make informed decisions on their best options for a particular trip. The ability to move throughout the county and across modes in a seamless manner will take a heavy amount of coordination to connect mobility elements throughout the community both digitally and physically.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Improve connectivity between and across jurisdictions**
 - Connectivity in the form of connecting travelers, connecting services, and connecting data across jurisdictions will increase mobility and access for

communities across Alameda County

- » **Seamless connectivity across modes** - The ability to plan, request, ticket, and pay for trips across multiple modes, and for those modes to physically connect to each other would be enormously beneficial for the traveling public. The incorporation of new mobility modes, services, and technologies are all part of the technology ecosystem that can enable this functionality.
- » **Connect housing and jobs** - Understanding where people live, where they work, how they commute, and offering options to reduce their travel time, cost, and convenience.
- » **Promote a integrated approach** - Creating a holistic approach to mobility will require coordination of policy, infrastructure, technology, and service-offerings across the agencies and jurisdictions in Alameda County and throughout the region.
- » **Support a shared regional communications infrastructure** - Technology infrastructure across the county should be compatible between jurisdictions, agencies and the greater region, allowing real-time sharing of transportation data.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Promote a frictionless mobility across modes and geographies:** Make it as easy as possible to plan, compare, book, and pay for travel throughout the County.
- 2. Promote consistent county-wide communication infrastructure inputs and outcomes across communities:** Systems should be compatible, allowing consistent and usable data across jurisdictional boundaries.
- 3. Facilitate communications, agreements, and partnerships between agencies and jurisdictions operating within the County:** Continue collaboration among governments and agencies to promote the best possible outcomes for community members.

New Mobility Goal:

Economy

New Mobility services and technologies must support vibrant communities and engage in fair labor practices.

Overview

The technologies and services emerging today offer the potential to reshape economies across regions, with the promise of less cost, greater access, and better safety. Our economies depend on the efficient movement of people and goods, and ensuring that emerging mobility options continue to improve the transportation system should lead to greater opportunities for community members and more dynamic, prosperous, and vibrant communities across the County.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Promote vibrant communities** - Advances in new mobility must support the communities that use them, and work to enhance the safety, prosperity, and equity of community members.
- » **Promote fair labor practices** - New approaches to transportation should not result in worse standards for workers, and labor fairness needs to be a key component of new mobility systems.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Establish a hierarchy of travel modes with the individual as the basic component:** The intent is to move people and goods efficiently.
- 2. Promote agility and flexibility in the management, use, and benefits of new technologies:** As technologies continue to evolve and advance, be flexible in the regulation and implementation, allowing the ability to easily pilot and scale when opportunities arise.
- 3. Promote local innovation and economic development:** The Bay Area is a hotbed of technology and innovation, and local efforts to increase mobility effectiveness and choices should be supported.
- 4. Protect mobility-related labor across Alameda County:** New mobility services and technologies should promote fair labor practices among operators.

New Mobility Goal:

Data Sharing and Security

New mobility providers, cities, transit and other agencies, and Alameda CTC must engage and collaborate with each other and the community to share all relevant data to improve the transportation system and agency efficiency. They should also protect traveling public and infrastructure from cyber security threats.

Overview

The generation and use of data is becoming a central component of our transportation system. Enabled by advances in sensors, communications technologies, and big data analysis, data holds the promise of robust information readily available to make informed decisions for both travelers and governments regarding mobility. Data permeates many of the other goals for new mobility, such as safety, cost efficiency, service quality, cost efficiency, connectivity, and multi-modal and high capacity, each with a strong reliance on real-time information.

The effectiveness and extent of benefits will depend highly on the ability to share data between member jurisdictions and operators, and protect that data and the privacy of users against outside attackers.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Data sharing between operators and governments/agencies** - Strong cooperation and sharing between entities in the County can lead to better overall outcome for everyone involved. Data sharing should be a key

component of building a stronger system in Alameda County.

- » **Use data to improve transportation system and agency efficiency** - New and emerging data and collection methods is an additional resource that can offer better insights for policy makers and travelers to make informed decisions.
- » **Protect public and infrastructure against cyber threats** - Protecting public privacy, data, and infrastructure requires both limiting the personally identifiable information collected on individual travelers, but also continuous improvement to the County's infrastructure to protect against cyber threats.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Establish the function and role of the Alameda CTC related to data sharing and security that will provide the most benefit to member jurisdictions and agencies:** Clearly define what role Alameda CTC will have regarding data and security.
- 2. Promote open access to critical data from vehicles operating on public streets:** Governments should have access to valuable travel data to continually optimize the transportation system.
- 3. Promote transparency of the collection and use of traveler data:** The public should be aware what data local governments and agencies are collecting.
- 4. Continuously upgrade and protect against risks and mitigate impacts when cyber attacks do happen:** This will be a continuous process to make sure infrastructure is protected and data is kept safe.
- 5. Establish minimum standards for the collection, transfer, and storage of data:** Reinforce the safety of traveler data.

Appendix

Potential opportunities and risks for goals
and associated technology categories

Table: Multimodal and High Occupancy

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk

✓ : Opportunity

X : Risk

Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal and Technology Category	Tech. Category				
				C	E	S	A	D
Elements of Goal Statement	Complement public transit	✓	Better first mile/last mile connectivity with public transit	■				
		✓	Better and real-time information encourages travelers find and use transit and active transportation modes	■				
		✓	Transit boarding and ticketing is made faster and more reliable	■				
		X	Driving alone becomes more convenient leading to increased congestion and safety issues			■		
		X	New modes (AV/MaaS/TNC) could compete with public transit			■		
	Support active transportation	✓	Technology-enabled options, such as bikeshare	■		■		
		X	Competition from new, similar modes, such as e-scooters			■		
	Create convenient travel options	✓	Technology-enabled choices and payment options	■				
		✓	More modal options available with automated, electrified, and connected mobility				■	
		X	Convenience of modes may come at the expense of other goals (ie., private AV/MaaS)				■	
	Relevant to the context	X	Some modes may not be applicable throughout every context			■		
	Minimize congestion	✓	Smaller modes, such as e-scooters, could displace SOV trips in some cases			■		
		X	AV/MaaS/TNC could increase congestion and even create induced demand if prices decrease				■	
	Increase mode choice	✓	Technology-enabled planning and payment	■				
		X	ROW allocations that do not account for new and emerging modes			■	■	
	Promote reliable transit	✓	Potential for autonomous transit options.				■	
		✓	Technology-enabled real-time transit status	■				
		X	Potential lower ridership due to AV/MaaS/TNC could deteriorate transit operations and reliability				■	

Table: Safety

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk

✓ : Opportunity

X : Risk

Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal and Technology Category	Tech. Category				
				C	E	S	A	D
Elements of Goal Statement	Improved traveler safety	✓	Automated vehicles reduce crashes that occur due to human error				■	
		✓	Robust data availability allows better detection on near-misses	■				■
		✓	New and emerging technologies developed to improve safety and management of ROW	■				
		X	More pick-ups and drop-offs create more conflict at the curb			■		
		X	Injury collisions become more severe as perceived safety leads to riskier behavior			■		
		X	Active transportation options such as scooter share also likely impacts bike/pedestrian safety without proper policy guidance.			■		
	Reduced conflict between modes	✓	Traffic controls help reduce mode conflict	■		■		
		X	Existing infrastructure is not necessarily oriented to accommodate a proliferation of modes and service models brought by tech advances			■		

Table: Environment

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk

✓ : Opportunity

X : Risk

Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal and Technology Category	Tech. Category				
				C	E	S	A	D
Elements of Goal Statement	Environmentally sustainable	✓	Cleaner, electrified vehicles create less pollution		■			
		✓	Electrified mobility options to offset carbon-based options		■			
		X	VMT increases due to increased convenience options		■			■
		X	Potential environmental issues with battery manufacturing and disposal		■			
		X	Uneven presence of charging infrastructure		■			
		X	Insufficient supporting infrastructure for power distribution and charging		■			
		X	Transportation system reliant upon unreliable power grid		■			
	Support convenient non-auto modes	✓	Technology-enabled trip planning, ticketing, payment, specifically for transit and personal mobility options	■				
		✓	Electrification of the transit fleet		■			
		✓	Expanded data collection allows better data collection on near-misses					■
		X	Lower-cost AV/MaaS/TNC could move people toward auto-based modes		■			
	Reduce VMT	✓	Vehicle occupancy increases		■	■		
		X	Occupancy declines because of empty vehicles				■	
		X	New modes to offset SOV trips			■		
		X	AV/MaaS/TNC may increase dead-heading, and create potential induced demand due to lower costs				■	

Table: Equity and Accessibility

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk

✓ : Opportunity

X : Risk

Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Easy for travelers to use	✓	Digital communications for planning, ticketing, payment	■		■		■
		X	Uneven distribution across geographies and communities in County	■				■
		X	Universal design may not be present in through third-party services and modes			■		
	Accessible to all travelers	✓	People who don't own a car have more mobility choices	■		■		
		✓	Existing options become more affordable	■		■		
		✓	Service hours extended: mobility options expanded for people with disabilities and populations under-served by public transit	■		■		
		X	Services focus on more affluent customers			■		
		X	Unbanked population may have less access to smart-phone application based mobility and data options.	■				
		X	Access to essential services, jobs, etc reduced for vulnerable populations	■				■
		X	Roads, transit, parking inequitably priced	■				
		X	Potential limited service areas for third-party operators	■		■		
		X	Third party operators may pull service once established as an option	■		■		

Table: Service Quality

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk

✓ : Opportunity

X : Risk

Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Support and complement convenient and reliable public transit options	O	New mobility used for better first mile/last mile connectivity	■	■	■	■	
		O	Communications and data used to better connect travelers to transit	■				■
		R	New mobility could compete directly with transit			■	■	
		R	Proliferation of new mobility modes could add congestion, negatively impacting transit efficiency and reliability			■	■	
	Offer high quality travel options	O	Improve operation and efficiency of transit through technology approaches	■		■	■	■
		R	Competition with transit			■	■	

Table: Cost Efficiency

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

- Opp/Risk**

✓ : Opportunity

X : Risk
- Technology Category**

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal	Promote positive fiscal impact on infrastructure	✓	Better utilization of existing infrastructure	■		■		■
		✓	Data collection more efficient	■				■
		✓	Project delivery more efficient	■				
		X	Project delivery costs out-pace benefits of technology					
		X	Orphaned infrastructure due to technology changes	■				
	Fiscal impact on public transportation	✓	Costs fall, enabling more projects and greater benefits			■		
		X	Perceived/promised benefits never realized			■		

Table: Connectivity

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk

✓ : Opportunity

X : Risk

Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Improve connectivity between and across jurisdictions	✓	Seamless service across jurisdictions	■				
		✓	Ability for travelers to compare all available mobility options and their	■				
		X	Uneven service quality between jurisdictions	■				
		X	Incompatible equipment across the jurisdictions preventing effective communication between the transportation systems.	■				
	Seamless connectivity across modes	✓	Connected technologies improve or maximizes the efficiency of the system	■				
		X	Private services reluctant to cede control of their platform and services	■				
	Connect housing and jobs	✓	Better connected land use/TDM efforts	■				
		✓	Better understand transportation demand with additional data	■				■
	Promote a county-wide approach	✓	Address mobility and transportation comprehensively throughout the County	■		■		
		✓	Greater ease of use for passengers when transportation options are consolidated	■		■		
	Support a shared regional communications infrastructure	✓	Consistency in data and equipment across jurisdictions	■				■
		✓	More support, better base of knowledge and available equipment when infrastructure is established regionally	■				■
		X	Jurisdictions may be reluctant to abandon already-installed infrastructure	■				

Table: Economy

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk

✓ : Opportunity

X : Risk

Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Promote vibrant communities	✓	Improved mobility options opens doors to creating a vibrant economic future	■	■	■		
		✓	New job opportunities and training	■	■	■	■	■
		✓	New partnerships and collaboration between all types of stakeholders – public, private and non-profit.	■				
	Promote fair labor practices	X	Lack of skilled labor force to meet the new job type/skill	■	■	■	■	
		X	Likely Labor issues as in ride-hail services that public agency has limited control over	■	■	■		
		X	Potential negative impact to transit impacting their performance and fair-box recovery.			■		
		X	Impact due to Autonomous Industry is still unclear.				■	

Table: Data Sharing and Security

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk

✓ : Opportunity

X : Risk

Technology Category

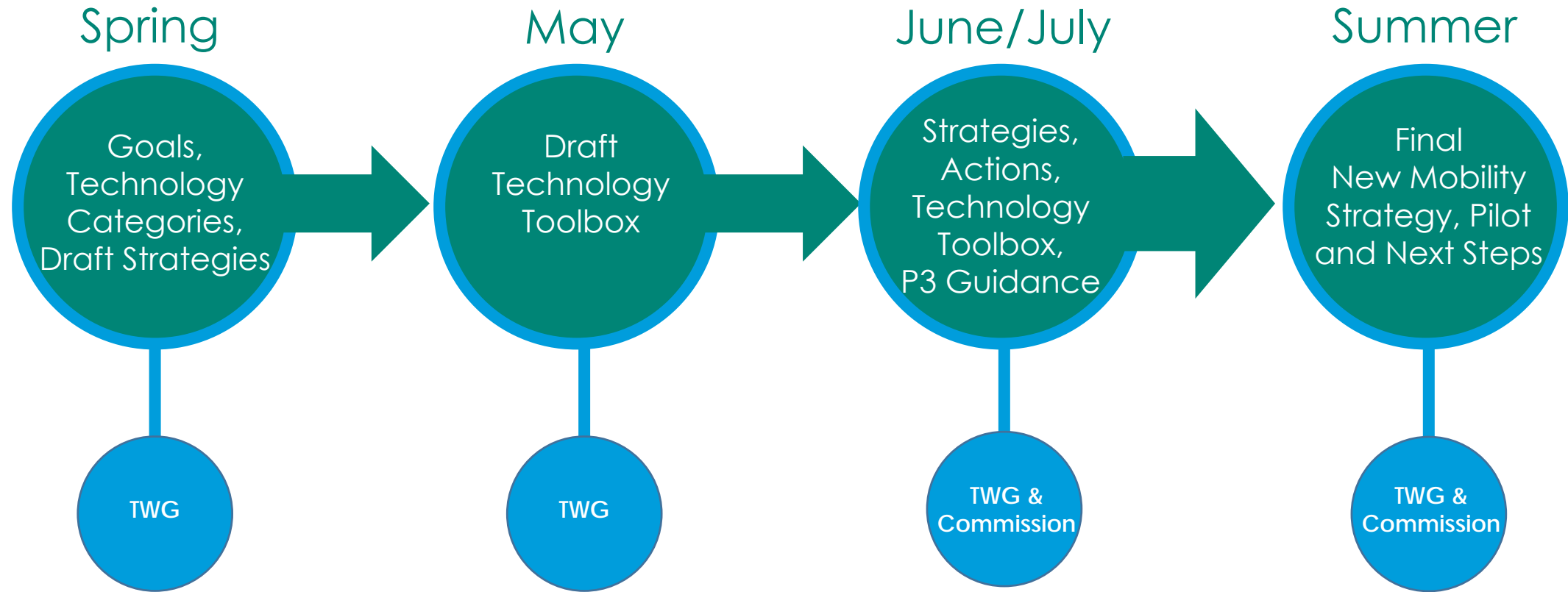
C: Connected A: Autonomous

E: Electric D: Data

S: Shared

	Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
			C	E	S	A	D
Elements of Goal Statement	Data sharing between operators and governments/agencies	✓ Data shared across jurisdictions for efficiency					■
		✓ Collecting transportation data becomes more efficient	■				■
		X Resources wasted in duplicative efforts in multiple jurisdictions					■
		X Poor communication between jurisdictions creates new barriers					■
		X Missed opportunities					■
		X Limited access to proprietary data					■
		X No transparency in public access/ownership of data					■
	Use data to improve transportation system and agency efficiency	✓ More informed planning and decision making					■
		✓ Better prices (transit, rideshare, bikeshare, roadways, parking, etc.)					■
		✓ Enables feedback loops					■
		✓ Data-based decision-making and insights					■
		✓ Real-time system conditions	■				■
		X Private companies withhold data from public agencies and resist oversight					■
		X Ineffective pricing creates both overcrowding/congestion and reduces demand					■
		X Too much data/inability to draw conclusions					■
	Protect public and infrastructure against cyber threats	X Infrastructure becomes more vulnerable to cyberattacks					■

New Mobility Framework 2020 Development Schedule



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Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 18, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve FY 2018-19 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report and Interim Policy Updates

Recommendation

It is recommended that the Commission approve the Fiscal Year 2018-19 Measure B, Measure BB, and Vehicle Registration Fee Program Compliance Report and Interim Policy Updates.

Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and VRF Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee, reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports which includes a review of the fiscal year's DLD investments, fund balances, and a compliance determination.

Upon review of DLD recipients' financial statements and program compliance reports, Alameda CTC finds nineteen of the twenty DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY18-19 reporting period. The City of Union City remains the only DLD recipient that has not submitted reports to Alameda CTC due a citywide virus hindering Union City's ability to access the data last Fall 2019. Union City is currently resolving their data accessibility issues and intends to submit their reports this Fall 2020. Alameda CTC will review the reports at that juncture and will report back to the Commission if there are any findings of non-compliance.

Additionally, Alameda CTC periodically reviews the DLD policies and implementation guidelines to ensure the DLD program is implemented in accordance with the Transportation Expenditure Plans and current transportation needs in Alameda County. With the Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, Alameda CTC recommends a one-year extension of the current timely use of funds policy requirements, and modifying the Seniors and People with Disabilities DLD implementation guidelines to allow for the cost eligibility for Meals on Wheel Delivery programs for the FY 20-21 period.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of Fiscal Year 2018-19 (FY18-19), Alameda CTC has distributed over \$1.4B in combined DLD funds to eligible recipients for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY18-19, Alameda CTC distributed approximately \$180.2 million in total DLD funds for the respective programs identified in the table below.

Total FY18-19 Fund Distributions By Program (\$ in Millions)				
DLD Program	Measure B	Measure BB	VRF	Total
Local Transportation (Local Streets)	\$ 34.8	\$ 31.7	\$7.6	\$ 74.1
Transit	\$ 33.0	\$ 34.2	\$ -	\$ 67.2
Paratransit	\$ 14.1	\$ 14.2	\$ -	\$ 28.3
Bicycle and Pedestrian	\$ 5.8	\$ 4.8	\$ -	\$ 10.6
Total DLD Funds	\$ 87.7	\$ 84.9	\$7.6	\$180.2

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorize the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY18-19, which covers July 1, 2018 to June 30, 2019. The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures, and fund balances
- Publication of a newsletter article, website coverage, and signage
- Performance Metrics including Pavement Condition Index, transit on-time performance, capital vs. administrative investments, and service effectiveness.

- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policy

For the FY18-19 reporting year, except for the City of Union City, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2019 deadline. The City of Union City was unable to submit the required reports due to a citywide virus hindering the City's ability to access the data last Fall 2019. The City is currently resolving their data accessibility issues and intends to submit their reports this Fall 2020. Alameda CTC will review the reports at that juncture, and will report back to the Commission if there are compliance issues.

For the remaining reports, Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance. With the exception of the City of Union City, Alameda CTC has determined that DLD recipients are in-compliance with the financial reporting and expenditure requirements, and DLD policies for expenditures incurred during FY18-19.

The DLD recipients' individual reports are available for review online at:

<https://www.alamedactc.org/funding/reporting-and-grant-forms/>.

FY18-19 Fund Balances and Performance Monitoring

DLD recipients are required to document expenditure activities to report on the general performance of DLD funds. Key performance metrics monitored through the Annual Program Compliance Reporting process include timely use of funds, Measure BB Local Street and Road (LSR) investments towards bicycle/pedestrian improvements, pavement condition index, transit on-time performance, and paratransit related service implementation.

- Fund Balances: DLD recipients' collective FY18-19 ending fund balance by funding program totals \$109.0 (\$49.5M in Measure B, \$50.1M in Measure BB, and \$9.5M in VRF) as shown in Attachment A. The balance has increased by approximately \$13M from the past fiscal year. However, DLD recipients have reported \$54.4M of the fund balance is currently encumbered to active projects and contracts to demonstrate their commitment to use their DLD funds (refer to Attachment B).
- 15% Measure BB LSR Requirement: Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan's requirement that mandates 15 percent of LSR DLD funds be spent on bicycle/pedestrian related improvements. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 30 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment C).

- Pavement Condition Index: Alameda CTC's performance metric for LSR DLD recipients also requires a minimum PCI of 60 (Fair Condition) for local roadways. Most DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. A summary of jurisdictions PCI is included in Attachment E.
- Transit On-time Performance: For transit performance, Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Generally, transit operators are within a percent of their agency's goal. The Altamont Corridor Express noted a declined in its on-time performance in the fiscal year due to implementation of new positive train control technologies. The transit on-time performance summary is included in Attachment E.
- Seniors and People with Disabilities Performance: The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated paratransit services and city-based non-mandated paratransit programs that provide vital transportation options for seniors and people with disabilities. The recipients' programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. A review of the paratransit ADA mandated services performance summary is included in Attachment E.

Interim Policy Updates Recommended Due to Coronavirus Impact

The Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, has altered the current state of sale tax and VRF program revenues, available local staff resources, and reshaped the near-term transportation needs. Alameda CTC is currently waiting for current program distribution receipts from the State to conduct a thorough revenue analysis, however, it is expected there will be a significant decline in Measure B, Measure BB, and VRF program revenues throughout the last quarter of fiscal year 2019-20 and into the next fiscal year as a result of the COVID-19 impact on the economy. Notwithstanding, transit agencies are expected to receive 40% less funds (from \$8.3 to \$5.0M) through the State Transit Assistance (STA) program in the upcoming fiscal year, potentially impacting service operations and performance. Alameda CTC is cognizant of the changes in funding and transportation priorities, and is committed to supporting DLD recipients in their program delivery while still maintaining strict oversight per the respective Transportation Expenditure Plans. In consideration of the COVID-19 impact, staff recommends updating its DLD program policies pertaining to timely use of funds and cost eligibility for the Meals on Wheels Program as described below.

Timely Use of Funds: Staff recommends a one-year extension of the current timely use of funds policy requirements to provide DLD recipients additional time to draw down their fund balances. Under the current policy, Alameda CTC monitors fund balances against the current Alameda CTC's Timely Use of Funds Policy in which the policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for that year, for four consecutive years, starting with fiscal year 2016-17. Alameda CTC is currently monitoring the fund balance to revenue ratio to verify DLD recipients are in-compliance with the policy by the end of fiscal year 2019-20. At this juncture, all recipients are currently in compliance with this policy and have thru fiscal year 2019-20 to draw down their fund balances to an acceptable level per the policy.

However, with the unknown long-term impacts of COVID-19 on program revenues, and recipients' reprioritizing resources in a more conservative manner, staff recommends a one-year extension, allowing the drawn down to through the end of fiscal year 2020-21. This provides recipients additional time to strategize their program expenditures. Alameda CTC will continue to review potential modifications to Timely Use of Funds Policy to ensure the policy is feasible and effective at achieving the intended goal of encouraging the expeditious use of DLD funds.

Meals on Wheels Program Cost Eligibilities: The current Implementation Guidelines for the Seniors and People with Disabilities program limits eligible use of DLD funds for the Meals on Wheels Program to the Cities of Alameda, Emeryville, Fremont, Hayward, and Newark, whose programs were established prior to 2012 with Measure B funds. The Meals on Wheels program provides meals directly to seniors and people with disabilities who are unable to use transportation services. At the time, the Implementation Guidelines restricted the DLD eligibilities from other cities to encourage the use of DLD funds towards other transportation services and priority programs developing across the county.

With the emergence of COVID-19, and required distancing among individuals to minimize the spread and associated health risks, meal delivery programs are a critical service for seniors and people with disabilities who are "sheltering" in their homes. Staff recommends relieving the eligibility limitation for fiscal Year 2020-21, and allow all DLD recipients the option to use their DLD funds to support Meals on Wheels Program operations that have become a service priority for seniors within Alameda County.

The recommended interim policy updates and changes are only for FY 20-21. If the circumstances require revisiting either of these policies beyond FY-20-21, staff will bring forward a new recommendation prior to the start of FY 21-22.

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

Attachments:

- A. DLD Program Summary of Fund Balances
- B. DLD Balances and Encumbrances
- C. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- D. Performance Summary - PCI and on-time performance

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

(As of the end of Fiscal Year 2018-19)

Jurisdiction:	Measure B	Measure BB	VRF	Total
AC Transit	\$5,488,298	\$6,071,409		\$11,559,707
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$2,320,771	\$1,630,133		\$3,950,905
ACE	\$1,314,588	\$5,000		\$1,319,588
Alameda County	\$2,745,267	\$4,254,511	\$265,856	\$7,265,634
City of Alameda	\$1,725,191	\$1,010,492	\$657,910	\$3,393,592
City of Albany	\$1,482,191	\$1,863,669	\$192,237	\$3,538,097
City of Berkeley	\$4,541,388	\$8,819,093	\$1,021,658	\$14,382,139
City of Dublin	\$859,604	\$511,495	\$247,223	\$1,618,322
City of Emeryville	\$107,996	\$230,930	\$48,342	\$387,268
City of Fremont	\$3,126,397	\$3,857,056	\$789,440	\$7,772,893
City of Hayward	\$5,984,908	\$6,946,837	\$585,747	\$13,517,492
City of Livermore	\$3,355,842	\$3,004,013	\$618,767	\$6,978,622
City of Newark	\$937,258	\$726,494	\$346,556	\$2,010,308
City of Oakland	\$8,979,781	\$3,192,403	\$1,703,352	\$13,875,537
City of Piedmont	\$136,758	\$250,966	\$39,255	\$426,979
City of Pleasanton	\$1,633,211	\$2,228,051	\$658,687	\$4,519,949
City of San Leandro	\$1,486,903	\$2,830,655	\$1,110,362	\$5,427,920
City of Union City	\$3,289,927	\$2,620,345	\$1,168,881	\$7,079,153
Total	\$49,516,279	\$50,053,551	\$9,454,274	\$109,024,105

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2018-19 Audited Financial Statements. City of Union City balances reflects starting balances and revenues for FY18-19 based on prior reports and Alameda CTC's distribution records.

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Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Encumbrances and Balances
(as of the end of Fiscal Year 2018-19)

Jurisdiction:	Total Balance	Total Encumbrance	Total Remaining (Bal. - Encumbered)	% Remaining Balance
AC Transit	\$11,559,707	\$11,559,707	\$0	0%
BART	\$0	\$0	\$0	0%
LAVTA	\$0	\$0	\$0	0%
WETA	\$3,950,905	\$2,436,631	\$1,514,274	38%
ACE	\$1,319,588	\$1,319,588	\$0	0%
Alameda County	\$7,265,634	\$5,918,369	\$1,347,265	19%
City of Alameda	\$3,393,592	\$2,074,837	\$1,318,755	39%
City of Albany	\$3,538,097	\$1,582,682	\$1,955,415	55%
City of Berkeley	\$14,382,139	\$5,174,450	\$9,207,689	64%
City of Dublin	\$1,618,322	\$1,598,592	\$19,730	1%
City of Emeryville	\$387,268	\$31,598	\$355,670	92%
City of Fremont	\$7,772,893	\$1,191,126	\$6,581,767	85%
City of Hayward	\$13,517,492	\$2,402,213	\$11,115,279	82%
City of Livermore	\$6,978,622	\$4,694,605	\$2,284,017	33%
City of Newark	\$2,010,308	\$1,194,245	\$816,063	41%
City of Oakland	\$13,875,537	\$5,128,229	\$8,747,308	63%
City of Piedmont	\$426,979	\$423,196	\$3,783	1%
City of Pleasanton	\$4,519,949	\$4,026,504	\$493,445	11%
City of San Leandro	\$5,427,920	\$3,599,952	\$1,827,968	34%
City of Union City	\$7,079,153	\$0	\$7,079,153	100%
Total	\$109,024,105	\$54,356,524	\$54,667,582	50%

Notes:

1. Encumbrances into active contracts and projects are as reported by Measure B/BB/VRF Direct Local Distribution Recipients, and are subject to change since the time of data submittal.
2. City of Union City has yet to submit a report for encumbrances.

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Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicylists/pedestrians.

Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$7,447,777	\$6,517,715	88%	Yes
City of Alameda	\$7,522,464	\$5,207,181	69%	Yes
City of Albany	\$177,072	\$163,875	93%	Yes
City of Berkeley	\$4,973,092	\$1,560,743	31%	Yes
City of Dublin	\$1,630,541	\$514,414	32%	Yes
City of Emeryville	\$1,052,392	\$242,497	23%	Yes
City of Fremont	\$8,032,436	\$3,085,951	38%	Yes
City of Hayward	\$6,519,047	\$1,367,398	21%	Yes
City of Livermore	\$1,795,925	\$412,961	23%	Yes
City of Newark	\$1,591,585	\$713,356	45%	Yes
City of Oakland	\$45,741,331	\$6,691,267	15%	Yes
City of Piedmont	\$1,482,612	\$289,062	19%	Yes
City of Pleasanton	\$2,034,657	\$459,914	23%	Yes
City of San Leandro	\$3,717,687	\$852,679	23%	Yes
City of Union City	\$1,647,858	\$258,488	16%	Yes
Total	\$95,366,477	\$28,337,500	30%	Yes

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.

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DLD Performance Summary
Fiscal Year 2018-19 Performance Monitoring

Table 1: Pavement Condition Index		
LSR Metric: Alameda CTC's performance		
Jurisdiction:	PCI Score	PCI Score > 60?
Alameda County	71	Yes
City of Alameda	70	Yes
City of Albany	57	No
City of Berkeley	60	Yes
City of Dublin	85	Yes
City of Emeryville	77	Yes
City of Fremont	72	Yes
City of Hayward	70	Yes
City of Livermore	78	Yes
City of Newark	76	Yes
City of Oakland	54	No
City of Piedmont	67	Yes
City of Pleasanton	79	Yes
City of San Leandro	58	No
City of Union City	81	Yes

Table 2: Transit On-time Performance				
Transit Metric: Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved.				
Jurisdiction:	On-Time Performance Goal	On-Time Performance Actual	Under/Over Goal	Goal Achieved?
AC Transit	72%	71%	-1%	No
ACE	95%	81%	-14%	No
BART	91%	90%	-1%	No
LAVTA	85%	84%	-1%	Yes
Union City Transit	90%	TBD	TBD	TBD

Table 3: ADA Mandated Services								
Paratransit Metric: Alameda CTC monitors programs mandated by the American's with Disabilities Act. Comparing annually the number of one-way trips/passenger ridership provided by the programs, and cost effectiveness of those trips (Measure B/BB costs by program divided by the number of passengers).								
	FY 16/17		FY 17/18			FY 18/19		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)	Number of One-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
AC Transit	502,755	\$22.92	531,840	\$23.18	\$48.65	511,357	\$26.07	\$57.86
BART	225,876	\$17.73	238,942	\$18.13	\$50.28	229,740	\$20.45	\$58.07
LAVTA	50,433	\$9.18	50,967	\$9.77	\$36.50	46,108	\$12.19	\$39.44
Union City	21,375	\$24.48	18,028	\$28.57	\$50.72	TBD	TBD	TBD
Total	800,439	\$20.63	839,777	\$21.04	\$48.42	787,205	\$23.61	\$56.84

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