



Planning, Policy and Legislation Committee Meeting Agenda Monday, July 13, 2020, 11:30 a.m.

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

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vee@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:	Elsa Ortiz, AC Transit	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	Carolyn Clevenger
Members:	Jesse Arreguin, Keith Carson, Marilyn Ezzy Ashcraft, Scott Haggerty, Rebecca Kaplan, Nick Pilch, Richard Valle	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information: <https://zoom.us/j/99828936584?pwd=cHI4NjJscm1qUkQ0MGZpejJxYkIiGQT09>
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: vee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | | |
|------|--|---|---|
| 4.1. | Approve June 8, 2020 PPLC Meeting Minutes | 1 | A |
| 4.2. | Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 3 | I |

5. Regular Matters

- | | | | |
|------|---|----|-----|
| 5.1. | 2020 Countywide Transportation Plan: Draft Recommendations and COVID-19 Strategies | 5 | I |
| 5.2. | Approve Updated Plan Bay Area 2050 Project List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission | 33 | A |
| 5.3. | Federal, state, regional, and local legislative activities update | 49 | A/I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, September 14, 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 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-Vemaci

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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1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Carson and Ezzy Ashcraft.

Subsequent to the roll call:

Commissioner Carson arrived during item 3. Commissioner Ezzy Ashcraft arrived during item 5.2.

3. Public Comment

Pat Piras, on behalf of the Sierra Club, commented on the Valley Link Project and the proposed 2014 Transportation Expenditure Plan amendment. Ms. Piras requested that Alameda CTC respond to questions raised by the Sierra Club, well in advance of the 45-day comment period that is required to amend the 2014 Transportation Plan. She requested to extend the 45-day comment period to end at a later date.

4. Consent Calendar

4.1. Approve May 11, 2020 PPLC Meeting Minutes

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

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

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

No: None

Abstain: None

Absent: Ezzy Ashcraft

5. Regular Matters

5.1. 2020 Countywide Transportation Plan: New Mobility Framework Update

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 Countywide Transportation Plan (CTP). The presentation covered the overall approach, key elements of the framework, goals, and next steps. 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. Ms. Lengyel requested feedback from the Commissioners on the goals.

Commissioner Kaplan wanted to include consideration of pricing to incentivize good transportation choices, and how pricing structures and policies could impact low income communities; Commissioner Kaplan also wanted to ensure that Transportation Network Companies (TNC) trip data was obtained, and that TNC's pay the same level of fees that taxis are paying to fund infrastructure. She stated that the goals should address the need to balance the benefits of TNCs in terms of increased access with the negative impacts on transit and parking in bike lanes and bus lanes.

Commissioner Halliday requested that the goals need to keep equity in mind and questioned if cap and trade funds for technology were considered.

Commissioner Ezzy Ashcraft wanted to know if technology can be used to help slow streets in the jurisdictions and if the goals included technical support for the County during and post COVID-19. She also requested that the goals include seamless connectivity throughout the County.

Commissioner Pilch stated that autonomous vehicle policies need to be developed and consider as well as economic incentives and disincentives.

Commissioner Ortiz stated that the goals should ensure equity is top of mind while considering accessibility for all people moving around the county; ensure that the Framework focuses on equity versus equitable, which is not the same as equity.

This item is for information only.

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

Carolyn Clevenger provided an update on federal, state, regional, and local legislative activities. She stated that the Governor released the May Budget Revise on May 14th, and the State fiscal outlook went from a surplus to a deficit. Ms. Clevenger noted that while the State economic downturn will impact transportation funding, overall many transportation programs were not heavily impacted at this date. The exception is the State Transit Formula Assistance Program, which helps fund transit operations; funding for that program decreased from approximately \$800 million to \$530 million. At the federal level there is no current update regarding another potential stimulus package related to COVID-19.

This item is for information only.

6. Committee Member Reports

There were no member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is: July 13, 2020 at 11:30 a.m.



Memorandum

4.2

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

DATE: July 6, 2020

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

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

Summary

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

Since the last update on June 8, 2020, Alameda CTC has not reviewed any environmental documents.

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

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DATE: July 6, 2020

TO: Planning, Policy and Legislation Committee

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 90 projects in the 10-Year List, 59 (66%) are within CoCs and address needs identified in the CBTP and 69 (77%) of the projects are located in Priority Development Areas. Expanding this a little further, 69 (77%) of the projects are located in or provide access to CoCs and 81 (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.

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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.

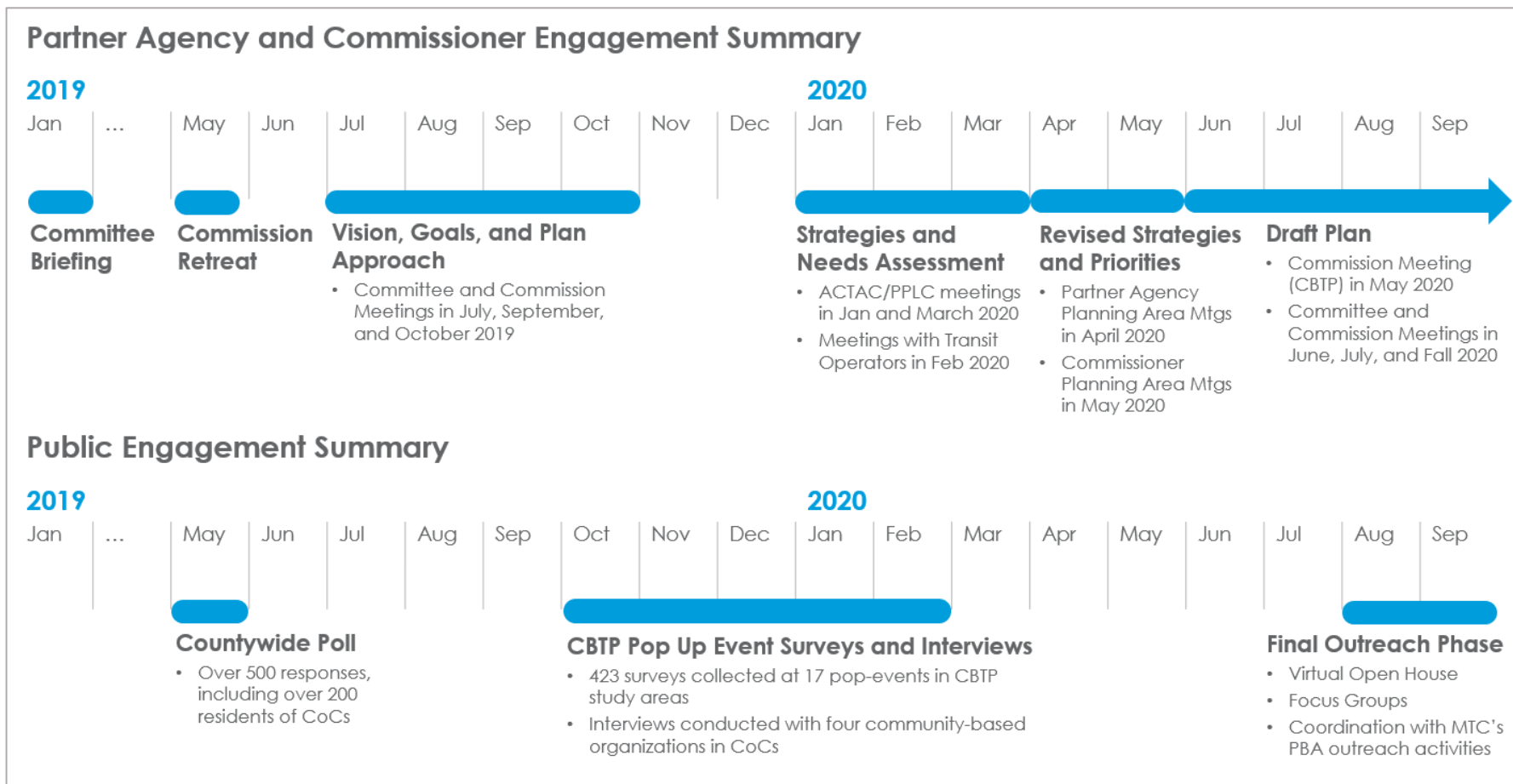
The CBTP identified the following overarching transportation needs in low-income and minority communities in Alameda County:

- **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



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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	South Bay Connect	CCJPA	Central and South County	\$264
38	Iron Horse Trail - Project Bundle		East County	\$48
38A	<i>Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard</i>	<i>Dublin</i>	<i>Dublin</i>	<i>\$10</i>
38B	<i>Livermore Iron Horse Trail</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$20</i>
38C	<i>Iron Horse Trail Improvements</i>	<i>Pleasanton</i>	<i>Pleasanton</i>	<i>\$18</i>
39	Decoto Road Complete Streets Corridor - Project Bundle	Fremont and Union City	Fremont and Union City	\$50
39A	<i>Decoto Road Complete Street: I-880 to Paseo Padre Parkway</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$20</i>
39B	<i>I-880/Decoto Road Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
39C	<i>Decoto Road Complete Streets Project</i>	<i>Union City</i>	<i>Union City</i>	<i>\$20</i>
40	San Francisco Bay Trail and Bay Trail Connectors (Phase 1)	MTC/ABAG	Multi-Area	TBD
41	Bay Bridge Forward - Project Bundle	MTC/Alameda CTC	North County	TBD
41A	<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>
41B	<i>Powell Transbay Bus I-80 Ramp/Bus Stop</i>	<i>Emeryville</i>	<i>Emeryville</i>	<i>\$4</i>
42	I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1)	MTC/Alameda CTC	Central and South County	\$128
43	Oakland Army Base Infrastructure Improvements (Remainder of Project)	Oakland	Oakland/Port of Oakland	\$34
44	Near and Mid-Term Port Operations and Emission Reductions - Project Bundle	Port of Oakland	Port of Oakland	TBD
44A	<i>Roundhouse EV Charging Facility</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$12</i>
44B	<i>Seaport Near Dock Rail Enhancements</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$8</i>
44C	<i>Port Operational Efficiency Enhancements</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$25</i>
44D	<i>Port Wide Electrification</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>TBD</i>
45	Dumbarton Corridor - Project Bundle	SAMTRANS/Newark	South County	TBD
45A	<i>Bayside TOD PDA Transit Station and Pedestrian Overcrossing</i>	<i>Newark</i>	<i>Newark</i>	<i>\$12</i>
46	ACE Medium-Term Service Increases	SJRR	East County and South County	TBD
47	Valley Link - Project Bundle		East County	\$1,631
47A	<i>Valley Link (Bay Area Portion)</i>	<i>TVSJVRRRA</i>	<i>East County</i>	<i>\$1,530</i>
47B	<i>Greenville /Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$40</i>
47C	<i>Isabel/Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$23</i>
47D	<i>S. Front/Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$39</i>
48	Berkeley-San Francisco Ferry	WETA	Berkeley	\$60
49	Redwood City-San Francisco-Oakland Ferry	WETA	Alameda and Oakland	\$60
50	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	
51	Lincoln Avenue/Marshall Way Safety Improvements	Alameda	Alameda	\$5
52	Shoreline Overtopping Near Webster and Posey Tubes	Alameda	Alameda	\$30
53	Willie Stargell Bus Priority and Multimodal Safety Corridor	Alameda	Alameda	\$6
54	East Lewelling Boulevard Complete Streets - Phase II	Alameda County	Unincorporated Central County	\$10
55	Hesperian Boulevard Phase II	Alameda County	Unincorporated Central County	\$15
56	Tesla Rd Safety Improvements Phase 1	Alameda County	Unincorporated East County	\$15
57	Solano Avenue Complete Streets	Albany	Albany	\$12
58	Adeline Street Corridor Transportation Improvements	Berkeley	Berkeley	\$11
59	Martin Luther King Jr Way Complete Streets Corridor	Berkeley	Berkeley	\$10
60	Telegraph Avenue Multimodal Corridor	Berkeley	Berkeley	\$9
61	Dublin Blvd. - North Canyons Pkwy Extension	Dublin	Dublin	\$164
62	I-580/Fallon/El Charro Interchange Modernization, Phase 2	Dublin	Dublin and Pleasanton	\$32
63	40th Street Transit-Only Lanes and Multimodal Enhancements	Emeryville	Emeryville	\$16
64	Greenway and Mandela Connector	Emeryville	Emeryville	\$3
65	Quiet Zone Safety Engineering Measures	Emeryville	Emeryville	\$7
66	Dumbarton to Quarry Lakes Trail	Fremont	Fremont	\$25
67	I-680 Interchange Modernizations at Washington and Mission - Project Bundle	Fremont	Fremont	\$20
66A	<i>I-680/Mission Boulevard (North) Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
66B	<i>I-680/Washington Boulevard Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
68	Sabercat Trail: Irvington BART to Ohlone College w/ new I-680 Bridge and Blacow Undercrossing	Fremont	Fremont	\$56
69	Downtown Hayward PDA Multimodal Complete Streets Project	Hayward	Hayward	\$35
70	Main Street Complete Street Project	Hayward	Hayward	\$5
71	Rt 92/Clawiter/Whitesell Interchange Modernization	Hayward	Hayward	\$40
72	Tennyson Rd. Corridor PDA Complete Streets Project	Hayward	Hayward	\$5
73	Atlantis O&M Facility	LAVTA	East County	\$33
74	I-580 First Street Interchange Modernization	Livermore	Livermore	\$62
75	I-580 Vasco Road Interchange Modernization	Livermore	Livermore	\$81
76	Central Avenue Overpass	Newark	Newark	\$35
77	Thornton Avenue Complete Streets Corridor Project	Newark	Newark	\$26
78	42nd Ave & High St I-880 Access Improvements	Oakland	Oakland	\$18
79	Bancroft Avenue Greenway	Oakland	Oakland	\$18
80	Broadway Transit Corridor	Oakland	Oakland	\$22
81	Downtown Oakland East-West Safe Streets - Project Bundle	Oakland	Oakland	\$20
81A	<i>14th Street Safe Routes in the City</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$14</i>
81B	<i>19th Street BART to Lake Merritt Urban Greenway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$6</i>
82	East Bay BRT Corridor Active Transportation Safety Improvements - Project Bundle	Oakland	Oakland	\$34
82A	<i>East Bay BRT Corridor Pedestrian Safety Improvements</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$20</i>
82B	<i>East 12th St Bikeway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$14</i>
83	East Oakland Neighborhood Bikeways	Oakland	Oakland	\$11
84	Telegraph Avenue Complete Streets	Oakland	Oakland	\$11
85	MacArthur Smart City Corridor Project	Oakland	Oakland	\$13
86	West Oakland Industrial Streets (Phase 1) - Project Bundle	Oakland	Oakland	TBD
86A	<i>West Oakland Industrial Streets (Phase 1)</i>	<i>Oakland</i>	<i>Oakland</i>	<i>TBD</i>
86B	<i>7th Street Bikeway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$10</i>
87	I-680 Sunol Interchange Modernization	Pleasanton	Pleasanton	\$45

	Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹
88	West Las Positas Bike Corridor Improvements	Pleasanton	Pleasanton	\$13
89	Doolittle Drive Resiliency	Port of Oakland	Port/Alameda	\$50
90	Oakland International Airport Perimeter Dike	Port of Oakland	Port/Alameda	\$53
91	San Leandro BART Station Area Safety Improvements	San Leandro	San Leandro	\$5
92	Downtown San Leandro Streetscapes	San Leandro	San Leandro	\$6
93	San Leandro Creek Trail	San Leandro	San Leandro	\$33
94	Union Landing Transit Center Modifications	UC Transit	Union City	\$5
95	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)
96	Central Avenue Safety Improvements	Alameda	\$15
97	New Alameda Point Ferry Terminal	Alameda	\$22
98	Ralph Appezzato Memorial Parkway Dedicated Bus Lanes or Bus Queue Jump Lanes	Alameda	\$9
99	Meekland Avenue Corridor Improvements	Alameda County	\$9
100	7th Street Grade Separation East	Alameda CTC	\$317
101	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	Alameda CTC	\$236
102	19th Street/Oakland BART Station Modernization	BART	\$50
103	Milvia Bikeway Project	Berkeley	\$3
104	Shattuck Complete Streets and De-Couplet	Berkeley	\$10
105	Southside Complete Streets & Transit Improvement	Berkeley	\$9
106	Dougherty Road Widening	Dublin	\$23
107	Dublin Boulevard widening	Dublin	\$7
108	Fremont Boulevard & Thornton Avenue Complete Streets in Centerville PDA, (Part of former SR 84)	Fremont	\$9
109	Fremont Boulevard Safe and Smart Corridor	Fremont	\$11
110	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>		
111	Warm Springs BART West Access Bridge and Plaza	Fremont	\$41
112	Mission Blvd Phase 2 Improvements	Hayward	\$33
113	Fruitvale Alive Gap Closure Streetscape Project	Oakland	\$9
114	14th Avenue Streetscape Project	Oakland	\$7
115	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)
116	Foothill Blvd Corridor Short Term Improvements	AC Transit	\$50
117	Clement Ave and Tilden Way Complete Streets	Alameda	\$15
118	West End Bike/Ped Crossing	Alameda	\$150
119	Castro Valley Boulevard Streetscape Improvement Phase II	Alameda County	\$25
120	Crow Canyon Road Safety Improvements	Alameda County	\$10
121	East 14th Phase I (Retrofit to add Class IV)	Alameda County	\$20
122	Estuary Bridges Maintenance and Repairs	Alameda County	\$15
123	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Alameda County	\$63
124	Niles Canyon Trail (Remainder of Project)	Alameda County	\$120
125	Patterson Pass Road Safety Improvements	Alameda County	\$15
126	San Lorenzo Creek Trail Project	Alameda County	\$34
127	Strobridge Avenue IC Modifications / Ramp Improvements	Alameda County	\$20
128	Tesla Road Safety Improvements Phase II	Alameda County	\$11
129	Vasco Road Safety Improvement Phase II	Alameda County	\$22
130	East Bay Greenway (Remainder of Project)	Alameda CTC	TBD
131	I-580/I-680 Interchange (Remainder of Project)	Alameda CTC	\$1,200
132	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	Alameda CTC	\$130
133	I-680 Express Lanes: SR-84 to Alcosta Phase 2 (northbound)	Alameda CTC	\$228
134	I-680 Express Bus to Silicon Valley	Alameda CTC	\$50
135	SR-262 Mission Boulevard Cross Connector Improvements (Remainder of Project)	Alameda CTC	\$562
136	West Oakland TOD	BART	\$30
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

ID	Project	Sponsor Agency	Total Cost (\$ millions)
161	Vargas Road Safety Improvements	Fremont	\$5
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	TBD
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/TVSJVRRRA	\$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

Draft Final Programmatic Projects for the 2020 CTP

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



DATE: July 6, 2020

TO: Planning, Policy and Legislation Committee

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 Draft Plan approval by MTC in July 2020. The region's County Transportation Agencies (CTAs) are required to submit final updated project lists for inclusion in the Draft Plan. 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 A, 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.

It is anticipated that MTC will release recommendations the first week of July. Alameda CTC staff will immediately review the material and present recommendations for a Final Project List and performance strategies to the Planning, Policy and Legislation Committee 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. Please note that it is anticipated that the project list will need to be reduced and/or projects will need to be phased and have their schedules extended based on MTC's recommendations due to funding constraints.

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 B 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 the 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 B 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 B 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.

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 C). This commitment letter will be signed by all parties working collaboratively on express lanes throughout the region.

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 regarding the time period for projects and will update the Commission at the July PPLC 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 will be releasing 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 will then develop recommendations for a final project list to present to PPLC and the Commission in July.

Next Steps

Upon Commission approval of a Final Project List and project performance strategies (Attachments B and C), 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. Spring 2020 project list
- B. Approach to Address Performance Shortcomings for PBA 2050
- C. Bay Area Express Lane PBA 2050 Commitment Letter

Attachment A. 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 A. 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	

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Attachment B

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, 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 – Study Only</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 C) was developed and includes strategies such as phasing to improve the benefit cost, a focus on express lanes that convert general purpose lanes rather than add capacity,</p>

Project Sponsor	Major Project	Performance Flag:			Proposed Path Forward
		GP	BC	Equity	
					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
Overarching issues for Local Rapid and Express Bus: Transit projects that primarily benefit commute trips receive an equity flag. Projects were originally submitted with visionary costs and need to be revised to prioritize higher performing routes.					
AC Transit	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 in Period 1, 2021-2035.
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)			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
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, are focusing on 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.

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:



Memorandum

5.3

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

DATE: July 6, 2020

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

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

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. Finally, relevant committees will need to reach a bicameral agreement on the path forward with regard to the question of revenue. 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

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2020 Alameda County Transportation Commission Legislative Program

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

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

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

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

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

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

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

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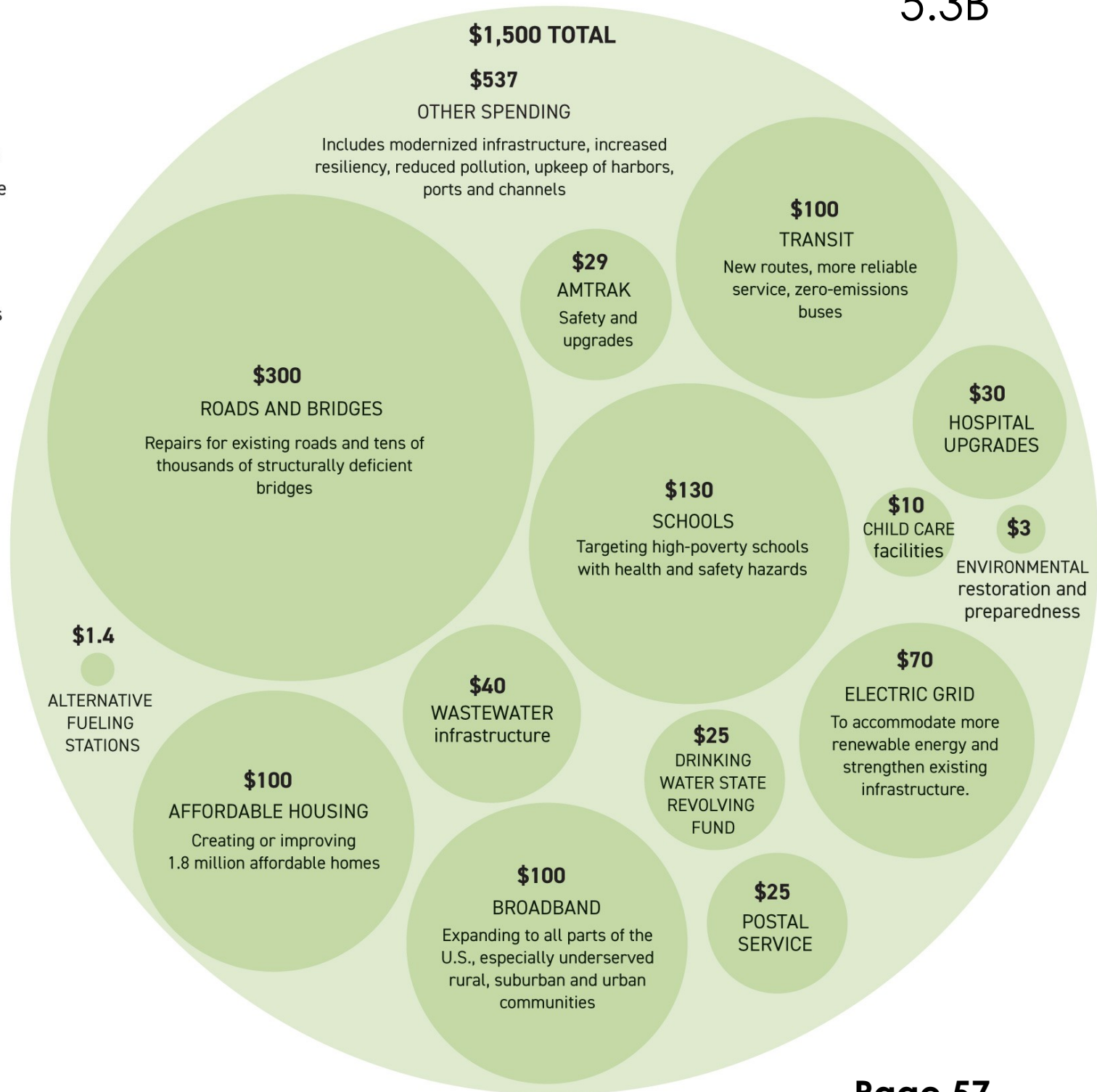
H.R. 2, The Moving Forward Act

5.3B

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.



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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.

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