



Multi-Modal Committee Meeting Agenda Monday, July 13, 2020, 9:30 a.m.

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

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.

Committee Chair:	Rebecca Kaplan, City of Oakland	Executive Director:	Tess Lengyel
Vice Chair:	John Marchand, City of Livermore	Staff Liaison:	Carolyn Clevenger
Members:	Luis Freitas, Scott Haggerty, Robert McBain, Lily Mei, Nate Miley, Elsa Ortiz, Jerry Thorne	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information: <https://zoom.us/j/99828936584?pwd=cHl4NjJscm1qUkQ0MGZpejJxYklGQT09>
Webinar ID: 998 2893 6584
Password: 726500

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 998 2893 6584
Password: 726500

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

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar Page/Action

- | | | |
|---|---|---|
| 4.1. Approve June 8, 2020 MMC Meeting Minutes | 1 | A |
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5. Regular Matters

- | | | |
|---|----|---|
| 5.1. Approve Deferral of the Interstate 580 Express Lane Expenditure Plan Update | 5 | A |
| 5.2. Introduction of the Alameda CTC Express Lanes Toll Enforcement Ordinance | 9 | A |
| 5.3. Approve long-term concept for East 14th St/ Mission Blvd. and Fremont Blvd. Multimodal Corridor | 27 | A |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, October 12, 2020

Notes:

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



Alameda CTC Schedule of Upcoming Meetings July 2020 and 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 Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	July 23, 2020 September 24, 2020
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)	

Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	July 13, 2020
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
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.

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Multi-Modal Committee Meeting Minutes Monday, June 8, 2020, 9:00 a.m.

4.1

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

1. Roll Call

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

Subsequent to the roll call:

Commissioner Miley arrived during item 3. Commissioner Mei arrived during item 5.1.

2. Public Comment

There were no public comments.

3. Consent Calendar

4.1. Approve February 10, 2020 I-580 Express Lane PC Meeting Minutes

4.2. I-580 Express Lanes Operations Update

Commissioner Marchand moved to approve the consent calendar. Commissioner Freitas seconded the motion. Commissioner Ortiz abstained from the vote on the consent calendar. The motion passed with the following votes:

Yes: Bauters, Cutter, Freitas, Haggerty, Kaplan, Marchand, Miley, Thorne

No: None

Abstain: Ortiz

Absent: McBain, Mei

4. Regular Matters

5.1. Adoption of Modified Business Rules/Toll Policies for the I-580 Express Lanes

Liz Rutman recommended that the Commission adopt modified business rules and toll policies associated with operation of the I-580 Express Lanes toll system. She noted that the I-580 Express Lanes, which opened in February 2016, use an All Electronic Toll (AET) collection method to collect tolls. Toll pricing is displayed on dynamic message signs (DMS) throughout the corridor. Equipment is installed on toll gantries, which are spaced approximately every three-quarters of a mile, to detect vehicles in the express lane by FasTrak® toll tags (also known as transponders) and/or license plate capture cameras. Ms. Rutman stated that toll policies and associated business rules inform the design and operation of the express lanes. She informed the Committee that Caltrans retains its authority to set freeway operations policies, but Alameda CTC has the authority to establish toll policies. Ms. Rutman recommended that the Commission approve that the toll policy regarding qualifying single occupancy clean air vehicle (CAV) discounts be modified to set the toll rate for eligible CAVs to 50% of the full toll; and that the Commission approve that the I-580 Express Lanes toll zones be modified to consolidate the existing eight eastbound and seven westbound toll zones to five eastbound and four westbound toll zones.

Commissioner Kaplan asked why staff lowered the cap on tolls if the demand was down. Ms. Rutman replied that the pricing algorithm needs to consider both the pricing cap and the reactivity of the algorithm to changes in pricing. She stated that in 2018, the pricing algorithm was less reactive and pricing went up at a slower rate. In 2020, staff modified the parameters to increase the caps and make the pricing algorithm more aggressive, however, in response to the lower traffic volumes due to COVID-19, Alameda CTC decided to go back to the 2018 pricing algorithm and will progressively return to the 2020 algorithm caps as traffic increases.

Commissioner Cutter asked if toll prices will increase due to fewer toll zones. Ms. Rutman stated that the price for a driver to go through the entire corridor will not be increased, though some shorter trips may cost more.

Commissioner Mei voiced her concern about emissions once traffic increases and asked if there are statistics on the number of clean air vehicles using the lanes. Ms. Rutman stated that the Valley Transportation Authority (VTA) has the partial toll policy for CAV's and they are able to track the number of clean air vehicles using their lanes due to the very low speeds on their facility. Ms. Rutman stated that Alameda CTC has limited information regarding CAV usage on the express lanes; however, upon Commission approval, Alameda CTC will be able to track clean air vehicles. She also stated that consistency of business rules is important for all Bay Area express lanes.

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

Yes: Bauters, Cutter, Freitas, Haggerty, Kaplan, Marchand, Mei, Miley, Ortiz,
Thorne
No: None
Abstain: None
Absent: McBain

5.2. 2020 Countywide Transportation Plan: Multimodal Strategies

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. She noted that since the start of developing the 2020 CTP, Commissioners have provided direction to create a multimodal system. 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 Planning, Policy and Legislation Committee earlier this year and with small groups of Commissioners in May, there are three primary outcomes of the CTP and each one of these is multimodal in nature: 10-year Priorities, Strategies, and Long-Term Projects. Ms. Sullivan noted that part of Alameda CTC's Strategies will be dedicated to COVID-19 risks and opportunities.

Ms. Sullivan requested discussion/feedback from the Committee on the following questions:

- Are there other priority strategies that pertain to a Safe Systems or Complete Streets approach that are missing?
- Are there any refinements to these strategies or actions that would make them more relevant to your jurisdiction or agency?

Commissioner Mei noted that Alameda CTC should keep State Route 262 (SR 262) in the forefront as it is cited as a major safety hotspot due to the number of fatalities in that area in communities of concern and students.

Commissioner Mei stressed the importance of having clean air vehicles for the state as well as for the Bay Area corridors to help with reducing the impacts of freight and other vehicles on highways and arterials.

Commissioner Kaplan made a suggestion to consider funding for improvements to reduce speeding and address high injury hotspots beyond the Safe Routes to Schools program. She recommended that staff consider discussions surrounding funding for crossing guards or ambassadors around schools.

Commissioner Kaplan also expressed support for the consideration of implementing slow streets efforts that are underway in cities and requested that staff look for ways to support streetscape and sidewalk improvements that support complete streets and businesses in the COVID environment. Commissioner Kaplan also wanted to ensure that the agency was advocating for a free fare pilot for transit service, as well as service for express bus, express lanes for buses, new bus yards and improved truck route alignment between cities.

Commissioner Ortiz commented on the complete corridors approach and wanted to make sure that issues surrounding safety be addressed. She wanted to ensure that staff worked with AC Transit and local jurisdictions when developing the plans for bicycle and pedestrian improvements, and she also wanted to ensure that transit was a top priority in the arterials.

A public comment was heard from Diane Shaw, who emphasized the excellent work that Alameda CTC's has done around Safe Routes to Schools and bicycle and pedestrian improvements.

This item is for information only.

5. Committee Member Reports

There were no committee member reports.

6. Staff Reports

There were no staff reports.

7. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, July 13, 2020 at 9:30 a.m.

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	July 6, 2020
TO:	Multi-Modal Committee
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](#)

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: July 6, 2020

TO: Multi-Modal Committee

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.

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

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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 policies 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:

- Hours of Operation;
- (1) Vehicles entering the Alameda CTC Express Lanes outside the
 - (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.

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 6, 2020

TO: Multi-Modal Committee

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

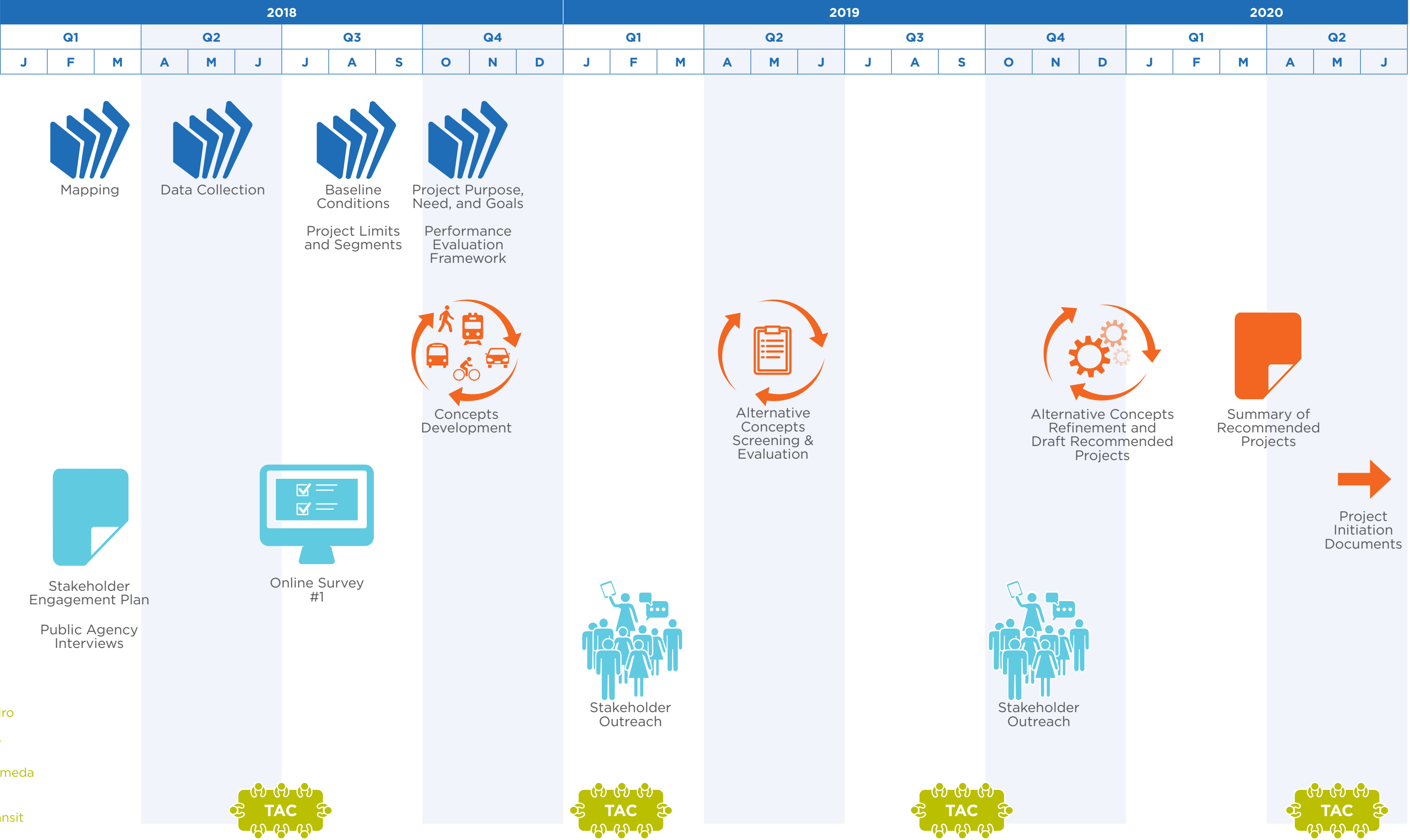
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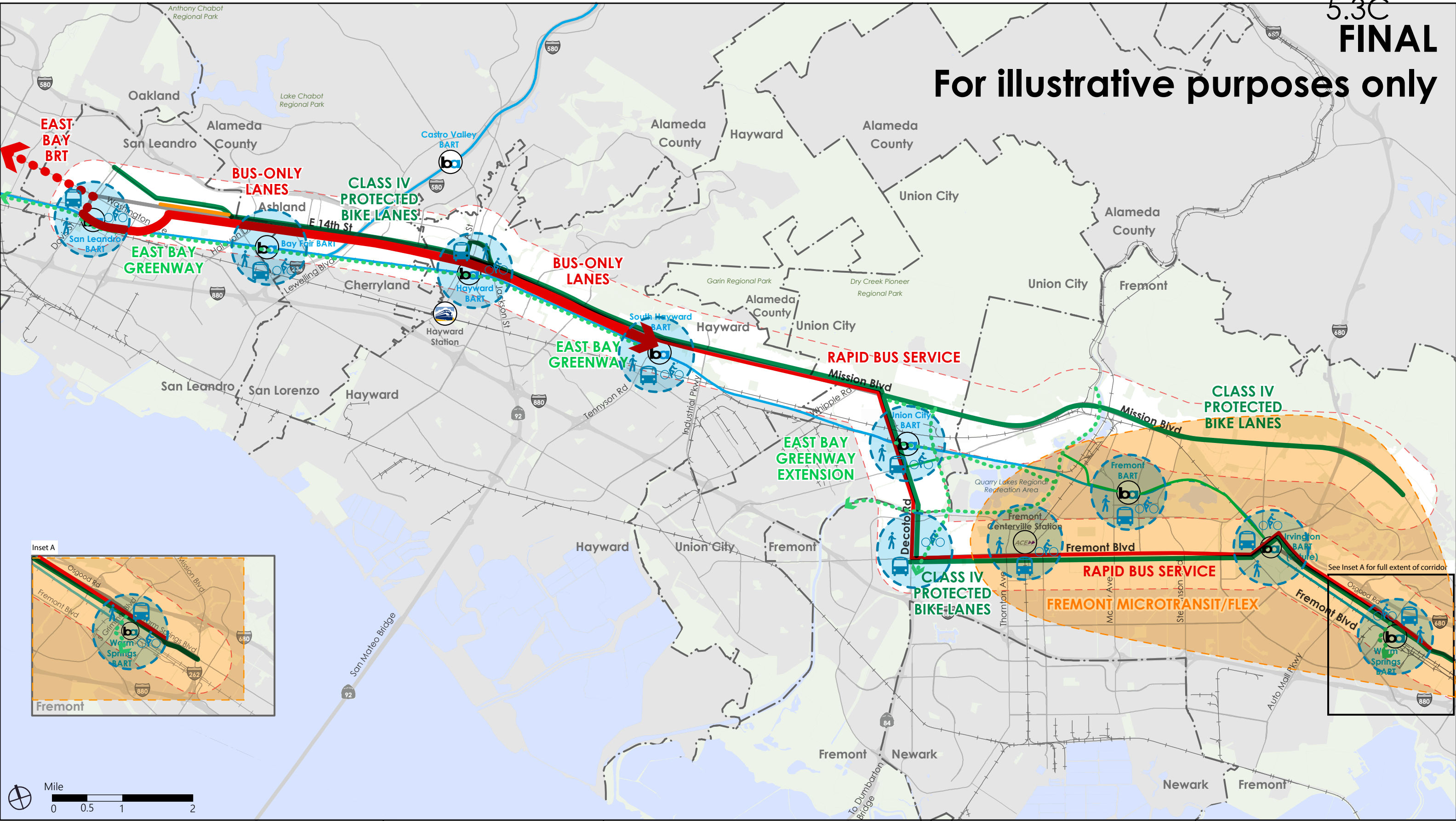
E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Schedule

Updated April 2020



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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

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

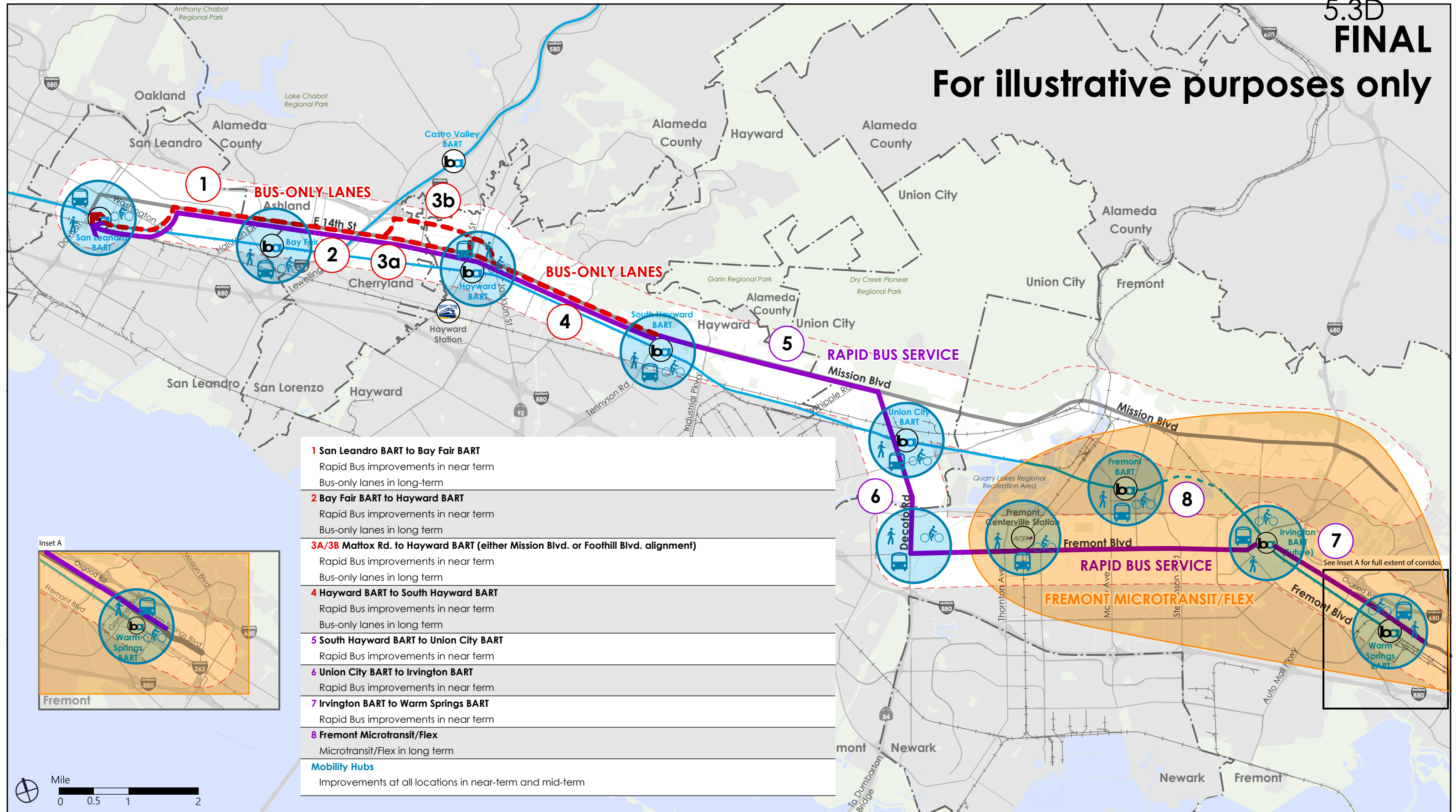
Dotted lines indicate improvements that are existing or planned to be implemented separately from this project

Exhibit is for illustrative purposes only.

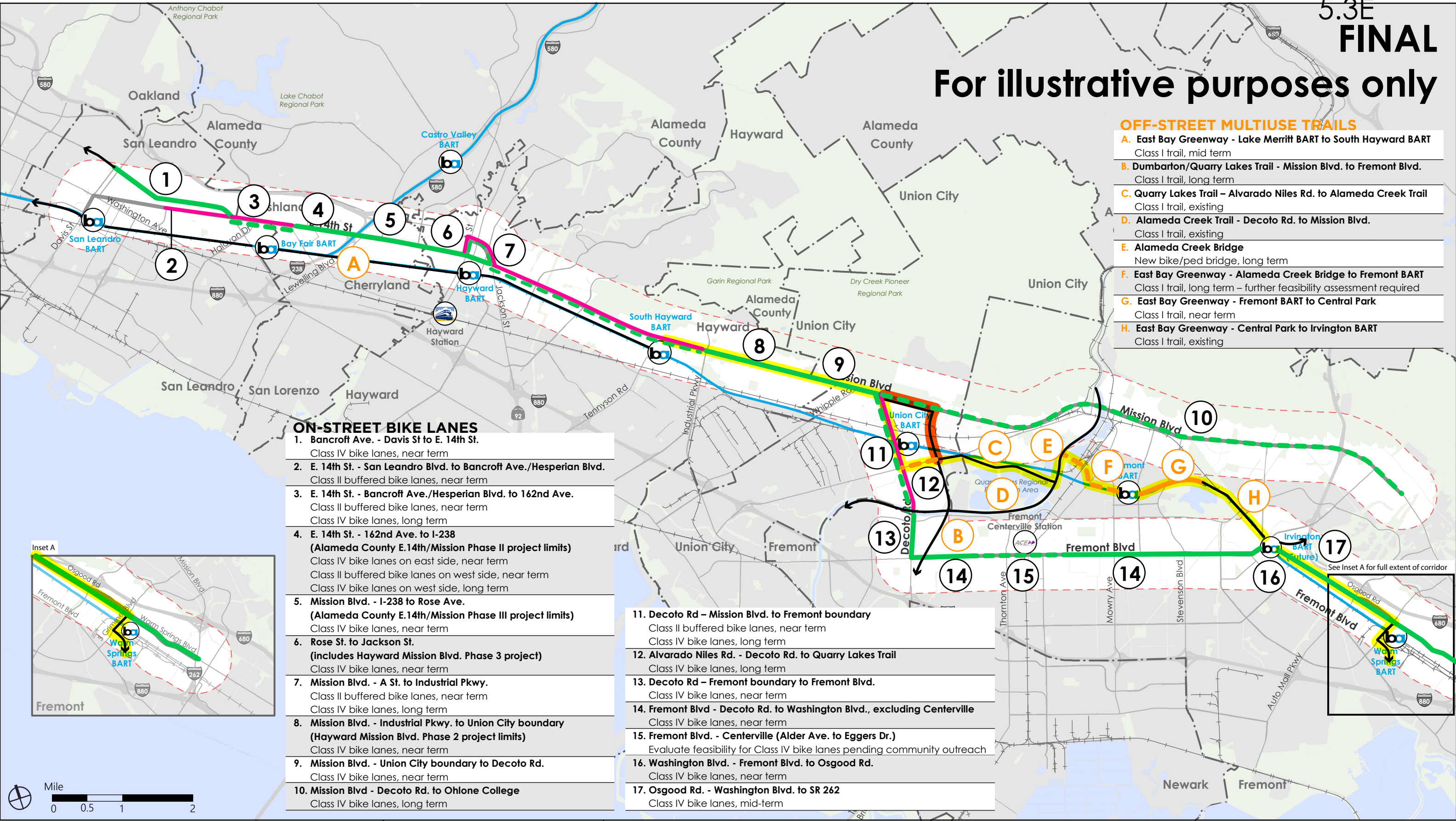
Recommended Long-Term Concept

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June 2020



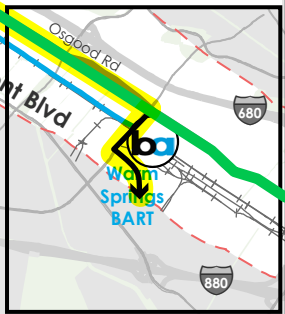
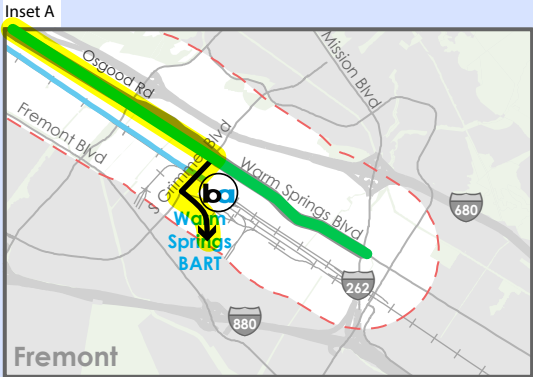
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- OFF-STREET MULTIUSE TRAILS**
- A. East Bay Greenway - Lake Merritt BART to South Hayward BART**
Class I trail, mid term
 - B. Dumbarton/Quarry Lakes Trail - Mission Blvd. to Fremont Blvd.**
Class I trail, long term
 - C. Quarry Lakes Trail - Alvarado 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

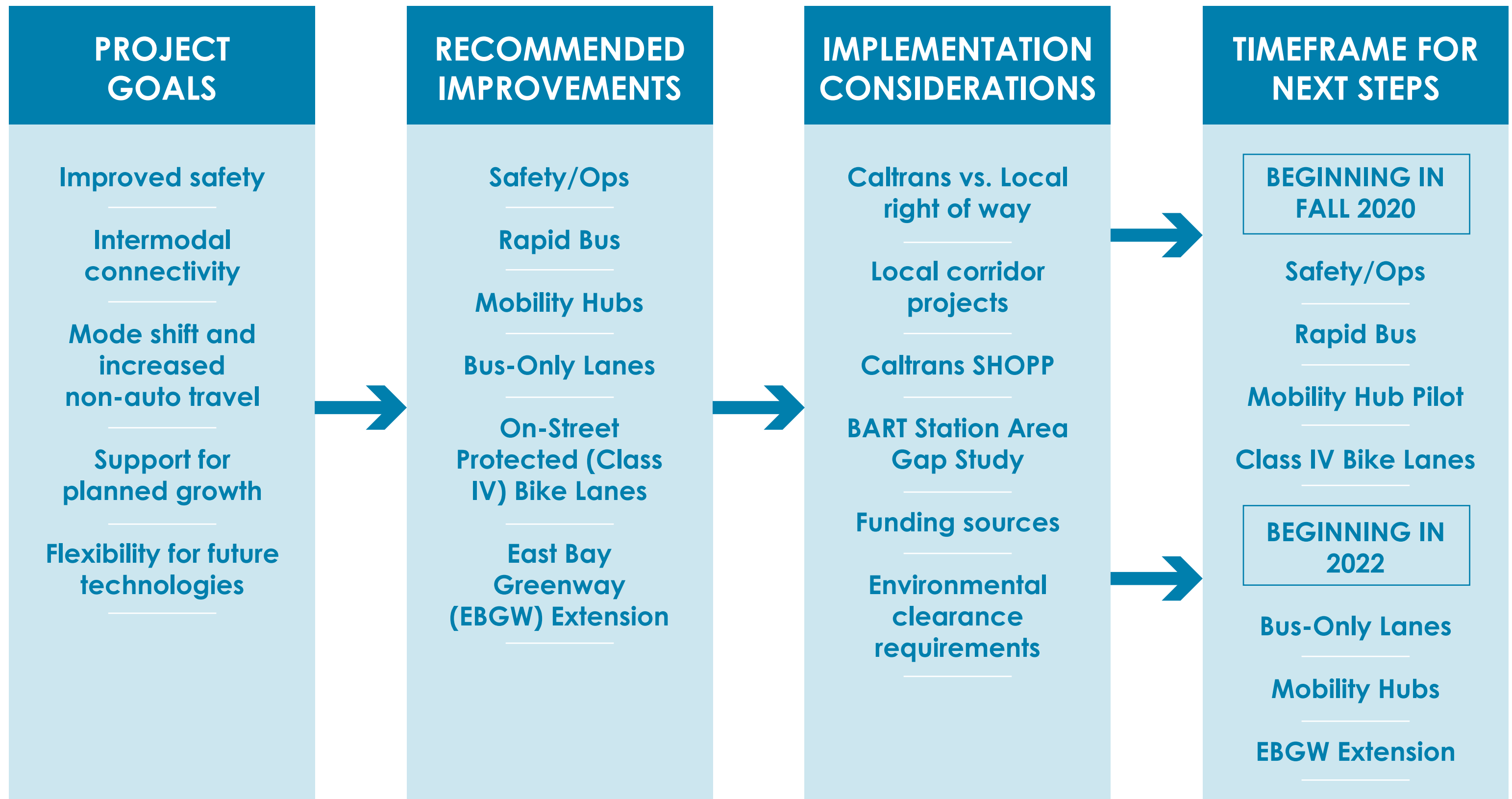
- ON-STREET BIKE LANES**
- 1. Bancroft Ave. - Davis St to E. 14th St.**
Class IV bike lanes, near term
 - 2. E. 14th St. - San Leandro Blvd. to Bancroft Ave./Hesperian Blvd.**
Class II buffered bike lanes, near term
 - 3. E. 14th St. - Bancroft Ave./Hesperian Blvd. to 162nd Ave.**
Class II buffered bike 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



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Proposed Implementation Framework



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