



Alameda CTC Commission Agenda Thursday, July 23, 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	Executive Director:	Tess Lengyel
Vice Chair:	John Bauters, Councilmember City of Emeryville	Clerk of the Commission:	Vanessa Lee

Location Information:

Virtual Meeting Information: <https://zoom.us/j/95429148866?pwd=WGhheFJUdFZ4RTN6a3FKTXlWYzcyQT09>
Webinar ID: 954 2914 8866
Password: 514913

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 954 2914 8866
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 and 6.15

6.1.	Approve June 25, 2020 Commission Meeting Minutes	1	A
6.2.	Approve Deferral of the Interstate 580 Express Lane Expenditure Plan Update	5	A
6.3.	Introduction of the Alameda CTC Express Lanes Toll Enforcement Ordinance	9	A
6.4.	Approve long-term concept for East 14th St/ Mission Blvd. and Fremont Blvd. Multimodal Corridor	27	A
6.5.	Approve an Amendment to the Co-op with Caltrans for State Route 84 Expressway and State Route 84/Interstate 680 Interchange Improvements Project	49	A
6.6.	Approve the Administrative Amendment to Grant Funding Agreement to extend agreement expiration date	55	A
6.7.	Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program	59	A
6.8.	Approve actions necessary to facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program	65	A
6.9.	Award the Construction of Landscaping at Marina Boulevard and Davis Street Interchanges Contract to Bortolussi & Watkin, Inc.	71	A
6.10.	Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project	75	A
6.11.	Approve Amendment No. 2 to Agreement A18-0040 with Oberkamper & Associates for the I-880/Mission Boulevard (Route 262) Interchange Project for Right-of-Way closeout	81	A
6.12.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	85	I

6.13.	2020 Countywide Transportation Plan: Draft Recommendations and COVID-19 Strategies	87	I
6.14.	Federal, state, regional, and local legislative activities update	115	A/I
6.15.	Community Advisory Committee Appointments	131	A
7.	Community Advisory Committee Written Reports (Report Included in Packet)		
7.1.	Independent Watchdog Committee	137	I
7.2.	Paratransit Advisory and Planning Committee	143	I
8.	Closed Session		
8.1.	Pursuant to California Government Code section 54956.9 (d)(4) Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for the State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project – Two (2) Items		I
8.2.	Pursuant to California Government Code sections 54956.9(d)(2); Conference with General Counsel regarding potential exposure to litigation - One (1) Item		I
8.3.	Report on Closed Session		I
9.	Resolution of Necessity Hearing		
9.1.	Consideration of Adoption of two Resolutions of Necessity Authorizing Filing of Eminent Domain Actions to Acquire Real Property Interests for the State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project (A minimum of 18 affirmative Commissioners' (not weighted) votes required) Recommendation: A) Conduct hearings on Resolutions of Necessity and consider all the evidence presented for the acquisition of the real property interests necessary for the State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project as outlined in the report; and B) Adopt, by at least a four-fifths vote of the membership of the Commission (e.g., at least 18 members), Resolutions of Necessity making the findings that the public interest and necessity require the Project, that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury, that the property sought to be acquired is necessary for the Project, and that the offers required by Section 7267.2 of the Government Code has been made to the owners of record, and authorize the commencement of eminent domain proceedings.	155	A

10. Planning, Policy and Legislation Committee

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

- 10.1. [Approve Updated Plan Bay Area 2050 Project List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission](#) 187 A

11. Commission Member Reports

12. Adjournment

Next Meeting: September 24, 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 September 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 Ezy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vemaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680)	September 14, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission Meeting	September 24, 2020

Advisory Committee Meetings

9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 8, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 10, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	September 10, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 28, 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.

This page intentionally left blank



1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Carson, Haubert, Miley, and Valle.

Commissioner Cox attended as an alternate for Commissioner Chan. Commissioner Droste attended as an alternate for Commissioner Arreguin.

Subsequent to the roll call:

Commissioner Halliday left during Item 7.

3. Public Comment

Pat Piras commented on the proposed 2014 Transportation Expenditure Plan (TEP) amendment, on behalf of the Sierra Club. Ms. Piras requested that the 45-day comment period be extended and she requested that Alameda CTC respond to questions raised by the Sierra Club in advance of the comment period closing. Ms. Piras also noted that she was unable to locate a published notice on the comment period on Alameda CTC's website.

4. Chair and Vice Chair Report

Chair Cutter stated that Alameda CTC continues to deliver projects and implement programs despite the pandemic and she noted that the Commission will continue to do its part in the economic recovery by getting projects into construction and keeping a continued focus on project development and program delivery for on-going investments throughout the county. She concluded her report by congratulating Commissioner Haggerty for being selected by the California Transportation Foundation (CTF) for the Person of the Year award, which will honor his 24 years of leadership and accomplishments for transportation improvements in Alameda County and the Bay Area.

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 also congratulated Commissioner Haggerty for being honored by CTF for the Person of the Year Award. Ms. Lengyel noted that during this time, where the health of the community, the economy, and transportation system are affected, staff is working on programs to be responsive to COVID-19. She affirmed that Alameda CTC staff is committed to continuing to support the promise to the voters for high quality planning and project delivery and for helping with economic recovery and access. Ms. Lengyel stated that staff will bring to the Commission programs that will help with economic

recovery and she highlighted progress and key efforts made by staff for projects that are currently in construction and/or moving into the construction phase.

6. Consent Calendar

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

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

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

7. Multi-Modal Committee (MMC)

7.1 2020 Countywide Transportation Plan: Multimodal Strategies

(This item was presented after 8.1)

Cathleen Sullivan stated that every four years, Alameda CTC prepares and updates the Countywide Transportation Plan (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 CTP has become increasingly multimodal and integrated with land use planning. Ms. Sullivan stated that the vision and goals emphasize creation of a connected and integrated multimodal transportation system that promotes sustainability, access, transit operations, public health and economic opportunities. As discussed in detail at the PPLC meeting earlier in the month, and with small groups of Commissioners in May, there are three primary multimodal outcomes of the CTP: 10-year Priorities, Strategies, and Long-Term Projects. Ms. Sullivan also noted that part of Alameda CTC's Strategies will be dedicated to COVID-19 risks and opportunities. Ms. Lengyel requested feedback from the Commission on the priority strategies or refinements to the strategies, and she noted that the Multi-Modal Committee provided feedback that staff will integrate into the plan and bring back to the Commission in July.

Commissioner Kaplan commented on car's parked in bicycle lanes and vehicles blocking bicycle and bus lanes. She noted that this is primarily done by the Transportation Network Companies and stated that the issue needs to be addressed.

Commissioner Ortiz emphasized that it's very important for cities and counties to work with AC Transit when they are planning Complete Streets in order to make the designs complete and efficient and safe for all modes.

Commissioner Bauters noted that prioritizing the high injury network is critical for safety and he stated that there needs to be a focus on providing resources for communities of concern that overlay with the high injury network.

This item is for information only.

8. Planning, Policy and Legislation Committee (PPLC)

8.1. 2020 Countywide Transportation Committee Plan: New Mobility Framework Update

(This item was presented before item 7.1)

Saravana Suthanthira and Chris Marks presented the Commission with an update on development of the New Mobility Framework (Framework), which will be a part of the 2020 CTP. Alameda CTC initiated the Framework to help the County prepare to leverage any potential benefits from new mobility technologies and services. The Framework was developed with a clear acknowledgement of the rapid and continuing change in new mobility technologies throughout the transportation industry and with an understanding that the Framework will need to be revisited and updated periodically. The presentation covered the overall approach, key elements of the framework, goals, and next steps.

Commissioner Pilch asked who was involved in the Technology Working Group (TWG). Ms. Suthanthira stated that staff from the following agencies comprised TWG: AC Transit, City of Dublin, City of Fremont, City of Oakland, City of San Leandro, County of Alameda, and Livermore Amador Valley Transit Authority.

Commissioner Pilch asked why the reference to equitable access was removed from the presentation. Ms. Suthanthira noted that the PPLC wanted to ensure the framework addresses equity proactively and appropriately so staff removed the word "equitable" from the presentation so as not to be confused with ensuring that we promote equity.

Commissioner Ezzy Ashcraft asked how the members of the TWG group were chosen. Ms. Suthanthira stated that members of the technical advisory committee, with expertise in new technology were requested to volunteer for the working group.

Commissioner Marchand noted that the new mobility goals mention equity, accessibility and connectivity and he urged the Commission to support the Valley Link project to meet those particular goals.

This item is for information only.

9. Programs and Project Committee

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

John Nguyen 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. He stated that Alameda CTC found nineteen of the twenty Direct Local Distribution (DLD) recipients in compliance with the DLD financial reporting and program compliance requirements for the FY2018-19 reporting period. He noted that 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 required financial data. Union City is currently resolving their data accessibility issues and intends to submit their reports in Fall 2020. Mr. Nguyen stated that as a result of the COVID-19 pandemic and the 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. The recommended action also includes 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 for transportation purposes.

Commissioner Cutter asked when the road condition PCI Index was done. Mr. Nguyen stated that it was done during the last fiscal year and he noted that the PCI scoring is a 3-year average so it will take three to five years to see the average increase for particular agencies. Mr. Nguyen stated that the City of San Leandro is implementing significant rehabilitations jobs to fix their roadways and bring up their PCI.

Commissioner Kaplan asked when will the expanded allowances be applicable. Mr. Nguyen stated that the Timely Use of Funds time extension is from June 30, 2019 through June 30, 2020 and that the modified Seniors and People with Disabilities DLD implementation guidelines will go into effect July 1, 2020.

Commissioners Bauters moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes: *Bauters, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Haggerty, Kaplan, Marchand, McBain, Mei, Ortiz, Pilch, Saltzman, Thao, Thorne*

No: *None*

Abstain: *None*

Absent: *Carson, Halliday, Haubert, Miley, Valle*

10. Commission Member Reports

Commissioner Saltzman stated that Clipper Start, a means-based fare discount project done in partnership with MTC and other transit agencies launched on July 15, 2020. She stated that she will send information on the project to Alameda CTC to pass along to the Commissioners.

11. Adjournment

The next meeting is Thursday, July 23, 2020 at 2:00 p.m.



Memorandum

6.2

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

DATE: July 16, 2020

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Approve Deferral of the Interstate 580 Express Lane Expenditure Plan Update

Recommendation

It is recommended that the Commission approve deferral of the Interstate 580 Express Lanes Expenditure Plan Update.

Summary

Authorized under California State Assembly Bill (AB) 2032 in September 2004, the governing body of Alameda CTC (Commission) designated the Interstate 580 (I-580) corridor in the Tri-Valley area as a potential express lane facility in November 2005. In order to manage congestion in this corridor, Alameda CTC implemented express lanes in both the eastbound and westbound directions through the cities of Dublin, Pleasanton, and Livermore in the eastern sub-region of the county. These lanes opened to traffic in February 2016.

AB 2032 directs that revenue generated from the express lanes be available to the administering agency for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the program. All remaining net revenues are to be allocated pursuant to an expenditure plan adopted biennially by the administering agency for transportation purposes within the corridor that may include funding for the construction of high-occupancy vehicle facilities and the improvement of transit services that directly service the corridor. In April 2018, the Commission adopted the initial Interstate 580 Express Lanes 20 Year Expenditure Plan, Fiscal Year 2016-17 through 2035-36.

A biennial update was anticipated to be developed for adoption in spring 2020. However, the onset of the COVID-19 pandemic and the ensuing impacts to regional traffic and express lane toll revenues have called into question revenue projections that

would inform the expenditure plan update. Staff recommends that the Interstate 580 Express Lanes Expenditure Plan update be deferred until the economic impacts associated with the pandemic are more evident and the associated impacts to traffic and toll revenue forecasts can be appropriately addressed.

Background

The Expenditure Plan is a fiscal and planning document for Alameda CTC. It is prepared in order to present the history, objectives, benefits, and costs of the program in a single document and develop a strategic expenditure plan for the associated net revenues for the next twenty years.

The currently adopted Expenditure Plan incorporates Alameda CTC's goals and standards for the Express Lanes program, projected I-580 Express Lanes operating and non-operating expenditures, and projected I-580 Express Lanes revenues, for Fiscal Year 2016-17 through 2035-36, and did not forecast any substantial net revenues to be available for investment in the I-580 corridor until FY 2026-27. The Expenditure Plan includes a twenty-year capital improvement program which sets priorities for expenditure of the net revenues as they become available including, in order of priority, HOV/Express Lane System Expansion, Transit Investments, and then other Capital Projects.

Most of the key information provided in the Expenditure Plan is not expected to change with the pending update, such as the I-580 Express Lanes governance and organizational structure, goals and objectives for the express lanes, and risks and obligations involved in the operations of the I-580 Express Lanes. The significant updates expected would be to the twenty-year operations plan and budget, which provides a projection of how revenues and expenditures might be realized over the twenty-year period and the timing of when net revenues might be available for additional investments in the I-580 corridor.

The operational revenues in the adopted Expenditure Plan assumed a flat 3% growth rate beginning in FY 2017-18 and did not consider any changes to operational policies, such as occupancy requirements and other toll discounts, that might impact toll revenues. After operating the express lanes for several years and observing different trends to revenue growth, a consultant was procured in April 2019 for toll revenue forecasting services so that refined forecasts could better inform the anticipated timeframe of net revenue availability for additional investments. The forecasts for the I-580 Express Lanes were nearing completion in March when the first Shelter in Place order was issued in response to the COVID-19 pandemic. Regional express lane operations were suspended between March 20, 2020 and June 1, 2020, and traffic and toll revenues remain well below pre-COVID levels. The consultant has advised that the economic impacts of the pandemic, as they pertain to toll revenues, cannot yet be predicted with the degree of certainty needed to support an update to the Expenditure Plan. Staff and the consultant team will continue to monitor the I-580 Express Lanes as well as national economic recovery forecasts to assess when revenue forecasts may be updated to reasonably reflect these impacts.

Staff recommends that the Commission defer the update to the Interstate 580 Express Lanes Plan Expenditure Plan until such time as revenue forecasts can be reasonably updated.

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

Attachment:

- A. [Interstate 580 Express Lanes Expenditure Plan, Fiscal Year 2016-17 through 2035-36](#)

This page intentionally left blank



DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Introduction of the Alameda CTC Express Lanes Toll Enforcement Ordinance

Recommendation

It is recommended that the Commission waive the reading and introduce an ordinance repealing the existing I-580 Express Lanes Toll Enforcement Ordinance and replacing it with an ordinance for the administration of tolls and enforcement of toll violations for Alameda County Transportation Commission (Alameda CTC) Express Lanes and incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code by reference.

Summary

Alameda CTC is authorized pursuant to California Streets and Highways Code section 149.5 to conduct, administer, and operate a value pricing high-occupancy vehicle program (also known as express lanes) on one transportation corridor in Alameda County. Alameda CTC's Express Lanes Program includes Express Lanes implemented on Interstate 580 (I-580) in Alameda County.

In July 2015, Alameda CTC adopted the I-580 Express Lanes Toll Enforcement Ordinance pursuant to, and consistent with, Vehicle Code Section 40250, to establish usage requirements for the I-580 Express Lanes and to establish civil penalties for the evasion of those tolls or noncompliance with other policies set forth in the ordinance.

The Ordinance for the Administration of Tolls and Enforcement of Toll Violations for Alameda CTC Express Lanes and Incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code by Reference, also to be known as the Alameda CTC Express Lanes Toll Ordinance, is proposed to replace the I-580 Express Lanes Toll Enforcement Ordinance in order to update certain user rules and other policies set forth in that ordinance.

As the ordinance is incorporating the relevant provisions of the Vehicle Code by reference, the ordinance must be introduced, noticed, and adopted pursuant to specific procedures under state law. Introduction and adoption of the ordinance must take place

at two separate meetings. A public hearing will be held at the second meeting. Prior to the second meeting, a notice of public hearing will be published along with a summary of the toll ordinance. The Public Hearing is expected to be held at the Commission meeting currently scheduled for September 14, 2020. The ordinance would be put forth for adoption subsequent to the public hearing.

Background

Supported by state law, Alameda CTC's currently adopted toll policies and business rules require that all motorists traveling in Alameda CTC's Express Lanes facilities are required to be in a vehicle with either (1) a properly-mounted and properly-functioning valid transponder on board, or (2) valid vehicle license plates properly attached pursuant to Vehicle Code Section 4850.5 or 5200, and, in either case, being associated with a valid FasTrak® account having a balance sufficient to pay the toll. Every motorist traveling in the facilities during its hours of operation is required to pay the applicable toll using a FasTrak® account. For the purposes of this ordinance, FasTrak accounts are those established with the Bay Area Toll Authority (BATA) or any other members of the California Toll Operator's Commission to administer the payment of tolls, including accounts established to administer the payment of tolls without the use of a transponder that are also known as License Plate Accounts.

All motorists seeking toll discounts, including toll-free use of the express lanes, are required to self-declare eligibility for these discounts by using an appropriate FasTrak transponder, properly mounted and linked to a valid FasTrak account. For qualifying high occupancy vehicles (HOVs) and motorcycles, this is a FasTrak Flex® transponder, also known as "switchable", which allows motorists to declare the occupancy of the vehicle as "1", "2", or "3+". For qualifying clean air vehicles (CAVs), this is a FasTrak transponder marked for use by CAVs; occupancy for these users must also be self-declared via a switchable transponder so that the maximum toll discount for which the vehicle is eligible may be applied.

Motorists traveling in Alameda CTC's express lanes with either a valid FasTrak transponder or a license plate linked to a valid FasTrak account will be charged the applicable toll via the associated FasTrak account. All other motorists are deemed violators.

Toll policy changes adopted in June 2020 necessitate amending the I-580 Express Lanes Toll Enforcement Ordinance for consistency. Attachment A is a toll enforcement ordinance, prepared by legal counsel and Alameda CTC staff, which conforms to the legal requirements. Key differences include the following.

Item	I-580 Express Lanes Toll Enforcement Ordinance (July 2015)	Alameda CTC Express Lanes Toll Enforcement Ordinance
User Requirement	All users must carry a valid FasTrak transponder associated with a valid FasTrak account	All users must have either a valid FasTrak transponder or a license plate associated with a valid FasTrak account; license plate accounts are acceptable

HOV3+	Not addressed	Provides for HOV2 discounts for motorists traveling in an HOV3+ facility; simplifies future amendments as may be needed should the occupancy policy change
CAV	Not addressed	Specifies user requirement to carry a special CAV transponder to receive discount
Noticing Process	Outlined in detail	Incorporates by reference the statutory requirements and administrative procedures provided in Article 4, Chapter 1 of Division 17 of the Vehicle Code and the procedures adopted by BATA

In addition, provisions have been made within this ordinance to simplify future amendments, such as modifications or expansion of the Alameda CTC Express Lanes toll system. In addition, staff was requested to clarify that first-time violators can get a violation penalty waived if they sign up for FasTrak, which the Commission has authorized under the Executive Director's authority and as is in practice with BATA violation notices.

Staff recommends that the Commission waive reading and introduce the ordinance and approve noticing of a public hearing for the ordinance. The ordinance would be put forth for adoption subsequent to the public hearing.

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

Attachment:

- A. Ordinance for the Administration of Tolls and Enforcement of Toll Violations for Alameda CTC Express Lanes and Incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code by Reference

This page intentionally left blank

ALAMEDA COUNTY TRANSPORTATION COMMISSION

ORDINANCE FOR ADMINISTRATION OF

TOLLS AND ENFORCEMENT OF TOLL VIOLATIONS

FOR ALAMEDA CTC EXPRESS LANES AND INCORPORATION OF ARTICLE

4 CHAPTER 1 DIVISION 17 OF THE VEHICLE CODE

PREAMBLE

The Alameda County Transportation Commission (“Alameda CTC”) is authorized pursuant to California Streets and Highways Code section 149.5 to conduct, administer, and operate a value pricing high-occupancy vehicle program on one transportation corridor in Alameda County. Alameda CTC’s Express Lanes Program includes Express Lanes implemented on Interstate 580 (“I-580”) in Alameda County.

While traveling in Alameda CTC’s Express Lanes facilities, motorists are required to be in a vehicle with either (1) a properly-mounted and properly-functioning valid transponder on board, or (2) valid vehicle license plates properly attached pursuant to Vehicle Code Section 4850.5 or 5200, and, in either case, being associated with a valid FasTrak® account having a balance sufficient to pay the toll. Every motorist traveling in the facilities during its hours of operation is required to pay the applicable toll using a FasTrak® account. Vehicle Code Section 23302.5 provides that it is unlawful for a person to evade or attempt to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and further provides that such acts are subject to civil penalties. Vehicle Code Division 17, Chapter 1, Article 4, commencing with Section 40250, provides for enforcement of civil penalties for violation of Vehicle Code Section 23302.5 and any ordinance enacted by local authorities, including joint powers authorities, pursuant to civil administrative procedures set forth in Article 4. This Ordinance establishes the usage requirements for the Alameda CTC Express Lanes, as well as administrative procedures and penalties, enacted pursuant to Article 4, to ensure that motorists who evade the payment of tolls are subject to civil penalties, while also ensuring fairness in the treatment of violators.

In addition to this Ordinance, the Alameda CTC has also adopted supplemental administrative policies applicable to its facilities. These policies are available online on the Alameda CTC Express Lanes Website and hard copies are available upon request.

Now, therefore, the Alameda County Transportation Commission hereby ordains as follows:

ARTICLE I - GENERAL

Section 1. Title

This Ordinance shall be known as the “Alameda CTC Express Lanes Toll Enforcement Ordinance.”

Section 2. Purpose

The purpose of this Ordinance is to establish usage requirements for the Alameda CTC Express Lanes and civil penalties for the evasion of those tolls or noncompliance with other policies set forth in this Ordinance. Every Motorist entering the Alameda CTC Express Lanes shall be subject to and must abide by this Ordinance.

Section 3. Definitions

The following definitions shall apply throughout this Ordinance. Unless specifically defined below, the words and phrases used in this Ordinance shall have the same meaning as they have in common usage. When not inconsistent with the context, words used in the present tense include the future tense, words in the plural number include the singular number, and words in the singular number include the plural number. The words “shall” and “must” are always mandatory and not merely directive.

(a) “Alameda CTC” means the Alameda County Transportation Commission, its employees, agents, and contractors.

(b) “Article 4” means California Vehicle Code Division 17, Chapter 1, Article 4, commencing with Section 40250.

(c) “Commission” means the governing body of the Alameda County Transportation Commission.

(d) “Authorized emergency vehicle” means a vehicle satisfying all of the conditions specified in Vehicle Code Section 21655.5 or Section 23301.5 for an exemption from paying a toll on the Alameda CTC Express Lanes.

(e) “BATA” means the Bay Area Toll Authority.

(f) “CAV Transponder” means a Transponder associated with a FasTrak Account that either BATA or any other California toll operator agency abiding by CTOC interoperability guidelines has designated for use by an eligible Clean Air Vehicle.

(g) “Clean Air Vehicle” means a motor vehicle referenced in Section (b)(5) of Section 166 of Title 23 of the United States Code that displays a valid decal, label, or other identifier issued pursuant to Vehicle Code Section 5205.5(a) or any other California law that enables toll-free or reduced-rate passage on the Alameda CTC Express Lanes.

(h) “CTOC” means the California Toll Operators Committee.

(i) “Delinquent Penalty” means the amount assessed when a Violation is deemed to be delinquent in accordance with the procedures adopted in **Section 8**.

(j) “Discount” or “Discounted” means a reduced-rate Toll expressed as a percent of the full Toll as specified in the Schedule of Discounts/Surcharges in Appendix A, attached hereto and incorporated herein. Appendix A may be updated from time to time by a resolution of the Commission. Upon adoption of such resolution, the updated rates will be effective and deemed included in this Ordinance.

(k) “FasTrak[®]” or “FasTrak” means the electronic toll collection system, administered by BATA for the Alameda CTC Express Lanes, as well as the electronic toll collection systems administered by any other California toll operator agency abiding by CTOC interoperability guidelines.

(l) “FasTrak Account” shall mean an account established with BATA or any other California toll operator agency abiding by CTOC interoperability guidelines to administer the payment of tolls, including License Plate FasTrak Accounts.

(m) “High Occupancy Vehicle” means a vehicle with the minimum number of occupants specified by Alameda CTC for entering the Alameda CTC Express Lanes as a high occupancy vehicle as set forth in Appendix A to this Ordinance and as displayed on signs and other official signs or traffic control devices throughout the Alameda CTC Express Lanes.

(n) “Hours of Operation” of the Alameda CTC Express Lanes means the hours when the Alameda CTC is charging a Toll as displayed on Alameda CTC Express Lanes signs and other official signs or traffic control devices.

(o) “HOV 3+” means a high occupancy vehicle requirement of three or more occupants.

(p) “HOV 2+” means a high occupancy vehicle requirement of two or more occupants.

(q) “Alameda CTC Express Lanes” means any express lane under the jurisdiction of Alameda CTC, as more fully described in Appendix B attached hereto and incorporated herein.

(r) “Alameda CTC Express Lanes Website” means the website at <http://alamedactc.org/expresslanes> or any new or updated website hosted by Alameda CTC containing information about the Alameda CTC Express Lanes.

(s) “License Plate FasTrak[®] Account” shall mean an account established with BATA or any other California toll operator agency abiding by CTOC interoperability guidelines to administer the payment of tolls without the use of a Transponder.

(t) “Motorist” shall mean the registered owner, rentee, lessee and/or driver of a Vehicle.

(u) “Non-revenue Transponder” means a Transponder associated with a FasTrak Account that has been designated within the account as exempt from having a toll being charged on the Alameda CTC Express Lanes.

(v) “Notice of Delinquent Toll Evasion Violation” shall mean the written notice provided to the registered owner of a Vehicle when a Penalty has not been timely received by the Alameda CTC.

(w) “Notice of Toll Evasion Violation” shall mean the written notice provided to the registered owner of a Vehicle which has committed a Violation.

(x) “Pay-by-Plate” means use of on-road vehicle license plate identification recognition technology to accept payment of tolls in accordance with Alameda CTC or CTOC policies.

(y) “Penalty” shall mean the monetary amounts assessed for each toll Violation, including the unpaid Tolls, the Toll Evasion Penalty and the Delinquent Penalty, and constitutes a toll evasion penalty under Vehicle Code Section 40252(b).

(z) “Penalties Schedule” shall mean the schedule of Penalties, attached hereto and incorporated herein as Appendix C, outlining the current Penalties for Toll Violations. Appendix C may be updated from time to time by a resolution of the Commission. Upon adoption of such resolution, the new schedule will be effective and deemed included in this Ordinance.

(aa) “Processing Agency” shall mean BATA, as designated in accordance with Vehicle Code Sections 40252 and 40253 and Streets and Highway Code Section 149.5, as the party responsible for the processing of the Notices of Toll Evasion and Notices of Delinquent Toll Evasions.

(bb) “Repeat Violator” means any Motorist for whom more than five (5) Notices of Toll Evasion Violation have been issued in any calendar month within the preceding twelve (12) month period.

(cc) “Switchable Transponder” shall mean a Transponder, including FasTrak Flex[®], with a switch or other mechanism that allows Motorists to self-declare the number of vehicle occupants.

(dd) “Terms and Conditions” shall mean the obligations of Alameda CTC and a FasTrak customer with regard to the usage and maintenance of a FasTrak Account as published by, BATA, or any other California toll operator agency abiding by CTOC interoperability guidelines from time to time.

(ee) “Toll” shall mean the monetary charges for use of the Alameda CTC Express Lanes as applicable at the time a Motorist enters an Alameda CTC Express Lanes facility, as determined through the Toll pricing system established through polices adopted by Alameda CTC.

(ff) “Toll Evasion Penalty” is the amount assessed under **Section 8** and Appendix C of this Ordinance.

(gg) “Transponder” shall mean an electronic device that meets the specifications of California Code of Regulations Title 21 and is used to pay Tolls electronically.

(hh) “Vehicle” shall mean any vehicle as defined in Vehicle Code Section 670.

(ii) “Violation” shall mean the commission of any activity proscribed in Sections 4 and 5 of this Ordinance.

Section 4. Alameda CTC Express Lanes Usage Requirements

(a) Every Motorist traveling in the Alameda CTC Express Lanes is required to be in a Vehicle with either (i) a properly-mounted and properly-functioning valid Transponder on board, or (ii) valid vehicle license plates properly attached to the Vehicle as required by Vehicle Code Section 4850.5 or 5200, and, in either case, being associated with a valid FasTrak[®] Account having a balance sufficient to pay the Toll. Every Motorist traveling in the Alameda CTC Express Lanes is required to pay the Toll using the FasTrak Account associated with the applicable Transponder or license plate.

(1) “Properly-mounted” means that, except as specified in Section 4(a)(2) below, the Transponder shall be (i) affixed to the Vehicle in a location and in a manner as directed by the agency issuing the Transponder that ensures that it can be read by the Alameda CTC’s detection equipment; and (ii) visible for the purposes of enforcement at all times while the Vehicle is in the Alameda CTC Express Lanes.

(2) A motorcyclist shall use any one of the methods specified in Vehicle Code Section 23302(a)(3) to comply with the requirement to have a properly-mounted Transponder as long as the Transponder is able to be read by the Alameda CTC’s detection equipment.

(3) Every Motorist traveling in the Alameda CTC Express Lanes with the minimum number of Vehicle occupants to qualify for high occupancy lane use at that time must have a Switchable Transponder set to the required number of occupants prior to travel or they will be charged the posted single occupancy Toll.

(4) Motorists traveling in the Alameda CTC Express Lanes without a Switchable Transponder in the Vehicle will be charged the posted single occupancy Toll rate.

(5) A Motorist with a valid License Plate FasTrak[®] Account traveling in the Alameda CTC Express Lanes will be charged the posted single occupancy Toll rate via Pay-by-Plate payment. A License Plate Account surcharge as specified in Appendix A to this Ordinance shall apply to Pay-by-Plate Toll payments.

(b) FasTrak Account holders who are Motorists in the Alameda CTC Express Lanes shall adhere to the Terms and Conditions provided at the time of account opening as updated thereafter with notification to the FasTrak Account holders.

Section 5. Exemptions from Tolls and Discount Tolls

(a) The following Vehicles are exempt from paying Tolls imposed by this Ordinance:

- (1) Vehicles entering the Alameda CTC Express Lanes outside the Hours of Operation;
- (2) High Occupancy Vehicles, identified as exempt in Appendix A;
- (3) Motorcycles;
- (4) California Highway Patrol vehicles policing the Alameda CTC Express Lanes;
- (5) Authorized Emergency Vehicles; and
- (6) Motorists having a properly-mounted, Non-revenue Transponder.

(b) To use the exemption from tolls afforded under **Section 5(a)**, every Motorist entering the Alameda CTC Express Lanes during its Hours of Operation who is entitled to that exemption must use a properly-mounted Switchable Transponder to accurately indicate a toll-exempt status or follow such other methods for indicating eligibility for exemption as specified by the Alameda CTC in its adopted policies. Otherwise, such Motorist entering the Alameda CTC Express Lanes during its Hours of Operation shall be charged the applicable Toll.

(c) Two-occupant Vehicles traveling in HOV 3+ Alameda CTC Express Lanes shall pay the applicable Discounted Toll, if any, specified in Appendix A to this Ordinance. To be eligible for the Discounted Toll, two-occupant Vehicles must use a properly-mounted, valid, Switchable Transponder to accurately indicate HOV 2 status (by switching the Transponder to the '2' setting) or follow such other methods for indicating eligibility for the Discount as shall be specified by the Alameda CTC in its adopted policies. An exception is for class I Vehicles designed by the manufacturer to be occupied by not more than two persons, including the driver; in this case, if the Vehicle is occupied by two persons, the Vehicle qualifies as Toll-exempt, but must use a properly-mounted Switchable Transponder switched to the '3+' setting or follow such other methods for indicating eligibility for exemption as shall be specified by the Alameda CTC in its adopted policies.

(d) Motorists driving clean air vehicles shall be eligible to claim the Discounted Toll, if any, specified in Appendix A to this Ordinance. In order for a single-occupant Clean Air Vehicle Motorist to be eligible for a Discounted Toll, the Motorist must

(i) use the properly-mounted CAV Transponder issued for that Vehicle by the FasTrak Account managing agency and accurately declaring the number of occupants in the Vehicle (by switching the Transponder to the '1', '2', or '3+' setting), or (ii) follow such other methods for indicating eligibility for the Discount as specified by the Alameda CTC in its adopted policies.

Section 6. Liability for Failure to Pay Toll

(a) Except as provided herein, the registered owner, and the driver, rentee or lessee of a Vehicle which is the subject of any Violation shall be jointly and severally liable for any Penalty imposed under this Ordinance, unless the registered owner can demonstrate that the Vehicle was used without the express or implied consent of the registered owner. Anyone who pays any Penalty pursuant to this Ordinance shall have the right to recover the same from the driver, rentee or lessee, and not from the Alameda CTC or the Processing Agency.

(b) A driver, rentee, or lessee of a Vehicle who is not the owner of the Vehicle may contest a Notice of Toll Evasion Violation as applied to the driver, rentee, or lessee without the consent of the registered owner in accordance with this Ordinance.

(c) Any Motorist assessed a Penalty for a Violation shall be deemed to be charged with a non-criminal, civil violation.

Section 7. Violations and Enforcement

(a) It shall be a Violation of this Ordinance to:

- (1) Fail to comply with **Section 4(a)**;
- (2) Fail to comply with **Section 4(a)(1)**;
- (3) Fail to comply with **Section 4(a)(2)**;
- (4) Fail to comply with **Section 4(a)(3)**;
- (5) Fail to comply with **Section 4(a)(4)**.

(b) Vehicle occupancy violations while in the Alameda CTC Express Lanes, including using a Switchable Transponder to declare an occupancy status for Toll exempt or Discounted Tolls when such declaration is not justified or permitted hereunder, and other moving violations while in the Alameda CTC Express Lanes, including entry into the Alameda CTC Express Lanes by a Vehicle that is not authorized by the laws of the State of California to travel in such facility, are subject to citation by the California Highway Patrol.

(c) A Motorist traveling in the Alameda CTC Express Lanes without either a properly-mounted and properly-functioning valid Transponder on board that is associated with a valid FasTrak account or valid vehicle license plates properly attached to the Vehicle pursuant to Vehicle Code Section 4850.5 or 5200 are subject to citation by the California Highway Patrol.

(d) Toll violations, including using Switchable Transponder to declare an occupancy status for Toll Exempt or Discounted Tolls when such declaration is not justified or permitted hereunder, are subject to enforcement by the Alameda CTC, as detailed in this Ordinance and in the Alameda CTC's adopted policies. Toll violations are subject to the Penalties provided in the Penalties Schedule in Appendix C.

Section 8. Penalties and Processing of Violation(s)

(a) This Ordinance adopts and incorporates by this reference, as though fully set forth herein, the statutory requirements, and administrative procedures provided in Article 4, Chapter 1 of Division 17 of the Vehicle Code for the imposition, processing, and collection of Toll Evasion Violations, as may be amended from time to time hereafter. The processing of Notices of Toll Evasion Violations and Notices of Delinquent Toll Evasion Violations shall also be conducted in accordance with those procedures and penalties adopted by BATA, as the Processing Agency for the Alameda CTC within the meaning of Section 40253 of the Vehicle Code. The FasTrak® Regional Customer Service Center Policies set forth in Attachment A to BATA Resolution No. 52, Revised, as amended from time to time, shall be applicable to the Alameda CTC Express Lanes and this Ordinance (except to the extent they conflict with the provisions of this Ordinance or the Vehicle Code) and are hereby adopted and incorporated by reference into this Ordinance as though fully set forth herein.

(b) Alameda CTC or the Processing Agency may access data saved electronically by the toll system in order to investigate Violations under this Ordinance. Such data may include, but is not limited to, the vehicle license plate number, Transponder occupancy setting, and Transponder's associated FasTrak Account number, as permitted by law.

(c) The Penalties for a Violation of this Ordinance shall be the amounts set forth in the Penalties Schedule attached hereto as **Appendix C** and incorporated by reference herein. The Penalties Schedule may be updated by resolution of the Commission from time to time. Penalties may not be greater than the amounts established under Vehicle Code Section 40258 as the maximum Penalties for civil Toll Evasion Violations. If the driver of any Vehicle is arrested pursuant to Article 1 (commencing with Section 40300) of Chapter 2 of the Vehicle Code, the civil procedure for enforcement of violations established by this Ordinance shall not apply. Revenues received from the Penalties assessed pursuant to this subsection shall be returned to the Alameda CTC.

Section 9. Confidentiality

Any information obtained during the enforcement of Violations shall not be used for any purpose other than to pursue the collection of Violations or process Tolls.

Section 10. Other Notices

Provided that the applicable requirements of Article 4, Chapter 1 of Division 17 of the Vehicle Code are met, nothing herein shall prohibit the Alameda CTC or the Processing Agency from establishing informal methods of notifying Motorists of Violations and/or from collecting Tolls and Penalties for Violations through such means.

Section 11. Implementation

Alameda CTC's Executive Director is hereby authorized and directed to develop procedures, forms, documents and directives which may be necessary to implement the terms of this Ordinance, and the Executive Director may delegate such duties and obligations under this Ordinance to staff of, or consultants under contract to, the Alameda CTC.

Section 12. Severability

If any term, covenant or condition of this Ordinance shall be held by a court of competent jurisdiction to be invalid or unenforceable, then that term, covenant, or condition shall be deemed stricken and the remainder of this Ordinance shall not be affected and each remaining provision shall be valid and enforceable to the fullest extent permitted by law unless any of the stated purposes of this Ordinance would be defeated.

ARTICLE II –PUBLICATION/EFFECTIVE DATE OF ORDINANCE.

A summary of this Ordinance shall be prepared by the General Counsel. At least five (5) days prior to the Commission meeting at which this Ordinance is scheduled to be adopted, the Clerk of the Commission shall (1) publish the summary, which will include a web address for access to the full version and a statement that a hard copy of the full ordinance will be mailed to members of the public upon request, in a newspaper of general circulation printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC's Office a certified copy of this Ordinance. Within fifteen (15) days after the adoption of this Ordinance, the Clerk shall (1) publish the summary in a newspaper of general circulation, which will include a web address for access to the full version, printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC Office a certified copy of the full text of this Ordinance along with the names of those Commission members voting for and against this Ordinance or otherwise voting. The Clerk of the Commission shall attest to such adoption and publication of this Ordinance. This Ordinance shall become effective thirty (30) days after adoption.

PASSED AND ADOPTED by the Alameda County Transportation Commission on _____
_____ by the following vote:

AYES:

NOES:

EXCUSED:

Date Published: _____ (Alameda County)

Attested to:

Dated: _____

Clerk of the Commission

APPENDIX A

SCHEDULE OF DISCOUNTS/SURCHARGES

Facilities and Tolls

Under the Alameda CTC Express Lanes Toll Enforcement Ordinance, discounts/exemptions applicable to two- and three-occupant Vehicles and single-occupant Clean Air Vehicles shall be as set forth in Table A-1.

Table A-1
(as adopted by the Commission on _____.)

Vehicles Eligible for Discounts	Discounts based on HOV Requirements (Discounts may not be combined.)	
	Posted requirement: HOV-2 (Minimum of two-occupant requirement)	Posted requirement: HOV-3 (Minimum of three-occupant requirement)
Vehicle with two occupants	Meets minimum occupancy requirement. No Toll.	TBD (This discount will be set before HOV-3 lanes become operational)
Vehicle with three occupants	Meets minimum occupancy requirement. No Toll.	Meets minimum occupancy requirement. No Toll.
Single-Occupant Clean Air Vehicle	50% Toll Discount	

License Plate FasTrak Account Surcharge

For the Alameda CTC Express Lanes, the surcharge for License plate FasTrak Account transactions shall be \$0.00.

Appendix B

Operational Alameda CTC Express Lanes Under Jurisdiction of Alameda CTC

(as adopted by the Commission on _____.)

- Westbound I-580: Greenville Road to Interstate 680
- Eastbound I-580: Hacienda Drive to Greenville Road

Appendix C

Penalties Schedule

(as adopted by the Commission on _____.)

Toll Evasion Penalty: Original Toll plus up to a maximum \$25 toll evasion penalty

Delinquent Penalty: Original Toll plus up to a maximum \$70 penalty – i.e., \$25 Toll Evasion
Penalty plus \$45 late fee

Exceptions:

1. If the violation is determined to be the fault of the Alameda CTC.
2. For first time offense, a non-customer can open a FasTrak[®] account and the toll evasion penalty will be waived.

Department of Motor Vehicles (DMV) Processing Fee:

A processing fee will be applied to violations sent to the DMV for a registration hold in the amount of the DMV recording fee authorized pursuant to Vehicle Code 4773, as said amount may be amended from time to time.

This page intentionally left blank



DATE: July 16, 2020

TO: Alameda County Transportation Commission

FROM: Saravana Suthanthira, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Approve long-term concept for East 14th St/ Mission Blvd. and Fremont Blvd. Multimodal Corridor

Recommendation

Receive an update on the E14th/Mission Blvd. Fremont Blvd. Multimodal Corridor Project and approve long-term concept for the corridor.

Summary

In December 2017, Alameda CTC launched the East 14th Street/Mission Blvd. and Fremont Blvd. Corridor Project (Project) as a major multi-jurisdictional arterial corridor project to advance the high-level countywide modal plans completed by Alameda CTC in 2016. The 30-mile Project corridor (Attachment A) is a critical north-south corridor in central and southern Alameda County, spanning the Cities of San Leandro, Hayward, Union City and Fremont as well as parts of unincorporated Alameda County. AC Transit, BART and Union City all operate within the corridor, portions of which are a Caltrans facility. The purpose of the Project is to further the recommendations from the countywide modal plans and integrate numerous planning efforts led by local jurisdictions along the corridor to identify a complimentary set of multimodal improvements to support and accommodate the anticipated growth, advance safety, and improve multimodal options in the corridor.

The scoping phase of the Project is nearing completion, as detailed in the Project Schedule, Attachment B. The scoping phase focused on identifying improvements that: are consistent with the Project's multimodal goals; build on the local efforts that are supported by agency partners and community stakeholders; and address the transportation challenges posed by future employment and residential growth. Extensive outreach was held throughout the project to obtain buy-in with the agency partners and, at strategic points, with the community members through focus group meetings and workshops, as well as online methods. Staff presented the project to the Alameda CTC Bicycle and Pedestrian Advisory Committee on three occasions to obtain input on the corridor challenges and opportunities,

and proposed concepts. Two working sessions were held over the course of the Project to brief Commissioners whose jurisdictions are part of the corridor.

The project team, working closely with the local jurisdictions and transit agencies via a project Technical Advisory Committee, developed a long-term vision for the corridor, as well as near- and mid-term improvements focused on safety and operational improvements. Improvements identified for the corridor are shown in Attachments C, D and E, and include:

- Bus-only Lanes
- Rapid Bus Improvements
- Mobility Hubs
- Microtransit/Flex
- Protected Bike Lanes
- Multipurpose Trails/extension of East Bay Greenway
- Safety and Operational Improvements

Alameda CTC is developing next steps and implementation options to advance these improvements working collaboratively with Caltrans, relevant local jurisdictions and transit agencies. A multi-pronged approach to implementation allows for the Project recommendations to be more quickly integrated with ongoing improvement projects and initiatives to advance a coordinated long-term vision for the corridor. Immediate next steps for Alameda CTC include project development activities for Rapid Bus improvements along the corridor, and safety and operational improvements.

Background

East 14th St/ Mission Blvd. and Fremont Blvd. is a major north-south arterial corridor composed of numerous neighborhoods and commercial districts that connects the communities of Central and Southern Alameda County to regional transportation networks and employment activity centers in Silicon Valley and Peninsula. The 30-mile study corridor (Attachment A) traverses five jurisdictions (cities of San Leandro, Hayward, Union City and Fremont, and unincorporated county), and is served by two bus agencies (AC Transit and Union City Transit). BART runs parallel to the corridor and serves the study area through seven BART stations. The corridor is also served by one ACE station. The corridor is under mixed ownership, with portions that are Caltrans right of way, and other portions are under the control of local jurisdictions.

The communities along the corridor are focusing significant amounts of growth in the area in the coming years, with development actively occurring or being planned. A number of local jurisdictions have identified improvements for their sections of the corridor, largely focused on multimodal improvements. To integrate the local planning work and identify strategies to improve the overall corridor performance, Alameda CTC initiated the Project as one of two key multimodal corridor projects in the county.

Agency Partners and Stakeholders Outreach

Project partners include the local jurisdictions along the corridor (San Leandro, Alameda County, Hayward, Union City, and Fremont), the transit operators serving the Study Area (BART, AC Transit, and Union City Transit), and Caltrans, which has jurisdiction of portions of the corridor. The project's Technical Advisory Committee (TAC) consists of representatives from each of these public agency partners. The Project's Policy Advisory Committee (PAC) consisted of Commissioners representing the five local jurisdictions along the corridor and AC Transit.

The Project's TAC served as the primary means of coordinating with agency partners. The TAC met at key milestones, and Alameda CTC held over 20 one-on-one coordination meetings with the agency partners to facilitate deeper discussions with local context. A project update was presented to the PAC twice to receive feedback – once on baseline conditions and later on draft recommendations.

Community Outreach

Alameda CTC, in partnership with the partner jurisdictions, used a variety of strategies for robust engagement with the community members throughout the project:

- An online survey was administered in Spring 2018 to solicit community input regarding transportation improvement needs.
- Focus group meetings were held in early 2019 for each local jurisdiction in addition to topic-specific focus group meetings for transit users, bicyclists and pedestrians, and people with disabilities. The focus group meetings were used to discuss potential improvements and solicit input regarding additional needs and priorities.
- Five in-person open house meetings were held in Fall 2019, with one in each jurisdiction. The meetings were used to share the recommended project improvements and solicit feedback. The open house meeting content was also shared online as an interactive workshop to allow community members to review the draft recommendations and provide comments.

Baseline Conditions Analysis-Key Findings

As a first step in identifying potential improvements, a baseline conditions analysis was completed. This analysis provided key findings that informed the subsequent steps of Project work, including defining the Project's purpose and goals and developing conceptual improvement alternatives. Those findings are:

- 40 percent of the corridor is part of the Alameda CTC countywide pedestrian High-injury Network (HIN) and 25 percent of the corridor is part of the bicycle HIN.
- Between now and 2040, significant population growth (15 percent) is projected for the study area and employment is expected to grow by 25 percent, which is nearly double the employment growth rate of the County and the region.

- Almost 90 percent of study area trips are by auto, showing the need for improved alternative modes.
- 25 percent of the trips are two miles or less and over 50 percent of the trips are five miles or less.
- Fewer BART passengers walk, bike, or take transit to the station along corridor compared to BART systemwide multimodal access.
- Long-term traffic growth of 1 – 3 percent per year throughout the corridor indicates more congestion is anticipated along the corridor.

Project Purpose and Goals

The following Project goals were developed based on the needs identified through the Baseline Conditions Analysis:

- Provide safe and convenient travel for all modes
- Support planned long-term growth and economic development
- Address the range of mobility needs for study area residents, business, workers, and visitors
- Increase the share of non-auto trips
- Improve the connectivity between transportation modes and services
- Provide flexibility for future changes in technology

Recommended Improvements

The recommended multimodal long-term concept for the Project is shown in Attachments C, D and E, and was developed based on a three tier-technical feasibility analysis and stakeholder input. This recommendation represents the 20-year vision for the corridor and includes both long-term projects (implementation period - 7+ years) to address projected growth and near- and mid-term projects (implementation period - within 7 years) to address existing mobility and safety needs.

Long-term Vision

The proposed long-term vision for the corridor includes these major improvement components:

- East Bay Bus Rapid Transit (BRT) Extension by providing Bus-only lanes
- Rapid Bus service
- Mobility Hubs that provide robust transfer and first- and last-mile options enhanced by technology
- Microtransit/Flex service
- An off-street, Class I, Multiuse Trail as extension of East Bay Greenway
- An on-street, Class IV, Protected Bike Lane network
- Safety and Operational Improvements

The details of the recommended improvements consist of the following:

Bus-Only Lanes

Bus-only lanes are recommended from San Leandro BART to South Hayward BART. The bus-only lanes would be part of a bus rapid transit (BRT) system similar to the East Bay BRT under construction.

Rapid Bus

Rapid Bus is recommended throughout most of the corridor between San Leandro BART and Warm Springs BART. Rapid Bus improvements at a minimum would include traffic signal technology to reduce bus delays, real-time bus arrival data at bus stops, a combination of express and local bus services, and ADA improvements for safer access to bus stops.

Mobility Hubs

Mobility hubs for the Project are defined as centers where transit, shared mobility, walking, and biking are brought together to provide an integrated suite of mobility services, amenities, and technologies. Mobility hubs will be developed around major transportation hubs, including BART stations.

The Project's recommendation includes mobility hubs to increase BART ridership and improve first- and last-mile multimodal connections to BART and other high-capacity transit services.

Mobility hub improvements fall into three categories: infrastructure (e.g., secure bike lockers and pedestrian safety improvements), mobility services (e.g., bikeshare and shuttles), and traveler information and data (e.g., wayfinding signage and real-time rideshare matching).

Microtransit

Microtransit is recommended in Fremont and around mobility hubs with the following features:

- On-demand service
- Flexible route and schedule
- Uses small shuttles or vans
- Examples include AC Transit Flex

East Bay Greenway Extension – Class I trail

An extension of the East Bay Greenway is recommended between South Hayward BART and Warm Springs BART. This project would use a combination of existing trail segments, planned facilities, and new connections to provide safer, more comfortable travel for those walking and biking.

On-Street Protected Bike Lanes – Class IV

On-street protected bike lanes from San Leandro to Fremont, which would involve physical separation between bike lanes and moving traffic.

- Alameda County, Hayward, and Fremont have projects underway that will add protected bike lanes to the corridor.
- Additional proposed improvements provide new or improved bike lanes in areas that are part of the Countywide HIN.

Safety and Operational Improvements

Given the critical need for improved safety of pedestrian and bicyclists, pedestrian safety treatments proposed throughout the corridor will provide safer, higher-quality travel for pedestrians. Bike safety treatments along the corridor and at intersections will make it more comfortable for people to bike.

A list of specific safety and operational projects has been defined in coordination with the partner agencies. These projects include recommendations from recent plans and studies, plus additional improvement projects identified by Alameda CTC project team to address near-term safety needs. Examples of improvements include the following:

<u>Pedestrian Projects</u>	<u>Bicycle Projects</u>
<ul style="list-style-type: none">• Sidewalk Gap Closures• ADA Pedestrian Improvements• Pedestrian Signal Phasing• Crosswalk Improvements• Streetscape Improvements	<ul style="list-style-type: none">• Signalized Intersection Improvements• Bike Lane Striping• Facilities on Parallel or Connecting Streets• Driveway Consolidation• Streetscape Improvements• Wayfinding

Technology

While not a separate category of improvements, the Project recommendations have been developed with flexibility to account for future changes in technology such as connected infrastructure and connected vehicles. Specific technology-related improvement elements include upgraded signal equipment and coordinated signal priority in the near term and next generation cloud based centralized communications systems for connected vehicles in the long term.

Conceptual Cost Estimate

The full long-term vision includes major investments along the entire length of the 30-mile corridor. Given the large capital costs involved, improvements will be phased in over time as funding becomes available. The Project is likely to be competitive for a number of local, regional and state funding opportunities as it includes improvements to support significant amounts of growth, improve active transportation and safety, and facilitate more reliable transit service. Approximate capital cost to implement the long-term improvements is estimated to be \$620 - \$750 million in 2020 dollars. This does not include any operational costs and also excludes funding already identified for any of the existing projects. For Microtransit, only capital costs for vehicles are added.

Bus-Only Lanes - San Leandro BART to South Hayward BART	\$270-350 m
East Bay Greenway Extension - South Hayward BART to Warm Springs BART	\$220-270 m
Near-Term Safety and Operational Improvements	\$50 m
Mobility Hubs – 10 Locations	\$50 m
Rapid Bus – South Hayward BART to Warm Springs	\$22 m
Microtransit/Flex	\$8 m
TOTAL	\$620 - \$750 m

Proposed Implementation Framework

Based on the project development consideration, implementation timeframe and resources availability, the proposed long-term vision components are proposed to be phased in implementation.

There are significant opportunities to advance in the near- and mid-term many of the Project recommendations. Near- and mid-term improvements identified to date focus primarily on safety and operation improvements, which can be implemented more quickly and provide immediate benefits for users of the corridor. These improvements can also most readily be integrated into existing and planned projects along the corridor to speed implementation and result in project delivery efficiencies. The Near-and mid-term projects build on local plans and projects that will be implemented in phases and form the basis for the future implementation of the long-term recommendations.

Near-term improvements

- Safety and Operational Improvements
- Rapid Bus service
- Mobility Hub Pilot
- An on-street, Class IV, Protected Bike Lanes

Mid-term Improvements

- Rapid Bus service
- Mobility Hubs
- Microtransit/Flex service
- An on-street, Class IV, Protected Bike Lane network

Long-term Improvements

- Bus-only Lane
- An off-street, Class I, Multiuse Trail as extension of East Bay Greenway
- An on-street, Class IV, Protected Bike Lane network

For each of the recommended improvements, additional project development and project delivery activities are required to obtain needed environmental clearances, complete design plans, and ultimately construct the projects.

The proposed approach for implementing the recommended improvements is shown in Attachment F. This framework prioritizes safety improvements that address existing needs along the corridor and low-cost, "quick fix" solutions that can be advanced quickly into construction. A multi-pronged approach to implementation allows for the Project recommendations to be integrated with the ongoing improvement projects and funding opportunities of the local, regional, and state partners.

Proposed Next Steps for Project Development Phase

Next steps for project development will be in coordination with local jurisdictions and Caltrans District 4 in accordance with their prescribed processes. The required process for each improvement depends on several factors, including the construction cost, funding source, and roadway jurisdiction. Project development activities for simpler projects may require one to two years before construction, while more complex projects may require five to seven years for project development.

The following is the recommended sequence of next steps (Attachment F) to allow projects with more imminent needs and simpler environmental clearance processes to be advanced (and potentially be constructed) more quickly. Staff anticipates returning to the Commission this fall to request funding and contract authorization to advance a subset of projects into the next phase of project development.

- Next Steps: Beginning in Fall 2020
 - Near-Term Safety and Operational Improvements
 - Rapid Bus
 - Mobility Hub Pilot (begin coordination with MTC's regional mobility hubs effort and collaboration with BART)
 - Class IV Bike Lanes
- Next Steps: Beginning in 2022

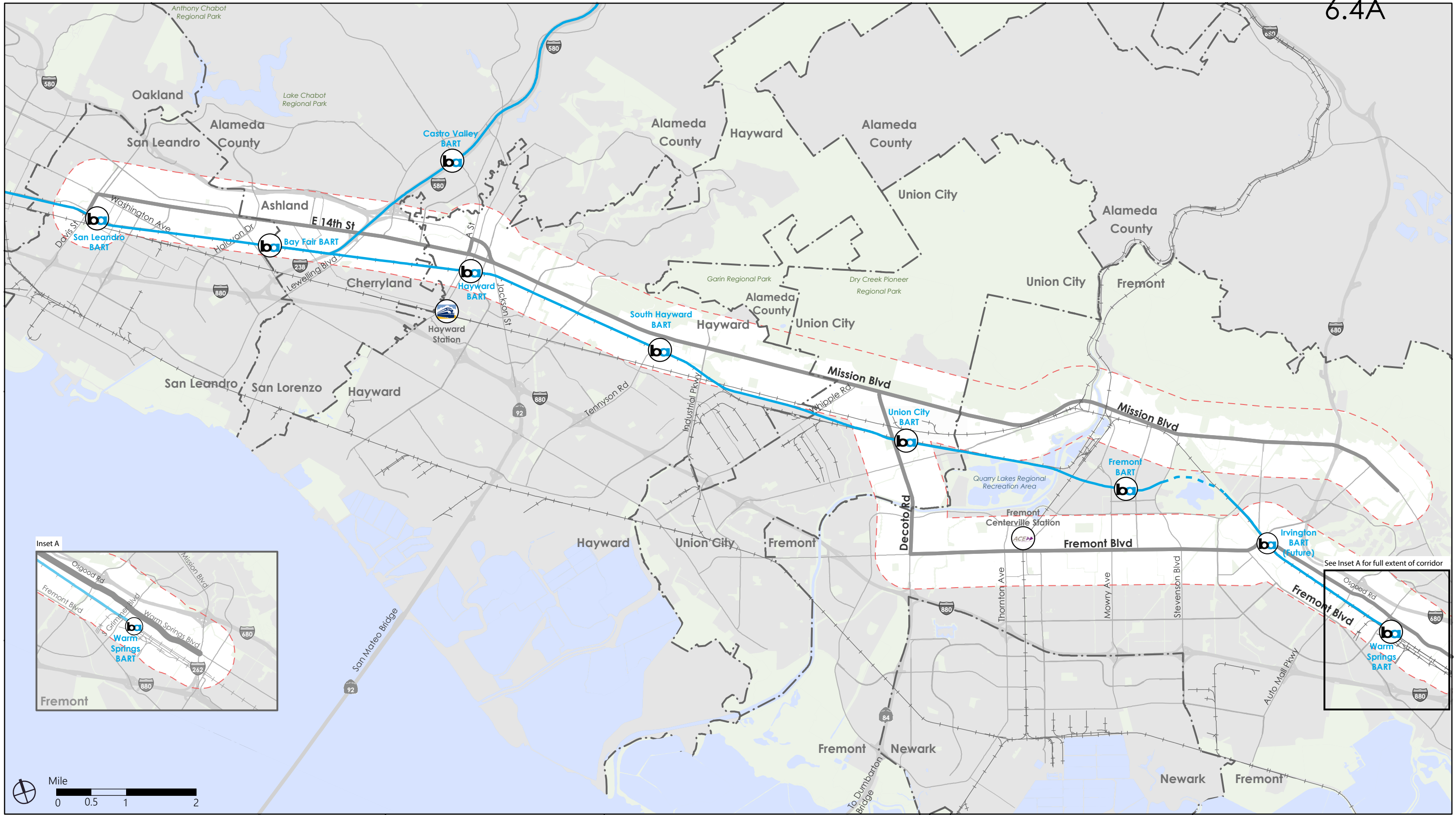
- Bus-Only Lanes
- Mobility Hubs (remaining locations)
- East Bay Greenway Extension
- Microtransit

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

Attachments:

- A. Project Corridor
- B. Project Schedule
- C. Recommended Long-Term Concept
- D. Recommended Transit Improvement Phasing
- E. Recommended Bicycle Improvement Phasing
- F. Implementation Framework

This page intentionally left blank



E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Legend:

- BART Station
- BART Above/Below Ground
- ACE/Capitol Corridor Station
- Freight Rail and Capitol Corridor Tracks
- Jurisdiction Boundary
- Water Bodies
- Parks/Open Space
- Freeway/Arterial

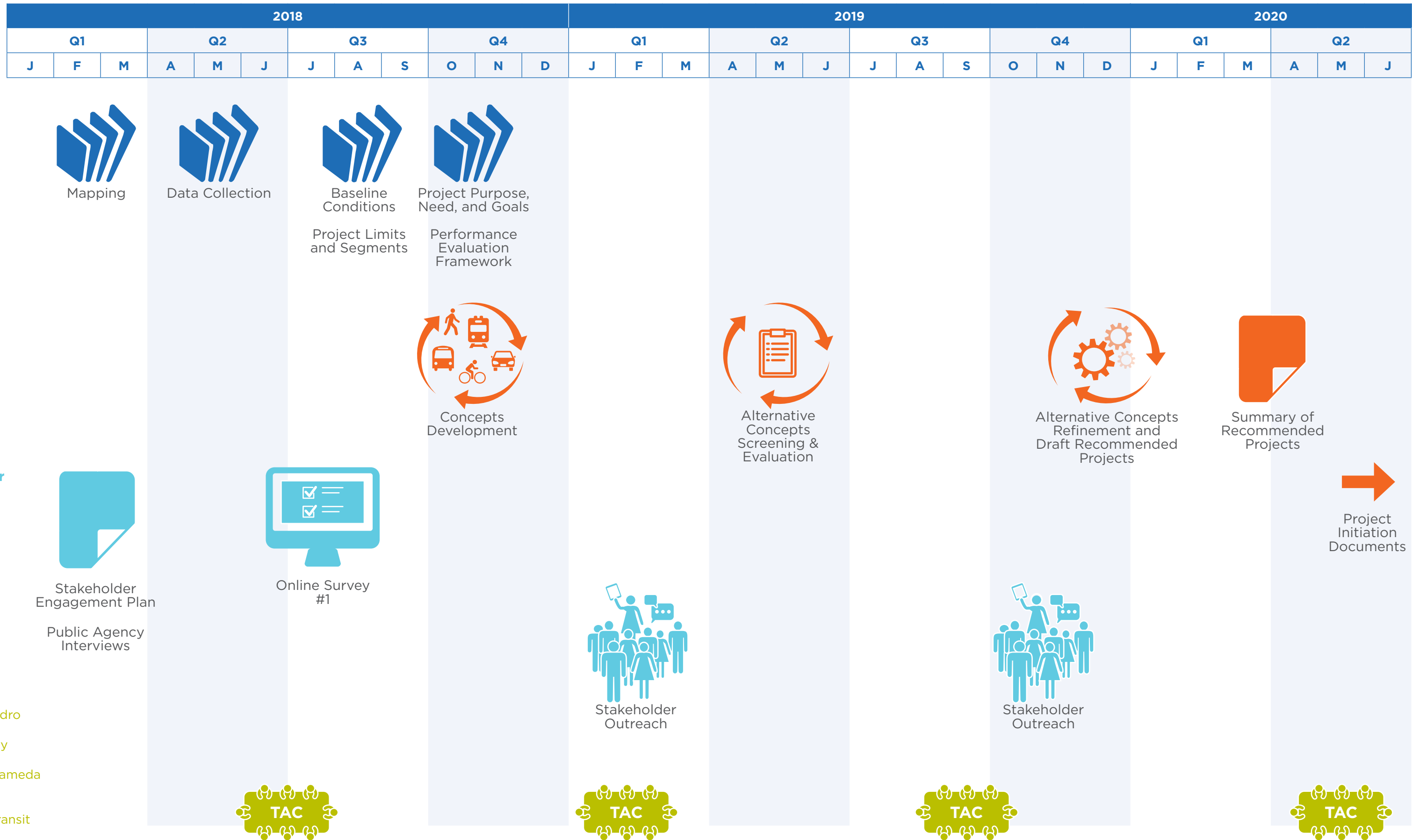


This page intentionally left blank

E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Schedule

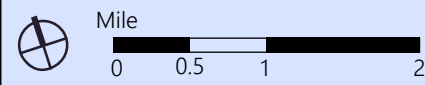
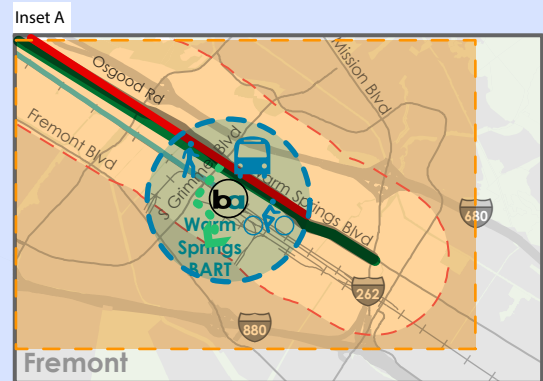
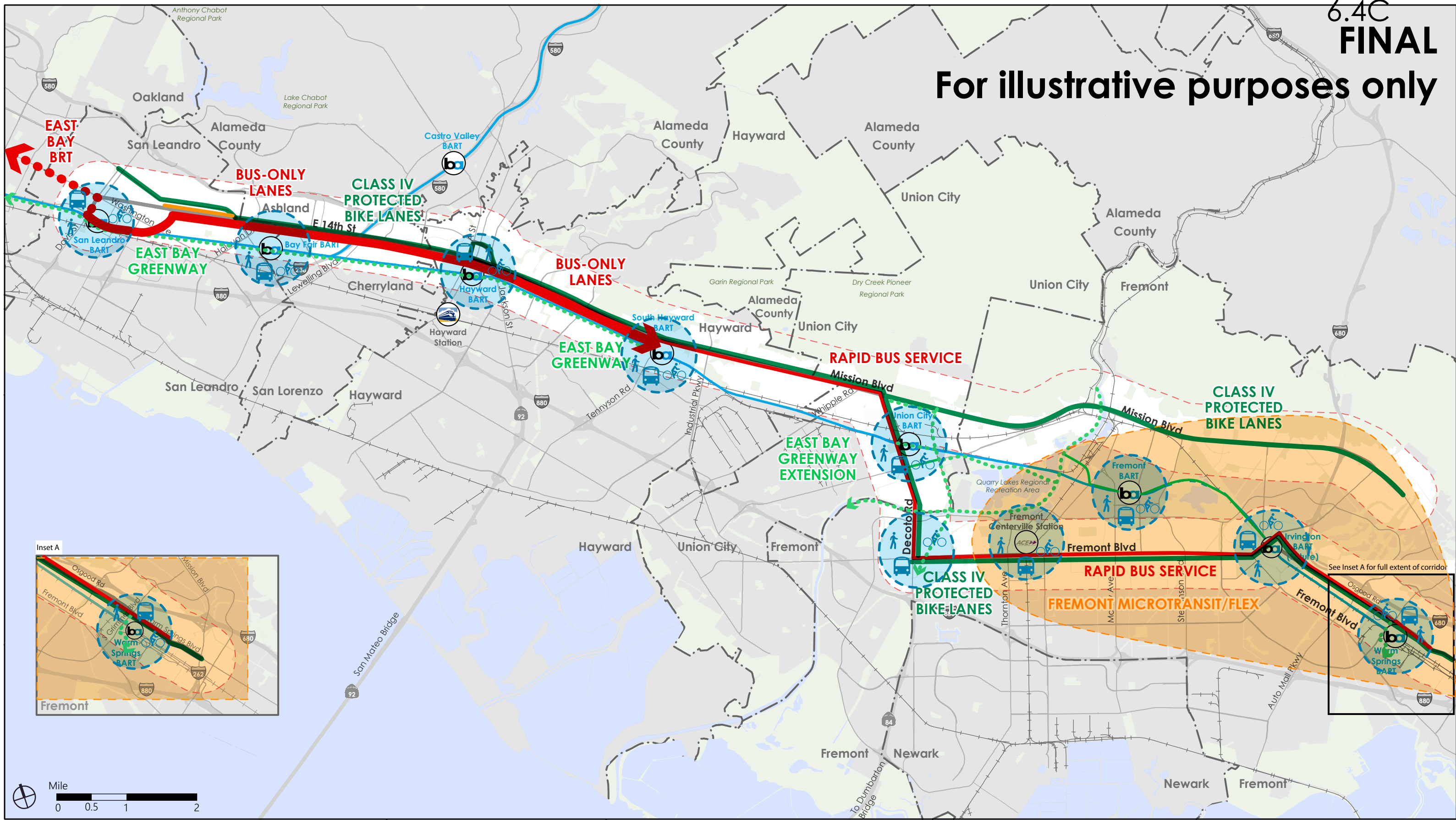
6.4B

Updated April 2020



This page intentionally left blank

For illustrative purposes only



Legend:

- BART Station
 - BART Above/Below Ground
 - Capitol Corridor Stations
 - ACE/Capitol Corridor Station
 - Freight Rail and Capitol Corridor Tracks
 - Jurisdiction Boundary
 - Freeway/Arterial
 - Water Bodies
 - Parks/Open Space
 - Bus-Only Lanes – limited stop service with bus-only lanes
 - Rapid Bus – limited-stop service without bus-only lanes
 - Off-Street Multiuse Trail
 - On-Street Protected Bike Lanes
 - Microtransit/Flex – on-demand bus service with flexible route and schedule
 - New Class II buffered bike lanes
 - Mobility Hub
- Dotted lines indicate improvements that are existing or planned to be implemented separately from this project

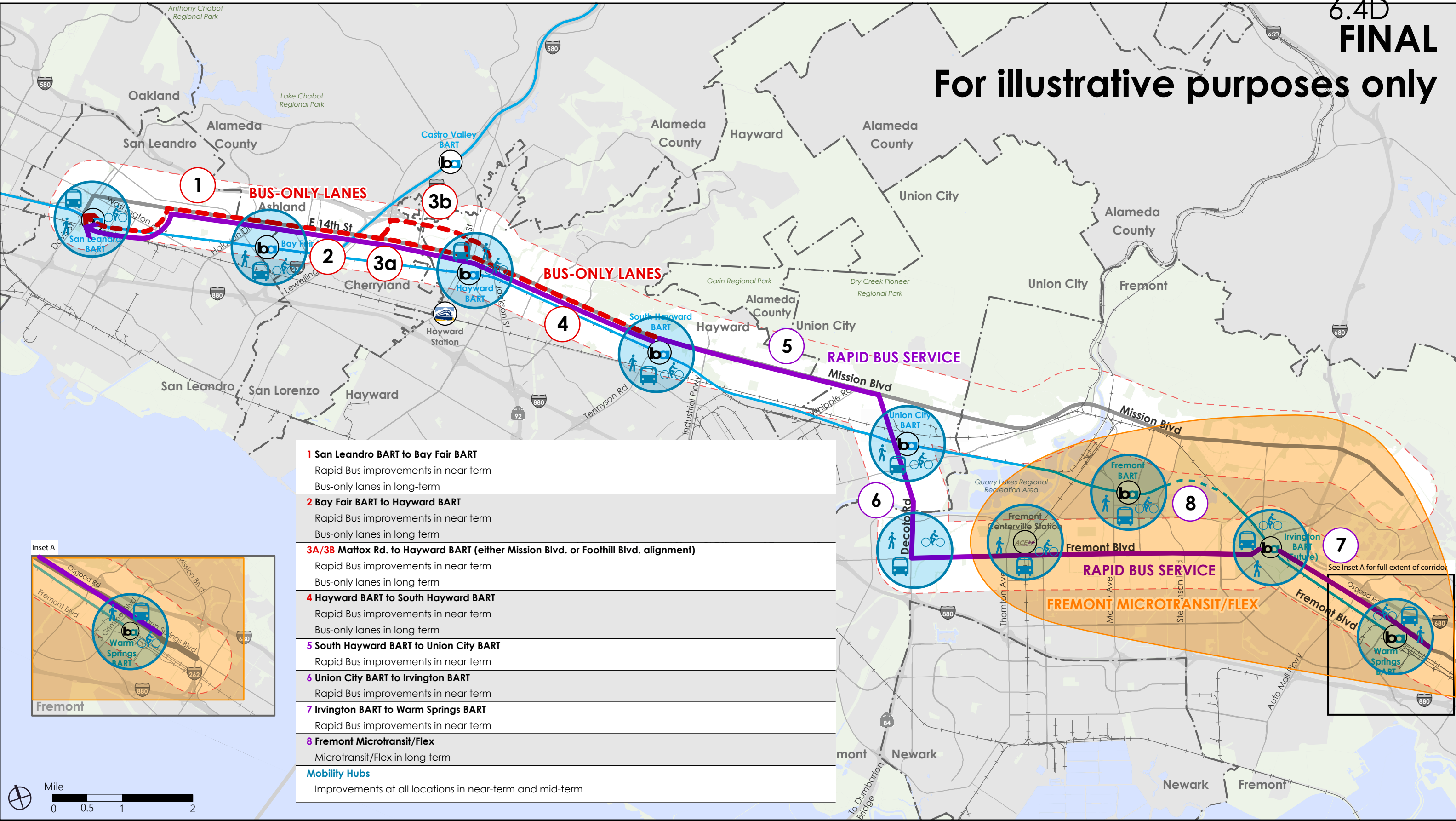
E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Exhibit is for illustrative purposes only.

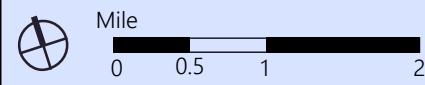
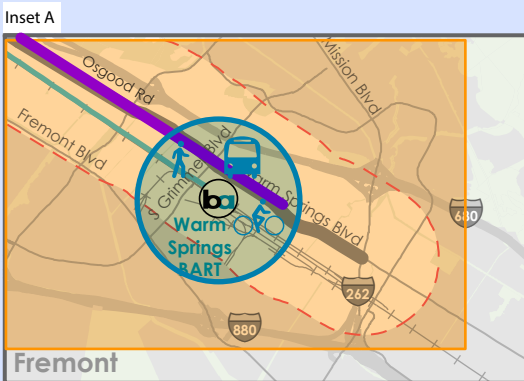


This page intentionally left blank

For illustrative purposes only



- 1 San Leandro BART to Bay Fair BART**
Rapid Bus improvements in near term
Bus-only lanes in long-term
 - 2 Bay Fair BART to Hayward BART**
Rapid Bus improvements in near term
Bus-only lanes in long term
 - 3A/3B Mattox Rd. to Hayward BART (either Mission Blvd. or Foothill Blvd. alignment)**
Rapid Bus improvements in near term
Bus-only lanes in long term
 - 4 Hayward BART to South Hayward BART**
Rapid Bus improvements in near term
Bus-only lanes in long term
 - 5 South Hayward BART to Union City BART**
Rapid Bus improvements in near term
 - 6 Union City BART to Irvington BART**
Rapid Bus improvements in near term
 - 7 Irvington BART to Warm Springs BART**
Rapid Bus improvements in near term
 - 8 Fremont Microtransit/Flex**
Microtransit/Flex in long term
- Mobility Hubs**
Improvements at all locations in near-term and mid-term



Legend:

- BART Station
- Freight Rail and Capital Corridor Tracks
- Microtransit/Flex – on-demand bus service with flexible route and schedule
- BART Above/Below Ground
- Jurisdiction Boundary
- Near-term (0-3 years) and mid-term (4-7 years) improvements pending funding availability
- Capitol Corridor Stations
- Freeway/Arterial
- Long-term (more than 7 years) improvements pending funding availability
- ACE/Capitol Corridor Station
- Water Bodies
- Mobility Hub
- Parks/Open Space

E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

This page intentionally left blank

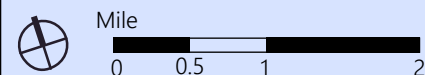
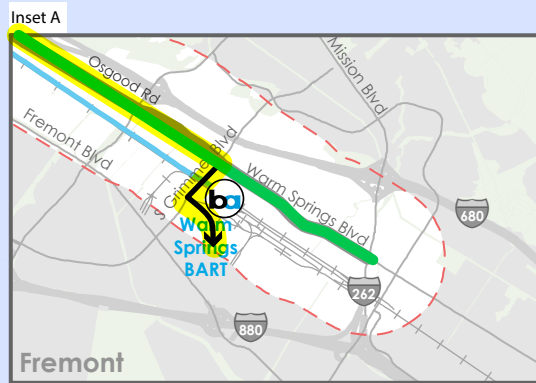
For illustrative purposes only

OFF-STREET MULTIUSE TRAILS

- A. East Bay Greenway - Lake Merritt BART to South Hayward BART**
Class I trail, mid term
- B. Dumbarton/Quarry Lakes Trail - Mission Blvd. to Fremont Blvd.**
Class I trail, long term
- C. Quarry Lakes Trail - Alvarado Niles Rd. to Alameda Creek Trail**
Class I trail, existing
- D. Alameda Creek Trail - Decoto Rd. to Mission Blvd.**
Class I trail, existing
- E. Alameda Creek Bridge**
New bike/ped bridge, long term
- F. East Bay Greenway - Alameda Creek Bridge to Fremont BART**
Class I trail, long term - further feasibility assessment required
- G. East Bay Greenway - Fremont BART to Central Park**
Class I trail, near term
- H. East Bay Greenway - Central Park to Irvington BART**
Class I trail, existing

ON-STREET BIKE LANES

- 1. Bancroft Ave. - Davis St to E. 14th St.**
Class IV bike lanes, near term
- 2. E. 14th St. - San Leandro Blvd. to Bancroft Ave./Hesperian Blvd.**
Class II buffered bike lanes, near term
- 3. E. 14th St. - Bancroft Ave./Hesperian Blvd. to 162nd Ave.**
Class II buffered bike lanes, near term
Class IV bike lanes, long term
- 4. E. 14th St. - 162nd Ave. to I-238**
(Alameda County E.14th/Mission Phase II project limits)
Class IV bike lanes on east side, near term
Class II buffered bike lanes on west side, near term
Class IV bike lanes on west side, long term
- 5. Mission Blvd. - I-238 to Rose Ave.**
(Alameda County E.14th/Mission Phase III project limits)
Class IV bike lanes, near term
- 6. Rose St. to Jackson St.**
(includes Hayward Mission Blvd. Phase 3 project)
Class IV bike lanes, near term
- 7. Mission Blvd. - A St. to Industrial Pkwy.**
Class II buffered bike lanes, near term
Class IV bike lanes, long term
- 8. Mission Blvd. - Industrial Pkwy. to Union City boundary**
(Hayward Mission Blvd. Phase 2 project limits)
Class IV bike lanes, near term
- 9. Mission Blvd. - Union City boundary to Decoto Rd.**
Class IV bike lanes, near term
- 10. Mission Blvd - Decoto Rd. to Ohlone College**
Class IV bike lanes, long term
- 11. Decoto Rd - Mission Blvd. to Fremont boundary**
Class II buffered bike lanes, near term
Class IV bike lanes, long term
- 12. Alvarado Niles Rd. - Decoto Rd. to Quarry Lakes Trail**
Class IV bike lanes, long term
- 13. Decoto Rd - Fremont boundary to Fremont Blvd.**
Class IV bike lanes, near term
- 14. Fremont Blvd - Decoto Rd. to Washington Blvd., excluding Centerville**
Class IV bike lanes, near term
- 15. Fremont Blvd. - Centerville (Alder Ave. to Eggers Dr.)**
Evaluate feasibility for Class IV bike lanes pending community outreach
- 16. Washington Blvd. - Fremont Blvd. to Osgood Rd.**
Class IV bike lanes, near term
- 17. Osgood Rd. - Washington Blvd. to SR 262**
Class IV bike lanes, mid-term



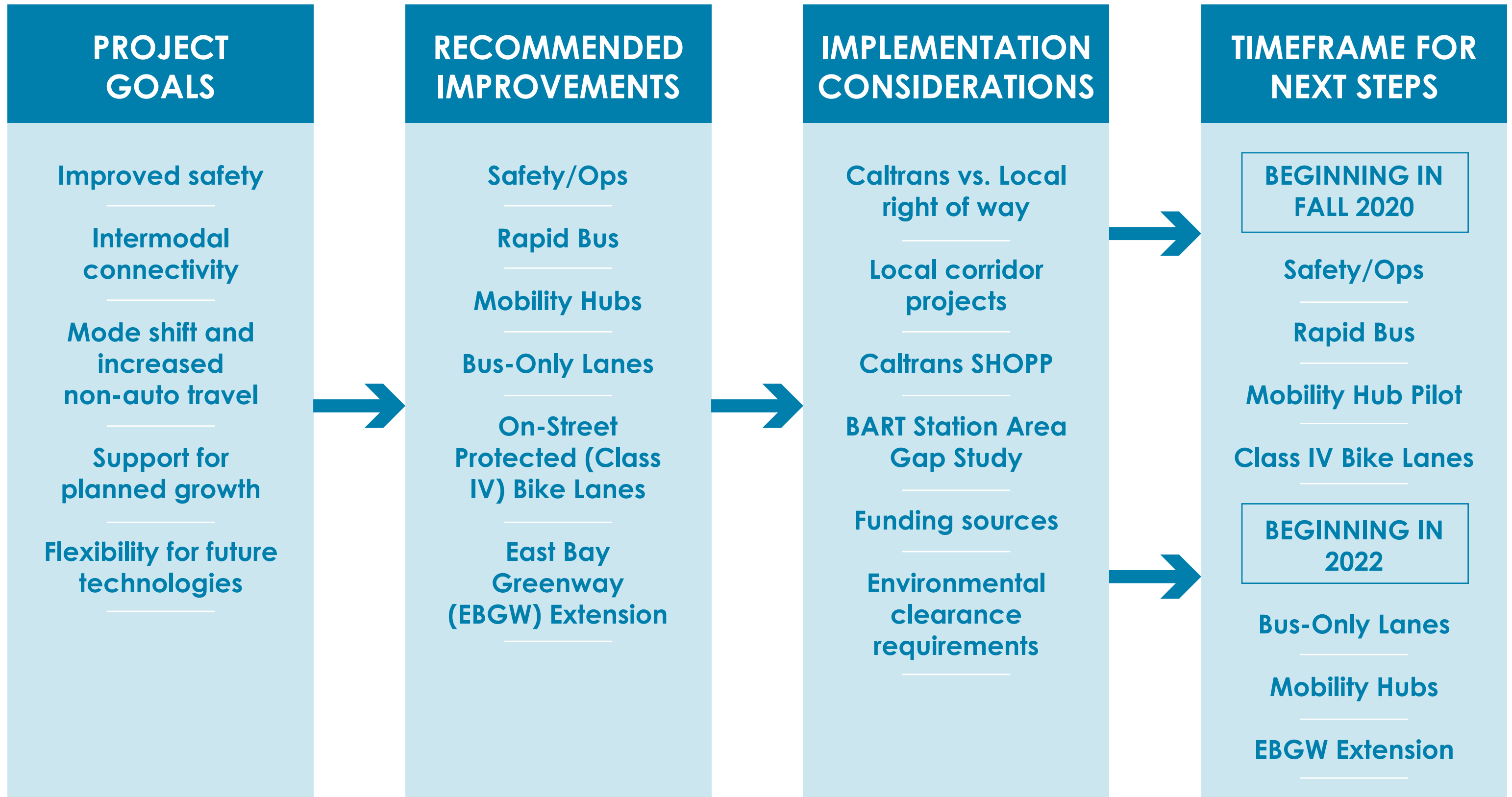
Legend:

- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- ACE/Capitol Corridor Station
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeway/Arterial
- Water Bodies
- Parks/Open Space
- Existing or planned Class I trail (completed through separate project)
- New Class I trail
- New Class IV protected bike lanes
- New Class II buffered bike lanes
- East Bay Greenway Extension Alignment
- Alignment to be evaluated as alternative during environmental phase for the East Bay Greenway extension
- Near-term (0-3 years) and mid-term (4-7 years) improvements pending funding availability
- Long-term (more than 7 years) improvements pending funding availability

E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

This page intentionally left blank

Proposed Implementation Framework



This page intentionally left blank



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve an Amendment to the Co-op with Caltrans for State Route 84 Expressway and State Route 84/Interstate 680 Interchange Improvements Project

Recommendation

It is recommended that the Commission approve an Amendment to the Cooperative Agreement between Alameda CTC and Caltrans for the State Route 84 (SR-84) Expressway and State Route 84/Interstate 680 (SR-84/I-680) Interchange Improvements project (Project).

Summary

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

The Project is a named project in the 2014 MBB TEP, TEP-31, with a total commitment of \$122 million. This Project is also a named project in the Regional Measure 3 (RM3) program, with a total RM3 commitment of \$85 million. The total estimated cost of the Project is \$244.1 million and is proposed to be funded with a combination of local, state and regional funds.

The Project is currently in the design and right-of-way acquisition phase and the construction bid documents are scheduled to be completed and the Project advertised for construction in December 2020, with contract award anticipated in April 2021. Caltrans is the implementing agency for the construction phase.

In order to remove trees necessary to construct the project and maintain the current project schedule, an Amendment is necessary to the current Cooperative Agreement between Caltrans and Alameda CTC. The Amendment will allow Caltrans to remove trees

using their forces, and will also allow them to perform a new pavement design for the Project that is expected to reduce costs.

Approximately eight-hundred trees need to be removed along SR-84 and I-680 to accommodate construction of the Project. In order to comply with the Migratory Bird Treaty Act and California Department of Fish and Wildlife regulations, these trees must to be removed outside the annual bird nesting period, which is February to August, and prior to the rainy season. Since construction of the roadway contract is not expected to begin until spring 2021, an advance tree removal contract is needed to remove trees. The tree removal work is proposed between September 1 and October 15, 2020. Tree removal will be performed by Caltrans under an existing service contract. Tree removal will occur during daytime hours when only shoulder closures are required. Some nighttime work is anticipated when lane closures are required to safety remove large trees adjacent to the highway.

The Amendment also covers work for Caltrans Materials staff to perform a Mechanical Empirical (ME) pavement design. ME design is a new pavement design approach which allows for thinner asphalt concrete layers, compensated by thicker aggregate base sections. Use of ME pavement design could reduce Project costs by up to \$1.5M.

The cost for this additional work is \$710,000, which increases the total compensation of the Cooperative Agreement from \$300,000 to \$1,010,000. This additional cost will be paid for from contingency previously included in the Project budget and will not lead to increased Project costs. In addition, savings from the pavement design is anticipated to save the project up to \$1.5M, which will offset the added costs to the Cooperative Agreement.

Background

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

The Project is a named project in the 2014 MBB TEP, (TEP-31) with a total MBB commitment of \$122 million and proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational improvements to the SR-84/I-680 Interchange. Additionally, the Project will extend the existing southbound express lane from SR-84 to north of Koopman Road. Proposed improvements include improving SR-84 to four lanes to conform with the existing roadway, interchange improvements, intersection improvements along the SR84 corridor, construction of bike lanes along SR-84 and under I-680, improvements to accommodate southbound express lane extension, drainage modifications, and utility relocations. In addition to the 2014 TEP, this Project is

also listed as a named project in the RM3 program, with a total RM3 commitment of \$85 million.

The total estimated cost of the Project is \$244.1 million and the funding plan comprises a combination of local, state and regional funds including \$123.4 million MBB, \$1.1 million Measure B, \$14.9 million Tri-Valley Transportation Council (TVTC), \$11.1 million State Transportation Improvement Program (STIP), \$8.6 million Senate Bill 1 (SB 1) Local Partnership Program (LPP), and \$85 million RM3 funds.

The Project is currently in the design and right-of-way acquisition phase and the construction bid documents are scheduled to be completed and the Project advertised for construction in December 2020, with contract award anticipated in April 2021. Caltrans is the implementing agency for the construction phase.

Approximately eight-hundred trees need to be removed along SR-84 and I-680 to accommodate construction of the Project. In order to comply with the Migratory Bird Treaty Act and California Department of Fish and Wildlife regulations, these trees must to be removed outside the annual bird nesting period, which is February to August, and prior to the rainy season. Since construction of the roadway contract is not expected to begin until spring 2021, an advance tree removal contract is needed to remove trees. The tree removal work is proposed between September 1 and October 15, 2020. Tree removal will be performed by Caltrans under an existing service contract. Tree removal will occur during daytime hours when only shoulder closures are required. Some nighttime work is anticipated when lane closures are required to safety remove large trees adjacent to the highway.

Approximately 745 trees being removed will require mitigation replacement, including 622 native trees which will be replaced at a 3:1 replacement ratio. The replacement trees will be planted within the Project limits at the completion of the roadway construction work through a follow up landscaping project.

Fiscal Impact: The action will authorize the execution of an Amendment to the existing Cooperative Agreement between Alameda CTC and Caltrans, increasing the agreement value by \$710,000 to a new total of \$1,010,000. This will be paid for using MBB funds from the Project contingency.

Attachment:

- A. Project Fact Sheet

This page intentionally left blank



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

JULY 2020

PROJECT OVERVIEW

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

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

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

- Modifying ramps.
- Extending the existing southbound I-680 high-occupancy vehicle/express lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas.

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

PROJECT NEED

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

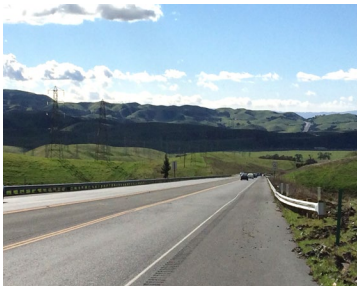


PROJECT BENEFITS

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



I-680/SR-84 interchange.



SR-84 looking eastbound near Ruby Hill Road.



SR-84 looking westbound near Ruby Hill Road.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design and Right-of-Way

- The Environmental Impact Report (EIR) as part of California Environmental Quality Act (CEQA) clearance and the Environmental Assessment (EA) as part of National Environmental Policy Act (NEPA) clearance were completed on May 30, 2018.
- Final design and right-of-way acquisition work began in the early summer of 2018.
- Construction contract advertisement anticipated in December 2020.

PARTNERS AND STAKEHOLDERS

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

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

Preliminary Engineering/Environmental	\$5,756
Final Design	\$17,250
Right-of-Way	\$20,500
Construction	\$200,594
Total Expenditures	\$244,100

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

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$123,400
Measure B	\$1,046
Local (TVTC) ¹	\$14,940
Regional (RIP) ²	\$11,114
Regional (RM 3) ³	\$85,000
State (SB 1 LPP) ⁴	\$8,600
Total Revenues	\$244,100

- ¹ Local funding includes the Tri-Valley Transportation Council (TVTC).
² Regional Improvement Program (RIP).
³ Regional Measure 3 (RM 3).
⁴ Senate Bill 1 Local Partnership Program (SB 1 LPP)

SCHEDULE BY PHASE

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

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



Memorandum

6.6

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

DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Administrative Amendment to Grant Funding Agreement to extend agreement expiration date

Recommendation

It is recommended that the Commission approve Administrative Amendment Grant Funding Agreement (A07-0058) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

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

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

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

Background

Amendments are considered “administrative” if they include only time extensions.

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

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

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

Levine Act Statement: Not applicable.

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

Attachment:

- A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Livermore	Isabel Avenue-Route 84/I-580 Interchange Project/R/W phase	A07-0058	A1: Phase shift and time extension A2: Phase shift A3: Budget increase A4: 36- month time extension from 6/30/2016 to 6/30/2019 A5: 18-month time extension from 6/30/2019 to 12/30/20 (current request)	2	None

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

This page intentionally left blank



Memorandum

6.7

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

DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

Recommendation

It is recommended that the Commission approve the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program.

Summary

Alameda CTC proposes the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program to support local jurisdictions strategies to implement quick-build transportation measures to serve the present need for social distanced walking and bicycling throughout local community areas and businesses districts in light of the Coronavirus pandemic. This program will include up to \$1.125M in Measure B Countywide Bicycle and Pedestrian Countywide Discretionary Funds.

Background

The Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, has reshaped the daily lifestyles of Alameda County residents and their transportation needs. Social distancing is a new standard requirement among the traveling public to minimize the virus spread and associated health risks.

Alameda CTC is highly supportive of local efforts to improve public travel safety and promote Alameda County's economic recovery and regrowth from the COVID-19 impacts. Local jurisdictions are progressively developing and implementing innovative transportation measures to create a safer open space environment in public areas to response to the COVID-19 impacts. These strategies include traffic calming, roadway closures, and temporary repurposing of streets, bicycle, and pedestrian facilities to increase travel access and wide berth to local businesses, community centers, and residential facilities.

Alameda CTC proposes the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (“Program”) to make available up to \$1.125M in local Bicycle and Pedestrian Measure B sales tax funds to support local jurisdictions efforts to respond to the COVID-19 impacts. Program funds are designated for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses and the community. This program has been established as a non-competitive funding opportunity. All eligible jurisdictions that propose an eligible project with the required matching funds (50 percent) will receive program funding.

The Program offers eligible recipients (cities and County of Alameda) a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve the following program goals:

- Create, expand, and improve bicycle/pedestrian access to local business, restaurants, and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility, and open spacing along transportation corridors to business districts and employment centers
- Enhance public health through transportation improvements that mitigate the risk and spread of COVID-19

Eligible recipients are to complete and submit one (1) COVID-19 Rapid Response Bicycle and Pedestrian Grant Program application for Alameda CTC's consideration. The applicant must provide sufficient detail on the proposed improvement(s) and their benefits, implementation schedule, funding request, confirmation of matching commitment, and project cost details. The complete Program Guidelines are included in Attachment A: COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Guidelines.

Program Schedule

Release Call for Projects	July 23, 2020
Final date to submit eligible Application	October 31, 2020
Project Completion	March 31, 2021
Funding Agreement Expiration	June 30, 2021

Alameda CTC is accepting applications through the October 31, 2021. All unclaimed Program funds remaining after the application deadline will be reprogrammed through Alameda CTC's future discretionary processes.

Fiscal Impact: The requested action will encumber \$1.125M of Measure B Bicycle and Pedestrian Countywide Discretionary funds to eligible recipients for fiscal year 2020-21.

Attachment:

- A. COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Guidelines

**ALAMEDA COUNTY TRANSPORTATION COMMISSION****COVID-19 RAPID RESPONSE BICYCLE AND PEDESTRIAN GRANT PROGRAM****Notice for Funding Opportunity***COVID-19 Rapid Response Bicycle and Pedestrian Grant Program*

The Alameda County Transportation Commission (Alameda CTC) is announcing availability \$1.125M in local Bicycle and Pedestrian Measure B sales tax funds to deploy a COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (Program) to support Alameda County's economic recovery and regrowth from the impacts of COVID-19.

Program funds are designated for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses.

The Program goals are to

- Create, expand, and improve bicycle/pedestrian access to local business, restaurants, and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility, and open spacing along transportation corridors to business districts and employment centers
- Enhance public health through transportation improvements that mitigates the risk and spread of COVID-19.

The Program offers eligible recipients a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve these program goals. This program has been established as a non-competitive funding opportunity. All eligible jurisdictions that propose an eligible project with the required matching funds (50 percent) will receive program funding.

Alameda CTC is accepting applications through the October 31, 2021.

PROGRAM GUIDELINES

1. Eligible Recipients / Project Sponsors

Program funds are limited to Alameda County's (14) fourteen cities and the County of Alameda, as follows:

- Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; and the County of Alameda

2. Maximum Award and Matching Requirements

- Eligible recipients are limited to a one (1) maximum grant award of up to \$75,000.
- There is a 1:1 match requirement.
- Per the Alameda CTC's Small Cities Program Policy, the Cities of Albany, Emeryville, and Piedmont are not required to provide a match.

3. Eligible Project

- Projects must achieve the Program goals, and be largely focused on mobility, safety, and open space access improvements.
- Projects may include, but are not limited to, new or modified bicycle/pedestrian facilities, bicycle parking, streets reconfigurations, lane striping, street closures, bicycle lane striping, designated pedestrian path markings, signage/signals, and bicycle/pedestrian safety improvements.
- Projects may be at a single location or within a specific transportation corridor, or projects may consist of a program of improvements at multiple locations.
- Projects must be implemented and open to the public by June 30, 2021.

4. Eligible Costs

Eligible costs include consultant or contract costs, and other direct costs to implement the proposed improvement(s).

The deadline to incur eligible costs is March 31, 2021.

5. Application Process

Eligible recipients are to complete and submit one (1) COVID-19 Rapid Response Bicycle and Pedestrian Grant Program application for Alameda CTC's consideration.

The applicant must provide sufficient detail on the proposed improvement(s) and their benefits, implementation schedule, funding request, confirmation of matching commitment, and project cost details.

6. Application Deadline

Applications will be considered through October 31, 2020.

All unclaimed Program funds remaining after the application deadline will be reprogrammed through Alameda CTC's future discretionary processes.

7. Application Review and Grant Award Process

Alameda CTC staff will review applications to ensure project proposals meet the Program's goals and associated eligibility requirements. Alameda CTC may request additional information from an applicant during this review.

Upon successful determination of project and funding eligibility, Alameda CTC staff will forward grant recommendations to the Alameda CTC's Executive Director for approval.

Thereafter, a funding agreement between Alameda CTC and the Project Sponsor will be executed to document the funding award, project scope, schedule, and the other required terms and conditions.

8. Reimbursement

The Program operates on a reimbursement basis for eligible costs incurred. Eligible costs are based on the Project Sponsor's funding application, and further defined in executed Funding Agreement between Alameda CTC and the Project Sponsor.

Requests for Reimbursements will only be approved for payment upon a fully executed Funding Agreement, and satisfactory documentation of costs incurred by the Project Sponsor.

9. Other Requirements/Considerations

- Upon project completion, Project Sponsors must provide a Final Report that describes the accomplishments of the funded project.
- All Request for Reimbursements must be submitted no less than sixty (60) days prior to funding agreement expiration date.
- Funding Agreements will be set to expire June 30, 2021.
- No time extensions will be permitted to extend project implementation deadlines or funding agreement expiration dates.

10. Schedule

- | | |
|---|------------------|
| • Release Call for Projects | July 23, 2020 |
| • Final date to submit eligible Application | October 31, 2020 |
| • Project Completion | March 31, 2021 |
| • Funding Agreement Expiration | June 30, 2021 |

Staff Contact

John Nguyen
Principal Transportation Planner
(510) 208-7419
jnguyen@alamedactc.org

This page intentionally left blank



Memorandum

6.8

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

DATE: July 16, 2020

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Senior Transportation Planner
Scott Shepard, Senior Transportation Engineer

SUBJECT: Approve actions necessary to facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute two Professional Services Agreements for the Rail Safety Enhancement Program (RSEP):

1. A20-0013 with TY Lin International for a negotiated amount, not to exceed \$1.59 million for Program Management Oversight (PMO); and
2. A20-0014 with Kimley-Horn and Associates, Inc. for a negotiated amount, not to exceed \$3.86 million for Environmental and Design services.

Summary

Safety at rail crossings in Alameda County is an on-going need. Alameda County has high volumes of freight and passenger rail activity, often in close proximity to residential neighborhoods, schools and commercial districts. Our county was also identified by the Federal Railroad Administration as having the fourth highest number of trespassing fatalities at railroad rights of way in the nation. The RSEP will address existing safety issues along rail tracks and mitigate against future safety issues as rail service increases by constructing safety projects at at-grade crossings throughout the county. These safety treatments include: paving, signing, striping, lighting, upgraded traffic signal interconnects, anti-trespassing measures, crossing signals and gates, road and driveway modifications, and potential crossing closures.

In February 2019, the Commission approved the necessary actions to advertise for the RSEP and allocated \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) to the RSEP for Environmental and Design phases. In February 2020, Alameda CTC solicited proposals for two professional services agreements, one for

Program Management Oversight (PMO) of the RSEP and a separate one for Design and Environmental Services. Staff received four proposals for each agreement. An independent selection process comprised of Alameda CTC staff along with engineers with rail safety experience from the City of Emeryville and the City of Pleasanton reviewed and ranked the proposals. Two separate panels interviewed firms for the two teams. Each panel then determined the top-ranked firm for each of the agreements through independent scoring.

Staff has completed negotiations with the top-ranked firms for each agreement. Staff recommends that the Commission approve and authorize the Executive Director to execute two professional services agreements:

1. A20-0013 with TY Lin International for a negotiated amount, not to exceed \$1.59 million for Program Management Oversight (PMO); and
2. A20-0014 with Kimley-Horn and Associates, Inc. for a negotiated amount, not to exceed \$3.86 million for Environmental and Design phases

Background

As part of countywide goods movement and rail planning efforts, staff conducted a high-level assessment of the County's public, mainline grade crossings and prioritized among 133 at-grade rail crossings in the County. This prioritization was based on safety, vehicle delay, emissions, and noise impacts, as well as whether or not the crossing lies within a high-growth Priority Development Area or Community of Concern. This effort was approved by the Commission on March 22, 2018 and resulted in a set of 56 Tier 1 crossings and corridors throughout the county.

This analysis also highlighted the critical need to prevent trespassing in the county, particularly near schools. Trespassing on railroad property is the leading cause of all rail-related deaths in the United States, where more people are struck and killed by trains each year than in motor vehicle collisions with trains at crossings. Since 2016, 22 fatalities and 17 injuries have occurred along Alameda County rail corridors.

Staff have worked with jurisdictions and a consultant team to assess safety issues at Tier 1 crossings and corridors and identify potential treatments for crossings and locations where trespassing is prevalent. A set of near-term treatments was identified with a potential implementation approach in which Alameda CTC staff would work closely with local jurisdictions to manage and deliver a multi-jurisdictional program.

Advancing the rail safety program as one coordinated, countywide program will provide the following benefits:

- Addresses existing safety issues, particularly near schools
- Achieves project development efficiencies through one point of contact with California Public Utilities Commission (CPUC) and Union Pacific Railroad (UPRR) as well as one application to CPUC and one environmental clearance
- Well-positions grade crossing projects to compete for funding such as Regional Measure 3 and the State Trade Corridors Enhancement Program

- Achieves delivery efficiencies through one program manager strategically coordinating contracting and construction management

In February 2019, the Commission approved the necessary actions to advertise for the RSEP and allocated \$5,500,000 of Measure BB Freight and Economic Development Program (TEP-41) to the RSEP for Environmental and Design phases. In February 2020, Alameda CTC solicited proposals for two professional services agreements for the RSEP, one for Program Management Oversight (PMO) and a separate one for Design and Environmental Services. Staff received four proposals for each agreement. An independent selection plan comprised of engineers with rail safety experience at City of Emeryville and City of Pleasanton, and Alameda CTC staff reviewed the proposals. Each panel decided to interview two teams. Each panel then determined the top-ranked firm for each of the agreements through an independent scoring.

Environmental and Design phases of the RSEP will be delivered through two separate agreements in response to the complexity of implementing rail projects in Alameda County and the required expertise to ensure successful and expedient project delivery with multiple project partners. In determining the organization structure for the program, staff reviewed models in Southern California and found that addition of a PMO would aid in partnerships and strategy needed for working with the owners of the railroad right-of-way, Union Pacific Railroad (UPRR), and ensure successful application to the regulatory agency, CPUC. As such, services for the two agreements will be organized as follows:

- **Program Management Oversight** will include developing and executing a program delivery strategy, directing the environmental and design consultants, leading coordination with stakeholder agencies including cities, County, UPRR, and CPUC, participating in any necessary public outreach efforts; and other support services as may be required.
- **Environmental and Design Services** will include environmental clearance, base mapping, right of way and utilities, preparation of plans and construction contract documents at 30%, 65%, 95%, and 100%(final) levels, support for GO-88b process, and any necessary permits.

Based upon schedule constraints, the competitiveness for State and Federal grant programs, and further program refinement that has occurred since February 2019, staff plan to advance the RSEP in a two phased approach, Phase A (RSEP-A) and Phase B (RSEP-B).

RSEP-A will provide improvements at two trespassing locations and 28 rail crossings located in Berkeley, Fremont, San Leandro, Hayward, Livermore, and unincorporated Alameda County. RSEP-B will provide improvements at the remaining rail crossings in the program. This phased approach will allow staff and the consultant teams to focus efforts for a more efficient and expeditious delivery of safety improvements and meet schedule requirements that will be tied to Federal and State funding.

Staff has completed negotiations with the top-ranked firms for each agreement. Staff recommends that the Commission approve and authorize the Executive Director to execute two professional services agreements:

3. A20-0013 with TY Lin International for a negotiated amount, not to exceed \$1.59 million for Program Management Oversight (PMO); and
4. A20-0014 with Kimley-Horn and Associates, Inc. for a negotiated amount, not to exceed \$3.86 million for Environmental and Design phases

These negotiated costs will cover PMO and design and environmental services for the 28 crossings and two trespass areas of the RSEP-A. It is staff's intention to return to the Commission at a later date to request a contract amendment to advance the crossings for RSEP-B. This would add in many of the crossings in Oakland and Union City.

Both firms are well-established firms with teams comprised of several certified local and small local firms and are expected to meet the Alameda CTC contract equity program requirements.

Levine Act Statement: The TY Lin team did not report a conflict in accordance with the Levine Act.

Levine Act Statement: The Kimley-Horn team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact for this item. Funding for these agreements was previously approved by Commission in February 2019.

Attachment:

- A. Rail Safety Enhancement Program Fact Sheet

PROJECT OVERVIEW

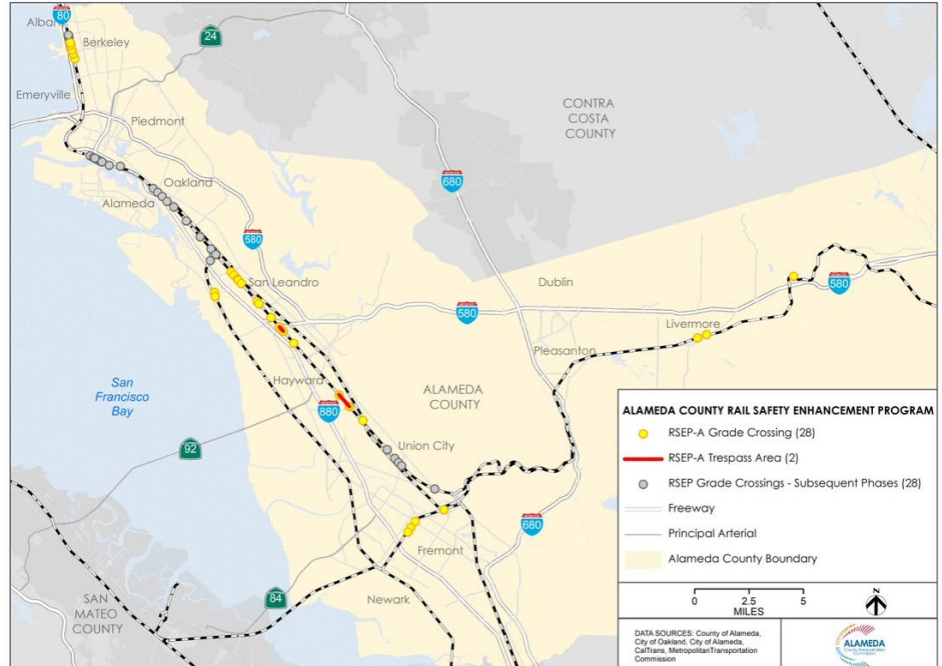
In response to the Alameda County Goods Movement Plan approved in 2016, individual rail crossings throughout the County were examined to identify crossings and corridors most impacted by rail traffic and to identify where rail crossings can be improved. The crossings analysis considered the following primary factors:

- Current and potential future rail volumes and routing, annual average daily automobile traffic, accident history and land use sensitivities
- Safety, delay, noise and air quality

Once the crossing analysis identified needed at-grade rail crossing safety improvements, those most impacted and in need of improvements were included in the Rail Safety Enhancement Program (RSEP).

The Alameda County Transportation Commission (Alameda CTC) approved the RSEP to advance safety and reduce impacts throughout the County.

Implementation of the program will be a two-phased approach, RSEP-A and RSEP-B. The first phase, RSEP-A, is comprised of crossings that are likely candidates for expedited implementation. These near-term upgrades will have significant and immediate positive safety impacts for local communities.



PROJECT NEED

- Alameda County has a high volume of rail activity combined with densely populated residential areas.
- Pedestrian oriented safety devices are under utilized in many of these areas.

PROJECT BENEFITS

- Improves pedestrian safety with an emphasis on schools
- Improves rail and roadway safety
- Supports economic vitality
- Supports freight rail operations
- Improves transportation viability for passenger rail service and roadway networks
- Achieves emissions reductions through reduced idling supporting state and regional air quality goals



A typical at-grade crossing that requires improvement. This location is at L Street in the City of Livermore.

STATUS

Implementing Agency: Alameda CTC

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

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County and the cities of Berkeley, Fremont, Hayward, Livermore, Oakland, San Leandro and Union City

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

	RSEP-A	RSEP-B
Environmental/Design	\$5,500	TBD
Right-of-Way	TBD	TBD
Construction	\$52,100	TBD
Total Expenditures	\$57,600	TBD

FUNDING SOURCES (\$ X 1,000)

	RSEP-A	RSEP-B
Measure BB	\$5,500	TBD
State	TBD	TBD
Local	TBD	TBD
TBD	\$52,100	TBD
Total Revenues	\$57,600	TBD

SCHEDULE BY PHASE: RSEP-A

	Begin	End
Environmental	Fall 2020	Summer 2021
Design	Fall 2020	Summer 2022
Right-of-Way	Early 2022	Summer 2022
Construction	Late 2022	Late 2026

SCHEDULE BY PHASE: RSEP-B

	Begin	End
Environmental	Early 2022	Early 2024
Design	Early 2022	Summer 2024
Right-of-Way	Late 2023	Summer 2024
Construction	Late 2024	Late 2027

Note: Project schedule subsequent to the preliminary engineering/environmental phase is contingent on funding availability for future phases.

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



Memorandum

6.9

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

DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Award the Construction of Landscaping at Marina Boulevard and Davis Street Interchanges Contract to Bortolussi & Watkin, Inc.

Recommendation

It is recommended that the Commission authorize the Executive Director to execute a contract with the lowest responsive and responsible bidder, Bortolussi & Watkin, Inc. in the amount of \$1,495,898 for the construction of Landscaping at Marina Boulevard and Davis Street Interchanges Project (PN 1376001).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the Landscaping at Marina Boulevard and Davis Street Interchanges Project (Project) located on I-880 in the City of San Leandro. The Project will plant trees and other vegetation at the Marina Boulevard and Davis Street interchanges to satisfy the provisions of the approved environmental document for the I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project, which Alameda CTC sponsored and opened to the public in October 2015. The total construction phase budget is \$3,200,00 million, including support and capital costs, and is funded from a combination of City of San Leandro and Alameda CTC administered funds.

Alameda CTC advertised Contract No. R20-0007 for construction of the Project on May 12, 2020. A total of four bids were received on June 17, 2020 and Bortolussi & Watkin, Inc. was confirmed as the lowest responsive and responsible bidder in the amount of \$1,495,898, which is approximately \$804,000(35%) lower than the Engineer’s estimate of \$2,300,000 million.

Background

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

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

In January 2020, the Commission authorized the release of the Invitation for Bid for the Project, which Alameda CTC advertised on May 12, 2020 as Contract No. R20-0007. A pre-bid meeting was held on May 26, 2020, and ten primes and subcontractors were represented. On June 17, 2020, Alameda CTC received a total of four bids as follows:

Company	Bid Amount
Bortolussi & Watkin Inc.	\$1,495,898
JJ Nguyen Inc.	\$1,516,075
Marina Landscape Inc.	\$1,792,631
Joe's Landscaping & Concrete Inc.	\$1,912,539

The bids were reviewed by VSCE, Alameda CTC's Construction Management Team. Bortolussi & Watkin, Inc. was confirmed as the lowest responsive and responsible bidder for the bid amount of \$1,495,898, which is approximately \$804,000(35%) lower than the Engineer's estimate of \$2,300,000. The Notice of Intent to Award was issued on June 24, 2020 and one bid protest was received by the deadline of July 1, 2020. The bid protest has been evaluated by staff and legal counsel. Staff concluded that there was no basis to disqualify the bid in question and bidders were notified that Alameda CTC reaffirmed its recommendation to award the contract to Bortolussi & Watkin. No objection to staff's recommendation was submitted by any participating bidder. In accordance with Alameda CTC's bid protest procedure and Construction Management Administration Guide, staff is recommending the Commission award the construction of Landscaping at Marina Boulevard and Davis Street Interchanges contract to Bortolussi & Watkin, Inc. as the lowest responsive and responsible bidder.

With Commission approval of this award recommendation, construction would begin August 10, 2020. The construction of the landscaping and irrigation systems is scheduled to be completed within six months. It is anticipated that the contract work will be accepted February 2024 with the completion of the three-year plant establishment period. Maintenance beyond this period will be the responsibility of Caltrans and the City of San Leandro per the executed maintenance agreement between the two jurisdictions.

Levine Act Statement: Bortolussi & Watkin, Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$1,495,898 million for subsequent expenditure. This amount is included in the appropriate project funding plans and is included in the Alameda CTC Adopted FY 2020-2021 Capital Program Budget.

This page intentionally left blank



Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project

Recommendation

It is recommended that the Commission approve the following actions related to the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project (Project):

1. Re-allocate \$5M of previously approved Measure BB funds from the Scoping and Project Approval and Environmental Document (PA&ED) phases, to the Plans, Specifications and Estimates (PS&E) phase of the Project;
2. Allocate \$10.25M of Measure BB funds from 2014 Transportation Expenditure Plan (TEP) Projects 38 and 39 (\$5.125M from TEP-38 and \$5.125M from TEP-39), to the PS&E phase of the Project;
3. Authorize staff to issue a Request for Proposals (RFP) for professional services for the preparation of the PS&E and Construction Contract Documents, and authorize the Executive Director to negotiate with the top ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the delivery of the PS&E and the Construction Contract Documents.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project (PN 1453.000) in the Cities of Hayward and Union City. The project is comprised of two named projects in the

2014 Transportation Expenditure Plan, I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements (TEP-38; \$60 M) and I-880 Industrial Parkway Interchange Improvements (TEP-39; \$44 M) with a total commitment of \$104 M. Improvements are proposed to the interchanges along I-880 at Whipple Road/Industrial Parkway Southwest and Industrial Parkway West ranging from operational improvements to the ramps to complete replacement of the undercrossing/overcrossing structures to relieve freeway and interchange congestion, enhance safety, improve business access, and provide new shared pedestrian and bicycle paths along the north and south side of the crossing structures.

In September 2017, the Commission authorized a professional services agreement with Mark Thomas, Inc., to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases. That work has been proceeding on-schedule, and it is anticipated that the environmental document will be approved at the end of 2020. The estimated total cost to design and construct both interchanges is \$220 million. Depending on the selected alternatives and funding availability, a phased delivery approach may be necessary.

Staff recommends that the Commission approve the above actions in order to advance the design of the Project. Upon approval of this item, staff intends to issue an RFP for professional services for PS&E and Construction Contract Documents in August 2020, and expects to return to the Commission in early 2021 with an award recommendation. The estimated duration to complete the PS&E and Construction Contract Documents is 26 months.

The PS&E phase will be fully funded based on the allocation requested in this staff report, along with previously allocated funds for the PA&ED phase of work.

Background

The I-880/Whipple Road/Industrial Parkway Southwest (SW) interchanges currently exceed capacity. Congestion occurs on a daily basis during both the morning and afternoon commute hours and traffic is forecasted to increase up to 15 percent by 2045. Congestion is compounded by the lack of a northbound off-ramp at the adjacent I-880/Industrial Parkway West interchange. As such, northbound traffic wishing to access Industrial Parkway and the City's primary industrial areas must exit at Whipple/Industrial Parkway SW and access Industrial Parkway West through local streets. Improvements are needed at both interchanges to address current and future congestion and to improve pedestrian and bicycle connectivity.

Alameda CTC, working with the Cities of Hayward and Union City, prepared a Project Study Report – Project Development Support (PSR-PDS) document for the I-880/Whipple Road-Industrial Parkway SW and I-880/Industrial Parkway West project. The PSR-PDS was approved in August 2018. After approval of the PSR-PDS, Alameda CTC initiated the PA&ED phase of the Caltrans Project Development Process. As part of the PA&ED phase, Alameda CTC's consultant team has conducted preliminary engineering, environmental technical studies, and prepared a Draft Environmental Document (DED) for public circulation and comment.

The DED is a combined document which satisfies the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The DED is expected to be released for public review early July 2020.

The work under this RFP will include all services needed to prepare PS&E, right of way engineering and acquisition, utility coordination and preparation of utility agreements, any necessary environmental revalidation, environmental permitting, and design support during contract advertisement and award. The estimated duration to complete the PS&E and Construction Contract Documents is 26 months, while work to support advertisement and award may take another additional 8 months.

Staff recommends that the Commission approve the following actions in order to advance the design of the Project:

1. Re-allocate \$5M of previously approved Measure BB funds from the Scoping and Project Approval and Environmental Document (PA&ED) phases, to the Plans, Specifications and Estimates (PS&E) phase of the Project;
2. Allocate \$10.25M of Measure BB funds from 2014 Transportation Expenditure Plan (TEP) Projects 38 and 39 (\$5.125M from TEP-38 and \$5.125M from TEP-39), to the PS&E phase of the Project;
3. Authorize staff to issue a Request for Proposals (RFP) for professional services for the preparation of the PS&E and Construction Contract Documents, and authorize the Executive Director to negotiate with the top ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the delivery of the PS&E and the Construction Contract Documents.

Upon approval of this item, staff intends to issue an RFP for professional services for PS&E and Construction Contract Documents in August 2020, and expects to return to the Commission in early 2021 with an award recommendation.

Fiscal Impact: The action will authorize the allocation of \$15M of MBB funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the Alameda CTC FY 2020-21 Capital Program Budget update.

Attachment:

- A. Project Fact Sheet

This page intentionally left blank



Interstate 880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

6.10A

JULY 2020

PROJECT OVERVIEW

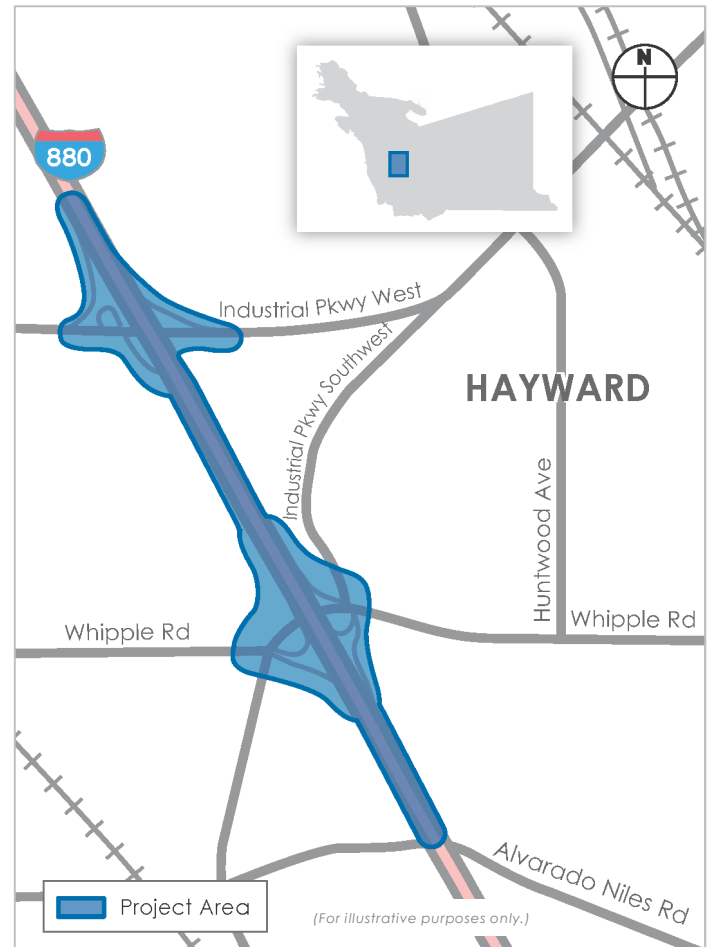
The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), will implement full interchange improvements at the Interstate 880 (I-880)/Whipple Road interchange, including:

- A northbound off-ramp
- A southbound high occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp
- Bridge reconstruction over I-880
- Surface street improvements and realignment

Due to their close proximity to the I-880/Industrial Parkway West Interchange, these projects are being combined for project development.

PROJECT NEED

- I-880/Whipple Road ramp intersections currently operate at or over capacity, with a few movements experiencing high delay during a.m. and p.m. peak hours.
- Observed queues for the northbound off-ramp approach at Whipple Road occasionally extend to the mainline.
- The Whipple Road–Industrial Parkway South West interchange was identified by the cities of Union City and Hayward as needing bicycle and pedestrian improvements to enhance the connectivity between the east and west sides of I-880.
- There is no designated bicycle facility along Whipple Road or Industrial Parkway at I-880, and the sidewalk along the north side of Whipple Road is narrow.
- The pavement condition of Whipple Road within the Caltrans right-of-way is degraded and is in need of major rehabilitation.



PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Enhances safety
- Improves local business access along Whipple Road
- Improves bicycle and pedestrian access across the interchange
- Improves transit access to and from the I-880 freeway



Renderings of the project areas for the Feasibility Study.

STATUS

Implementing Agency: Alameda CTC

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

- Feasibility Study was completed in May 2016.
- Project Study Report-Project Development Support(PSR-PDS) was completed in August 2018.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, and the cities of Hayward and Union City

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

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

Planning/Scoping	\$1,000
PE/Environmental	\$5,250
Final Design (PS&E)	\$15,250
Right-of-Way	\$20,000
Construction	\$178,500
Total Expenditures	\$220,000

Note: Construction estimate is projected to the mid-year of construction, 2025.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$104,000
Federal	TBD
State	TBD
Local	TBD
TBD	\$116,000
Total Revenues	\$220,000

Note: Measure BB funding is subject to future Commission approval.

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2017	Summer 2018
PE/Environmental	Summer 2018	Fall 2020
Final Design	Early 2021	Early 2023
Right-of-Way	Early 2021	Early 2023
Construction	2023	2026

Note: Project schedule subsequent to the preliminary engineering/ environmental phase is contingent on funding availability for future phases.



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 16, 2020

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Approve Amendment No. 2 to Agreement A18-0040 with Oberkamper & Associates for the I-880/Mission Boulevard (Route 262) Interchange Project for Right-of-Way closeout

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 to Agreement A18-0040 with Oberkamper & Associates (Oberkamper) for additional budget of \$45,000 for a total not-to-exceed amount of \$245,000 to provide Right-of-Way (ROW) closeout services for the I-880/Mission Boulevard (Route 262) Interchange Project (PN 1174000).

Summary

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

As the implementing agency for the ROW phase, Alameda CTC is responsible for the ROW closeout. Oberkamper is Alameda CTC's ROW engineering consultant team for ROW closeout and has completed the ROW engineering work to establish the final disposition of the state ROW lines for both Phase 1A and 1B. The remaining ROW closeout task is the transfer documentation and acceptance of acquired land by the State.

The estimated cost for Oberkamper to complete the ROW closeout is \$45,000 and would be funded by previously allocated 1986 Measure B project funds budgeted for the closeout phase. All work is scheduled to be completed by April 2021.

Background

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

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

As the implementing agency for the ROW phase, Alameda CTC is responsible for the ROW closeout. Oberkamper has been the ROW engineering team for the project since 1999 providing services throughout the design and construction phases of the Project as a subconsultant to Parsons under Agreement A99-0003. In January 2018, the Commission authorized the closeout of Oberkamper's work under A99-0003 and the remaining ROW task budget to be issued as a new agreement. Agreement A18-0040 was executed for a not-to-exceed amount of \$200,000 with Oberkamper to complete the remaining ROW closeout tasks for Phases 1A and 1B of the Project including surveying, monumentation, mapping and other ROW engineering support services. Actions related to this contract are summarized in Table A.

To date, Oberkamper has completed the ROW engineering work to establish the final disposition of the state ROW lines for both Phase 1A and 1B resulting in 25 fee title parcels, 36 easements, 7 Consent to Common Use Agreement/Joint Use Agreement, 7 Section 83, 8 fee title outside State ROW and 27 Temporary Construction Easements. Achieving this milestone has taken more effort than originally estimated due to the following:

- Completion of the Phase 1A Record of Survey map of the final State right of way required additional effort to determine the status of parcels not yet conveyed to the State, coordinating with the ROW closeout team on the schedule for their conveyance, and determination on how to reflect these in-process parcels on the map for review by the Alameda County Surveyor.
- Completion of the Phase 1B Record of Survey map required unanticipated work to address the State relinquishment of areas of Section 83 acquisitions that affected the location of the final right of way lines.

- Significantly more coordination and research to satisfy the requirements of Caltrans, the City of Fremont, VTA and the County of Alameda across numerous ROW documents including encumbrances, title, deeds and conveyance documents.

The remaining ROW closeout task is the transfer documentation and acceptance of acquired land to the State. The budget of \$45,000 will provide for Oberkamper labor and direct costs to address any remaining requirements from Caltrans, City of Fremont, VTA and the County of Alameda to complete the closeout of ROW for the project. It is anticipated that all work will be completed by April 2021.

Table A: Summary of Agreement No. A18-0040			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Oberkamper (A18-0040) <i>Approved January 2018</i>	ROW Closeout related to A99-0003	\$200,000	\$200,000
Amendment No. 1 (Administrative Amendment) <i>Executed April 2020</i>	1-year time extension from April 30, 2020 to April 30, 2021	N/A	N/A
<i>Proposed Amendment No. 2 July 2020 – (This Agenda Item)</i>	Provide additional budget to complete the project	\$45,000	\$245,000
Total Amended Contract Not-to-Exceed Amount			\$245,000

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

Fiscal Impact: The fiscal impact of approving this item is \$45,000. The action will authorize previously allocated 1986 Measure B funds to be used for subsequent expenditure. This budget is included in the Project's funding plan and in Alameda CTC's Adopted FY 2020-2021 Capital Program Budget.

This page intentionally left blank



Memorandum

6.12

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

DATE: July 16, 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 June 8, 2020, Alameda CTC has not reviewed any environmental documents.

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

This page intentionally left blank



DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: 2020 Countywide Transportation Plan: Draft Recommendations and COVID-19 Strategies

Recommendation

Receive an overview of the draft 2020 Countywide Transportation Plan (CTP) recommendations, including the draft final countywide 10-year priority project list, draft final strategies, draft near-term priority actions, long-term projects, and programmatic investment types, as well as the approach to addressing COVID-19 in the CTP. This is an information item.

Summary

The culmination of nearly a year and a half of engagement with partner agencies and Commissioners on the 2020 update to the Countywide Transportation Plan, this memo presents an overview of the CTP development process and the draft final recommendations of the CTP.

Although the CTP is a long-range plan, the 2020 update also seeks to articulate transportation priorities for the next 10 years. As such, two key focus areas for this CTP have been project/program priorities and strategies to advance in the next ten years; these two elements comprise the core recommendations of the Plan:

- 1. 10-Year Priority Projects and Programs.** This set of projects will be prioritized over the next 10 years to help address current transportation needs throughout Alameda County and work towards the vision and goals articulated in the CTP. This list also includes programs that represent long-standing agency commitments.
- 2. Strategies and Near-Term Actions.** A set of strategies based on guiding principles, industry best practices, and an analysis of gaps in the project list will complement the 10-Year Priority Projects/Programs; these can inform funding, advocacy, policy, planning, technical assistance, and project implementation. Near-Term Actions have been identified to implement strategies over the next four years, until the next update of the CTP.

These core recommendations will guide Alameda CTC decision-making and help achieve the ambitious transportation vision established by the Commission in coming years. The CTP will also include a summary of the needs assessment, outcomes of the Community-Based Transportation Plan, long-term projects, and programmatic investments.

The information presented here reflects significant input from ACTAC and Commissioners collected via roughly bimonthly Committee/Commission meetings over the past year and a half and smaller group planning area meetings in April and May. The July meeting is a critical milestone for final direction from the Commission as feedback received from ACTAC and Commissioners in July will be incorporated as staff initiates the final phase of public outreach on the CTP in late summer and early fall. CTP adoption is anticipated by late fall 2020.

Given the advent of the COVID-19 pandemic during recent months, the CTP will also seek to acknowledge the risks and opportunities posed by the major economic, health and transportation upheaval it has caused. The CTP will describe some currently known implications of COVID-19 and the Shelter in Place order, and some near-term actions the agency is taking to address them. However, there are major unknowns regarding how the situation will unfold over coming months and years. As such, staff is proposing that the COVID-19 discussion start with the CTP and then become a separate strategy that is updated periodically as necessary to respond to this highly dynamic situation. This memo begins to outline this approach.

Background

Every four years, Alameda CTC prepares and updates the CTP, which is a 30-year, long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. The 2020 CTP update CTP contains:

- **Needs Assessment.** An assessment of existing transportation needs in the county, based on recently completed countywide modal plans, countywide evaluations such as for Safe Routes to School, the biennial traffic level of service monitoring, and annual performance data, as well as discussions with local stakeholders.
- **Community-Based Transportation Plan.** An assessment of transportation needs in the county's low-income and minority communities with a focus on community input collected via public outreach activities.
- **Core Recommendations:**
 - **10-Year Priority Projects and Programs.** A set of projects to be prioritized over the next 10 years to help Alameda County address its existing transportation needs and work towards the vision and goals articulated in the CTP; also includes programs that represent long-standing agency commitments.
 - **Strategies and Near-Term Actions.** A set of strategies based on guiding principles, industry best practices, identified needs, and an analysis of gaps in the project list; strategies complement the 10-Year Priorities by informing funding, advocacy, policy, planning, technical assistance, and project

implementation. Near-Term Actions are identified to implement strategies over the next four years.

- **Long-Term Projects and Programmatic Investments.** The full range of projects and programs submitted to the CTP with a 30-year time horizon.

CTP Development Process

Development on the CTP has been underway since the beginning of 2019, with CTP items brought to ACTAC, PPLC, and the Commission through May 2020. The Commission approved the Vision and Goals for the CTP in September 2019. The Vision and goal statements are included in Attachment A. These goals established the four fundamental pillars of the plan, that the transportation system should seek to be:

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

Based on these goals, a technical needs assessment was developed with accompanying high-level strategies. Part 1 of the needs assessment, covering Active Transportation and Freeways, was presented in January of this year. In March, needs assessment findings and strategies for Arterials, Transit, and Goods Movement were presented. Also based on these goals, a project screening was conducted to identify priority projects that best met the CTP goals and needs.

A key input into the CTP is the Community-Based Transportation Plan (CBTP), a parallel effort to the CTP. The CBTP was conducted as a countywide effort with the primary objective of understanding needs in the county's Communities of Concern (COCs)¹. The plan relied on direct engagement in COCs and detailed review of recent local planning and engagement efforts in those areas to identify needs. In fall 2019 and early winter 2019/2020, over 400 surveys were collected in COCs and have been summarized into high level findings that were [included in the May PPLC meeting packet](#). In addition, an online survey was administered in May 2019 that was designed to be representative of Alameda County's diverse population across planning areas, and included a significant sample from people in MTC's designated Communities of Concerns (CoC). CBTP findings have helped inform priority projects and strategies and will be integrated into the CTP document.

The major findings from the needs assessment and the CBTP effort were presented to partner agency staff and Commissioners over the last few months. A high level summary of countywide needs is included in Attachment B.

April 2020 marked the transition from technical plan development to detailed partner agency and Commission engagement around priority projects and strategies ensuring CTP

¹ Community of Concern refers to MTC's designation of communities that have a high concentration of both minority and low-income households or that have a high concentration of other factors including people with disabilities, seniors, and cost-burdened renters.

recommendations reflect county and local priorities and address the most pressing needs facing communities. In April and May, staff conducted eight virtual meetings with small groups of partner agency staff and Commissioners organized by planning area. Subsequent discussions and project refinements were conducted throughout June in advance of presentation of the draft final recommendations in July. A graphic illustrating all engagement conducted to date for the 2020 CTP as well as a draft engagement schedule through summer is included in Attachment C.

CTP Core Recommendations

Two focus areas for this CTP are project/program priorities and strategies. Although the CTP is a long-range plan, the 2020 update seeks to articulate Alameda County's transportation priorities for the next 10 years. To meet this goal, the core recommendations of the 2020 CTP are a list of 10-Year Priority Projects and Programs, and a set of Strategies and Near-Term Actions.

10-Year Priority Projects and Programs

The 10-Year Priority List was developed through an iterative process with partner agencies, starting with a technical project screening, analysis of gaps, and robust discussions with agencies and Commissioners on local priorities.

The full countywide 10-Year List is provided in Attachment D. A webmap presenting the list is under development for use in public engagement and will be shared with the Commission. Implementing the projects in the 10-year List will accomplish the following Commission priorities and advance the CTP goals:

- **Advance multimodal corridors throughout the county.** These projects improve multimodal options in corridors centered around major arterials by providing pedestrian safety enhancements, high-quality bicycle facilities, improved transit operations, and/or other complete streets and placemaking improvements. The multimodal corridor improvements are often closely tied with and supportive of land use and economic development throughout the county.
- **Expand the reach of greenways and trails.** These projects expand the County's network of multi-use paths and trails for safe travel using active modes.
- **Significantly improve rail safety and connectivity.** These projects improve safety of at-grade rail crossings and connect critical pieces of the rail network in Alameda County, supporting seamless transit options.
- **Expand rail and ferry capacity and construct station area and access improvements.** These projects improve rail transit and ferry service in the county by improving existing service, providing new services, and/or improving access to rail stations and ferry terminals.
- **Support transit facilities.** These projects provide essential maintenance and operations facilities for transit operators to support existing service and allow for future increases in service levels.

- **Modernize freeway interchanges and create safe, multimodal access through interchanges.** These projects modernize freeway interchanges, improve safety and operations on interchanges, improve multimodal connectivity through interchanges, and increase capacity for carpools, buses, and other high-occupancy vehicles.
- **Construct infrastructure and emission reduction projects to support goods movement, including at the Port of Oakland.** These projects modernize infrastructure at the Port of Oakland to improve goods movement operations and advance projects throughout the county to reduce impacts on communities.
- **Begin to adapt our infrastructure to sea level rise.** These projects improve resiliency to sea level rise at threatened coastal locations.

The 10-Year List includes improvements in all parts of the county with consideration made to balance investments among the four Planning Areas. The 10-Year List also supports our Communities of Concern (CoC) and Priority Development Areas as two key lenses on which projects were prioritized. Of the 91 projects in the 10-Year List, 60 (66%) are within CoCs and address needs identified in the CBTP and 70 (77%) of the projects are located in Priority Development Areas. Expanding this a little further, 70 (77%) of the projects are located in or provide access to CoCs and 82 (90%) are located in or provide access to Priority Development Areas, further emphasizing support for these areas and ensuring transportation and land use is closely coordinated and mutually supportive. Note these summaries do not include the five countywide programs in the priority list.

In addition to the set of projects identified through the iterative prioritization process, the 10-Year Priority List also includes programs that represent long-standing Alameda CTC commitments that are reinforced in the CTP. These include the Safe Routes to School Program, Student Transit Pass Program, Paratransit and Senior Mobility Program, and funding commitments for transit operations and bringing local streets and roads to a state of good repair.

All projects and programs submitted by local jurisdictions and agencies that are not designated 10-Year Priorities will still be included in the CTP as Long-Term Projects and Programmatic Investments. These are not prioritized for near-term investment, but they are included as projects planned for delivery in the 30-year time horizon of the CTP. Attachment E presents the 30-year list of projects and programmatic projects for the CTP.

Strategies and Near-Term Priority Actions

To complement the 10-Year Priority projects and programs and help move the county towards the CTP vision and goals, Alameda CTC has identified a series of Strategies. Strategies reflect guiding principles, industry best practices and a gaps analysis of areas that aren't fully covered by projects. Strategies can inform funding, advocacy, policy, technical assistance, and project implementation.

As with other core recommendations, the identification of strategies has been an iterative process that has incorporated input from Commissioners and partner agency staff since early 2020. Given the multimodal nature of many of the strategies and the redundancy created

by some of the cross-cutting strategies, strategies have been re-organized into five thematic groups shown below. The first two strategies, the Safe Systems Approach and the Complete Corridors Approach, were presented to the Multi-Modal Committee and Commission in June.

- **Safe Systems Approach.** These strategies support improving the safety of streets and facilities for all transportation users.
- **Complete Corridors Approach.** These strategies support planning, design, and implementation of multimodal travel corridors centered on major arterials.
- **Partnerships to Address Regional and Megaregional Issues.** These strategies support partnerships and coordination on issues that require regional or megaregional action.
- **Transit Accessibility & Transportation Demand Management (TDM).** These strategies support reducing the use of single-occupant vehicles by incentivizing use of other modes and making transit easy and affordable to use.
- **Automated and Electric Future and New Mobility.** These strategies support the transition to electric and automated vehicles, including electrification of goods movement operations, as well as strategies to address new mobility options.

Equity: Equity is a core goal of the CTP and a cross-cutting concern for all of these strategies as we strive to ensure equity is fully integrated into the CTP. An equity overlay has identified those strategies which most directly address equity issues across all strategies and respond to needs identified in the CBTP.

For each Strategy category, a series of Near-Term Actions have been developed that identify specific steps Alameda CTC can take to implement the strategies over the next four years until the next update of the CTP. These actions are designed to be achievable and specific and the list of actions is not intended to be static; it will continue to evolve in support of these strategies in coming years as opportunities emerge. A summary of Strategies and associated Near-Term Actions are shown in Table 1. Additional details on each Near-Term Action will be included in the CTP, such as key external partners, and specific milestones or metrics to track progress.

Table 1 Strategies and Near-Term Actions

Strategies	Near-Term Actions
<p>Equity (CBTP): Equity is a cross-cutting concern across all strategies. Strategies and Actions that address key findings from the CBTP are indicated by two red asterisks**.</p>	
<p>Safe Systems Approach</p>	
<ol style="list-style-type: none"> 1. ** Improve Safety on the High-Injury Network, with an eye towards community disparities. 2. ** Support Context-Appropriate Speed Limit Setting and Automated Speed Enforcement Policies. 3. Modernize Interchanges for Safer Multimodal Travel, including addressing pedestrian experience at underpasses. 4. ** Enhance Safety at At-Grade Rail Crossings. 	<ul style="list-style-type: none"> • ** Support projects that address the high-injury network, with a particular focus on projects that address the HIN in Communities of Concern. • ** Support legislation that enables automated speed enforcement. • ** Reform the speed limit setting process to align with a Safe Systems Approach to allow for context-appropriate speed limit setting. • Facilitate coordination with Caltrans to expedite multimodal treatments at interchanges. • Implement the Rail Safety Enhancement Program to improve safety of at-grade crossings countywide. • ** Support implementation of SR2S school site assessments, including exploration of potential for a mini-grant program. • ** Expand Access Safe Routes equity program within SR2S program.

Strategies	Near-Term Actions
Complete Corridors Approach	
<ol style="list-style-type: none"> 5. ** Improve Bus Service Frequency, Reliability, Quality and Travel Time. 6. ** Manage the Curb to Balance Needs of Multiple Users. 7. ** Build the Low-Stress Walking and Biking Network, including low-stress facilities on arterials and/or alternative routes. 8. ** Plan and Deliver Urban Greenways and Trails. 9. Coordinate with Caltrans for Faster Project Advancement and Innovation. 10. Support Modern Traffic Signals that Operate Seamlessly Across Jurisdictions and Deliver Robust Transit Signal Priority. 11. Address Navigation Apps Directing Regional Travelers to Local Streets. 12. Support Placemaking and Economic Development Through Street Design. 13. ** Manage Truck Parking and Congestion. 	<ul style="list-style-type: none"> • ** Support and lead multi-jurisdictional, multimodal corridor projects that address access, safety, and comfort for all modes; and incorporate creative curb management strategies and modern signals. Glean lessons learned to inform other corridor projects. • Facilitate coordination with Caltrans and other relevant stakeholders to expedite multimodal complete streets treatments in Caltrans right-of-way. • ** Support project development and delivery for interjurisdictional urban greenway and trail projects, many of which traverse COCs. • Seek to engage navigation app companies on policies to reduce cut-through traffic in communities, building off discussions cities or regional partners have had to date. • ** Develop model truck and private coach bus parking policies and programs.
Partner to Address Regional and Megaregional Issues	
<ol style="list-style-type: none"> 14. Enhance Interregional Rail Service. 15. ** Provide Seamless Transit Connections. 16. Create a Continuous Managed Lane Network. 17. Provide Express Bus Service and Bus Prioritization on Freeways and Approaches. 18. ** Improve Priority Freight Routes and Shift More Freight to Rail. 19. Proactively Plan for and Support Climate Resiliency Efforts. 	<ul style="list-style-type: none"> • Partner to advance megaprojects and megaregional projects that benefit Alameda County residents and businesses, e.g. interregional rail service, by serving as project partners and/or TAC members as appropriate. • ** Partner to improve transit fare integration, seamless transit connections. • Advance express lane projects in partnership with Caltrans and MTC, including I-680 gap closure, I-580 existing and new segments, I-80 DAA, and I-880 construction. Pair managed lanes with express bus prioritization projects and enhanced express bus services, including consideration of bus on shoulder. • ** Work with megaregional partners, the State and UPRR to improve rail infrastructure and capacity to encourage rail use and open up opportunities for improved passenger rail services.

Strategies	Near-Term Actions
Transit Accessibility and TDM	
<p>20. Incentivize Non-Single Occupant Vehicle Use and efforts to reduce vehicle miles traveled.</p> <p>21. ** Improve Fare Integration and Explore Affordable Fare Options.</p> <p>22. ** Expand First/Last-Mile Options and Improve Access to Major Transit Hubs.</p> <p>23. Explore Innovative, Agile Solutions to Supplement Transit, e.g. in low density settings or to serve older adults; consider potential impacts of innovative strategies.</p> <p>24. Support necessary transit O&M facilities</p>	<ul style="list-style-type: none"> • ** Continue to expand and enhance the Student Transit Pass Program. • ** Track the regional Clipper START program² for low-income transit riders and explore potential to expand to additional Alameda County operators with full consideration of financial and ridership implications for transit agency budgets.
Automated and Electric Future and New Mobility	
<p>25. ** Support advancing an Electrified Future for all modes, including Infrastructure for Near-Zero/Zero-Emission Truck Technology.</p> <p>26. Plan for an Automated Future (incl. addressing workforce issues, congestion impacts and vehicle miles traveled).</p> <p>27. Advance New Mobility Strategy.</p>	<ul style="list-style-type: none"> • Provide local assistance and support information exchange with technology trends in automated vehicles, connected infrastructure, and electrification. • Support policies and legislation that encourage shared AVs. • Implement high priority strategies and actions coming out of the New Mobility Strategy.
Implementing and Monitoring Progress on the CTP	
	<ul style="list-style-type: none"> • Track and report to Commission on progress towards CTP goals and addressing CBTP needs at periodic intervals.

² Webpage for Clipper START program: <https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program>

COVID-19 Risks and Opportunities

The COVID-19 pandemic occurred as the CTP moved into the final phase of developing the 10-Year Priority List and Strategies. Given the 30-year time horizon of the CTP and uncertainty concerning how the pandemic will change transportation over the near- and long-term, the 10-Year Priorities and Strategies described above remain relevant. Concurrently, Alameda CTC is also developing an approach to understanding and addressing potential changes stemming from the current crisis.

The pandemic and associated shelter-in-place policies have resulted in major shifts in behavior and economic conditions. However, the duration and depth of these shifts are unknown, and the consequences over the medium- to long-term are uncertain. Some shifts may persist and even grow, whereas others may quickly revert to pre-pandemic conditions. These uncertainties fall into the following overarching categories:

- **Economic Conditions.** Future economic conditions are unpredictable, from the speed of recovery in employment and economic activity, to the location of new office and housing development. This may have major impacts on transportation and land use, including considerations such as: the future of brick and mortar retail versus online shopping, congestion levels, the feasibility of mixed-use transit oriented development, the vitality of historic business districts and downtowns and international trade.
- **Agency Funding.** The funding outlook for public agencies depends on the length and depth of the reduction in economic activity, potential for federal economic stimulus funding, and potential for new regional funding measures.
- **Social Behavior.** Long-term changes to social behavior are uncertain, including the extent to which technology adoption permanently increases working from home and long-distance learning, potential effects on car ownership rates and aversion to shared spaces and public transit use, and the impact on discretionary travel and home deliveries.
- **State and Federal Transportation Policy.** State and federal transportation policies may shift in response to the pandemic, particularly in terms of the types of projects that receive stimulus or other matching funds.

These uncertainties present both risks and opportunities. For example, a persistent shift towards working from home may have economic repercussions for business districts, but it may also reduce peak-hour congestion and potentially allow for an increased focus on projects like trails and placemaking on local streets that directly improve residential communities. However, even if significant portions of the workforce continue to work from home, if those that do travel to work turn increasingly to driving alone, congestion in commercial areas and on major regional and interregional corridors could be severe.

Given the uncertainty on the lasting impact across these variety of fronts, staff will continue to monitor economic and transportation indicators that will inform an evolving strategy of how our agency responds to COVID-19. Alameda CTC already tracks trends related to economic conditions and the transportation system and MTC tracks several metrics as well.

Many of these metrics are also key indicators of the major uncertainties stemming from the pandemic. As changing conditions necessitate, staff will provide status reports to the Commission on metrics such as:

- Sales tax revenue
- Congestion levels
- Transit ridership
- Stimulus funding

This framework will allow Alameda CTC to assess the progression of the crisis and monitor how shifts may change or normalize and therefore require adjustments.

In addition to monitoring economic and transportation trends, Alameda CTC has a key strategic role to play in the very near-term, particularly in terms of supporting jurisdictions and transit agencies in weathering the immediate crisis and contributing to economic stabilization and recovery. Alameda CTC can both reduce downside risks and take advantage of new opportunities through near-term actions. Key interim strategies and actions that Alameda CTC has either initiated or already completed are shown in Table 2.

Table 2 Interim COVID-19 Strategies and Immediate/Near-Term Actions

Strategy	Immediate/Near-Term Action
Support Alameda County's economic recovery and capitalize on the need for safe space for walking and biking in neighborhoods	<ul style="list-style-type: none"> • Establish a \$1.125M COVID-19 Rapid Response Bicycle and Pedestrian Mini-Grant Program to fund quick-build capital transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses, while respecting transit service.
Support economic stabilization for local agencies	<ul style="list-style-type: none"> • Modify programming rules to support recipient constraints, e.g. adjust timely use of funds policy (per Commission's June action).
Support vulnerable populations uniquely threatened by COVID-19	<ul style="list-style-type: none"> • Changing Paratransit fund eligibility to include meal delivery (per Commission's June action). • Make modifications to our school programs, STPP and SR2S, to address evolving student and parent needs and changing school policies
Support transit recovery and make people feel safe again on transit	<ul style="list-style-type: none"> • Track discussions at and outcomes of MTC's Blue Ribbon Transit Recovery Task Force. • Support public education on public transit cleanliness/ sanitation protocols to boost rider confidence and encourage safe reentry into public transit. • Partner with transit agencies and local jurisdictions to identify transit priority projects that can be implemented quickly to support transit reliability and capacity constraints given COVID operating practices.

Strategy	Immediate/Near-Term Action
Stimulate the economy and create jobs	<ul style="list-style-type: none"> • Continue to advance major projects to stimulate the economy and create jobs. • Track stimulus bills, share information with Alameda County agencies, and catalog local "shovel ready" projects.

The CTP will capture the beginning of COVID-19 discussions and actions, but this will not be the end of the discussion. Alameda CTC will continue to listen to the needs of local agencies, evaluate the changing landscape for delivering our own projects and programs, and continue to respond and act as necessary. Our COVID-19 response strategy will become an independent effort that lasts beyond adoption of the CTP and will be updated on a regular basis as conditions necessitate.

Next Steps

Feedback received in July will be incorporated as we initiate the final phase of public engagement on the CTP. This phase of public engagement will occur in August and September 2020 and will focus on sharing information about the identified transportation needs and strategies contained in the draft CTP, and solicit feedback on strategies, including which strategies participants would like to see prioritized in the CTP.

The public outreach will be primarily conducted through establishing a "virtual open house" through our website, reaching out to organizations that have been engaged and solicit feedback, and conducting focus groups to the extent that groups are available remotely while Shelter in Place orders are in effect. More information on the virtual open house will be emailed to Commissioners for sharing via Social Media.

In the fall, staff will return to the Commissioners to share what we heard during the final phase of outreach and present the final CTP for adoption.

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

Attachments:

- A. 2020 CTP Vision, Goals and Goal Statements
- B. Needs Assessment Major Findings
- C. 2020 CTP Engagement Summary
- D. 10-Year Priority Projects and Programs
- E. 30-Year Projects and Programmatic Projects

Attachment A

2020 CTP Vision and Goals Statements

- 1 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.
- 2 Safe, Healthy and Sustainable**

Create safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions.
- 3 High Quality and Modern Infrastructure**

Deliver a transportation system that is of a high quality, well-maintained, resilient, and maximizes the benefits of new technologies for the public.
- 4 Economic Vitality**

Support the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal local, regional and interregional travel.

This page intentionally left blank

Attachment B

Needs Assessment Major Findings

Development of the 2020 CTP is grounded in a thorough assessment of needs throughout the county, covering multiple modes and specific needs of Communities of Concern as defined by MTC. As presented to partner agencies and Commissioners in April and May, the Needs Assessment identified the following major transportation needs in Alameda County:

- **Safe Transportation Facilities.** There is a need for safety improvements across all modes and users with an emphasis on the High-Injury Network.
- **Better Transit Access and Connectivity.** There is a need for improved access to transit stops and stations, including connectivity between transit services.
- **Greater Travel Time Reliability.** There is a need for improved travel time reliability, especially on major corridors and for high-frequency transit.
- **Increased Transit Capacity on Critical Routes.** There is a need for greater transit capacity on critical commuting routes.
- **More Options for Interregional Commuters.** There is a need for competitive non-single occupant vehicle options for interregional commuters traveling through the county.
- **Enhanced Placemaking.** There is a need for enhanced placemaking and complete streets in downtowns and along commercial corridors.
- **Improved Operations at the Port.** There is a need for goods movement operational improvements at the Port of Oakland, including reducing impacts to communities.

Needs specific to low-income and minority communities were identified through the Community-Based Transportation Plan (CBTP) process, which involved outreach to Communities of Concern (CoCs) throughout the county. Community engagement consisted of an online poll and intercept surveys at community pop-up events at locations including farmers' markets and transit stations. Alameda CTC also interviewed four community-based organizations to provide focused reflections on the information received from the pop-up workshop surveys.

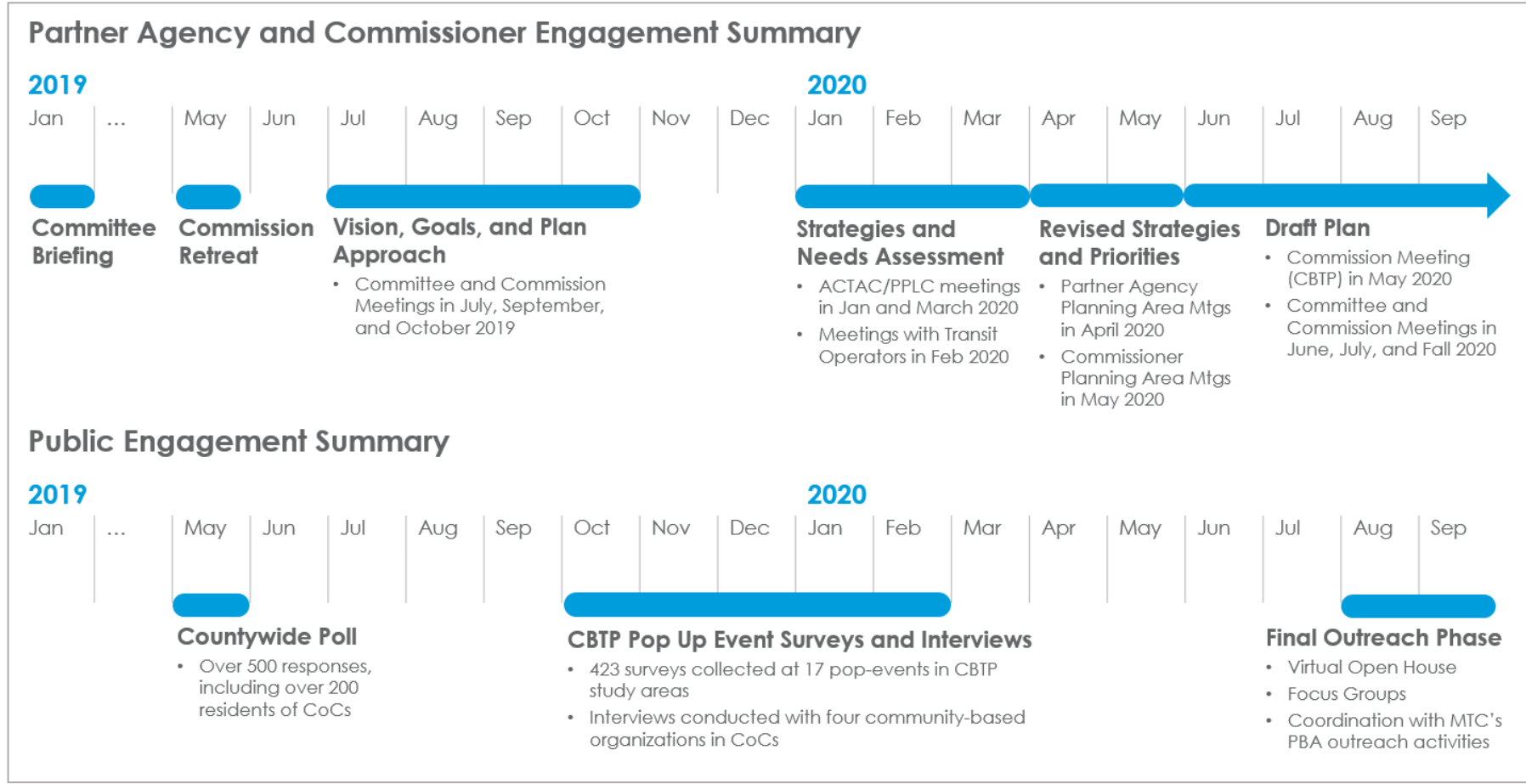
The CBTP identified the following overarching transportation needs in low-income and minority communities in Alameda County:

- **Safe Biking and Walking.** There is a need for safer walking and biking facilities. Concern has been raised about safely crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks.
- **Pedestrian Quality and Safety.** There is a need for improved pedestrian infrastructure and amenities, including completion of sidewalks and more street lighting to deter crime and improve personal safety at night while walking.
- **Affordable Transit Fares.** Introducing affordable transportation options is noted as a key concern for residents in CoCs. Additional needs include safer access to transit stops and stations. Outside of the North planning area, improved access to reliable and frequent transit has been raised as a significant need. The major high frequent bus lines and rail stations are concentrated in North County, leaving potential transit dependent populations with limited options elsewhere in the county.

- **Better Access to Transit.** There is a need to expand the frequent transit network to provide options for off-peak commuters and increase the frequency of transit in CoCs. Additional needs include safer access to transit stops and stations. .
- **Pavement Quality in CBTP Study Areas.** There is a need to improve pavement condition in CBTP study areas.

Attachment C

2020 CTP Engagement Summary



This page intentionally left blank

Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

10-Year Priority List - Multi-Jurisdiction/Multi-Agency				
ID	Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹
1	Alameda Point Transit Network Improvements	AC Transit	Alameda	\$150
2	Division 4 Replacement (Design, Outreach and Environmental)	AC Transit	N/A	\$30
3	Fruitvale Ave Corridor Short Term Improvements	AC Transit	Oakland	\$61
4	Shattuck Ave/Martin Luther King Jr Way Corridor Project	AC Transit	Berkeley and Oakland	\$57
5	West Grand Ave Corridor - Project Bundle	AC Transit/ Oakland	Oakland	\$93
5A	Grand Avenue Corridor Bus Lanes	AC Transit	Oakland	\$83
5B	West Grand Ave Road Diet	Oakland	Oakland	\$10
6	Niles Canyon Trail (Phase 1)	Alameda County	Fremont	\$30
7	San Pablo Avenue Corridor - Project Bundle	Alameda CTC	North County	\$312
7A	San Pablo Avenue Complete Streets Corridor	Berkeley	Berkeley	\$7
7B	San Pablo Complete Streets	Albany	Albany	\$5
8	East 14th/Mission and Fremont Blvd Corridor - Project Bundle	Alameda CTC	Central and South County	\$280
8A	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Fremont	Fremont	\$24
8B	Mission Blvd. / East 14th Phase III	Alameda County	Uninc. Central County	\$45
8C	Mission Blvd Phase 3 Improvements	Hayward	Hayward	\$18
8D	Mission Blvd (SR 238) "Complete Street" Project	Union City	Union City	\$20
8E	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	Fremont	Fremont	\$3
9	East Bay Greenway (Phase 1) - Project Bundle ²	Alameda CTC	Multi-Area	\$254
9A	East Bay Greenway	Alameda CTC	North and Central County	\$190
9B	East Bay Greenway (Reach 6): Innovation District to Bay Trail w/ New I-880 Bridge	Fremont	Fremont	\$62
9C	East Bay Greenway: Irvington BART Station Area	Fremont	Fremont	\$2
10	7th Street Grade Separation West	Alameda CTC	Port of Oakland	\$312
11	Rail Safety and Connectivity - Project Bundle	Alameda CTC	Multi-Area	\$155
11A	Railroad Quiet Zone Multimodal Safety Project	Berkeley	Berkeley	\$11
11B	Railroad At-Grade Corridor Safety Project through Jack London District	Oakland	Oakland	\$18
11C	Railroad Crossing Upgrades - Near Term Safety Enhancements	San Leandro	San Leandro	\$3
11D	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Fremont	Fremont	\$4
12	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation)	Alameda CTC	Fremont	\$350
13	Oakland/Alameda Access Project	Alameda CTC	Alameda and Oakland	\$114
14	I-680 Express Lanes: SR-84 to Alcosta Phase 1 (Southbound)	Alameda CTC	Dublin and Pleasanton	\$260
15	I-680/SR-84 Interchange and SR-84 Expressway	Alameda CTC	Unincorporated East County	\$244
16	I-580/I-680 Interchange (Phase 1)	Alameda CTC	Dublin and Pleasanton	\$300
17	I-80/Ashby Avenue Interchange Modernization	Alameda CTC	Berkeley and Emeryville	\$100
18	I-80/Gilman Street Interchange Modernization	Alameda CTC	Berkeley	\$62
19	I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC	Hayward	\$114
20	I-880/Whipple Rd/Industrial Pkwy SW Interchange Modernizations	Alameda CTC	Hayward and Union City	\$220
21	Mobility for Seniors and People with Disabilities - Paratransit	Alameda CTC	Multi-Area	N/A
22	Safe Routes to School	Alameda CTC	Multi-Area	N/A
23	State of Good Repair (Local Streets and Roads)	Alameda CTC	Multi-Area	N/A
24	Student Transit Pass Program	Alameda CTC	N/A	N/A
25	Transit Operations	Alameda CTC	N/A	N/A
26	19th Street Bike Station Plaza	BART	Oakland	\$6
27	19th Street/Oakland BART Station Street Elevator	BART	Oakland	\$12

Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

ID	Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹
28	Dublin/Pleasanton BART Station Active Access Improvements	BART	Dublin/Pleasanton	\$16
29	North Berkeley BART Station Active Access Improvements	BART	Berkeley	\$13
30	Irvington BART Station	BART/Fremont	Fremont	\$180
31	Lake Merritt BART Station Area Improvements	BART/Oakland	Oakland	\$60
32	BART Core Capacity	BART	N/A	\$1,587
33	Bay Fair Connection	BART	N/A	\$234
34	Hayward Maintenance Complex (HMC) Phase 1	BART	N/A	\$209
35	BART Next Generation Fare Gates in Alameda County	BART	Multi-Area	\$35
36	Transit Operations Facility (TOF)	BART	N/A	\$60
37	West Oakland TOD	BART	Oakland	\$30
38	South Bay Connect	CCJPA	Central and South County	\$264
39	Iron Horse Trail - Project Bundle		East County	\$48
39A	<i>Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard</i>	<i>Dublin</i>	<i>Dublin</i>	<i>\$10</i>
39B	<i>Livermore Iron Horse Trail</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$20</i>
39C	<i>Iron Horse Trail Improvements</i>	<i>Pleasanton</i>	<i>Pleasanton</i>	<i>\$18</i>
40	Decoto Road Complete Streets Corridor - Project Bundle	Fremont and Union City	Fremont and Union City	\$50
40A	<i>Decoto Road Complete Street: I-880 to Paseo Padre Parkway</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$20</i>
40B	<i>I-880/Decoto Road Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
40C	<i>Decoto Road Complete Streets Project</i>	<i>Union City</i>	<i>Union City</i>	<i>\$20</i>
41	San Francisco Bay Trail and Bay Trail Connectors (Phase 1)	MTC/ABAG	Multi-Area	TBD
42	Bay Bridge Forward - Project Bundle	MTC/Alameda CTC	North County	TBD
42A	<i>The Link - Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge</i>	<i>MTC/ABAG</i>	<i>Oakland</i>	<i>\$63</i>
42B	<i>Powell Transbay Bus I-80 Ramp/Bus Stop</i>	<i>Emeryville</i>	<i>Emeryville</i>	<i>\$4</i>
43	I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1)	MTC/Alameda CTC	Central and South County	\$128
44	Oakland Army Base Infrastructure Improvements (Remainder of Project)	Oakland	Oakland/Port of Oakland	\$34
45	Near and Mid-Term Port Operations and Emission Reductions - Project Bundle	Port of Oakland	Port of Oakland	TBD
45A	<i>Roundhouse EV Charging Facility</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$12</i>
45B	<i>Seaport Near Dock Rail Enhancements</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$8</i>
45C	<i>Port Operational Efficiency Enhancements</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$25</i>
45D	<i>Port Wide Electrification</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>TBD</i>
46	Dumbarton Corridor - Project Bundle	SAMTRANS/Newark	South County	TBD
46A	<i>Bayside TOD PDA Transit Station and Pedestrian Overcrossing</i>	<i>Newark</i>	<i>Newark</i>	<i>\$12</i>
47	ACE Medium-Term Service Increases	SJRRRC	East County and South County	TBD
48	Valley Link - Project Bundle		East County	\$1,631
48A	<i>Valley Link (Bay Area Portion)</i>	<i>TVSJVRRRA</i>	<i>East County</i>	<i>\$1,530</i>
48B	<i>Greenville /Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$40</i>
48C	<i>Isabel/Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$23</i>
48D	<i>S. Front/Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$39</i>
49	Berkeley-San Francisco Ferry	WETA	Berkeley	\$60
50	Redwood City-San Francisco-Oakland Ferry	WETA	Alameda and Oakland	\$60
51	Seaplane Lagoon-San Francisco Ferry	WETA	Alameda	\$42

Notes

1. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window. Costs indicated as TBD are pending further coordination with project sponsor.

2. ROW costs are not included.

10-Year Priority List - Local Projects				
Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹	
52	Lincoln Avenue/Marshall Way Safety Improvements	Alameda	Alameda	\$5
53	Shoreline Overtopping Near Webster and Posey Tubes	Alameda	Alameda	\$30
54	Willie Stargell Bus Priority and Multimodal Safety Corridor	Alameda	Alameda	\$6
55	East Lewelling Boulevard Complete Streets - Phase II	Alameda County	Unincorporated Central County	\$10
56	Hesperian Boulevard Phase II	Alameda County	Unincorporated Central County	\$15
57	Tesla Rd Safety Improvements Phase 1	Alameda County	Unincorporated East County	\$15
58	Solano Avenue Complete Streets	Albany	Albany	\$12
59	Adeline Street Corridor Transportation Improvements	Berkeley	Berkeley	\$11
60	Martin Luther King Jr Way Complete Streets Corridor	Berkeley	Berkeley	\$10
61	Telegraph Avenue Multimodal Corridor	Berkeley	Berkeley	\$9
62	Dublin Blvd. - North Canyons Pkwy Extension	Dublin	Dublin	\$164
63	I-580/Fallon/El Charro Interchange Modernization, Phase 2	Dublin	Dublin and Pleasanton	\$32
64	40th Street Transit-Only Lanes and Multimodal Enhancements	Emeryville	Emeryville	\$16
65	Greenway and Mandela Connector	Emeryville	Emeryville	\$3
66	Quiet Zone Safety Engineering Measures	Emeryville	Emeryville	\$7
67	Dumbarton to Quarry Lakes Trail	Fremont	Fremont	\$25
68	I-680 Interchange Modernizations at Washington and Mission - Project Bundle	Fremont	Fremont	\$20
68A	<i>I-680/Mission Boulevard (North) Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
68B	<i>I-680/Washington Boulevard Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
69	Sabercat Trail: Irvington BART to Ohlone College w/ new I-680 Bridge and Blacow Undercrossing	Fremont	Fremont	\$56
70	Downtown Hayward PDA Multimodal Complete Streets Project	Hayward	Hayward	\$35
71	Main Street Complete Street Project	Hayward	Hayward	\$5
72	Rt 92/Clawiter/Whitesell Interchange Modernization	Hayward	Hayward	\$40
73	Tennyson Rd. Corridor PDA Complete Streets Project	Hayward	Hayward	\$0
74	Atlantis O&M Facility	LAVTA	East County	\$33
75	I-580 First Street Interchange Modernization	Livermore	Livermore	\$62
76	I-580 Vasco Road Interchange Modernization	Livermore	Livermore	\$81
77	Central Avenue Overpass	Newark	Newark	\$35
78	Thornton Avenue Complete Streets Corridor Project	Newark	Newark	\$26
79	42nd Ave & High St I-880 Access Improvements	Oakland	Oakland	\$18
80	Bancroft Avenue Greenway	Oakland	Oakland	\$18
81	Broadway Transit Corridor	Oakland	Oakland	\$22
82	Downtown Oakland East-West Safe Streets - Project Bundle	Oakland	Oakland	\$20
82A	<i>14th Street Safe Routes in the City</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$14</i>
82B	<i>19th Street BART to Lake Merritt Urban Greenway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$6</i>
83	East Bay BRT Corridor Active Transportation Safety Improvements - Project Bundle	Oakland	Oakland	\$34
83A	<i>East Bay BRT Corridor Pedestrian Safety Improvements</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$20</i>
83B	<i>East 12th St Bikeway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$14</i>
84	East Oakland Neighborhood Bikeways	Oakland	Oakland	\$11
85	Telegraph Avenue Complete Streets	Oakland	Oakland	\$11
86	MacArthur Smart City Corridor Project	Oakland	Oakland	\$13
87	West Oakland Industrial Streets (Phase 1) - Project Bundle	Oakland	Oakland	TBD
87A	<i>West Oakland Industrial Streets (Phase 1)</i>	<i>Oakland</i>	<i>Oakland</i>	<i>TBD</i>
87B	<i>7th Street Bikeway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$10</i>
88	I-680 Sunol Interchange Modernization	Pleasanton	Pleasanton	\$45

	Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹
89	West Las Positas Bike Corridor Improvements	Pleasanton	Pleasanton	\$13
90	Doolittle Drive Resiliency	Port of Oakland	Port/Alameda	\$50
91	Oakland International Airport Perimeter Dike	Port of Oakland	Port/Alameda	\$53
92	San Leandro BART Station Area Safety Improvements	San Leandro	San Leandro	\$5
93	Downtown San Leandro Streetscapes	San Leandro	San Leandro	\$6
94	San Leandro Creek Trail	San Leandro	San Leandro	\$33
95	Union Landing Transit Center Modifications	UC Transit	Union City	\$5
96	Quarry Lakes Parkway (formerly East West Connector)	Union City	Union City	\$286

Notes

1. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window. Costs indicated as TBD are pending further coordination with project sponsor.

Draft Final Fully Funded Project List for the 2020 CTP

Fully Funded Projects			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
97	Central Avenue Safety Improvements	Alameda	\$15
98	New Alameda Point Ferry Terminal	Alameda	\$22
99	Ralph Appezzato Memorial Parkway Dedicated Bus Lanes or Bus Queue Jump Lanes	Alameda	\$9
100	Meekland Avenue Corridor Improvements	Alameda County	\$9
101	7th Street Grade Separation East	Alameda CTC	\$317
102	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	Alameda CTC	\$236
103	19th Street/Oakland BART Station Modernization	BART	\$50
104	Milvia Bikeway Project	Berkeley	\$3
105	Shattuck Complete Streets and De-Couplet	Berkeley	\$10
106	Southside Complete Streets & Transit Improvement	Berkeley	\$9
107	Dougherty Road Widening	Dublin	\$23
108	Dublin Boulevard widening	Dublin	\$7
109	Fremont Boulevard & Thornton Avenue Complete Streets in Centerville PDA, (Part of former SR 84)	Fremont	\$9
110	Fremont Boulevard Safe and Smart Corridor	Fremont	\$11
111	Relinquished State Route 84: State of Good Repair Improvements	Fremont	\$18
	<i>Funded through Local Area Transportation Improvement Plan subject to sale of surplus State ROW</i>		
112	Warm Springs BART West Access Bridge and Plaza	Fremont	\$41
113	Mission Blvd Phase 2 Improvements	Hayward	\$33
114	Fruitvale Alive Gap Closure Streetscape Project	Oakland	\$9
115	14th Avenue Streetscape Project	Oakland	\$7
116	Union City Intermodal Station, Phase 3	Union City	\$75

Draft Final 30-Year Project List for the 2020 CTP

30-Year List of Projects			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
117	Foothill Blvd Corridor Short Term Improvements	AC Transit	\$50
118	Clement Ave and Tilden Way Complete Streets	Alameda	\$15
119	West End Bike/Ped Crossing	Alameda	\$150
120	Castro Valley Boulevard Streetscape Improvement Phase II	Alameda County	\$25
121	Crow Canyon Road Safety Improvements	Alameda County	\$10
122	East 14th Phase I (Retrofit to add Class IV)	Alameda County	\$20
123	Estuary Bridges Maintenance and Repairs	Alameda County	\$15
124	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Alameda County	\$63
125	Niles Canyon Trail (Remainder of Project)	Alameda County	\$120
126	Patterson Pass Road Safety Improvements	Alameda County	\$15
127	San Lorenzo Creek Trail Project	Alameda County	\$34
128	Strobridge Avenue IC Modifications / Ramp Improvements	Alameda County	\$20
129	Tesla Road Safety Improvements Phase II	Alameda County	\$11
130	Vasco Road Safety Improvement Phase II	Alameda County	\$22
131	East Bay Greenway (Remainder of Project)	Alameda CTC	TBD
132	I-580/I-680 Interchange (Remainder of Project)	Alameda CTC	\$1,200
133	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	Alameda CTC	\$130
134	I-680 Express Lanes: SR-84 to Alcosta Phase 2 (northbound)	Alameda CTC	\$228
135	I-680 Express Bus to Silicon Valley	Alameda CTC	\$50
136	SR-262 Mission Boulevard Cross Connector Improvements (Remainder of Project)	Alameda CTC	\$562
137	Ashby Avenue Complete Streets Corridor	Berkeley	\$3
138	Berkeley Marina Bay Trail Extension and University Avenue Reconstruction	Berkeley	\$88
139	Center Street Plaza Project	Berkeley	\$3
140	College Avenue Complete Streets Corridor	Berkeley	\$3
141	Dwight & Channing Complete Streets Corridor	Berkeley	\$4
142	Gilman Street Complete Streets Corridor	Berkeley	\$8
143	Gilman Street Multimodal Railroad Grade Separation Project	Berkeley	\$78
144	Ohlone Greenway and Intersection Improvement Project	Berkeley	\$7
145	Sacramento Complete Streets Corridor	Berkeley	\$3
146	Shattuck Avenue Complete Streets Corridor	Berkeley	\$15
147	University Avenue Complete Streets Corridor	Berkeley	\$4
148	I-580 Interchange Imps at Hacienda	Dublin	\$36
149	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Dublin	\$23
150	Powell Street Bridge Widening	Emeryville	\$9
151	Auto Mall Parkway Improvements Near I-680	Fremont	\$50
152	Fremont Boulevard Complete Streets in Warm Springs PDA	Fremont	\$5
153	Grimmer Greenway Trail: Central Park to Fremont Boulevard	Fremont	\$6
154	Grimmer to Pacific Commons Trail w/ new I-880 Bridge	Fremont	\$51
155	Kato Road Complete Street	Fremont	\$7
156	Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	Fremont	\$4
157	Mowry Ave Complete Streets w/ new Bike/Ped Tunnel at UPRR Undercrossing (Part of former SR 84)	Fremont	\$10
158	Peralta Ave Complete Streets (Part of former SR 84)	Fremont	\$14
159	Shinn Trail Connection to Niles w/ new Alameda Creek Bridge	Fremont	\$10
160	UPRR Quiet Zones: Other Fremont Locations	Fremont	\$4
161	Vargas Road Safety Improvements	Fremont	\$5

ID	Project	Sponsor Agency	Total Cost (\$ millions)
162	Fremont BART Station Modernization	Fremont/BART	\$5
163	Hayward Blvd Multi-modal Project	Hayward	\$3
164	Mission Blvd. Linear Park	Hayward	\$5
165	First Street Bike Improvements	Livermore	\$3
166	I-580 Greenville Road Interchange Improvements	Livermore	\$68
167	I-580 SR-84/Isabel Interchange Improvements Phase 2	Livermore	\$43
168	San Francisco Bay Trail and Bay Trail Connectors (Remainder of Project)	MTC/ABAG	TBD
169	I-580 Design Alternatives Assessments (DAAs) Implementation (Remainder of Project)	MTC/Alameda CTC	\$272
170	27th Street Complete Streets Corridor	Oakland	\$4
171	Coliseum City Transit Hub/Coliseum City infrastructure	Oakland	\$200
172	East Oakland Industrial Streets (Central Estuary Plan)	Oakland	\$65
173	Gondola Project Phase 1 Washington Street	Oakland	\$350
174	Gondola Project Phase 2 Alameda Connection Segment	Oakland	\$569
175	Howard Terminal Railroad Grade Separation Project for Vehicles and for Pedestrians/Bikes	Oakland	\$298
176	Lakeside Family Streets	Oakland	\$5
177	Park Boulevard Path	Oakland	\$5
178	West Oakland Industrial Streets (Remainder of Project)	Oakland	\$40
179	Downtown Parking Garage	Pleasanton	\$68
180	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	Pleasanton	\$137
181	Foothill Road Complete Streets	Pleasanton	\$0
182	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Pleasanton	\$44
183	Santa Rita Road I-580 Overcrossing Widening	Pleasanton	\$49
184	Airport Drive Rehabilitation	Port of Oakland	\$9
185	Inner Harbor Turning Basin	Port of Oakland	\$350
186	Outer Harbor Turning Basin Expansion	Port of Oakland	\$80
187	Cross Town Class IV Corridors and Williams St. Pedestrian Improvements	San Leandro	\$4
188	Doolittle Drive Streetscape	San Leandro	\$12
189	MacArthur Blvd Roundabout, Streetscape, and Park & Ride	San Leandro	\$4
190	Marina Boulevard Streetscape	San Leandro	\$10
191	Railroad Crossing Upgrades - Long Term Grade Separations	San Leandro	\$61
192	ACE Long-Term Service Increases and Capital Improvements	SJRRRC	\$883
193	Altamont Corridor Vision Phase 1 (within Bay Area)	SJRRRC/TVSJVRRA	\$2,510
194	I-880/Alvarado-Niles Interchange "Complete Streets" Modifications	Union City	\$20
195	Station District Pedestrian Bridge	Union City	\$15
196	Union City Boulevard Widening (Whipple to City Limit)	Union City	\$17
197	Whipple Road Widening Project	Union City	\$25

Draft Final Programmatic Projects for the 2020 CTP

Programmatic Elements			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
Bike/Ped Plan Implementation			
198	Bicycle Master Plan Build-out	Alameda	\$41
199	Pedestrian Master Plan Build-out	Alameda	\$40
200	Vision Zero Action Plan and Safe Routes to School Build-out	Alameda	\$25
201	Active Transportation Program	Albany	\$21
202	Citywide Bicycle Parking	Berkeley	\$4
203	Citywide Bike Boulevard/Major Street Intersections Project	Berkeley	\$8
204	Complete Streets & Transit Corridor Studies and Implementation	Berkeley	\$20
205	West Berkeley Areawide Pedestrian & Bicycle Improvements	Berkeley	\$10
206	SR2S Improvements	Dublin	\$7
207	Bicycle and Pedestrian Plan Implementation	Emeryville	\$59
208	Village Greens and Greenways	Emeryville	\$5
209	Citywide ADA Sidewalk and Intersection Improvements	Fremont	\$95
210	Citywide Bike Master Plan Implementation	Fremont	\$164
211	Citywide Pedestrian Master Plan Implementation	Fremont	\$80
212	Citywide Safe Routes to Schools Improvements	Fremont	\$25
213	Citywide Trails Plan Implementation	Fremont	\$50
214	Bicycle and Pedestrian Master Plan	Hayward	\$25
215	Safe Routes to Schools	Hayward	\$2
216	Livermore Bicycle, Pedestrian & Active Transportation Plan	Livermore	\$183
217	Citywide Bicycle Master Plan Implementation	Newark	\$28
218	Citywide Pedestrian Master Plan implementation	Newark	\$47
219	ADA 30-Year Curb Ramp Transition Plan	Oakland	\$66
220	Bike Plan Short-Term Priority Corridors	Oakland	\$17
221	City-Wide Bay Trail Network	Oakland	\$8
222	City-Wide Bike Plan Implementation Program	Oakland	\$76
223	Citywide Sidewalk Repairs	Oakland	\$30
224	Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects	Oakland	\$60
225	East Oakland Community Based Transportation Plan Area Projects	Oakland	\$25
226	Implementation Program for Citywide Safe Routes to Schools	Oakland	\$23
227	Oakland Complete Streets Program	Oakland	\$199
228	Pedestrian Plan Implementation Program	Oakland	\$109
229	West Oakland Community Based Transportation Plan Area Projects	Oakland	\$25
230	Piedmont Pedestrian and Bike Master Plan	Piedmont	\$9
231	City of Pleasanton Bicycle and Pedestrian Master Plan	Pleasanton	\$38
232	City of Pleasanton Trails Master Plan	Pleasanton	\$64
233	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	San Leandro	\$14
Roadway Improvement Programs			
234	Citywide Smart Signal Program	Alameda	\$5
235	New Technologies and Innovations	Alameda	\$10
236	Webster/Posey Tubes Lifeline Replacement or New Transit/Bike/Pedestrian Lifeline Tube	Alameda	\$10
237	Roadway Multimodal Safety Improvements in Unincorporated Alameda County	Alameda County	\$19
238	Sidewalk Improvements in Unincorporated Alameda County	Alameda County	\$210
239	I-580 Integrated Corridor Mobility (ICM)	Alameda CTC	\$146
240	West Berkeley Area Intersection Project	Berkeley	\$4

ID	Project	Sponsor Agency	Total Cost (\$ millions)
241	Multimodal Corridor Signal Interconnect & Transit Signal Priority Wayside Upgrade	Berkeley	\$12
242	Vision Zero Action Plan Implementation	Berkeley	\$8
243	Downtown Dublin Streetscape Plan Implementation	Dublin	\$40
244	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	Dublin	\$20
245	Powell Street Traffic Safety Improvements	Emeryville	\$10
246	Traffic Signal Modernization Program	Emeryville	\$5
247	Citywide Pavement Rehabilitation	Fremont	\$90
248	Citywide Traffic Signal Modernization	Fremont	\$20
249	Citywide Vision Zero Traffic Safety Improvements	Fremont	\$10
250	Freeway Interchange Safety Improvements and Modernization Identified in Caltrans D4 Bike Plan	Fremont	\$10
251	Fremont Citywide Transit Signal Priority	Fremont	\$5
252	Annual Pavement Maintenance	Livermore	\$103
253	Citywide Bridge Preventive Maintenance Program	Oakland	\$21
254	City-Wide Intelligent Transportation System Program	Oakland	\$240
255	City-Wide Parking Management & Mobility Program	Oakland	\$21
256	City-Wide Paving Program	Oakland	\$1,410
257	City-Wide Traffic Signal System Management	Oakland	\$60
258	Downtown Oakland Specific Plan (DOSPP) - Mobility Implementation Action	Oakland	\$8
259	Intersection Safety Improvements Program	Oakland	\$20
260	Underpass Improvement Program	Oakland	\$20
261	West Oakland, Howard Terminal, Jack London District, Downtown Oakland Connectivity Project	Oakland	\$175
262	City of Pleasanton Automated Traffic Signal Performance Expansion	Pleasanton	\$0
263	Seaport Pavement Management/Paving Program	Port of Oakland	\$150
264	2035 General Plan Traffic Circulation Improvements	San Leandro	\$24
265	Local Street Rehabilitation and Complete Streets Implementation	San Leandro	\$165
266	San Leandro Street Circulation and Capacity Improvements	San Leandro	\$17
267	Traffic Signal Modernization	San Leandro	\$4
Transit Fare Programs			
267	Means-Based Fare Discount Program	BART	\$55
268	LAVTA Integrated Mobility App Development and Implementation	LAVTA	\$2
Transit Planning and Operations			
269	All Door Boarding Pilot Program	AC Transit	TBD
270	Delay Hotspot Correction Program	AC Transit	\$10
271	Fremont and Newark Service Improvements	AC Transit	TBD
272	Infrastructure Analysis and Upgrade Planning	AC Transit	\$1
273	Intra East Bay Express Bus Service	AC Transit	\$6
274	Alameda Shuttle (assumes that the Alameda Shuttle #1, Crosstown Bus #22 and Regional Transit Hub #28 are combined)	Alameda	\$6
275	Bus Service (AC Transit) - Increased Frequencies: Alameda Point Bus Rapid Transit Service (TCP #19), Local Bus Routes (TCP #24), Transbay Bus Routes (TCP #25), Faster Line 51A Bus Service (TCP #33)	Alameda	\$16
276	Water Shuttle Operations	Alameda	\$40
277	LAVTA Individualized Marketing Programs	LAVTA	\$1
278	LAVTA On-Demand First-Mile/Last-Mile Microtransit Program	LAVTA	\$16
279	LAVTA Shared Autonomous Vehicle Demonstration and Deployment	LAVTA	\$50
280	LAVTA Short Range Transit Planning	LAVTA	\$0
281	Para-Taxi Operations	LAVTA	\$2
282	New San Francisco-Oakland Transbay Rail Crossing (advanced planning)	MTC/ABAG	TBD

ID	Project	Sponsor Agency	Total Cost (\$ millions)
283	2nd Transbay Crossing-I-980 Multimodal Boulevard Study	Oakland	\$2
284	Broadway Shuttle Operations and Improvements	Oakland	\$68
285	BART Metro Infill Station Study	Oakland/BART	\$1
286	Alameda/Oakland Ferry Frequency Increase	WETA	\$44
287	Harbor Bay Ferry Frequency Increase	WETA	\$83
288	South San Francisco Frequency Increase	WETA	\$130
Transit Capital Programs			
289	Service Critical Infrastructure Program	AC Transit	\$78
290	Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	Alameda	\$18
291	BART Station Modernization Program	BART	\$2,273
292	Secure Bike Parking Program	BART	\$6
293	Security Program	BART	\$112
294	Station Access Program	BART	\$234
295	System Reinvestment and Capacity Improvement Program	BART	\$5,237
296	System Support Program	BART	\$78
297	Downtown Berkeley Transit Center & Transit Corridor Improvements	Berkeley	\$6
298	Citywide Bus Shelter Improvements	Fremont	\$10
299	AVL System Upgrade	LAVTA	\$1
300	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	LAVTA	\$3
301	Transit Capital Program (with AC)	Oakland	\$100
302	Replacement Fleet Program	UC Transit	\$18
Adaptation and Resilience Programs			
303	Sea Level Rise Resiliency - Doolittle Drive (State Route 61) and Webster/Posey Tubes area (State Route 260) and Critical High Use Roads (City lead)	Alameda	\$20
304	Climate Adaptation/Resiliency and Sustainability Program	BART	\$162
305	Seismic Retrofit Program	BART	\$820
306	Climate Action Plan Implementation	Emeryville	\$25
307	Green Infrastructure Projects Program	Emeryville	\$10
308	Lindsay Tract Green Infrastructure and Storm Drain Improvements	Newark	\$4
309	Green Stormwater Infrastructure in Transportation Program	Oakland	\$45
310	"Big Ship Ready" Marine Terminal Modernization	Port of Oakland	\$74
311	Port Wide Electrification	Port of Oakland	\$218
312	Seaport Infrastructure Resiliency- Emergency Power System	Port of Oakland	\$20
Transportation Demand Management Programs			
313	Carpool Projects: Casual Carpool Pick-up Spots (TCP #14) and Constitution Way Carpool Lane (TCP #15)	Alameda	\$4
314	Comprehensive Congestion Pricing	Alameda	\$2
315	Transportation Awareness Campaign	Alameda	\$0
316	Transportation Demand Management: EasyPass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	Alameda	\$6



Memorandum

6.14

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

DATE: July 16, 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 July 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 CJ Lake are summarized below.

State Update

The State legislature has been focused on finalizing the budget and COVID response activities. The Administration and Legislature reached agreement on the budget on June 22, 2020. The budget assumes significant federal funding. Items to highlight in the budget include:

- CARES Act Funding for Counties: The budget appropriates \$1.289 billion in CARES Act funding to counties for homelessness, public health, public safety,

and other services to combat the COVID-19 pandemic. Allocations will be based on the share of each county's population relative to the State, while considering prior direct allocations from the Federal CARES Act.

- CARES Act Funding for Cities: The budget provides \$500 million in CARES Act funding to cities that did not already receive a direct appropriation from the federal government for homelessness, public health, public safety, and other services to address COVID-19. The budget states that no city shall receive less than \$50,000.
- The budget approves the funding estimate of fuel tax revenues which are expected to drop by \$1.8 billion through 2024-25, and maintains current planning and engineering staffing levels at Caltrans to continue developing and designing previously programmed projects.
- Transportation Trailer Bill: AB 90 and SB 122 are identical measures that contain changes to transportation statutes, in particular relief for public transit operators regarding performance measures such as farebox recovery and operating cost measures that will be temporarily suspended due to COVID.

Federal Update

In June, the House released H.R. 2, the Moving Forward Act, which is a broad infrastructure package proposing \$1.5 trillion in investment, as summarized in Attachment B. Some highlights of this legislation include: \$494 billion for surface transportation through the INVEST in America Act; \$100 billion for affordable housing; \$100 billion for broadband expansion; \$100 billion for low income schools; \$70 billion for clean energy; \$45 billion for wastewater and \$25 billion for drinking water infrastructure; \$30 billion for hospitals; and \$25 billion for the U.S. Postal Service. A key piece of the bill is the INVEST in America Act, which would serve as the five-year reauthorization of the federal surface transportation bill. The INVEST in America Act was passed out of the House Transportation and Infrastructure (T&I) Committee on June 18, 2020.

The INVEST in America Act as proposed by the House would provide \$494 billion for the nation's surface transportation system over five years. This represents an overall increase of 46 percent above current investment levels, including increases in funding for transit and a focus on metropolitan area programs and includes:

- \$319 billion for the federal-aid highway title,
- \$105 billion for transit, and
- \$60 billion for rail.

Key objectives of the INVEST in America Act include:

- Tackling the massive backlog of roads, bridges, and transit systems in need of repair and replacement;
- Building resilient infrastructure that will withstand the impacts of climate change and extreme weather;

- o Designing streets that are safer for all road users, including pedestrians and cyclists;
- o Putting the U.S. on a path toward zero emissions from the transportation sector;
- o Sharply increasing funding for public transit options and increase routes and reliability with tools such as bus-only lanes and priority signaling;

More than two-thirds of the provisions included in the Moving Forward Act are not paid for yet. As a reminder, the *America's Transportation Infrastructure Act of 2019* (S. 2302) unanimously passed by the Senate Environment and Public Works Committee (EPW) last summer. ATIA would authorize \$287 billion over five years, to maintain and repair America's roads and bridges. The House legislation will need to be reconciled with Senate measures and all relevant committees would need to reach a bicameral agreement on the path forward with regard to the question of revenue. The Senate has indicated it will not take up the legislation, suggesting the most likely path forward for a surface transportation bill is a series of short-term extensions since the FAST Act expires on September 30, 2020. In addition, the White House is expected to release its own surface transportation reauthorization proposal soon. Drafting is being led by the U.S. Department of Transportation.

Staff continues to monitor potential infrastructure-related stimulus efforts. The Democratic House leadership continues to urge Republicans to begin negotiations. Although those negotiations have not yet begun, we do know that the Administration is having talks with Senate Republicans on what they would want to see in a future assistance package. The Senate is currently targeting late July to craft a package. Any updates will be provided at the meeting.

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

Attachments:

- A. Alameda CTC 2020 Legislative Program
- B. H.R. 2, Moving Forward Act

This page intentionally left blank



2020 Alameda County Transportation Commission Legislative Program

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

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

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

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

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

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

This page intentionally left blank

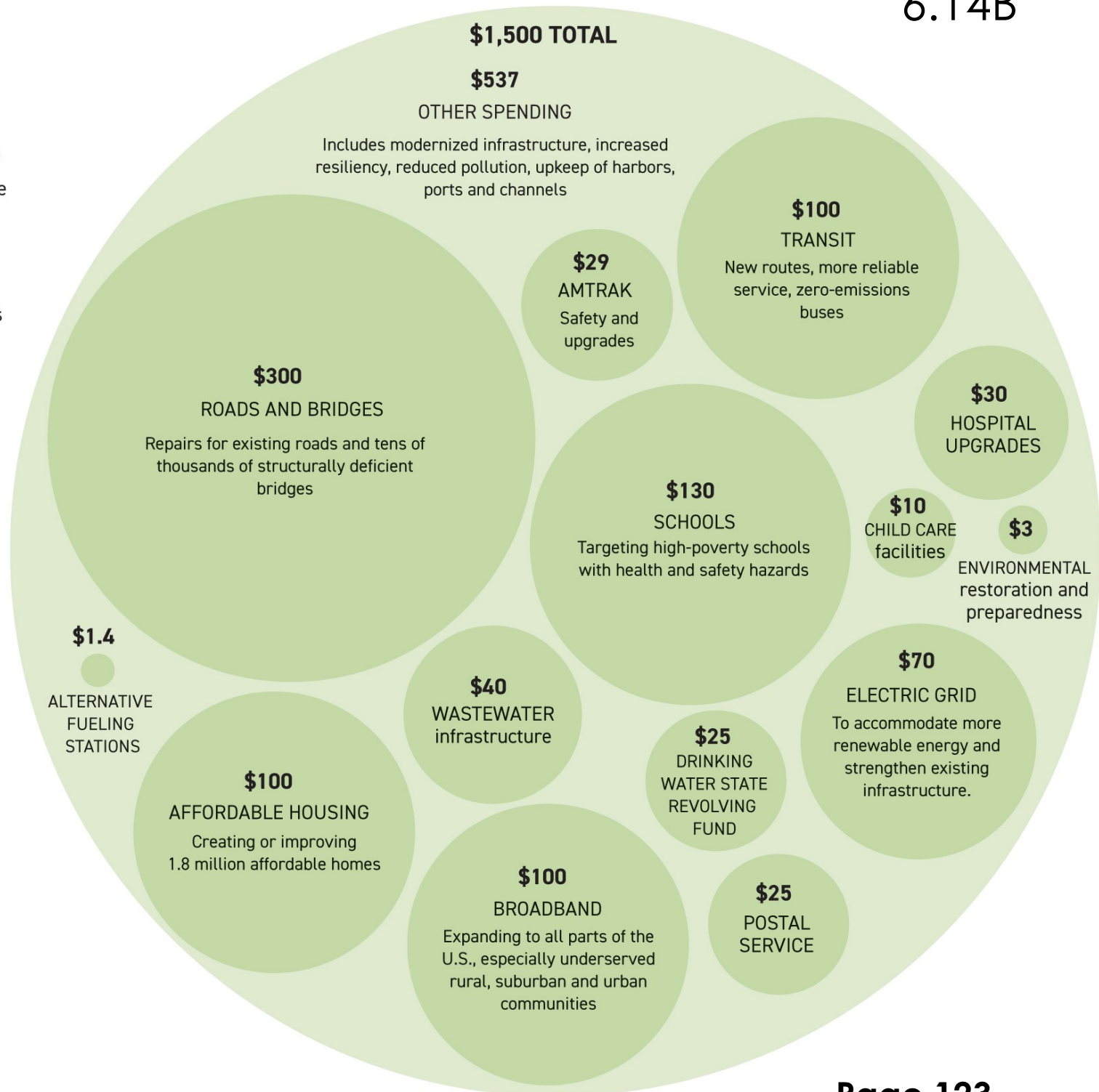
H.R. 2, The Moving Forward Act

6.14B

IN BILLIONS OF DOLLARS

ADDITIONAL MEASURES

- Expand the Historic Tax Credit
- Increase and expand Private Activity Bonds
- Reinstate Build America Bonds and Advance Refunding Bonds
- Revamp rules for tribal government bonds, charitable organizations and projects
- Permanently reinstate Build America Bonds Advance Refunding Bonds, increasing and expanding the issuance of Private Activity Bonds
- Expand and make permanent the New Markets Tax Credit
- Exempt bonds funding water infrastructure projects from state allocation caps for Private Activity Bonds
- Incentivize development of wind and solar on public lands and offshore.



This page intentionally left blank

THE MOVING FORWARD ACT

FOR THE PEOPLE

Fact Sheet

H.R. 2, the Moving Forward Act, is a more than \$1.5 trillion plan to rebuild American infrastructure—not only our roads, bridges, and transit systems, but also our schools, housing, broadband access, and so much more. By investing in families, workers, and communities across the country, we can support American manufacturing and ingenuity and create millions of jobs that cannot be exported, all while putting our country on a path toward zero carbon emissions, making communities and roads safer, and addressing long-standing disparities. It's about investing in infrastructure that is **smarter, safer, and made to last.**

Highways, Bridges, Transit, Rail, Airports, Ports/Harbors:

- Delivers better roads and bridges faster with more than \$300 billion of investment that prioritizes fixing what we already have, including tens of thousands of structurally deficient bridges.
- Invests more than \$100 billion in transit to put more zero-emission buses on the road, add new routes, and provide more reliable service, resulting in better transit options and fewer single-occupant cars clogging highways.
- Modernizes infrastructure to reduce gridlock and address bottlenecks, and makes roads smarter and safer for all users, including pedestrians and bicyclists.
- Invests in programs, projects, and materials that emphasize resiliency while reducing carbon pollution from the transportation sector, including \$1.4 billion in alternative fuel charging infrastructure.
- Triples funding for Amtrak to \$29 billion, allowing for upgrades and expansion of the passenger rail network, and improves rail crossing safety and addresses increasingly long trains that block crossings for 10+ minutes, which impacts local traffic and emergency response times.
- Keeps cargo moving by funding the essential dredging and upkeep of American harbors, ports, and channels.

Schools and Child Care:

- Invests in schools with the *Reopen and Rebuild America's Schools Act*, which invests \$130 billion targeted at high-poverty schools with facilities that endanger the health and safety of students and educators. This investment will help students get back to school and create over 2 million jobs to help workers get back to work.
- Leverages a 5-year, \$10 billion federal investment in addressing structural challenges and upgrading child care facilities to generate additional state and private investments in making sure that child care settings are safe, appropriate, and able to comply with current and future public health directives.

Local Financing & Community Development:

- Provides financing support for state and local government investments and spurring private investment through the tax code by permanently reinstating Build America Bonds and Advance Refunding Bonds, and increasing and expanding the issuance of Private Activity Bonds.
- Promotes revitalization in economically distressed communities by making permanent and expanding the New Markets Tax Credit.
- Encourages the rehabilitation of historic buildings by temporarily increasing the Historic Tax Credit program for all projects, permanently expanding the credit for small projects, and eliminating rules that prevent access for non-profits, including public schools.
- Promotes further development in and parity for tribal communities by making long-overdue changes to tax rules related to tribal issuance of government bonds, treatment of tribal government charitable organizations, and the treatment of tribal projects in the New Markets Tax Credit program.

Housing:

- Invests over \$100 billion into our nation's affordable housing infrastructure to create or preserve 1.8 million affordable homes, helping to reduce housing inequality, create jobs, and stimulate the broader economy, increase community and household resiliency in the face of natural disasters, improve hazardous living conditions, and increase the environmental sustainability of our housing stock.
- Increases federal investment in low-income housing through a robust expansion of the Low-Income Housing Tax Credit with new, targeted housing incentives for rural and tribal communities and individuals at risk of homelessness.
- Establishes a new Neighborhood Investment tax credit that would subsidize certain development costs to encourage the rehabilitation of vacant homes or construction of new homes in distressed areas. The credit requires homes to be

owner-occupied and contains other limits meant to maintain affordable housing prices in these communities.

Broadband:

- Delivers affordable high-speed broadband Internet access to all parts of the country by investing \$100 billion to promote competition for broadband internet infrastructure to unserved and underserved rural, suburban, and urban communities, prioritizing communities in persistent poverty and ensuring that broadband-related support is being administered in an efficient, technology-neutral, and financially sustainable manner.
- Gets kids connected to remote learning with digital equipment and affordable broadband options, connects school buses to Wi-Fi and helps schools and libraries close the “homework gap” outside school.
- Closes other gaps in broadband adoption and digital skills, and enhances payment support for low-income households and the recently unemployed.

Drinking Water and Wastewater:

- Protects access to safe drinking water by investing over \$25 billion in the Drinking Water State Revolving Fund and other programs to ensure all communities have clean drinking water and to help remove dangerous contaminants like PFAS from local water systems.
- Invests \$40 billion in new wastewater infrastructure to encourage efficiency and affordability, and helps communities address stormwater needs, preventing pollution in local rivers.
- Invests in clean water and wastewater infrastructure to meet the federal government’s trust obligations to Indian Country and making responsible investments to repair severely damaged federal canals, leveraging taxpayer dollars to maximize public benefits.
- Unlocks more tax-exempt bond financing for water infrastructure projects by exempting bonds funding these projects from State allocation caps for Private Activity Bonds.

Clean Energy:

- Modernizes our energy infrastructure for a clean energy future by investing more than \$70 billion to transform our electric grid to accommodate more renewable energy, expand renewable energy, strengthen existing infrastructure, help develop an electric vehicle charging network, and support energy efficiency, weatherization, and Smart Communities infrastructure.
- Reinvigorates our commitment to renewable energy and combatting the climate crisis by building on current successful tax incentives that promote the deployment of green energy technologies while providing new incentives for activities that reduce carbon pollution.
- Encourages “greening the fleet” by supporting widespread adoption of zero-emission cars, vans, and buses through tax credits for purchasing vehicles, supporting zero-emission vehicle manufacturing, and deployment of publicly accessible electric vehicle charging infrastructure including underserved communities.
- Promotes green energy and efficiency projects that adopt high-road labor practices.

Health Care:

- Modernizes the nation’s health care infrastructure by investing \$30 billion to upgrade hospitals to increase capacity and strengthen care, help community health centers respond to COVID-19 and future public health emergencies, improve clinical laboratory infrastructure, support the Indian Health Service’s infrastructure, and increase capacity for community-based care.

U.S. Postal Service:

- Invests \$25 billion to modernize postal infrastructure and operations, including a zero emissions postal vehicle fleet, processing equipment and other goods.

Environment/Public Lands:

- Puts Americans to work strengthening our coasts through a \$3 billion grant program for shovel-ready projects to restore Great Lakes and coastal habitats and marine ecosystems, with priority given to qualifying communities of color.
- Cleans up abandoned coal mines and orphaned oil and gas wells, putting drillers, miners and engineers to work clearing the way for new infrastructure and economic redevelopment.

- Promotes new renewable energy infrastructure by incentivizing the development of wind and solar on public lands and building a workforce for offshore wind.
- Invests in modern water infrastructure to provide drought preparedness and improved water supply reliability in a changing climate.

This page intentionally left blank

Immediate Past President
AL NAGY
Mayor of Newark

President
DAVID HAUBERT
Mayor of Dublin

Vice President
MARILYN EZZY ASHCRAFT
Mayor of Alameda

Alameda County Mayors' Conference

Alameda
Marilyn Ezzy Ashcraft

June 10, 2020

Albany
Nick Pilch

Angie Ayers
Associate Administrative Analyst

Berkeley
Jesse Arreguin

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dublin
David Haubert

Transmitted via email to: aayers@alamedaactc.org

Emeryville
Christian Patz

Dear Ms. Ayers:

Fremont
Lily Mei

At its regular meeting of June 10, 2020, the Alameda County Mayors' Conference appointed Jean Walsh as a District 5 representative member to the Alameda County Transportation Commission Independent Watchdog Committee. Our records indicate that her term will commence upon ratification by the ACTC Board and run for a period of two years from the date of appointment. However, because she will be filling a vacant seat, please advise if these dates are inaccurate so I can adjust our records accordingly.

Hayward
Barbara Halliday

Livermore
John Marchand

Newark
Al Nagy

Please contact Jean Walsh directly at [REDACTED] if you have any questions regarding next steps and/or any requests for additional information. A copy of her application is attached to this letter.

Oakland
Libby Schaaf

Piedmont
Robert McBain

Please contact me if you have any questions or need to follow-up regarding this appointment.

Pleasanton
Jerry Thorne

Sincerely,

Steven Bocian

San Leandro
Pauline Cutter

Steven Bocian
Executive Director, Alameda County Mayors' Conference

Union City
Carol Dutra-Vernaci

sbocian@acmayorsconference.org
Alameda County Mayors' Conference

Executive Director
Steven Bocian

c. Jean Walsh

ALAMEDA COUNTY MAYORS' CONFERENCE

Application for Appointment

Position Applying For: *ACTC Independent Watchdog Committee*

Applicant Name: *Jean Walsh*

Current Address: [REDACTED]

Zip Code: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Are you able to attend daytime and/or evening meetings?

yes

Please describe your participation, if any, with civic or community activities? *I am currently serving as the President of the Longfellow Community Association. I'm active with Transbay Coalition, Transport Oakland, Bike East Bay, Walk Oakland Bike Oakland, Seamless Bay Area and other sustainable transportation efforts in Oakland and the Bay Area. Recently I've been volunteering with OakDOT on the Oakland Slow Streets initiative.*

Please explain your interest in becoming a member of the Board, Commission or Committee indicated above: *I enjoy getting around primarily by transit, bike, and walking. I believe creating better and safer conditions for people to take transit, bike and walk is the key to creating vibrant, equitable cities, overcoming our auto dependency, improving health, reducing pollution, and combating climate change.*

I worked for the City of San Francisco for 10 years as a communications and public outreach professional, and later for Lyft and Lime. My experience working in the private, non-profit and public sectors gives me an understanding of the constraints and trade-offs cities and regions must make when planning and delivering projects.

I look forward to collaborating with colleagues to ensure funds are spent wisely and that Alameda county implements the very best transportation projects to serve area residents and protect our most vulnerable.

Date: June 1, 2020

Return Completed Form to: **Steven Bocian, Executive Director/**
sbocian@acmayorsconference.org

Please attach any documents that you would like the Mayors' Conference to consider.

JEAN WALSH

A collaborative, entrepreneurial leader with deep experience in community outreach and engagement, strategic communications, and government relations. Fluent in Spanish.

EDUCATION

- Massachusetts Institute of Technology, Master in City Planning, Boston, MA
- University of Colorado, Bachelor of Arts (Political Science and History), Boulder, CO

PROFESSIONAL EXPERIENCE

Lime, San Francisco, CA 2019-2020

Senior Public Affairs Manager

Led government relations and community outreach for Lime scooters in the Bay Area.

- Submitted winning application and secured one of four coveted permits to operate in San Francisco
- Formed innovative partnerships with Downtown Streets to create opportunities for people experiencing homelessness to participate in the micro mobility industry
- Secured more than 500 sign ups in two months for Lime's low income program, enabling low income San Francisco residents to ride for \$5 a year
- Conducted training academies for first-time riders across San Francisco

Lyft (formerly Motivate), San Francisco, CA

2017 - 2019

Director of External Relations

Oversaw community outreach for Ford GoBike in San Francisco, Oakland, Emeryville, Berkeley, and San Jose

- Developed and implemented community engagement strategy to facilitate securing 40+ bike share station permits from Transportation Department partners in five Bay Area cities.
- Formed and maintained trusting relationships with elected officials, city partners, neighborhood and merchant groups, advocacy organizations, and community leaders.
- Secured hundreds of public comments, emails and in-person participants at hearings, workshops, launches, and other events. Put systems in place to track and report on results.
- Ran effective email and social media campaigns to harness and amplify grassroots support.
- Built out website to communicate outreach activities and facilitate public participation.
- Hired and managed a team of multilingual staff and professional consultants.

San Francisco Public Utilities Commission, San Francisco, CA

2011 - 2017

Communications Manager

Managed stakeholder engagement for high priority initiatives, working closely with General Manager, Mayor's Office, Board of Supervisors, City departments, and internal cross-functional teams

- Built [Adopt a Drain](#) program from the ground up. Acquired 1000+ participants in the first six months with 10% of SF storm drains "adopted".
- Developed and implemented comprehensive communications and messaging strategies, including award-winning sewer system awareness campaign ("Your #2 is our #1") that generated local, national and trade media coverage.
- Founder and coordinator of Citywide Public Engagement Network, bringing together 100+ professionals from 15 City departments.
- Launched agency's use of Nextdoor and email marketing program; grew subscriber base, segmented audiences, tracked outcomes, reported on results.

- Project managed creation of the agency's first mobile app, which provided water quality information for San Francisco beaches.
- On-the-record spokesperson. Cultivated relationships with reporters, developed pitches, press releases, op-eds and talking points. Trained and prepared staff to conduct interviews and presentations. Presented at local and national conferences and events.
- Expanded treatment plant and bicycle tour program from poorly attended tours to sold-out events with a waiting list, reaching more than 600 SF residents a year.
- Served as staff liaison for SFPUC Citizens' Advisory Committee.
- Responded to requests for information from the media, elected officials, and community members

San Francisco Department of the Environment, San Francisco, CA

2007 - 2011

Outreach Specialist

Managed public outreach and produced multicultural citywide campaigns to promote toxics reduction, recycling and composting, and Green Business programs.

- Spearheaded innovative mobile marketing strategies; collaborated with nine Bay Area counties on joint promotions.
- Ran agency's first keyword advertising campaign. Created effective systems to track, evaluate, and report on results.
- Directed Green Business program rebranding, including logo, social media presence, website redesign.
- Recruited, trained, and led *Environment Now* workforce development program staff.

Fair Trade USA, Oakland, CA

2004 – 2007

Strategic Communications

- Founded award-winning 200+ member volunteer organization, Bay Area Fair Trade Coalition.
- Secured passage of sustainable purchasing policies at 20+ universities.
- Created and managed a national grant program, providing seed funding to Fair Trade advocates.
- Coordinated and conducted international presentations and speaking tours; Spanish interpreter.

Academy for Educational Development, Washington, DC

2001 - 2002

Latin America Program Associate

- Provided support to Global Health, Population and Nutrition behavior change programs
- Represented the organization at international conferences and events

Peace Corps, Rivas, Nicaragua

1998 - 2000

Small Business Development Volunteer

- Initiated *Trickle Up* micro-enterprise program, grew 20 small businesses
- Raised funds and managed a home construction project for a family displaced by an earthquake
- Editor of print newsletter

SELECT AWARDS AND PUBLIC SERVICE

- President, Longfellow Community Association
- Film Festival Award, California Water Environment Association
- Public Service Award nominee, NextGen
- Excellence in Communication, California Association of Public Information Officials
- Extra Mile Award, SF Environment
- Excellence in Public Service, MIT Department of Urban Studies and Planning
- First Place Winner, MIT Ideas Competition
- Community Service Fellowship, MIT Public Service Center

Alameda CTC Community Advisory Committee Appointment Detail for Paratransit Advisory Planning Committee

Check the box and date and sign this form to approve appointment of PAPCO representative to the Independent Watchdog Committee.

Independent Watchdog Committee (IWC)

Appoint

(action required)

Esther Ann Waltz

[REDACTED]

[REDACTED]

Email [REDACTED]

Phone: [REDACTED]

Term Began: July 2020

Term Expires: June 2021

7/14/2020

Date



Carolyn Clevenger, Deputy Executive Director of Planning
and Policy

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

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

This page intentionally left blank



Independent Watchdog Committee
Meeting Minutes
Monday, March 9, 2020, 5:30 p.m.

7.1

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

1. Special Annual Compliance Review

1.1. Orientation/Workshop on Measure B and Measure BB Direct Local Distribution Audit and Compliance Reports

The Independent Watchdog Committee (IWC) members received an orientation on the compliance report review process from staff. Members agreed to review the audited financial statements and compliance reports received from Direct Local Distribution (DLD) recipients in further detail on their own and submit comments to Alameda CTC via email by March 20, 2020.

1.2. Measure B and Measure BB FY2018-19 Direct Local Distribution Audit and Program Compliance Report

Staff reviewed a sample audited financial statement and compliance report with the IWC. This review served as a training tool for new members and was a refresher for existing members on how the compliance reports are designed and how to go about reviewing the information submitted by DLD recipients.

REGULAR MEETING AGENDA

1. Call to Order

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

2. Roll Call

A roll call was conducted and all members were present with the exception of Curtis Buckley, Oscar Dominguez, Glenn Nate, and Carmen Rivera-Hendrickson

3. Public Comment

There were no public comments.

4. IWC Photo for Annual Report

The IWC had photos taken for the *18th Annual Report to the Public*.

5. Meeting Minutes

5.1. Approve January 13, 2020 IWC Meeting Minutes

Pat Piras suggested an amendment to the second paragraph on page 16 under item 6.1 to change "...in the March" to "...in March."

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

Yes: Brown, Jones, McCalley, Piras, Rubin, Ryan, Tilchen, Zukas
No: None
Abstain: None
Absent: Buckley, Dominguez, Nate, Rivera-Hendrickson

6. Establishment of IWC Annual Report Ad Hoc Subcommittee

6.1. Establish an IWC Annual Report Subcommittee and schedule the first Ad Hoc Subcommittee meeting

Steve Jones asked for volunteers to serve on the Annual Report Ad Hoc Subcommittee. Steve Jones, Murphy McCalley, Pat Piras, Karina Ryan, and Hale Zukas volunteered to serve on the committee. Patricia Reavey noted that staff would propose some dates and times to the volunteers for the first subcommittee meeting. Karina Ryan stated that she is interested; however, her time may not permit her to attend. Ms. Ryan stated that she would be interested in reviewing the materials and providing comments and/or suggested edits. Pat Piras suggested staff get copies of similar reports to the public from each of the nine Bay Area counties.

7. Projects and Programs Watchlist

7.1. Projects and Programs Watchlist

Steve Jones informed the committee that signing up on the watchlist provides an opportunity for IWC members to monitor projects and programs of interest to them. Ms. Reavey noted that annually, a letter is sent to project sponsors requesting that they notify the IWC members who have signed up to monitor specific projects or programs whenever there is a public meeting regarding the project or program.

8. IWC Member Reports/Issues Identification

8.1. Chair's Report

Chair Jones and Vice Chair McCalley had no new items to report.

8.2. Member Reports

Tom Rubin submitted an Issues Identification Form (IIF) stating that he's interested in a presentation on overall long-term planning that is being done for transportation projects throughout Alameda County by all jurisdictions. In his IIF, he suggested that staff bring this topic back to the next IWC meeting. Ms. Reavey noted that a presentation was given at the Programs and Projects Committee (PPC) meeting on March 9, 2020 detailing Alameda CTC's draft Strategic Plan Guiding Principles that will guide an approach to strategize Measure BB investments to leverage and strategically compete for discretionary local, regional, state and federal funds anticipated to be available to Alameda County.

Steve Jones asked if Alameda CTC and IWC have purview over Caltrans projects. Ms. Reavey said no; however, a presentation was given at the Planning, Policy and Legislation (PPLC) Committee meeting on the Metropolitan Transportation Commission Plan Bay Area 2050 (PBA 2050), the region's long-range Regional Transportation Plan (RTP).

Pat Piras asked when Alameda CTC will have a budget for the projects in the RTP. John Nguyen noted that Alameda CTC is working on the 2020 Countywide Transportation Plan, which is a long-range plan that will submit projects for MTC's RTP/PBA 2050. He noted that a draft list of projects were submitted to the PPLC at the March 9, 2020 meeting.

Pat Piras asked if there is information on the Valley Link schedule. Ms. Reavey noted that she'll follow up on this and make sure that she is notified if and when there is a plan to bring this to the Commission.

8.3. IWC Issues Identification Process and Form

Steve Jones informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the committee.

9. Staff Report

9.1. Staff Response to IWC Members Requests for Information

Patricia Reavey noted that responses to questions from IWC members following the previous committee meeting have been included in the packet for the full committee.

9.2. IWC Calendar

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

9.3. IWC Roster

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

10. Adjournment

The meeting adjourned at 7:00 p.m. The next meeting is scheduled for July 13, 2020.

This page intentionally left blank

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2020-2021

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

This page intentionally left blank



1. Call to Order

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:30 p.m.

2. Roll Call

A roll call was conducted and all members were present with the exception of Yvonne Behrens, Bob Coomber, Carmen Rivera-Hendrickson, Will Scott, Linda Smith, Cimberly Tamura, Esther Ann Waltz, and Hale Zukas.

3. Public Comment

A public comment was heard from Shawn Fong with the City of Fremont. She stated that the Ride-On Tri-City Project with Lyft launched in Alameda County. The program assists seniors and people with disabilities residing in Fremont, Newark, and Union City.

4. Approval of Consent Calendar

- 4.1. Approve the September 23, 2019 PAPCO Meeting Minutes
- 4.2. Receive the FY 2019-20 PAPCO Meeting Calendar
- 4.3. Receive the PAPCO Roster
- 4.4. Receive the Paratransit Outreach Calendar

Herb Hastings moved to approve the consent calendar. Michelle Rousey seconded the motion. The motion passed with the following votes:

Yes: Barranti, Bunn, Costello, Hastings, Johnson, Lewis, Orr, Patterson, Ross, Rousey, Stadmire

No: None

Abstain: None

Absent: Behrens, Coomber, Rivera-Hendrickson, Scott, Smith, Tamura, Waltz, Zukas

5. Paratransit Programs and Projects

5.1. FY 2020-21 Implementation Guidelines and Performance

Measures Update

Krystle Pasco gave an update on the Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program. Ms. Pasco stated that these guidelines are periodically reviewed and updated and the last revision was completed in 2018 for FY 2019-20. The Implementation Guidelines for the Paratransit Program identifies the types of services that are eligible to be funded with Alameda County Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution (DLD) revenues. She noted that the Implementation Guidelines and Performance Measures are incorporated by reference into the Master Program Funding Agreements and also apply to all paratransit discretionary grant funded programs that are included in the agency's Comprehensive Investment Plan. Ms. Pasco stated that staff is not recommending any changes at this time. The existing guidelines will carry over to FY 2020-21.

Peggy Patterson asked which eligible service type includes taxis and Transportation Network Companies (TNCs). Ms. Pasco said Same-Day Transportation.

This item is for information only.

5.2. Receive East Bay Paratransit Report

Cynthia Lopez and Laura Timothy presented the East Bay Paratransit (EBP) Report. Ms. Lopez stated that since the last update, their brokers office continues to work with all three service providers on recruiting on retaining competent drivers. She noted East Bay Paratransit is working with the service providers to assist with training new hires. Ms. Lopez stated that

Jasher Allen was hired as the Certification Manager and was promoted recently to the Quality Assurance Manager position, which oversees customer service, customer response, and certification.

Anthony Lewis asked if EBP has made multiple stops more consistent. Ms. Lopez stated that representatives from the East Bay Paratransit Service Review Advisory Committee (SRAC) are working to help improve their customer relations.

Anthony Lewis asked about the ability to transfer paratransit eligibility to other areas in- or out-of-state. Ms. Timothy stated the ADA requires agencies to honor a client's paratransit eligibility with other agencies. She noted that there is a time limit on how long a person can ride as a visitor before converting to that program.

Michelle Rousey commented that she used her eligibility from East Bay Paratransit to the ADA program in San Diego and she found it very useful.

Kevin Barranti asked how much notice is necessary to transfer eligibility out-of-state. Ms. Armenta suggested approximately three weeks.

This item is for information only.

5.3. Receive Livermore Amador Valley Transit Authority (LAVTA) Paratransit Program Report

Kadri Klum and Jonathan Steketee presented LAVTA's report on their ADA Paratransit services. Mr. Steketee provided an update on Wheels' Dial-A-Ride service, the Para-Taxi program, and their new Para-Taxi program for fiscal year 2020-21 that will include adding TNCs and incorporating a debit card payment method option into the program.

Michelle Rousey asked once LAVTA's debit program is established, will they share with other agencies. Mr. Steketee said yes.

Naomi Armenta asked if anyone is able to use the Wheelchair Accessible Vehicles (WAVs) with LAVTA's GO Dublin Program. Mr. Steketee said yes.

Shawn Costello asked is there is a way to contact GO Dublin without a mobile app. Mr. Steketee said LAVTA is working on it.

Anthony Lewis asked how does the service work with the debit card. Mr. Steketee said that the debit card can be used for the same day Para-Taxi program.

5.4. Mobility Management – Dialysis Transportation: The Intersection of Transportation and Healthcare

Naomi Armenta presented this item and discussed the executive summary that was in the agenda packet.

Peggy Patterson asked if the report is national or focused locally. Ms. Armenta stated it's a national report.

Peggy Patterson asked what is the goal of this report. Ms. Armenta stated that the report may be useful in providing data that will serve agencies to provide dialysis trips more effectively.

Anthony Lewis asked how difficult is it to get for-profit organizations to support dialysis services. Ms. Armenta stated that this is a policy consideration.

This item is for information only.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Krystle Pasco stated that the next IWC meeting is today, November 18, 2019 at 5:30 p.m. and the Committee will receive a report from the auditor.

6.2. East Bay Paratransit Service Review Advisory Committee (SRAC)

Michelle Rousey stated that SRAC met on October 1, 2019. She stated that Nelson\Nygaard gave a report on Regional Center of the East Bay riders, connection rides on regional trips, and safety on paratransit. SRAC acknowledged drivers that were during well on the job. The next SRAC meeting is scheduled for December 3, 2019.

6.3. Other ADA and Transit Advisory Committees

Herb Hastings stated that the BART Accessibility Task Force is accepting applications for membership. The next meeting is scheduled for December 11, 2019 at the Kaiser Building on Lakeside Drive.

7. Member Reports

Herb Hastings stated on December 11, 2019 he's giving a presentation on the RTC card versus other transit cards for Alameda County Mobility Council. The meeting will be held at 9:30 a.m. at 1000 Broadway, 5th Floor, Oakland, CA.

Larry Bunn said that Drivers for Survivors is looking at expanding to Central County and the Tri-Valley.

Sylvia Stadmire stated that she is in a pool for the 2020 Redistricting Committee for Alameda County.

Peggy Patterson announced this will be her last PAPCO meeting as her term is up in February 2020. PAPCO members thanked Peggy for her valuable input.

8. Staff Reports

Naomi Armenta informed the Committee that partners and stakeholders shared that Lyft and Uber were providing WAV trips in coordination with existing paratransit transportation providers. She noted that she's testing these WAV trips through the app, not through a subsidized/concierge program. She gave the Committee an update on the Lyft WAV trips, wait time, and fares.

Shawn Fong ask what is the capacity of the ramps in terms of capacity and size. Ms. Armenta stated that the ramp is very steep. The drivers stated that they haven't been given limits in terms of wheelchair size; however, drivers are reluctant to push oversized manual chairs.

Kate Lefkowitz gave an update on SB 1376 and the efforts of the California Public Utilities Commission on ensuring that the TNCs are accessible for everyone. Krystle Pasco stated that there may be a role for PAPCO to assist with administering funding back to the community.

9. Adjournment

The meeting adjourned at 3:00 p.m. The next Joint PAPCO and ParaTAC meeting is scheduled for February 24, 2020 and the next PAPCO meeting is scheduled for March 23, 2020 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.



Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee Meeting Minutes

Monday, February 24, 2020, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Kate Lefkowitz called the meeting to order at 1:30 p.m.

2. Welcome and Introductions

Introductions were conducted. All PAPCO members were present with the exception of Kevin Barranti, Larry Bunn, Bob Coomber, Carmen Rivera-Hendrickson, Christine Ross, Will Scott, Linda Smith, Sylvia Stadmire, Cimberly Tamura, and Hale Zukas.

All ParaTAC members were present with the exception of Brad Helfenberger, Jay Ingram, Robin Mariona, and David Zehnder.

3. Public Comment

Public comments were heard from members of the public on the following topics:

- A problem purchasing tickets on East Bay Paratransit's website and it was noted that it is not useful for people with vision impairments.
- A concern regarding issues/problems with paratransit drivers and many people with disabilities are using Uber and Lyft more frequently.
- A suggestion to upgrade the way ADA paratransit providers handle same-day-service and to make the process more efficient.

4. Emerging Mobility Overview

Kate Lefkowitz provided an overview of the topic of emerging mobility services which included a working definition of emerging mobility and why Alameda CTC decided to focus on this topic for the Joint PAPCO and ParaTAC meeting. Ms. Lefkowitz noted that several cities within Alameda County have integrated the use of Transportation Network

Companies (TNCs) as part of their paratransit services. Ms. Lefkowitz introduced Richard Weiner with Nelson\Nygaard Consulting as the facilitator of the meeting and noted that he has 36 years in the transportation field, primarily in the area of accessible transportation and senior mobility.

Mr. Weiner reviewed the panel logistics with the group and noted the continuity of the emerging mobility theme from last year, which garnered great interest. This year, the Joint PAPCO and ParaTAC meeting will delve deeper into the current legislative/regulatory issues with TNC partnerships.

5. Panel and Discussion

5.1. Marilyn Golden, Senior Policy Analyst for the Disability Rights Education and Defense Fund (DREDF)

Richard Weiner introduced Marilyn Golden and stated that she is a Senior Policy Analyst at the Disability Rights Education and Defense Fund, a leading national law and policy center on disability civil rights, with offices in Berkeley and in Washington, D.C. She has been closely involved with the Americans with Disabilities Act (ADA) throughout all the stages of its proposal, passage, and implementation, specializing in transportation. Ms. Golden's presentation covered an overview of SB 1376 legislation which focuses on making TNCs more accessible. She also discussed topics related to the successful implementation of the TNC Access for All Act.

5.2. Naomi Armenta, Senior Associate for Nelson\Nygaard Consulting Associates

(This item presented after 5.3)

Richard Weiner introduced Naomi Armenta and stated that she is a Senior Associate at Nelson\Nygaard Consulting with 14 years of experience working on transportation equity issues, including people with disabilities, seniors, and low-income communities. Ms. Armenta's presentation covered TNC Wheelchair Accessible Vehicles (WAVs) in real life.

5.3. Jonathan Steketee, Customer Service and Contract Compliance Manager for Livermore Amador Valley Transit Authority (LAVTA)
(This item was presented before 5.2)

Richard Weiner introduced Jonathan Steketee and stated that he is the Customer Service and Contract Compliance Manager for Livermore Amador Valley Transit Authority (LAVTA). Mr. Steketee oversees LAVTA's two operations contractors. Additionally, he is the project manager for the authority on their TNC partnerships and shared autonomous vehicle pilot program. His presentation covered the Go Dublin program and LAVTA's TNC Partnership with Uber and Lyft.

5.4. Tim McCormick, Manager of Planning and Performance for Santa Monica Big Blue Bus
(This item was presented after 5.1)

Richard Weiner introduced Tim McCormick and stated that he is the Manager of Planning and Performance at Santa Monica Big Blue Bus. Prior to that he was the Director of Planning at North County Transit District in Oceanside, California, and prior to that, Manager of Planning at Rhode Island Public Transit Authority where he also managed the statewide carpool and rideshare program, Commuter Resource RI. Mr. McCormick's presentation covered partnering with TNCs for Subsidized Demand Response Service and lessons learned.

6. Questions and Answers

Members and guests had an opportunity to ask the panelists questions about their programs.

7. Adjournment

The meeting adjourned at 4:30 p.m. The next PAPCO meeting is scheduled for March 23, 2020 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

This page intentionally left blank

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2020-2021**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jul-19	Jul-21
2	Ms.	Johnson, Vice Chair	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Jul-19	Jul-21
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		Feb-18
4	Ms.	Behrens	Yvonne	Emeryville	City of Emeryville Councilmember John Bauters	Mar-18	Jan-19	Jan-21
5	Mr.	Bunn	Larry	Union City	Union City Transit Steve Adams, Transit Manager	Jun-06	Feb-19	Feb-21
6	Mr.	Coomber	Robert	Livermore	City of Livermore Mayor John Marchand	May-17	May-19	May-21
7	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18
8	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Oct-18	Oct-20
9	Mr.	Lewis	Anthony	Alameda	City of Alameda Mayor Marilyn Ezzy Ashcraft	Jul-18		Jul-20
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16
11	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Apr-19	Apr-21

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
12	Ms.	Ross	Christine	Hayward	Alameda County Supervisor Richard Valle, D-2	Oct-17	Dec-19	Dec-21
13	Ms.	Rousey	Michelle	Oakland	BART Director Rebecca Saltzman	May-10	Jan-16	Jan-18
14	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18
15	Ms.	Smith	Linda	Berkeley	City of Berkeley Mayor Jesse Arreguin	Apr-16		Apr-18
16	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15	Mar-19	Mar-21
17	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	Jun-18
18	Mr.	Zukas	Hale	Berkeley	A. C. Transit Board Vice President Elsa Ortiz	Aug-02	Feb-16	Feb-18



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Consideration of Adoption of two Resolutions of Necessity Authorizing Filing of Eminent Domain Actions to Acquire Real Property Interests Necessary for the State Route 84 Expressway Widening and State Route 84/Interstate 680 Interchange Improvements Project

Recommendation

- 1) Conduct hearings on Resolutions of Necessity and consider all the evidence presented for the acquisition of the real property interests necessary for the State Route 84 (SR 84) Expressway Widening and State Route 84/Interstate 680 (SR 84/I-680) Interchange Improvements Project (Project) as outlined in the report; and
- 2) Adopt, **by at least a four-fifths vote of the membership of the Commission (i.e., at least 18 members)**, Resolutions of Necessity making the findings that the public interest and necessity require the Project; that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; that the property interests sought to be acquired are necessary for the Project; and that the offers required by Section 7267.2 of the Government Code have been made to the owners of record, and authorizing the commencement of eminent domain proceedings.

Summary

A variety of real property interests, including 37 fee simple, 36 access control, 23 permanent easements, and 7 temporary construction easements (TCEs) from 81 parcels owned by eleven property owners are necessary for the construction of the Project. Staff has been negotiating with these property owners since October 2019, and mutually acceptable agreements have been reached with nine property owners. Staff and the two remaining owners have not been able to reach agreement. To keep the Project on schedule and to avoid the risk of delay and loss of funding for the Project, Alameda CTC should consider moving forward with adopting Resolutions of Necessity to authorize filing eminent domain actions to acquire from the two remaining owners the real property interests necessary for the Project.

Background

Project Purpose and Need

No designated bicycle facilities exist on SR 84 in the Project limits or through the SR 84/I-680/Calaveras Road interchange. Bicyclists traveling northbound on SR 84 are required to enter and exit I-680 and travel on the shoulder through the interchange. Bicyclists traveling on southbound SR 84 are required to ride through the interchange where they must cross high-speed on-ramps and off-ramps.

SR 84 is currently one or two lanes in each direction within the Project area. Based on Caltrans Traffic Operational Analysis Report prepared for the Project in May 2017, high traffic volumes on SR 84 cause congestion and reduced vehicle speeds in the Project area for approximately 9 hours each weekday. Private driveways provide access directly on to SR 84 further slow vehicle speeds and result in unsafe driving conditions. There is no median barrier separating traffic in opposing directions. Trees and utility poles are present within the clear recovery zone (CRZ), an area designed to be clear of fixed objects adjacent to the outside traffic lane which provides a clear recovery zone for vehicles that lose control and run off the highway, which further degrades corridor safety.

Congestion on northbound SR 84 also contributes to a bottleneck at the “weaving area” on northbound I-680 between the Calaveras Road/SR 84 on-ramp and northbound SR 84 off-ramp. In this weaving area, traffic entering northbound I-680 from Calaveras Road must cross, or weave, to the left through northbound I-680 traffic weaving to the right to head toward northbound SR 84.

The existing northbound I-680 to northbound SR 84 connector is a single lane and does not have adequate capacity, which contributes to the bottleneck in the weaving area. The two-lane connector from southbound SR 84 to southbound I-680 lacks an HOV preferential lane and auxiliary lane on southbound I-680, causing traffic backup on SR 84 and reduced speeds along I-680.

The Project will:

- Improve safety for motorists and cyclists by providing 10-ft wide outside shoulders along SR 84 and providing a Class I bikeway through the interchange
- Alleviate existing and projected traffic congestion and improve safety by:
 - adding capacity by providing one additional lane in each direction along SR 84,
 - minimizing private driveway access openings by constructing frontage roads to the existing private driveways, and filtering private access through a new signalized intersection at Little Valley Road
 - constructing a median concrete barrier separating northbound and southbound traffic on SR 84
 - removing trees and utility poles from the CRZ
 - extending existing auxiliary lane along I-680 to minimize weaving

- adding a direct connector between Calaveras Road/SR 84 on-ramp and northbound I-680 on-ramp to minimize weaving
- adding an HOV lane along the connector from southbound SR 84 to southbound I-680 to provide additional capacity
- Complete the statutory designation of this segment of SR 84 as an expressway facility by providing controlled access and relocating private utilities outside of the State right-of-way.

Project Description

The Project proposes to widen and upgrade SR 84 in southern Alameda County from south of Ruby Hill Drive to I-680, and to make operational and safety improvements to the SR 84/I-680 Interchange. The Project will also extend the existing southbound express lane from SR 84 to north of Koopman Road in Sunol. The Project design is complete and staff is currently completing the right-of-way acquisition process. Proposed improvements include widening SR 84 from two to four lanes, construction of a median concrete barrier along SR 84, construction of frontage roads along SR 84 to direct traffic from private driveways to a new signalized intersection at Little Valley Road, removal and relocation of trees and utility poles outside the CRZ along SR 84, extension of an existing auxiliary lane along southbound I-680, addition of an HOV lane from southbound SR 84 to southbound I-680, direct connector between Calaveras Road/SR 84 on-ramp and northbound I-680 on-ramp, and improving accessibility for cyclists by providing 10-ft shoulders along SR 84 and a Class I bike lane through the SR 84/I-680 interchange.

The Project is funded with a combination of \$124.5 million Measure BB/B funds, \$11.1 million State Transportation Improvement Program (STIP) funds, \$8.6 million Local Partnership Program (LPP) Funds, \$14.9 million Tri Valley Transportation Council (TVTC) funds, and \$85 million Regional Measure 3 (RM3) funds. The Project is relying on STIP and LPP funds, which it will receive if the Project is able to meet the California Transportation Commission (CTC) requirements, which require Alameda CTC to request the funding allocation from CTC by the October 2020 meeting deadline. Before Alameda CTC can request the funding allocation, it must secure the right of way necessary for the Project.

Environmental Review

The environmental impacts of the Project were analyzed under both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). In May 2018, Caltrans gave environmental clearance to the Project through an Environmental Impact Report (EIR) pursuant to CEQA and through approval of an Environmental Assessment with a Finding of No Significant Impact pursuant to NEPA.

Project Right of Way Needs

On January 30, 2020, the Alameda County Transportation Commission (Alameda CTC) adopted a resolution to hear Resolutions of Necessity for the Project, if any were necessary. Caltrans has delegated its authority to hear any resolutions of necessity for the Project to Alameda CTC, which has the authority to hear any resolutions of necessity for the Project under its power of eminent domain pursuant to Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdiction limits of the County of Alameda.

Construction of the Project requires that Alameda CTC obtain a variety of real property interests, including 37 fee simple, 36 access control, 23 permanent easements, and 7 TCEs from 81 parcels owned by eleven property owners. The Government Code section 7267.2 offers were made to the eleven property owners during October 2019. Staff has been successful in reaching mutually acceptable agreements with nine property owners but agreements have not been reached with the remaining two property owners.

The Subject Properties Required for the Project

Negotiations have been ongoing with the property owners and their representatives but mutually acceptable agreements have not been reached with two property owners. Discussions will continue with all owners in hopes of negotiating agreements outside of court; however, to meet the construction schedule and to avoid the loss of critical STIP and LPP funding, the adoption of resolutions of necessity to acquire the needed right-of-way are needed at this time.

Staff recommends the Commission conduct hearings on Resolutions of Necessity and consider all the evidence presented for the acquisition of the following real property interests necessary for the Project:

- 1) Caltrans Parcel 63872 located at APN 096-0365-003-02 at Vallecitos Road, Sunol, CA 94586:

The following acquisitions from the roadway frontage of this property are required for the Project:

- 63872-1: 33,624 square feet (sf) fee simple and access rights
- 63872-2: 149,698 sf fee simple

In the vicinity of this parcel, the Project will widen SR 84 from two to four lanes, construct a new frontage road connecting private driveways with SR 84, including a new signalized intersection at SR 84, install safety lighting, reconstruct drainage facilities, and relocate overhead utilities.

An offer pursuant to Government Code section 7267.2 was initially made to the owner on October 14, 2019. An updated Government Code section 7267.2 offer was made on June 2, 2020. There are no residences located within the areas being acquired, and no residences will be affected during construction. There is some fencing within the fee areas. The fencing affected by the construction activities will be replaced as part of the Project, and existing access to the property will remain during and after the Project construction.

2) Caltrans Parcel 63878 located on portion of Little Valley Road at Vallecitos Road, Sunol, CA 94586:

The following acquisitions are required from the roadway frontage of this property:

- 63878-1 and -2: 3,310 square feet (sf) fee simple and access rights
- 63878-3: 8,874 sf fee simple

In the vicinity of this parcel, the Project will widen SR 84 from two to four lanes, construct a new frontage road connecting Little Valley Road and Vallecitos Atomic Laboratory Road with SR 84, including a new signalized intersection at SR 84, reconstruct drainage facilities, and relocate overhead utilities.

An offer pursuant to Government Code section 7267.2 was initially made to the potential heirs of the owner on February 7, 2020. The parcels being acquired are predominantly within the existing roadway and are used for access by neighboring farms and residences. The acquisitions do not affect ingress and egress to and from any neighboring farms or residences. There are no residences located on the parcel, and no residences will be affected during construction. There is some fencing within the fee areas. The fencing affected by the construction activities will be replaced as part of the Project, and existing access to the property and neighboring farms and residences will remain during and after the Project construction.

The Proposed Resolutions of Necessity

Negotiations have been ongoing with the two remaining property owners and their representatives but mutually acceptable agreements have not been reached. Discussions will continue with all owners in hopes of negotiating agreements outside of court; however, to meet the construction schedule and to avoid the loss of critical STIP and LPP funding, the adoption of resolutions of necessity to acquire the needed right-of-way are needed at this time.

Adoption of Resolutions of Necessity with the following findings, **by at least four-fifths vote of the membership** of the Commission (i.e. at least 18 members) is required for the initiation of the proposed eminent domain actions:

1. The public interest and necessity require the proposed project.

SR 84 is currently one to two lanes in each direction within the Project area. Based on Caltrans Traffic Operational Analysis Report prepared for the Project in May 2017, high

traffic volumes on SR 84 cause congestion and reduced vehicle speeds in the Project area for approximately 9 hours each weekday. Private driveways provide access directly on to SR 84, which further slow vehicle speeds and result in unsafe driving conditions. There is no median barrier separating traffic in opposing directions. Trees and utility poles are present within the clear recovery zone (CRZ), an area designed to be clear of fixed objects adjacent to the outside traffic lane which provides a clear recovery zone for vehicles that lose control and run off the highway, which further degrades corridor safety along SR 84. The CRZ is an area clear of fixed objects adjacent to the outside traffic lane which provides a clear recovery zone for vehicles that could lose control and run off the highway.

SR 84 will be widened to four lanes to accommodate existing and future traffic demand. The lane, shoulder, median and CRZ will be improved to meet Caltrans expressway standards, including standard shoulder widths for bicycle use. Private driveways will be consolidated on new frontage roads that connect to a new signalized intersection at Little Valley Road. Widening on both sides of the road is required to accommodate the additional lanes on SR 84 and the new frontage road system and intersection.

2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Alameda CTC staff and the design consultant team studied and considered a number of alternatives for the Project design. No other alternative that was studied provided the needed safety and operational improvements afforded by the Project with the least private injury to adjacent properties. The Project as planned will thus be a benefit to the residents of Alameda County and the region as a whole, while impacting relatively few private property owners.

3. The property described in the resolution of necessity is necessary for the proposed project.

The project study report and environmental analysis for the Project each considered various alternatives, and it was determined that the Project as planned provided the greatest benefit to the residents of Alameda County and the region as a whole, with the least private injury. The noted acquisitions are necessary for the Project as planned. Construction of the Project is necessary to allow for the widening of SR 84 to accommodate current and future traffic needs, meet expressway standards and accommodate new frontage roads to consolidate private driveway access to a new signalized intersection.

4. The offer required by Government Code Section 7267.2 has been made to all owners of record.

The Project right of way consultant team has made the required written offers to the owners of record or representative of the owners of record for each parcel, based on an approved appraisal of the fair market value of the properties as a whole and the

specific property interests necessary for the Project. The offers included a written statement containing detail sufficient to indicate the basis for the offer as required by Government Code section 7267.2, and an informational pamphlet setting out the eminent domain process and the property owner's rights. Pursuant to executed Possession and Use Agreements, both property owners or their representatives have waived their rights to notice of the Resolution of Necessity hearing, and to object to the adoption of a Resolution of Necessity. However, courtesy notices of the hearing were mailed to the property owners on June 22, 2020.

Issues related to compensation for the real property interests necessary for the Project are not considered as part of the hearing on the proposed Resolutions of Necessity.

Staff will recommend that Alameda CTC hold a hearing regarding the proposed Resolutions of Necessity, and thereafter adopt each of the Resolutions based on the above findings and information.

Fiscal Impact: There is no significant fiscal impact to the project. Budget for right of way acquisition and staff support is included in the Project funding plan and budget.

Attachments:

- A. Proposed Resolution of Necessity No. 20-008 for Caltrans Parcel 63872 with attached legal descriptions and plat map
- B. Proposed Resolution of Necessity No. 20-009 for Caltrans Parcel 63878 with attached legal descriptions and plat map

This page intentionally left blank

**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

RESOLUTION NO. 20-008

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE STATE ROUTE 84 EXPRESSWAY WIDENING AND STATE ROUTE 84/INTERSTATE 680 INTERCHANGE IMPROVEMENTS PROJECT

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California; Section 25350.5 of the Government Code of the State of California, as delegated in Section 14 of the Alameda CTC Joint Powers Agreement; Section 760 of the Streets and Highways Code of the State of California; and Sections 1240.010, 1240.110, and 1240.610 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in Exhibit 1, for the purpose of, *inter alia*, widening State Route 84 (SR 84) to expressway standards to accommodate existing and future traffic demand, to improve the facility as a regional connection between I-680 and I-580, to improve local traffic circulation by adding capacity on SR 84 and implementing intersection improvements, and to add accessibility for bicyclists in the County of Alameda, State of California; and

WHEREAS, the parcel from which the certain real property and property interests particularly described in Exhibit 1 is being acquired is encumbered with a conservation easement, which is a public use pursuant to section 1240.055 of the Code of Civil Procedure of the State of California; which use is pursuant to sections 1240.610 et seq. of the Code of Civil Procedure of the State of California less necessary than the public use to which the State of California will put the certain real property and property interests particularly described in Exhibit 1; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment

roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the "Commission") on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a four-fifths vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in Exhibit 1, attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California; Section 25350.5 of the Government Code of the State of California, as delegated in Section 14 of the Alameda CTC Joint Powers Agreement; Section 760 of the Streets and Highways Code of the State of California; and Part 3, Title 7 of the Code of Civil Procedure;
- (c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening State Route 84 (SR 84) to expressway standards to accommodate existing and future traffic demand, to improve the facility as a regional connection between I-680 and I-580, to improve local traffic circulation by adding capacity on SR 84 and implementing intersection improvements, and to add accessibility for bicyclists in the County of Alameda, State of California;
- (d) The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;
- (e) The property described in Exhibit 1 is being acquired in fee and for the relinquishment of access rights onto State Route 84, and is necessary for the construction of the proposed project; and
- (f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem

advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED July 23, 2020, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Pauline Cutter, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

Exhibit 1

(comprised of Exhibits A and B for Parcel 63872-1 and 63872-2)

EXHIBIT "A"

ALAMEDA COUNTY PUBLIC WORKS DEPARTMENT

DOCUMENT TITLE

MAP: J-285-3
APN: 96-365-3-2 (Por)

DESC. No. 36482
DATE: July 13, 2020

PARCEL 63872-2

A parcel of land situate in the unincorporated area of the County of Alameda, State of California, being a portion of Parcel One as described in the Deed to James Wallace Hodges and/or Martha Ashmore Stout Hodges, Trustees of the James & Martha Hodges Family Trust, recorded May 18, 1993 as Document No. 93169412, Official Records of said County, being more particularly described as follows:

BEGINNING at a point on the southwesterly line of said Parcel One, said point of beginning also being the most southerly corner of the parcel as described in the Grant Deed to the State of California, recorded February 16, 1994 as Document No. 94063634, Official Records of said County; thence along the general southeasterly line of said State of California parcel, northeasterly, along the arc of a non-tangent curve to the right, concave to the southeast, the center of which bears South 38°45'59" East 1,235.00 feet, through a central angle of 2°11'28", an arc distance of 47.23 feet; thence departing said general southeasterly line, northeasterly, along the arc of a non-tangent curve to the right, concave to the southeast, the center of which bears South 32°45'36" East 1,710.32 feet, through a central angle of 13°20'01", an arc distance of 398.01 feet; thence North 70°34'25" East 153.40 feet; thence easterly, along the arc of a curve to the right, concave to the southeast, having a radius of 997.39 feet, through a central angle of 12°19'42", an arc distance of 214.61 feet; thence North 70°34'25" East 211.21 feet; thence South 64°25'35" East 42.43 feet; thence North 70°34'25" East 168.66 feet; thence North 25°34'25" East 42.43 feet; thence North 70°34'25" East 43.62 feet; thence North 69°31'36" East 148.75 feet to a point on the northeasterly line of said Parcel One; thence along said northeasterly line, South 19°27'46" East 97.35 feet; thence departing said northeasterly line, South 55°04'26" West 64.32 feet; thence southwesterly, along the arc of a curve to the right, concave to the northwest, having a radius of 300.00 feet, through a central angle of 15°35'48", an arc distance of 81.66 feet; thence South 70°40'14" West 98.54 feet; thence South 68°19'40" West 235.15 feet; thence South 15°02'01" East 15.00 feet; thence South 74°57'59" West 10.00 feet; thence North 15°02'01" West 15.00 feet; thence South 81°36'19" West 321.96 feet; thence South 68°01'19" West 377.14 feet; thence southwesterly, along the arc of a curve to the left, concave to the southeast, having a radius of 1,170.82 feet, through a central angle of 13°07'17", an arc distance of 268.13 feet to a point on said southwesterly line; thence along said southwesterly line, North 16°09'41" West 90.82 feet to the **POINT OF BEGINNING**.

CONTAINING 149,698 square feet, more or less.

Reserving unto the State of California, Department of Transportation, any and all abutter's rights, including access rights, appurtenant to the above described parcel in and to the adjacent

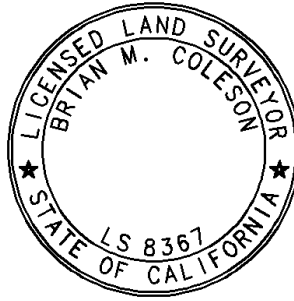
state freeway over and across all courses described above, excepting therefrom the course North 70°34'25" East 168.66 feet described above.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (CCS83) Zone 3, Epoch 2010.00. Multiply distances by 1.0000871 to obtain ground distances.

This real property description prepared by me or under my direction in conformance with the Professional Land Surveyors' Act.



Brian M. Coleson
Professional Land Surveyor
LS 8367

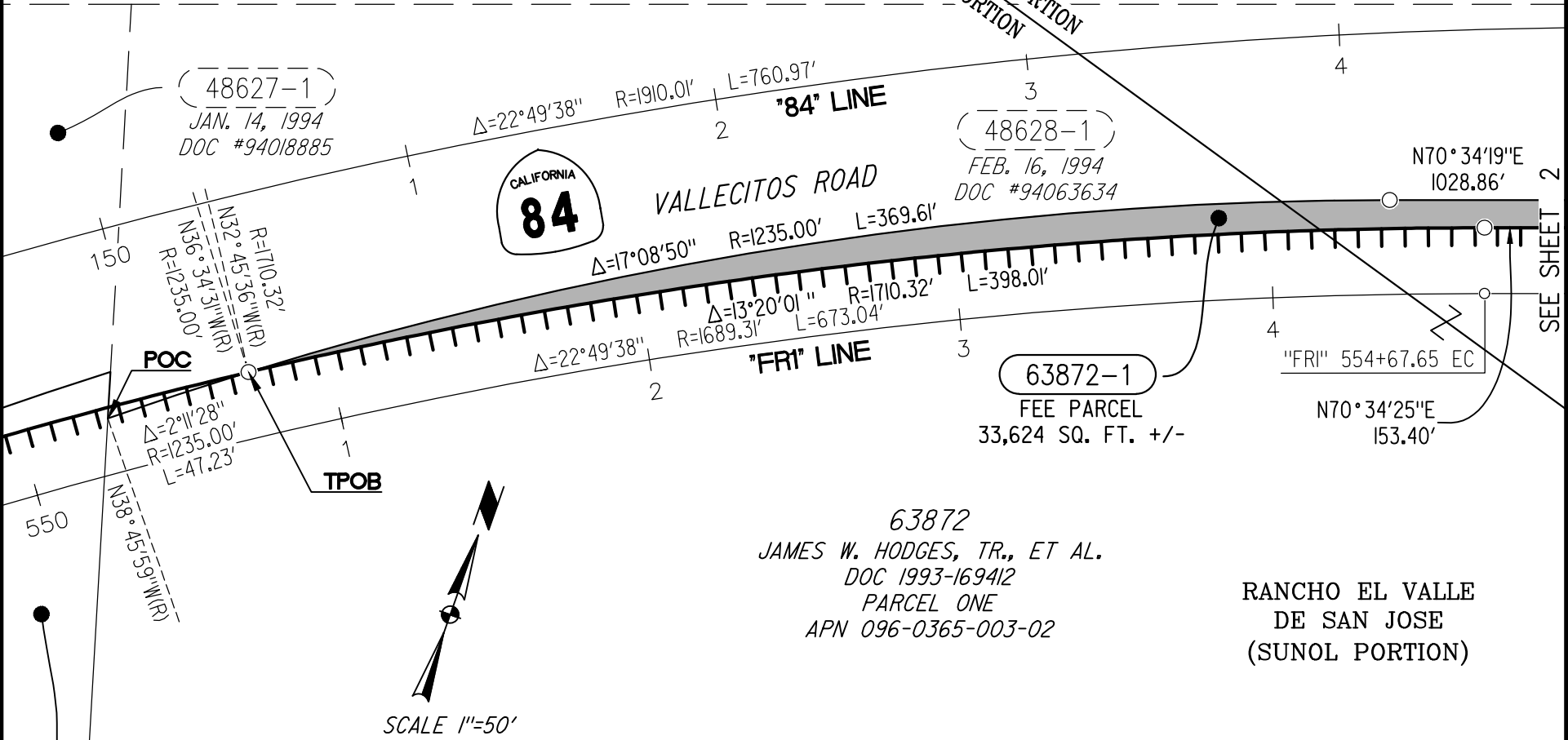


Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, Epoch 2010.00. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000871 to obtain ground level distances.

COUNTY OF ALAMEDA

(48624-1)
 OCT. 06, 1999
 DOC #99380039

RANCHO EL VALLE
 DE SAN JOSE
 (BERNAL PORTION)



LEGEND

- = ACCESS CONTROLLED
- = DIMENSION POINT
- = FEE AREA
- = INDICATES PRIOR CONVEYANCE
- = STATE PARCEL NUMBER
- POC = POINT OF COMMENCEMENT
- ROAC = RECORDS OF ALAMEDA COUNTY
- TPOB = TRUE POINT OF BEGINNING

EXHIBIT "B"

PLAT TO ACCOMPANY DESCRIPTION

PARCEL 63872-I, A PARTIAL FEE TAKE OVER THE LANDS OF HODGES, BEING A PORTION OF PARCEL ONE AS DESCRIBED IN DOCUMENT #93169412, ROAC

UNINCORPORATED AREA COUNTY OF ALAMEDA STATE OF CALIFORNIA



2020 L STREET, SUITE 300
 SACRAMENTO, CA 95811
 (916) 414-5800

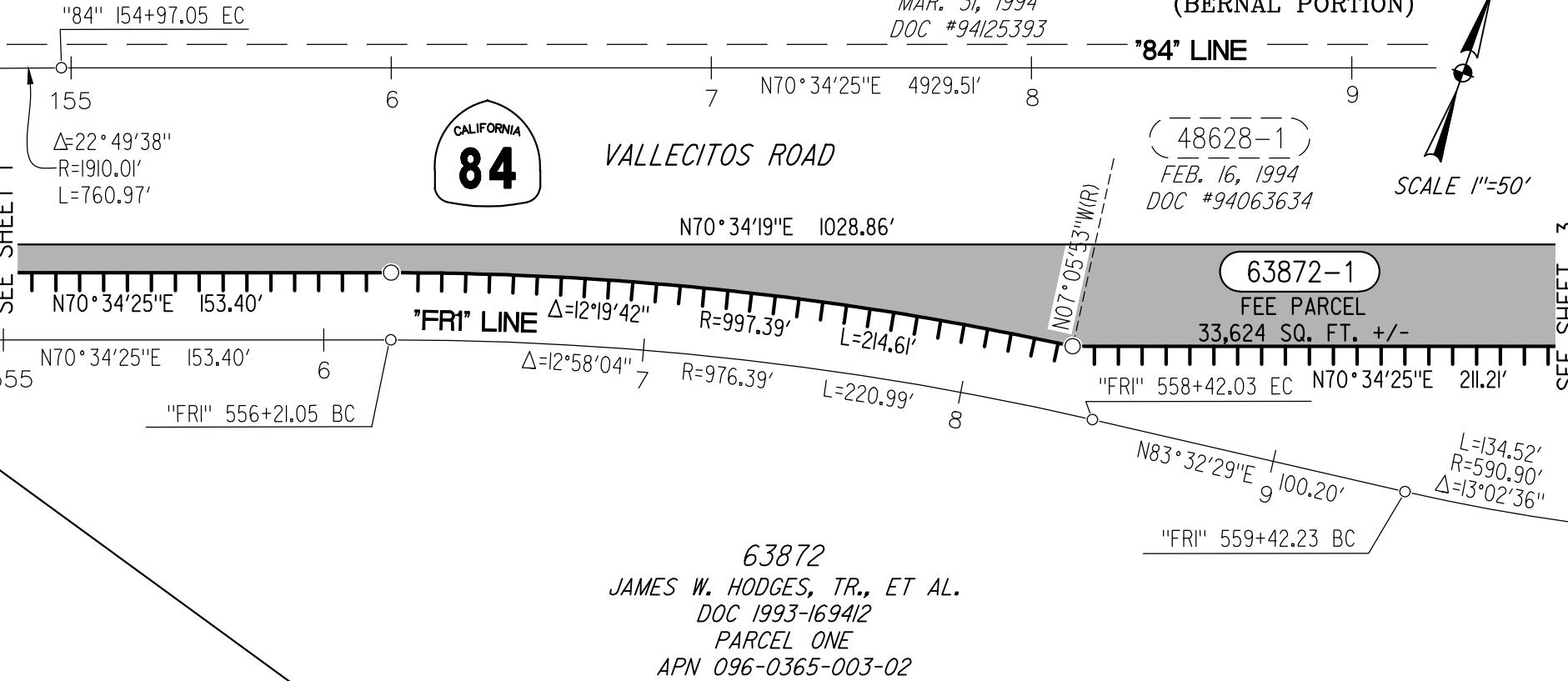
SHEET 1 OF 3

DATE: JUL 13, 2020 SCALE: 1"=50' JOB NO: 2018-18

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, Epoch 2010.00. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000871 to obtain ground level distances.

COUNTY OF ALAMEDA

RANCHO EL VALLE
DE SAN JOSE
(BERNAL PORTION)



63872
JAMES W. HODGES, TR., ET AL.
DOC 1993-169412
PARCEL ONE
APN 096-0365-003-02

RANCHO EL VALLE
DE SAN JOSE
(SUNOL PORTION)

LEGEND

- = ACCESS CONTROLLED
- = DIMENSION POINT
- = FEE AREA
- = INDICATES PRIOR CONVEYANCE
- = STATE PARCEL NUMBER
- POC = POINT OF COMMENCEMENT
- ROAC = RECORDS OF ALAMEDA COUNTY
- TPOB = TRUE POINT OF BEGINNING

BERNAL PORTION
SUNOL PORTION

EXHIBIT "B"
PLAT TO ACCOMPANY DESCRIPTION

PARCEL 63872-1, A PARTIAL FEE TAKE OVER THE LANDS OF HODGES, BEING A PORTION OF PARCEL ONE AS DESCRIBED IN DOCUMENT #93169412, ROAC
UNINCORPORATED AREA COUNTY OF ALAMEDA STATE OF CALIFORNIA



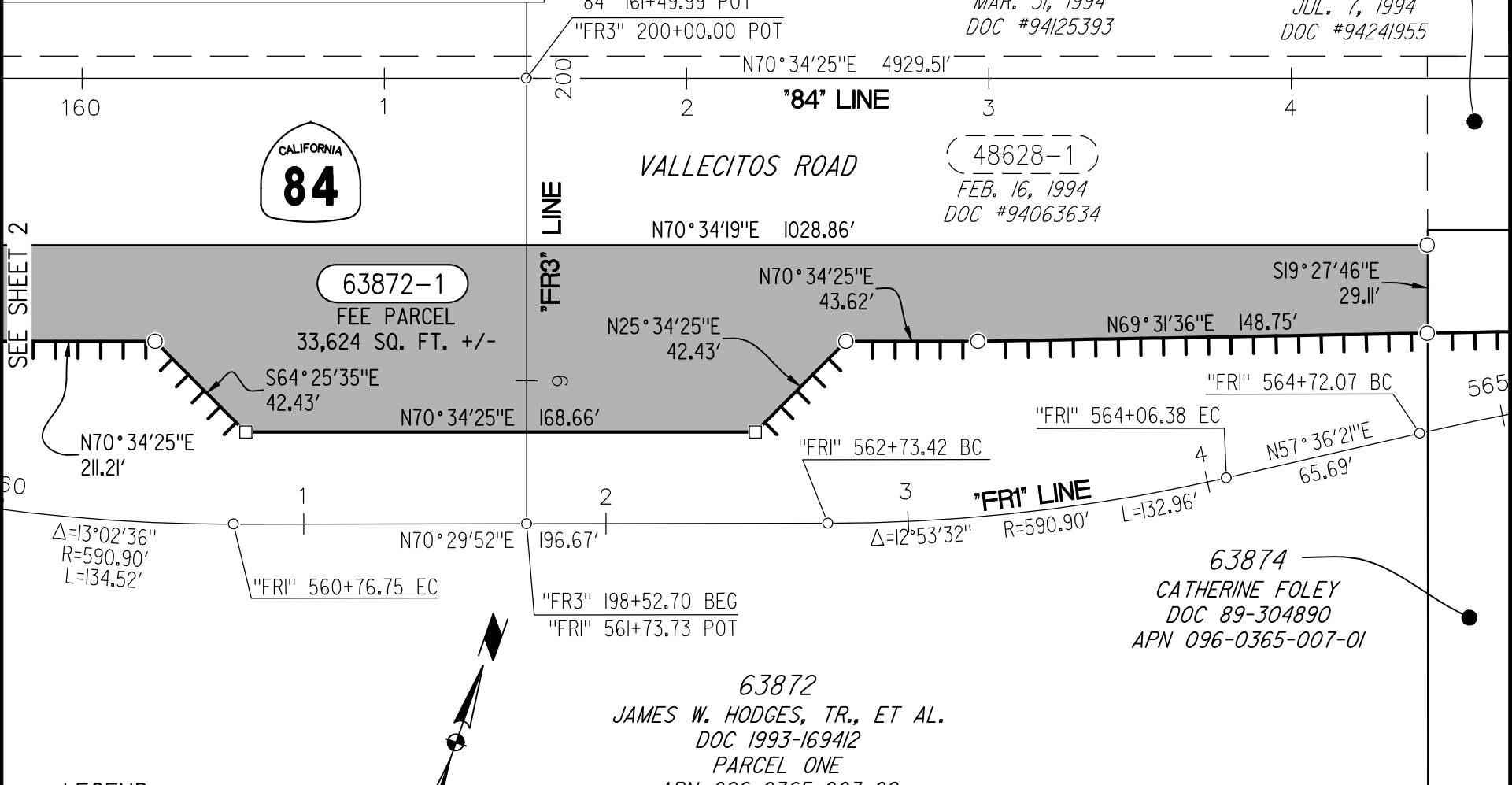
2020 L STREET, SUITE 300
SACRAMENTO, CA 95811
(916) 414-5800

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, Epoch 2010.00. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000871 to obtain ground level distances.

COUNTY OF ALAMEDA

(48629-1)
MAR. 31, 1994
DOC #94125393

(49990-1)
JUL. 7, 1994
DOC #94241955



LEGEND

- = ACCESS CONTROLLED
- = DIMENSION POINT
- = FEE AREA
- = INDICATES PRIOR CONVEYANCE
- = STATE PARCEL NUMBER
- POC = POINT OF COMMENCEMENT
- ROAC = RECORDS OF ALAMEDA COUNTY
- TPOB = TRUE POINT OF BEGINNING

RANCHO EL VALLE
DE SAN JOSE
(BERNAL PORTION)

EXHIBIT "B"

PLAT TO ACCOMPANY DESCRIPTION

PARCEL 63872-1, A PARTIAL FEE TAKE OVER THE LANDS OF HODGES, BEING A PORTION OF PARCEL ONE AS DESCRIBED IN DOCUMENT #93169412, ROAC

UNINCORPORATED AREA COUNTY OF ALAMEDA STATE OF CALIFORNIA



2020 L STREET, SUITE 300
SACRAMENTO, CA 95811
(916) 414-5800

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, Epoch 2010.00. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000871 to obtain ground level distances.

COUNTY OF ALAMEDA

(48624-1)
 OCT. 06, 1999
 DOC #99380039

RANCHO EL VALLE
 DE SAN JOSE
 (BERNAL PORTION)

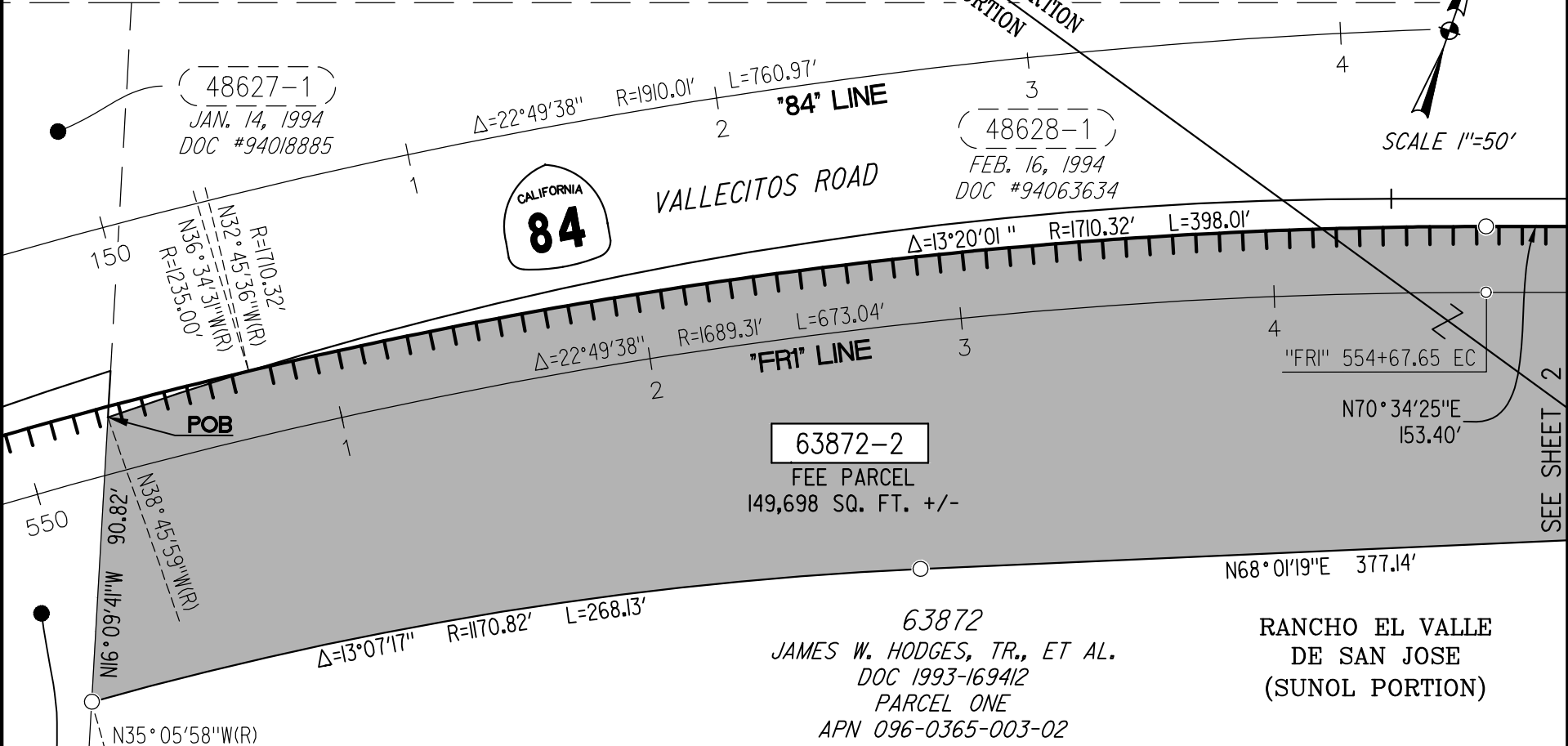
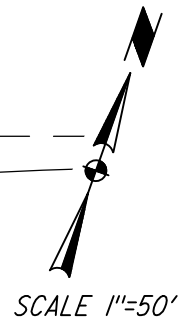


EXHIBIT "B"

PLAT TO ACCOMPANY DESCRIPTION

PARCEL 63872-2, A PARTIAL FEE TAKE OVER THE LANDS OF HODGES, BEING A PORTION OF PARCEL ONE AS DESCRIBED IN DOCUMENT #93169412, ROAC

UNINCORPORATED AREA COUNTY OF ALAMEDA STATE OF CALIFORNIA

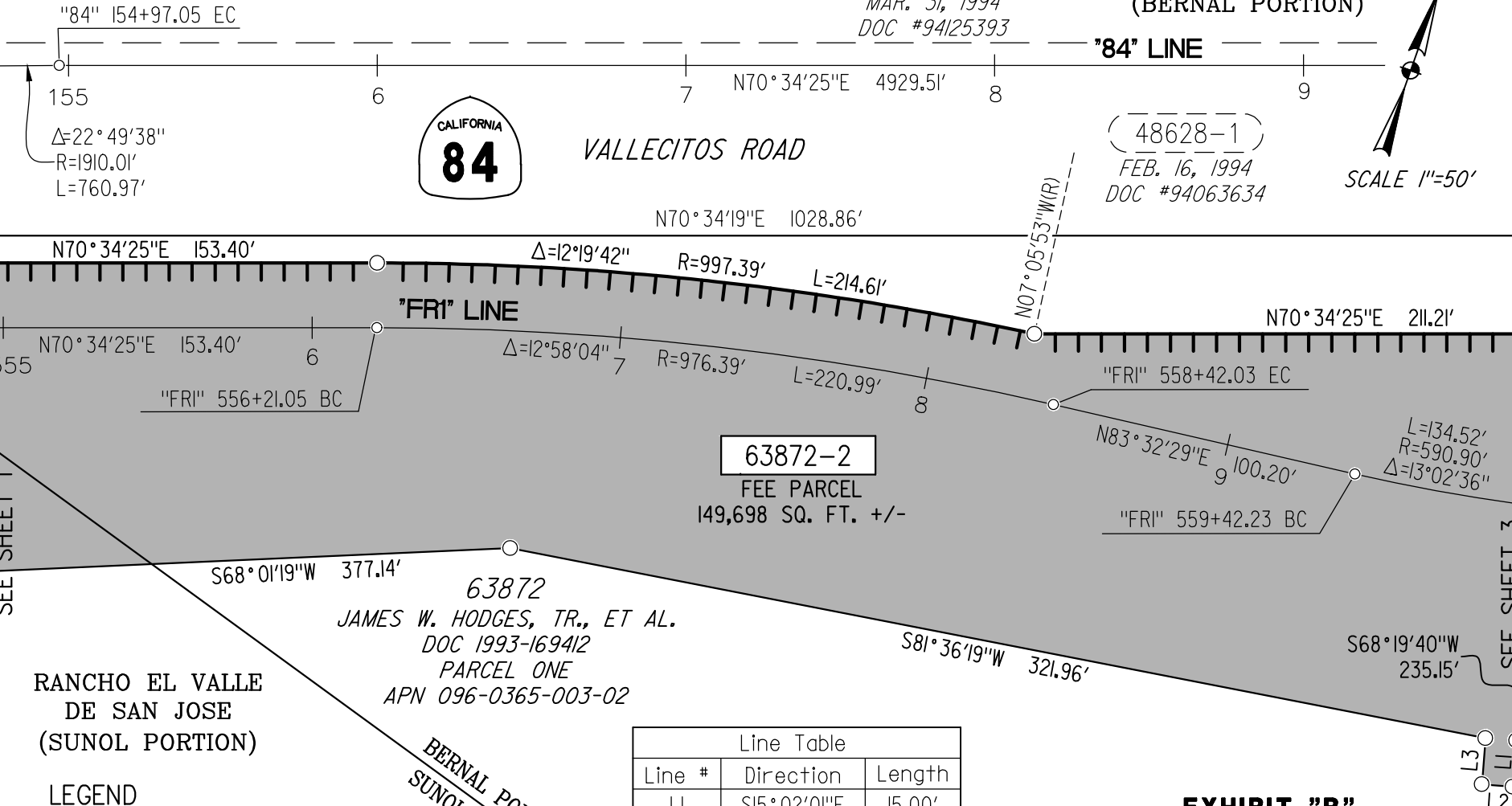
AECOM 2020 L STREET, SUITE 300
 SACRAMENTO, CA 95811
 (916) 414-5800

DATE: JUL 13, 2020 SCALE: 1"=50' JOB NO: 2018-18

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, Epoch 2010.00. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000871 to obtain ground level distances.

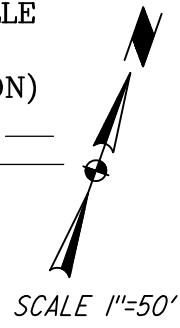
COUNTY OF ALAMEDA

RANCHO EL VALLE
DE SAN JOSE
(BERNAL PORTION)



(48629-1)
MAR. 31, 1994
DOC #94125393

(48628-1)
FEB. 16, 1994
DOC #94063634



SEE SHEET 1

SEE SHEET 3

63872-2
FEE PARCEL
149,698 SQ. FT. +/-

63872
JAMES W. HODGES, TR., ET AL.
DOC 1993-169412
PARCEL ONE
APN 096-0365-003-02

RANCHO EL VALLE
DE SAN JOSE
(SUNOL PORTION)

LEGEND

- = ACCESS CONTROLLED
- = DIMENSION POINT
- = FEE AREA
- = INDICATES PRIOR CONVEYANCE
- = NON-STATE PARCEL NUMBER
- POB = POINT OF BEGINNING
- ROAC = RECORDS OF ALAMEDA COUNTY

BERNAL PORTION
SUNOL PORTION

Line Table		
Line #	Direction	Length
L1	S15°02'01"E	15.00'
L2	S74°57'59"W	10.00'
L3	N15°02'01"W	15.00'

PLAT REFERENCE NO.
J-285-3

EXHIBIT "B"

PLAT TO ACCOMPANY DESCRIPTION

PARCEL 63872-2, A PARTIAL FEE TAKE OVER THE LANDS OF HODGES, BEING A PORTION OF PARCEL ONE AS DESCRIBED IN DOCUMENT #93169412, ROAC
UNINCORPORATED AREA COUNTY OF ALAMEDA STATE OF CALIFORNIA



2020 L STREET, SUITE 300
SACRAMENTO, CA 95811
(916) 414-5800

SHEET 2 OF 3 Rev1

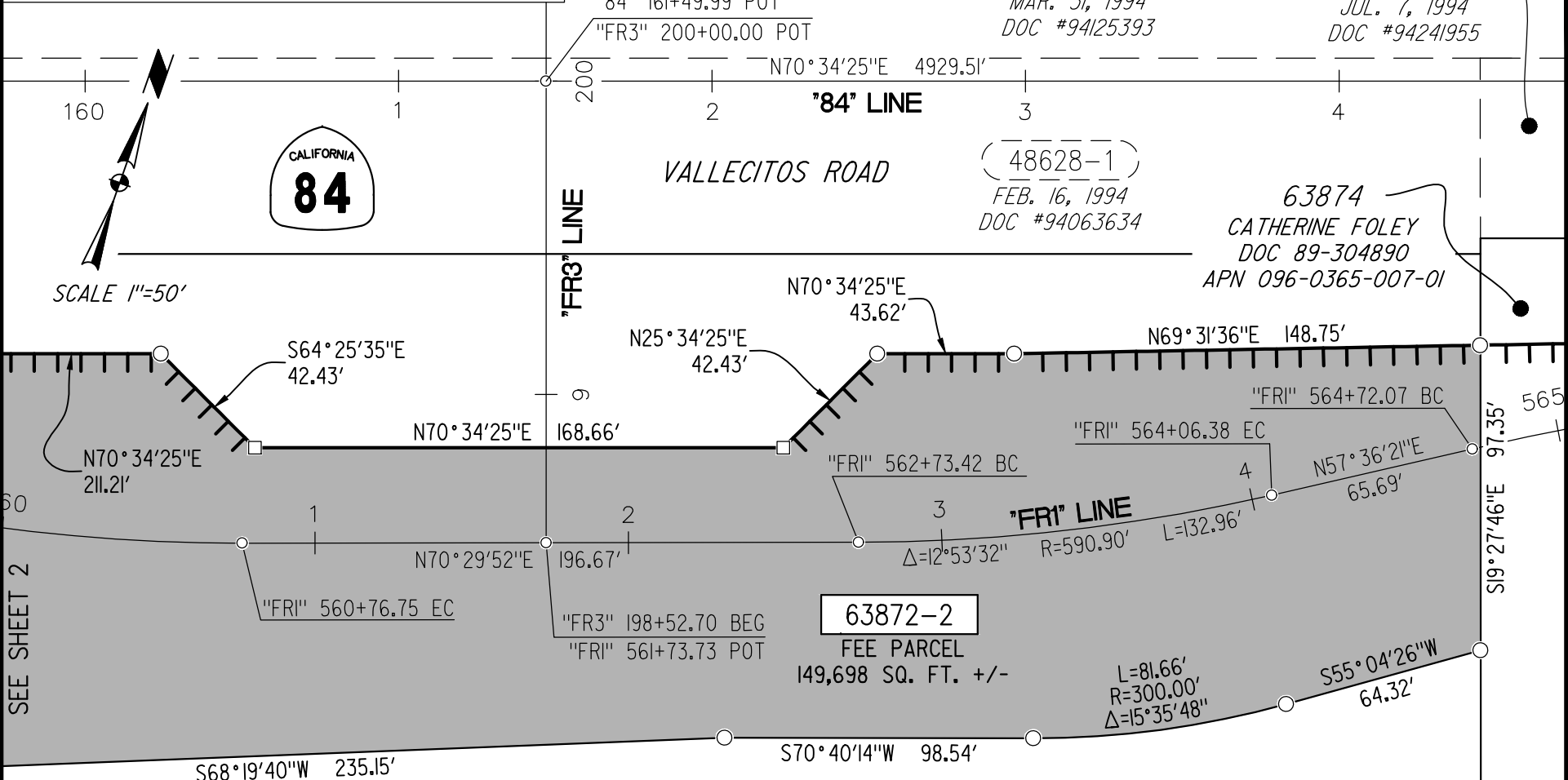
DATE: JUL 13, 2020 SCALE: 1"=50' JOB NO: 2018-18

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, Epoch 2010.00. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000871 to obtain ground level distances.

COUNTY OF ALAMEDA

(48629-1)
MAR. 31, 1994
DOC #94125393

(49990-1)
JUL. 7, 1994
DOC #94241955



LEGEND

- = ACCESS CONTROLLED
- = DIMENSION POINT
- = FEE AREA
- = INDICATES PRIOR CONVEYANCE
- = NON-STATE PARCEL NUMBER
- POB = POINT OF BEGINNING
- ROAC = RECORDS OF ALAMEDA COUNTY

63872
JAMES W. HODGES, TR., ET AL.
DOC 1993-169412
PARCEL ONE
APN 096-0365-003-02

RANCHO EL VALLE
DE SAN JOSE
(BERNAL PORTION)

PLAT REFERENCE NO.
J-285-3

EXHIBIT "B"

PLAT TO ACCOMPANY DESCRIPTION

PARCEL 63872-2, A PARTIAL FEE TAKE OVER THE LANDS OF HODGES, BEING A PORTION OF PARCEL ONE AS DESCRIBED IN DOCUMENT #93169412, ROAC

UNINCORPORATED AREA COUNTY OF ALAMEDA STATE OF CALIFORNIA



2020 L STREET, SUITE 300
SACRAMENTO, CA 95811
(916) 414-5800

SHEET 3 OF 3 Rev1

DATE: JUL 13, 2020 SCALE: 1"=50' JOB NO: 2018-18

This page intentionally left blank



RESOLUTION NO. 20-009

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

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE STATE ROUTE 84 EXPRESSWAY WIDENING AND STATE ROUTE 84/INTERSTATE 680 INTERCHANGE IMPROVEMENTS PROJECT

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California; Section 25350.5 of the Government Code of the State of California, as delegated in Section 14 of the Alameda CTC Joint Powers Agreement; Section 760 of the Streets and Highways Code of the State of California; and Sections 1240.010, 1240.110, and 1240.610 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in Exhibit 1, for the purpose of, inter alia, widening State Route 84 (SR 84) to expressway standards to accommodate existing and future traffic demand, to improve the facility as a regional connection between I-680 and I-580, to improve local traffic circulation by adding capacity on SR 84 and implementing intersection improvements, and to add accessibility for bicyclists in the County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the "Commission") on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a four-fifths vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

- (a) The property to be acquired is described in Exhibit 1, attached hereto and incorporated herein;
- (b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California; Section 25350.5 of the Government Code of the State of California, as delegated in Section 14 of the Alameda CTC Joint Powers Agreement; Section 760 of the Streets and Highways Code of the State of California; and Part 3, Title 7 of the Code of Civil Procedure;
- (c) The public interest and necessity require the project, which is to improve public health, safety and welfare by widening State Route 84 (SR 84) to expressway standards to accommodate existing and future traffic demand, to improve the facility as a regional connection between I-680 and I-580, to improve local traffic circulation by adding capacity on SR 84 and implementing intersection improvements, and to add accessibility for bicyclists in the County of Alameda, State of California;
- (d) The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;
- (e) The property described in Exhibit 1 is being acquired in fee and for the relinquishment of access rights onto State Route 84, and is necessary for the construction of the proposed project; and
- (f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED July 23, 2020, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Pauline Cutter, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

Exhibit 1

(comprised of Exhibits A for Parcel 63878-1, 63878-2 and 63878-3 and Exhibit B)

Number
63878-1
(63878-2)

Exhibit "A"

PARCEL 63878-1

A parcel of land situate in the unincorporated area of the County of Alameda, State of California, being a portion of that 33 foot wide strip of land described in the Indenture to Bernal recorded December 15, 1888 in Book 358 of Deeds at Page 433, Official Records of said County, being more particularly described as follows:

COMMENCING at a point lying on the centerline of Vallecitos Road (66.00 feet wide), as said road is described in the Indenture recorded June 5, 1931 in Book 2586, Page 468, Official Records of said County, said **POINT OF COMMENCEMENT** being the most easterly corner of said Bernal parcel and the southwesterly corner of PARCEL 1 (48629-1) as described in the Grant Deed recorded March 31, 1994 as Document No. 94125393, Official Records of said County; thence along the northeasterly line of said Bernal parcel, also being the southwesterly line of said PARCEL 1 (48629-1), North 73°19'20" East 56.00 feet to the northwesterly line of said Vallecitos Road (66.00 feet wide), also being the **TRUE POINT OF BEGINNING**; thence along said northwesterly line, South 70°34'19" West 56.00 feet to a point on the southwesterly line of said Bernal parcel, said southwesterly line also being the line of division between the Sunol and Bernal portions of the Rancho El Valle De San Jose as described in the Decree of Partition recorded April 12, 1869 in Book 40 of Deeds at Page 315, Official Records of said County; thence along said southwesterly line, North 73°19'20" West 43.43 feet; thence departing said southwesterly line, North 69°29'38" East 54.60 feet to a point on said northeasterly line; thence along said northeasterly line and the southwesterly line of said PARCEL 1 (48629-1), South 73°19'20" East 45.17 feet to the **POINT OF BEGINNING**.

CONTAINING 1,462 square feet, more or less.

PARCEL 63878-2

A parcel of land situate in the unincorporated area of the County of Alameda, State of California, being a portion of that 33 foot wide strip of land described in the Indenture to Bernal recorded December 15, 1888 in Book 358 of Deeds at Page 433, Official Records of said County, being more particularly described as follows:

BEGINNING at a point lying on the centerline of Vallecitos Road (66.00 feet wide), as said road is described in the Indenture recorded June 5, 1931 in Book 2586, Page 468, Official Records of said County, said **POINT OF BEGINNING** being the most easterly corner of said Bernal parcel; thence along the centerline of said Vallecitos Road (66.00 feet wide) and the southeasterly line of said Bernal parcel, South 70°34'19" West 56.00 feet to the most southerly corner of said Bernal parcel, also being a point lying on the line of division between the Sunol and Bernal portions of the Rancho El Valle De San Jose as described in the Decree of Partition recorded April 12, 1869 in Book 40 of Deeds at Page 315, Official Records of said County; thence along the southwesterly line of said Bernal parcel and said line of division, North 73°19'20" West 56.00 feet to a point on the northwesterly line of said Vallecitos Road (66.00 feet wide); thence departing said southwesterly line and along said northwesterly line, North 70°34'19" East 56.00 feet to a point on the northeasterly line of said Bernal parcel, also being a point on the southwesterly line of PARCEL 1 (48629-1) as described in the Grant Deed recorded March 31, 1994 as Document No. 94125393, Official Records of said County; thence along said northeasterly line and last said southwesterly line, South 73°19'20" East 56.00 feet to the **POINT OF BEGINNING**.

Number
63878-1

(63878-2)

CONTAINING 1,848 square feet, more or less.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (CCS83) Zone 3, Epoch 2010.00. Multiply distances by 1.0000871 to obtain ground distances.

This real property description has been prepared by me, or under my direction, in conformance with the California Professional Land Surveyors' Act.



06/14/2020

Brian M. Coleson, LS 8367

Date



EXHIBIT "A"

ALAMEDA COUNTY PUBLIC WORKS DEPARTMENT

DOCUMENT TITLE

MAP: J-285-8
APN: 96-350-1-11 (Por)

DESC. No. 36487
DATE: July 13, 2020

PARCEL 63878-3

A parcel of land situate in the unincorporated area of the County of Alameda, State of California, being a portion of that 33 foot wide strip of land described in the Indenture to Bernal recorded December 15, 1888 in Book 358 of Deeds at Page 433, Official Records of said County, being more particularly described as follows:

COMMENCING at a point lying on the centerline of Vallecitos Road (66.00 feet wide), as said road is described in the Indenture recorded June 5, 1931 in Book 2586, Page 468, Official Records of said County, said **POINT OF COMMENCEMENT** being the most easterly corner of said Bernal parcel and the most southerly corner of PARCEL 1 (48629-1) as described in the Grant Deed recorded March 31, 1994 s Document No. 94125393, Official Records of said County; thence along the northeasterly line of said Bernal parcel and the southwesterly line of said PARCEL 1 (48629-1) North 73°19'20" West 101.17 feet to the **TRUE POINT OF BEGINNING**; thence departing said northeasterly line, South 69°29'38" West 54.60 feet to a point on the southwesterly line of said Bernal parcel, said southwesterly line also being the line of division between the Sunol and Bernal portions of the Rancho El Valle De San Jose as described in the Decree of Partition recorded April 12, 1869 in Book 40 of Deeds at Page 315, Official Records of said County; thence along said southwesterly line, North 73°19'20" West 221.30 feet; thence departing said southwesterly line, North 18°59'58" East 33.02 feet to a point on said northeasterly line; thence along said northeasterly line, South 73°19'20" East 290.00 feet to the **TRUE POINT OF BEGINNING**.

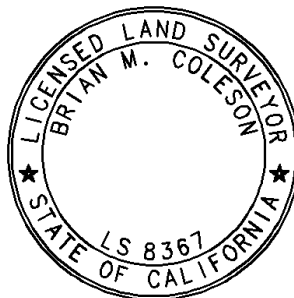
CONTAINING 8,874 square feet, more or less.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (CCS83) Zone 3, Epoch 2010.00. Multiply distances by 1.0000871 to obtain ground distances.

This real property description prepared by me or under my direction in conformance with the Professional Land Surveyors' Act.



Brian M. Coleson
Professional Land Surveyor
LS 8367



Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, Epoch 2010.00. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000871 to obtain ground level distances.

COUNTY OF ALAMEDA

RANCHO EL VALLE DE SAN JOSE (BERNAL PORTION)

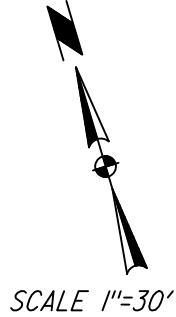
RANCHO EL VALLE DE SAN JOSE (SUNOL PORTION)

63873
GENERAL ELECTRIC COMPANY
DOC 2016-241053, ROAC
APN 096-0350-001-II
APN 096-0350-001-09

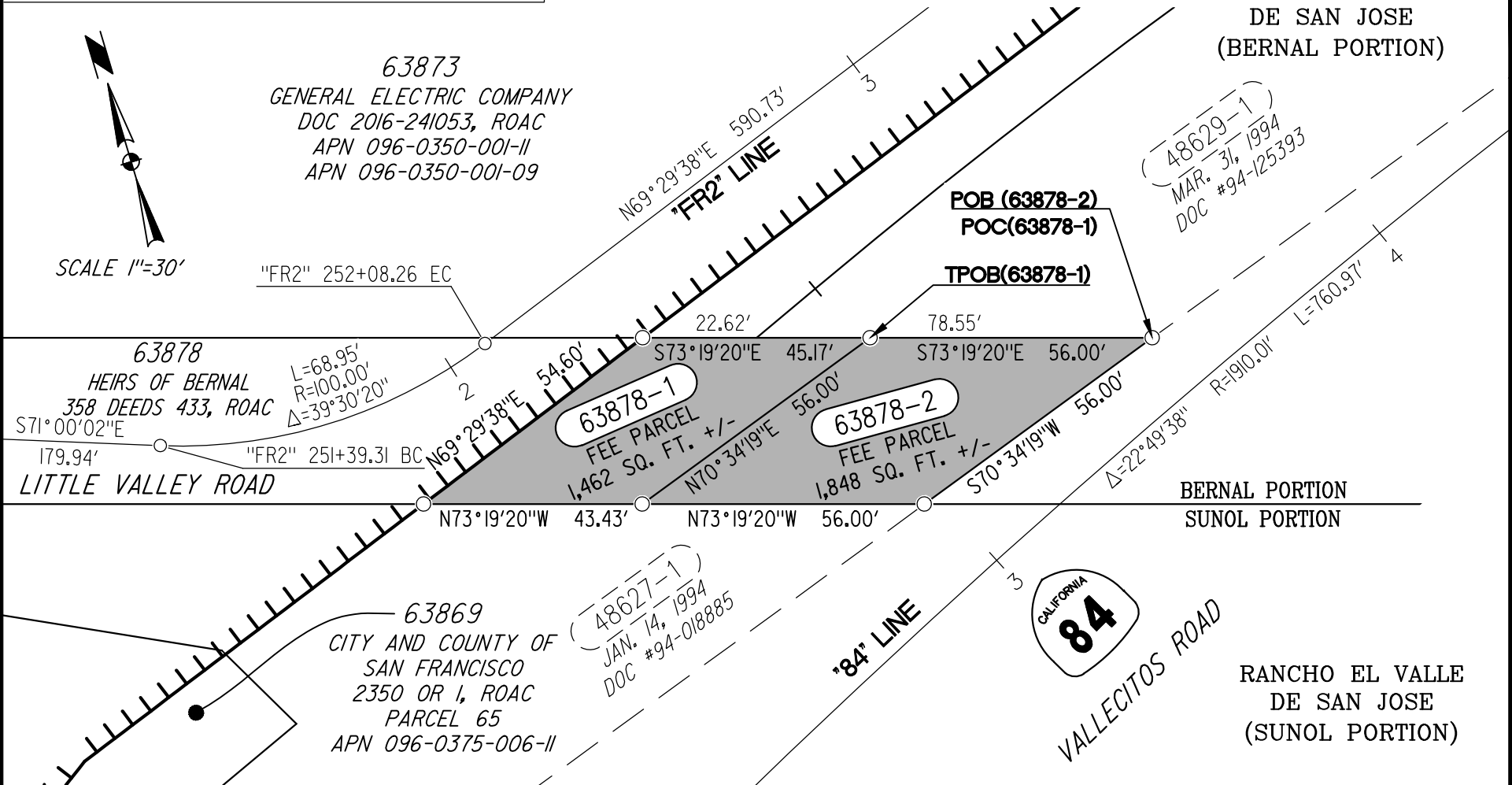
63869
CITY AND COUNTY OF SAN FRANCISCO
2350 OR I, ROAC
PARCEL 65
APN 096-0375-006-II

(48629-1)
MAR. 31, 1994
DOC #94-125393

(48627-1)
JAN. 14, 1994
DOC #94-018885



SCALE 1"=30'



63878
HEIRS OF BERNAL
358 DEEDS 433, ROAC
LITTLE VALLEY ROAD

BERNAL PORTION
SUNOL PORTION

LEGEND

- = ACCESS CONTROLLED
- = DIMENSION POINT
- = AREA TO BE CONVEYED
- = STATE PARCEL NUMBER
- = INDICATES PRIOR CONVEYANCE
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- ROAC = RECORDS OF ALAMEDA COUNTY
- TPOB = TRUE POINT OF BEGINNING

EXHIBIT "B"
PLAT TO ACCOMPANY DESCRIPTION

PARCELS 63878-1 AND 63878-2, PARTIAL FEE TAKES OVER THE LANDS OF BERNAL, BEING A PORTION OF THAT 33 FOOT WIDE STRIP OF LAND DESCRIBED IN BOOK 358 OF DEEDS AT PAGE 433, ROAC
UNINCORPORATED AREA COUNTY OF ALAMEDA STATE OF CALIFORNIA

AECOM 2020 L STREET, SUITE 300
SACRAMENTO, CA 95811
(916) 414-5800

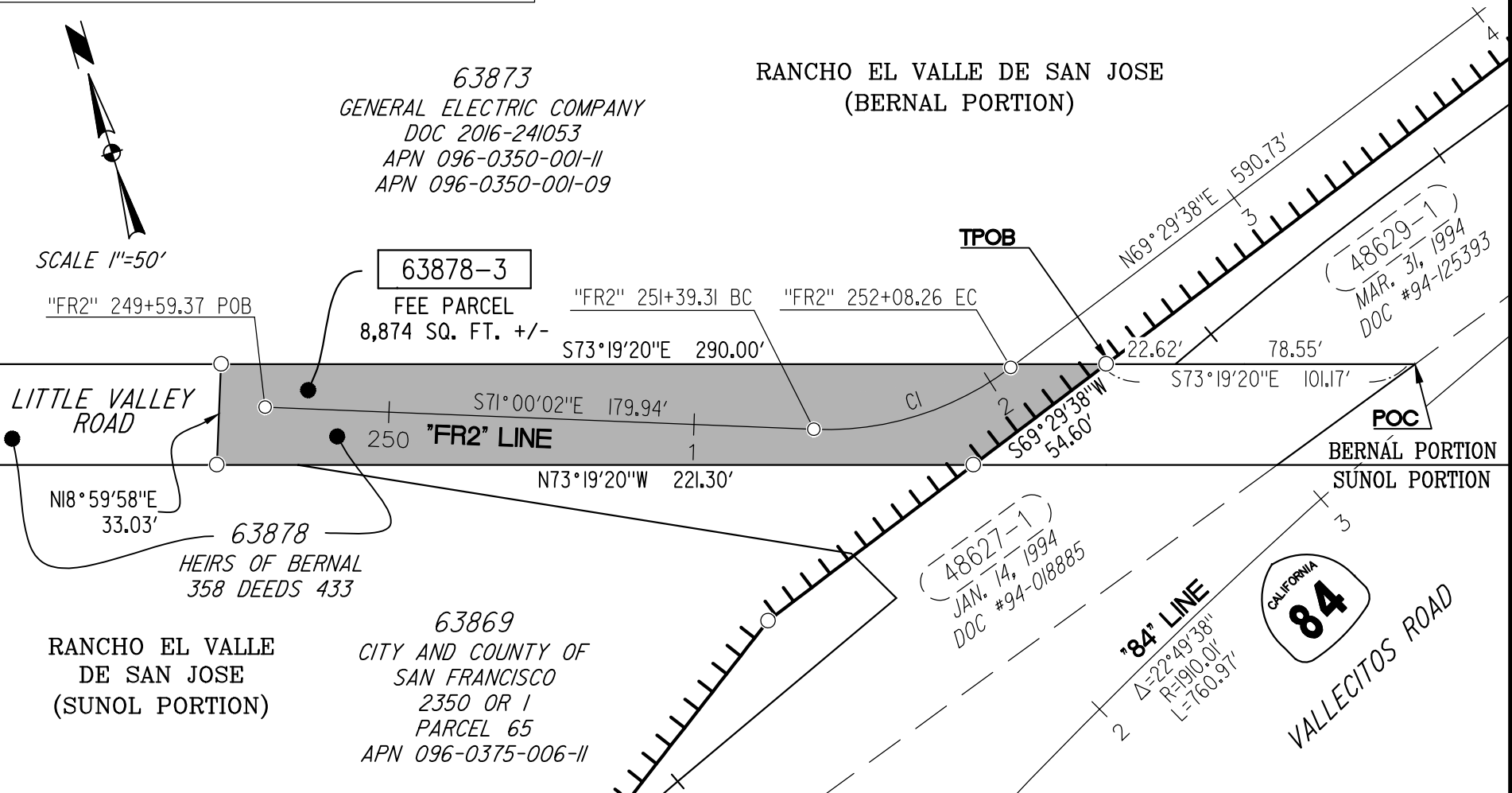
Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, Epoch 2010.00. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.0000871 to obtain ground level distances.

COUNTY OF ALAMEDA

RANCHO EL VALLE DE SAN JOSE
(BERNAL PORTION)

63873
GENERAL ELECTRIC COMPANY
DOC 2016-241053
APN 096-0350-001-II
APN 096-0350-001-09

SCALE 1"=50'



LITTLE VALLEY ROAD

N18°59'58"E
33.03'

63878
HEIRS OF BERNAL
358 DEEDS 433

RANCHO EL VALLE
DE SAN JOSE
(SUNOL PORTION)

63869
CITY AND COUNTY OF
SAN FRANCISCO
2350 OR 1
PARCEL 65
APN 096-0375-006-II

LEGEND

- = ACCESS CONTROLLED
- = DIMENSION POINT
- = AREA TO BE CONVEYED
- = NON-STATE PARCEL NUMBER
- = INDICATES PRIOR CONVEYANCE
- POC = POINT OF COMMENCEMENT
- ROAC = RECORDS OF ALAMEDA COUNTY
- TPOB = TRUE POINT OF BEGINNING

Curve Table			
Curve #	Delta	Radius	Length
CI	39°30'20"	100.00'	68.95'

PLAT REFERENCE NO.
J-285-8

EXHIBIT "B"
PLAT TO ACCOMPANY DESCRIPTION

PARCEL 63878-3, A PARTIAL FEE TAKE OVER THE LANDS OF BERNAL, BEING A PORTION OF THAT 33 FOOT WIDE STRIP OF LAND DESCRIBED IN BOOK 358 OF DEEDS AT PAGE 433, ROAC
UNINCORPORATED AREA COUNTY OF ALAMEDA STATE OF CALIFORNIA



2020 L STREET, SUITE 300
SACRAMENTO, CA 95811
(916) 414-5800

SHEET 1 OF 1 Rev1

DATE: JUL 13, 2020 SCALE: 1"=50' JOB NO: 2018-18

This page intentionally left blank



Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: July 16, 2020

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

Development of PBA 2050 has been underway since early 2018 and is approaching a critical milestone of approval by MTC in July 2020 of the Draft Transportation Element of the Plan. The region's County Transportation Agencies (CTAs) are required to submit final updated project lists for inclusion in the Draft Plan. Attachment A is the Final Project List proposed for your approval. The project list must address the following:

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

Project List

In March, the Alameda CTC Commission approved a draft final project list (Attachment B, Spring 2020 project list) and strategies to address performance concerns raised by MTC during their project performance assessment for submittal to MTC. The information was developed in close consultation with partner agencies and project sponsors. The Spring 2020 project list identified the time horizon for project implementation for each project, and included requests for regional discretionary funding and assigned county

discretionary funding across the projects. MTC has reviewed the information submitted and will be making final recommendations to the MTC Commission for approval in July.

MTC released staff recommendations the first week of July. The Planning, Policy and Legislation Committee received a verbal overview of key issues at its July meeting. Alameda CTC staff has reviewed the material and worked closely with project sponsors and MTC staff to refine recommendations for a Final Project List and performance strategies for Commission approval at your July meeting.

The Final Project List will include regionally-significant projects as well as smaller local projects and programmatic categories. Each project or program will have a time period assigned, either 2021-2035, or 2036-2050, as well as MTC's regional discretionary funding assignments and county discretionary funding assignments. The total project list must be financially constrained based on MTC's financial projections for PBA 2050. Due to financial constraint and project performance issues raised by MTC, some projects have been phased or had project scopes modified, with only early phases included in the updated project list..

Project Performance

MTC is also requiring all CTA Boards to identify how any performance issues MTC identified as part of its project assessment will be addressed if projects are requesting regional discretionary funding. In March, the Commission discussed potential strategies to address MTC's performance concerns. Attachment C details MTC's performance results for the major projects in Alameda County that were identified by MTC as having performance shortcomings and the details strategies to address those concerns. For those projects where Alameda CTC is listed as the project sponsor, the Alameda CTC Commission must approve the proposed strategies. Where other agencies are listed as the project sponsor, the project sponsors are submitting their responses directly to MTC and it is included here for your information. Please note some of the responses may be revised as discussions with MTC continue and project sponsors finalize their submittals to MTC and secure the approval of their respective governing boards.

Background

MTC and ABAG have been working on developing a long-range plan for the region since early 2018. Federal requirements stipulate that a region's long-range transportation plan must include a list of transportation projects and investment categories for the next 30 years and be fiscally constrained. To develop this list, Alameda CTC and our partner agencies have submitted projects via a number of different calls for projects to MTC for consideration. In July 2020, MTC will approve a final list of projects and programs for inclusion in the Draft PBA 2050 that will then undergo an environmental review process. The Alameda CTC Commission has approved three sets of submittals for consideration for PBA 2050 thus far, one in May 2018 for "transformative projects", one in June 2019 for regionally-significant projects, and a draft final project list with county funding assignments in March 2020. We are now at the point in the process to submit the final county project list of fiscally-constrained investments and project schedules.

PBA 2050 Performance Assessment

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

Attachment C details projects in Alameda County that were flagged by MTC as having performance shortcomings. The list includes projects for which Alameda CTC is the project sponsor, as well as projects with either local agencies, multi-county transit agencies, or MTC serving as project sponsors. Attachment C details the responses project sponsors are submitting to MTC, and identifies Alameda CTC's proposed approach for those projects for which we are the project sponsor. These commitments and project revisions will be submitted formally to MTC in July with your approval of this item.

For Express Lanes projects, MTC serves as the project sponsor for the Bay Area regional express lanes. MTC worked closely with other CTAs that are operating or developing express lanes throughout the region to develop one Regional Express Lanes project for PBA 2050 and one joint project commitment letter (Attachment D). This commitment letter will be signed by all parties working collaboratively on express lanes throughout the region. It is anticipated that throughout August and September additional revisions will occur on the regional express lanes program, pending additional discussion with MTC and other CTAs.

Final Updated Project List for PBA 2050

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

This will be the first time MTC requires funding constraint by time period. This may result in projects being pushed to later years in order to have PBA 2050 meet the financial constraint requirement, which is a federal requirement of all regional transportation plans once MTC determines what level of regionally discretionary funding projects can assume. Staff are awaiting MTC's recommendations and final actions regarding the time period for projects and will update the Commission at the July Commission meeting.

MTC provided a budget for Alameda County of \$3.7 billion in the first 15 years, and \$5 billion in the second 15 years. These funds include anticipated Measure BB, county shares of Transportation Fund for Clean Air and Vehicle Registration Fees, as well as an estimate of future federal Congestion Mitigation and Air Quality and State Transportation Planning

funds (CMAQ/STP) that have historically come to the counties as part of the One Bay Area Grant program. MTC expects CTAs to assign these funds primarily to “programmatic categories”, which are bundles of local projects. The rest can be put toward regionally significant projects, which are typically funded by a mix of regional, state, and federal funds. **It is important to note that this exercise is for long-range planning purposes only and in no way indicates a future funding commitment to any project.**

MTC released recommendations for how to assign regional discretionary funding (including funds such as Regional Measure 3, SB 1 competitive funding programs, federal programs, etc.) both to projects as well as strategies that MTC is testing as part of the Draft Blueprint in early July. Alameda CTC staff has worked extensively with project sponsors and MTC staff to develop the updated Final Project List to reflect MTC’s recommended regional funding assignments and project schedules.

Next Steps

Upon Commission approval of a Final Project List (Attachment A) and project performance strategies (Attachments C and D), staff will submit a package to MTC by July 31, 2020.

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

Attachments:

- A. Final Project List
- B. Spring 2020 project list
- C. Approach to Address Performance Shortcomings for PBA 2050
- D. Bay Area Express Lane PBA 2050 Commitment Letter

Attachment A. Final Project List

*Next to project denotes that MTC recommended no regional discretionary funding for the project and Alameda CTC is continuing to request regional discretionary funding for those projects.

Row	Project	Source/Sponsor	Cost (\$ in millions, Year of Expenditure)
Alameda County Programmatic Categories			
1	Active Transportation and Vision Zero Projects in this category are new bicycle and pedestrian facilities, facilities that connect existing network gaps, and safety strategies such as Vision Zero	Alameda CTC	\$ 1,861
2	Goods Movement and Rail Safety This program includes projects that improve freight operations and reduce impacts of freight activity such as projects that support the Port of Oakland, emissions reductions, rail safety, and other freight-related impacts and improvements.	Alameda CTC	\$ 1,500
3	Multimodal Corridors* This program includes projects that transform roadways into multimodal corridors with facilities for walking, biking, and improved bus travel.	Alameda CTC	\$ 825
4	Local and Regional Road Safety This program includes projects that improve local circulation and address road safety along local routes, regional routes and interchanges. This includes multimodal and operational upgrades to interchanges that minimally change capacity.	Alameda CTC	\$ 400
5	Technology This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management. Projects also implement technology upgrades for transit including microtransit.	Alameda CTC	\$ 277
6	Urban Greenways and Trails* Projects in this category are new off street bicycle and pedestrian facilities and projects that close gaps or address barriers in the active transportation network. This category includes new segments of Bay Trail, Iron Horse Trail, extensions of East Bay Greenway and new trails such as Niles Canyon, Sabercat, San Lorenzo Creek, Dumbarton/Quarry Lakes, and San Leandro Creek trail.	Alameda CTC	\$ 1,116
7	Local Transit Access, Service and Fares Projects in this category improve station access, bus stop access, upgrades to BART systems. It also includes free transit pilot projects, fare integration and affordability through the Student Transit Pass Program, minor service expansions for LAVTA and AC Transit along major corridors, and other transit planning and service innovations.	Alameda CTC	\$ 1,400
8	Climate Program: TDM and Emission Reduction Technology Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services	Alameda CTC	\$ 130
9	Planning This category includes planning studies supporting the regional PDA framework and connecting transportation and land use.	Alameda CTC	\$ 50
	County Budget 2020-2035	\$1,600	
	County Budget 2036-2050	\$3,700	
	Regional Request 2020-2050	\$2,400	
	TOTAL	\$7,700	
Alameda County Regionally-Significant Projects			
680/580 Work Program			
10	I-680 Express Lanes: SR-84 to Alcosta Phase 1 (Southbound)	Alameda CTC	\$ 252
11	I-680 Express Lanes: SR-84 to Alcosta Phase 2 (Northbound)	Alameda CTC	\$ 228
12	I-680 Express Bus to Silicon Valley*	Alameda CTC	\$ 170
13	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	Alameda CTC	\$ 236
14	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	Alameda CTC	\$ 130
15	I-580 Design Alternatives Assessments (DAAs) Implementation	Alameda CTC	\$ 300
16	I-580/680 Interchange Scoping	Alameda CTC	\$ 20
17	SR-262 Safety and Interchange Improvements - Phase 1	Alameda CTC	\$ 445

Attachment A. Final Project List

*Next to project denotes that MTC recommended no regional discretionary funding for the project and Alameda CTC is continuing to request regional discretionary funding for those projects.

Row	Project	Source/Sponsor	Cost (\$ in millions, Year of Expenditure)
Regional Transit			
18	South Bay Connect	CCJPA	\$ 264
19	Bay Fair Connection	BART	\$ 150
20	Station Modernization Program	BART	\$ 200
21	Hayward Maintenance Complex (HMC) Phase 1	BART	\$ 209
22	San Pablo BRT/Multimodal Corridor	AC Transit	\$ 300
23	Irvington BART Infill Station	Alameda CTC	\$ 180
24	Alameda Point Transit Network Improvements	Alameda CTC	\$ 500
25	Alameda County E14th/Mission and Fremont Blvd. Multimodal Corridor	Alameda CTC	\$ 330
26	Bay Bridge Forward	MTC	\$ 103
Interchanges (non-exempt)			
27	I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2	City of Dublin	\$ 58
28	Rt 92/Clawiter/Whitesell Interchange Improvements	City of Hayward	\$ 40
29	42nd Ave. & High St. I-880 Access Improv.	City of Oakland	\$ 18
30	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	Alameda CTC	\$ 220
31	I-880 Winton Avenue A Street Interchange Reconstruction	Alameda CTC	\$ 176
32	Oakland/Alameda Access Project	Alameda CTC	\$ 115
33	I-580/Santa Rita Overcrossing Widening	City of Pleasanton	\$ 49
34	I-680/Stoneridge Drive Overcrossing Widening	City of Pleasanton	\$ 44
Goods Movement			
35	Oakland Army Base Infrastructure Improvements	City of Oakland	\$ 301
36	7th Street Grade Separation East	Alameda CTC	\$ 317
37	7th Street Grade Separation West	Alameda CTC	\$ 311
Active Transportation and Complete Streets			
38	East Bay Greenway*	Alameda CTC	\$ 250
39	Central Avenue Safety Improvements	City of Alameda	\$ 15
40	Alameda County Complete Streets Road Diets	Alameda CTC	\$ 100
Other Roadway and Major Projects			
41	Quarry Lakes Parkway - Union City portion*	Union City	\$ 288
42	Fremont Decoto Road Complete Streets Project	Fremont	\$ 20
43	Dublin Boulevard North Canyons Parkway Complete Streets Extension*	City of Dublin	\$ 166
44	Dougherty Road Widening	City of Dublin	\$ 23
45	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	City of Dublin	\$ 23
46	Dublin Boulevard widening	City of Dublin	\$ 7
47	Auto Mall Parkway Improvements Near I-680	City of Fremont	\$ 50
48	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	City of Pleasanton	\$ 137
49	Union City Boulevard Widening (Whipple to City Limit)	Union City	\$ 17
Projects in construction and to be shown in the Plan and TIP			
50	Rte 84 Widening, south of Ruby Hill Dr to I-680	Alameda CTC	
51	SR 84 Expressway Widening	Alameda CTC	
54	Telegraph Avenue Road Diet	City of Oakland	
55	SR 84 Expressway Widening	Alameda CTC	
56	New Alameda Point Ferry Terminal	City of Alameda	
57	AC Transit: East Bay Bus Rapid Transit	AC Transit	
58	Shattuck Complete Streets and De-couplet	City of Berkeley	
59	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	City of Oakland	
60	Oakland: Telegraph Avenue Complete Streets	City of Oakland	
61	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	City of Oakland	
		County Budget 2020-2035	\$1,600
		County Budget 2036-2050	\$900
		Regional Request 2020-2050	\$2,700
		TOTAL	\$5,200

Attachment A. Final Project List

*Next to project denotes that MTC recommended no regional discretionary funding for the project and Alameda CTC is continuing to request regional discretionary funding for those projects.

Row	Project	Source/Sponsor	Cost (\$ in millions, Year of Expenditure)
Regional Transit Projects Supported by Alameda CTC. Projects largely funded by regional discretionary funding with county and/or transit agency contributions. Projects with county funding assigned shown in bold .			
Bus	AC Transit Local Network: Service Increase	AC Transit	\$ 2,600
	AC Transit Local Rapid Network: Capital Improvements+Service Increase	AC Transit	\$ 6,400
	AC Transit Transbay Network: Capital Improvements + Service Increase	AC Transit	\$ 229
	AC Transit Service Increases to Newark and Fremont PDAs	AC Transit	\$ 95
Rail	BART Core Capacity	BART	\$ 5,700
	ACE Rail Service Increase (10 Daily Roundtrips)	SJRRRC	\$ 1,300
	Valley Link (Dublin to San Joaquin Valley)	TVSJVRRRA	\$ 3,000
	Dumbarton Rail Group Rapid Transit (Redwood City to Union City)	SamTrans C/CAG	\$ 3,900
	New San Francisco-Oakland Transbay Rail Crossing (4 alternatives)	MTC/ABAG	Varies
Ferry	WETA Ferry Service Frequency Increase	WETA	\$ 575
	WETA Ferry Service: Berkeley-San Francisco	WETA	\$ 200
	County Budget 2020-2035	\$639	
	County Budget 2036-2050	\$56	
	Regional Request 2020-2050	TBD: Operators to Request from MTC	

This page intentionally left blank

Attachment B. Spring 2020 Project List

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

Attachment A. Spring 2020 Project List

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

Attachment B. Spring 2020 Project List

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

This page intentionally left blank

Approach to Address Performance Shortcomings for PBA 2050

Overview of MTC's performance assessment:

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

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

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

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

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

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

Table B.1 List of Investments Requiring Action

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

Project Sponsor	Major Project	Performance Flag:			Proposed Path Forward
		GP	BC	Equity	
<p>Overarching issues for Road Projects: MTC's analysis assumes all road projects increase emissions and collisions. SR-262 is assumed to divide a community. MTC tool does not capture benefits of traffic operations projects.</p>					
Alameda CTC	SR-262 Widening and Interchange Improvements	x	x	x	<p>Based on extensive discussions with MTC and the City of Fremont, recommending the project be phased and that only Phase 1, composed of two elements detailed below, be included in PBA2050.</p> <p>1) SR 262 (Mission Boulevard) Cross Connector Local Improvements</p> <ul style="list-style-type: none"> • Period 1, 2021-2035 - \$398M: <ul style="list-style-type: none"> ○ Modernization/Operational Improvements at State Route 262/Interstate 680 Interchange. ○ Grade Separation of Warm Springs Boulevard and Mohave Drive. <p>2) SR 262 (Mission Boulevard) Cross Connector Express Lane Improvements – <u>Study Only</u></p> <ul style="list-style-type: none"> • Period 1, 2021-2035 – \$2M; 100% Locally Funded: Study Express Lane Direct Connectors from Interstate 680 (I-680) to Interstate 880 (I-880) via the SR 262 corridor
MTC in partnership with CTAs	Regional Express Lanes (MTC + VTA + ACTC + US-101)	x	x	x	<p>The project sponsor is MTC but includes future Alameda CTC lanes along I-680 and I-580. MTC Express Lanes staff led discussions VTA, SFCTA and C/CAG to address the performance issues flagged by MTC. A joint letter (Attachment D) was developed and includes strategies such as phasing to improve the benefit cost, a focus on express lanes that</p>

Project Sponsor	Major Project	Performance Flag:			Proposed Path Forward
		GP	BC	Equity	
					convert general purpose lanes rather than add capacity, support for transit and future roadway tolling, and equity-based toll discounts. This coordinated approach was presented to the MTC Operations Committee in June for consideration.
Union City and City of Fremont	Quarry Lakes Parkway/Union City-Fremont East-West Connector	x			<p>The project will be split into two projects to better reflect the project development and delivery approach agreed to by Union City and the City of Fremont.</p> <ul style="list-style-type: none"> Union City Quarry Lakes Parkway (Period TBD, \$258 million) – Union City is submitting to MTC strategies to reduce greenhouse gas emissions, focused on the need for the project to support transit oriented development and the project's multimodal elements. More information will be provided as it is available. City of Fremont Decoto Road Complete Street project (Period 1, 2021-2035, \$20 million) – no project commitments needed
<p>Overarching issues for Local Rapid and Express Bus: Transit projects that primarily benefit commute trips receive an equity flag. Projects were originally submitted with visionary costs and need to be revised to prioritize higher performing routes.</p>					
AC Transit	AC Transit Local Rapid Network: Capital Improvements + Service Increase		x		Staff have worked with AC Transit to scale the project scope and costs down to the highest performing routes. No additional commitments or changes needed. AC Transit is confirming this approach with its Board in July. Recommending for inclusion in Period 1, 2021-2035.
AC Transit	AC Transit Transbay Network: Capital		x	x	Staff have worked with AC Transit to scale the project scope and costs down to the highest performing routes. AC Transit

Project Sponsor	Major Project	Performance Flag:			Proposed Path Forward
		GP	BC	Equity	
	Improvements + Service Increase				staff is also recommending to its Board commitments to explore additional routes serving East Oakland and West Contra Costa County to address equity concerns raised by MTC. AC Transit is confirming this approach with its Board in July. Recommending for inclusion of Phase 1 of improvements in Period 1, 2021-2035 and Phase 2 of improvements in 2035-2050.
Overarching issues for Regional and Interregional Rail: Staff have communicated to MTC the limitations of evaluating rail network projects in isolation, and the limitations of the tool to estimate benefits of interregional projects. Transit projects that primarily benefit commute trips receive an equity flag.					
ACE/SJRRRA	ACE Rail Service Increase (10 Daily Roundtrips – original project submitted by ACE)			x	Staff worked with ACE to reduce the scope and cost of the project. In addition, ACE committed to a number of equity concerns raised by MTC, including: <ul style="list-style-type: none"> • Means-based fares • Fare integration (i.e. transfer discounts and integrated intercity passenger rail payment program) • Transit-orient development and affordable housing focus at stations • Marketing and outreach to disadvantaged communities Recommend including service increases to 6 daily roundtrip trains in the 2035-2050 timeframe due to lack of regional discretionary funding. Recommend including requests for regional discretionary funding to increase to 8 daily roundtrips in the 2035-2050 timeframe.
ACE/SJRRRA and TVSJVRRRA	Altamont Corridor Vision Phase 1 (to San Joaquin Valley)		x	x	ACE and the TVSJVRRRA have continued to express interest in pursuing the project but given the concerns MTC has raised,

Attachment C

Project Sponsor	Major Project	Performance Flag:			Proposed Path Forward
		GP	BC	Equity	
					are focusing on Valley Link and the ACE Rail Service Increase project for PBA 2050.
SamTrans	Dumbarton Rail (Redwood City to Union City)		x	x	SamTrans is working directly with MTC on revisions to the project scope and any project commitments. The project scope will be reduced to the light rail alternative that the project sponsor has been developing. Additional project commitments are not known at this time.

This page intentionally left blank

August 1, 2020

Therese W. McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street Suite 700
San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area 2050

Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other Plan Bay Area programs. The working group recently developed network scenarios that integrate Plan Bay Area goals and presented them to the MTC Operations Committee in May for Commissioner feedback. Having implemented the recommended changes and presented to the MTC Operations Committee in June, the working group will soon submit a revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, committing to a means-based toll discount pilot, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

Increasing Benefits; Decreasing Costs

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

Local Funding

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

Green House Gas

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

Equity

The working group recognizes that equity is a key objective for the Express Lanes Network and is supportive of means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity. In the near-term, the working group supports a BAIFA-led pilot of means-based tolling on BAIFA's express lanes. At the same time, San Mateo and SFCTA are undertaking studies to better understand and advance equity. These studies may result in additional pilots that complement BAIFA's pilot.

Plan Bay Area Concepts

In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at jmacrae@bayareametro.gov.

Sincerely,

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

BAY AREA INFRASTRUCTURE FINANCE AUTHORITY

Tess Lengyel, Executive Director

Andrew B. Fremier, Deputy Executive Director,
Operations

Date:

Date:

SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO CITY/COUNTY ASSOCIATION OF
GOVERNMENTS (C/CAG)

Tilly Chang, Executive Director

Sandy Wong, Executive Director

Date:

Date:

SAN MATEO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

Jim Hartnett, Executive Director

Jim Hartnett, Executive Council

Date:

Date:

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY (VTA)

Sandy Wong, Executive Council

Deborah Dagang, Director of Planning and
Programming

Date:

Date:
