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

Alameda CTC Commission Agenda
Thursday, October 22, 2020 2:00 p.m.

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

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

Chair:	Pauline Russo Cutter, Mayor City of San Leandro	Executive Director:	Tess Lengyel
Vice Chair:	John Bauters, Councilmember City of Emeryville	Clerk of the Commission:	Vanessa Lee

Location Information:

Virtual Meeting Information:	**https://zoom.us/j/95616337462?pwd=cE9lWFU5UmVISDdqT2JqTkVOclJXZz09** **Webinar ID: 956 1633 7462** **Password: 539029**
For Public Access Dial-in Information:	**1 (669) 900 6833** **Webinar ID: 956 1633 7462** **Password: 539029**

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar **Page/Action**

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

7. Community Advisory Committee Written Reports (Report Included in Packet)

8. Planning, Policy and Legislation Committee

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

9. Closed Session

9.1.	Pursuant to California Government Code section 54956.9 (d)(4) Conference with General Counsel on potential litigation		I
9.2.	Report on Closed Session		I

10. Resolution of Necessity Hearing

10.1.	Consideration of Adoption of a Resolution of the Alameda County Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of Certain Real Property and Directing the Filing of Eminent Domain Proceedings on Certain Real Property for the 7th Street Grade Separation East Project	139	A

Recommendation:

A) Conduct a hearing on a Resolution of Necessity and consider adoption of a Resolution of the Alameda County Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of Certain Real Property and Directing the Filing of Eminent Domain Proceedings on Certain Real Property for the 7th Street Grade Separation East Project as outlined in the report; and

B) Adopt, by at least a four-fifths vote of the membership of the Commission (e.g., at least 18 members), a Resolution of Necessity making the findings that the public interest and necessity require the Project, that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury, that the property sought to be acquired is necessary for the Project, and that the offers required by Section 7267.2 of the Government Code has been made to the owners of record, and authorize the commencement of eminent domain proceedings. ***(A minimum of 18 affirmative Commissioners' (not weighted) votes required)***

11. Commission Member Reports

12. Adjournment

Next Meeting: November 19, 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.

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Alameda CTC Schedule of Upcoming Meetings
November through December 2020

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	November 9, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission Meeting	November 19, 2020 December 3, 2020

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 5, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	November 9, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	November 16, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 18, 2020

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.

Meeting materials, directions and parking information are all available on the Alameda CTC website. 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 Freitas, Mei and Miley.

   Commissioner Freitas attended the meeting; however, he experienced audio problems for the duration of the meeting.

   Commissioner Cox attended as an alternate for Commissioner Chan.

   Subsequent to the roll call:
   Commissioner Mei arrived during item 4. Commissioner Miley arrived during item 7.1. Commissioners Carson and Valle left during item 8.5.

3. **Public Comment**
   Public comments were heard by the following:

   A public comment was made by Jason Bezis questioning where previous meeting recordings can be found on the Alameda CTC website. Vanessa Lee, Clerk of the Commission, responded that video and audio recordings of the Commission Meetings are made available upon request. Chair Cutter requested that staff place the meeting recordings on the website.

   A public comment was made by Karl Wente thanking the elected officials and the staff of Alameda County municipalities for serving their communities.

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

5. **Executive Director Report**
   Tess Lengyel stated that Alameda CTC is celebrating its 10-year anniversary in September and she congratulated the Commission. Ms. Lengyel highlighted progress and key efforts made by staff for projects that are currently in construction and/or moving into the construction phase. She mentioned that Alameda CTC received an award for excellence in financial reporting from the Government Finance Officers Association for Alameda CTC's Comprehensive Annual Financial Report, which represents the highest level of recognition in government accounting and financial reporting.

6. **Consent Calendar**
   - **6.1.** Approve July 23, 2020 Commission Meeting Minutes
   - **6.2.** FY2019-20 Third Quarter Report of Claims Acted Upon Under the Government Claims Act
   - **6.3.** Approve Alameda CTC FY19-20 Year-End Unaudited Investment Report
   - **6.4.** Award Request for Proposal R20-0008 for the Dublin Boulevard-North Canyons Parkway Extension Project
   - **6.5.** Approve Contract Amendment for San Pablo Avenue Multimodal Corridor Project and funding agreement with Contra Costa County Transportation Authority and West Contra Costa Transportation Advisory Committee
   - **6.6.** Approve actions necessary to facilitate project advancement into the construction phase for the I-80 Gilman Interchange Improvement Project and adopt a Resolution in support of right-of-way acquisition for the I-80 Gilman Interchange Improvement Project
   - **6.7.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
   - **6.8.** Approve issuance of a Request for Proposals for Paratransit Coordination Services

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

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

7. **Planning, Policy and Legislation Committee**
   - **7.1 Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment**

     Chair Cutter stated that extensive discussion of this item was had at the September 14, 2020 Planning, Policy and Legislation Committee (PPLC). Commissioner Bauters noted that over 20 public comments were heard at the PPLC meeting and he briefly summarized the discussion. Commissioner Bauters stated that the discussion resulted in including clarifying language to the proposed Transportation Expenditure Plan (TEP) Amendment that would address concerns with San Joaquin County's financial contribution in the project and interest in ensuring an initial operating segment that provides significant benefits to the Tri-Valley.

     Carolyn Clevenger presented the staff recommendation that the Commission approve the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) request for an amendment to the 2014 Measure BB TEP to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated $400 million Measure BB funding; 3) add the Valley Link project with $400 million in

Measure BB funding; and 4) make associated technical amendments. Ms. Clevenger reviewed the discussion and outcome of the PPLC meeting, the Committee's clarification of the proposed TEP Amendment language, and outlined the comment period and the action required by the Commission. Michael Tree, Executive Director of the TVSJVRRA provided background on the project, the project status and current funding. Ms. Clevenger stated that approval of the item requires 2/3 of the Authorized vote per the Implementing Guidelines of the 2014 TEP.

Vanessa Lee, Clerk of the Commission, informed the Commission that 17 public comment letters were received subsequent to the mail-out of the Commission packet. Ms. Lee noted that Attachment G, containing the 17 letters, was emailed to the Commission in advance of the meeting and placed on the Alameda CTC website. She stated that the letters of support focused on the importance of the project, the quality of life and the economy of the Tri-Valley and the benefits of the project. The letters of opposition focused on the amendment process, insufficient alternative considerations and lack of benefits for the project.

Letters of support were received from:

- Building Industry Association
- Cerro Vista Land & Development
- Lawrence Livermore National Laboratory
- Lehman Insurance Agency
- Livermore Valley Joint Unified School District
- Livermore Valley Winegrowers Association
- Stanford Health Care - ValleyCare
- Steve Lanza, Innovation Tri-Valley Leadership Group and Lam Research and Tri-Valley Advising
- Sunset Development
- Tri-Valley Chamber of Commerce Alliance
- Visit Tri-Valley
- Wente Family

Letters of opposition were received from:

- Law Offices of Jason A. Bezis on behalf of Transportation Solutions Defense and Education Fund (TRANSDEF)
- Dasen American Academy
- Doug Mann
- Sherman Lewis
- TRANSDEF

Vanessa Lee read a public comment that was received via email from John Sesba in support of staff's recommendation.

The following public comments were heard during the meeting:

- Val Menotti, Chief Development Officer at BART– Support staff's recommendation

- Jerry Pentin, City of Livermore Councilmember – Support staff's recommendation
- Linda Smith, City Manager for the City of Dublin – Support staff's recommendation
- Steve Dunbar, Livermore resident – Support staff's recommendation
- David Kent, Tri-Valley Conservancy – Support staff's recommendation
- James Paxton, Hacienda Homeowners Association – Support staff's recommendation
- Mike Wallace, candidate for BART Board, District 5 – Support staff's recommendation
- David Schonbrunn, TRANSDEF – Oppose staff's recommendation
- Evan Branning, Teacher in Tri-Valley – Support staff's recommendation
- Jas Barring – Support staff's recommendation
- Noel Varela, Local 202 – Support staff's recommendation
- Gerald Cauthen, Bay Area Transportation Working Group – Oppose staff's recommendation
- Adrian Anderson-Kelly, Los Positas Community College – Support staff's recommendation
- Dan Levitt, San Joaquin Regional Rail Commission – Support staff's recommendation
- Antonio Munoz, Field Representative of Northern California Carpenters – Support staff's recommendation
- Catharine Baker, former California State Assembly Member – Support staff's recommendation
- Guisselle Nunez, public relations, and on behalf of the Chancellor of Chabot Los Positas Community College – Support of staff's recommendation
- Jason Bezis – Oppose staff's recommendation
- Laura Mercier, Tri-Valley Conservancy – Support of staff's recommendation
- Rafael Gonzalez, Laborers Union 304 – Support of staff's recommendation
- Matt Williams, Sierra Club – Oppose staff's recommendation
- John Belperio, The Building and Construction Trades Council of Alameda County – Support Staff's recommendation
- Steven Spedowfski, Alameda County resident – Support Staff's recommendation
- Martin Espinoza Jr., field representative of Pile Drivers Union Local 34 – Support staff's recommendation
- Karl Wente – Support Staff's recommendation
- Jim Schmidt – Oppose staff's recommendation
- Tim Sbranti, Innovation Tri-Valley Leadership Group – Support Staff's recommendation

Commissioner Bauters noted that BART had an opportunity to implement and operate the BART to Livermore Project in the original Expenditure Plan and they voted to not select a preferred alternate to move the project forward. He noted that the $400 million doesn't cover the full cost of the project, but will be used to leverage additional funding.

Zack Wasserman, General Counsel at Wendel Rosen responding to the legal questions raised in a letter provided to the Commission by Jason Bezis:

- Mr. Bezis questioned if the notice was communicated to the City Councils and the Board of Supervisors as required: Mr. Wasserman stated that the amendment was communicated to the Mayor, City Managers or Administrators of each city in Alameda County. Mr. Wasserman stated that all of the cities are represented on the Alameda CTC Commission and all of the members of the Alameda County Board of Supervisors are also represented on the Commission. He stated the cities received full and sufficient notice.
- Mr. Bezis noted that the language added by the Committee regarding going to Mountain House was a substantial change: Mr. Wasserman stated that the clarification to the proposed language is not significant, rather, it clarifies the project.
- Mr. Bezis noted there is some inconsistency on what vote is required and because of the inconsistencies the Commission can't vote on this item: Mr. Wasserman stated that the TEP and staff's recommendation states that a vote of 18 affirmative votes by weight is needed to approve the item.
- Mr. Bezis alleged that AB 758 allows the project to be completed in the Tri-Valley and not in San Joaquin: Mr. Wasserman stated that this statement is incorrect and the title of the bill is Tri-Valley-San Joaquin Valley Regional Rail Authority.
- Mr. Bezis noted that Valley Link does not benefit people in Alameda County: Mr. Wasserman stated that Alameda CTC staff provided sufficient feedback on this concern describing the benefits of the project to the County.
- Mr. Bezis noted that geographic balance is required and this amendment would upset the balance: Mr. Wasserman stated that Valley Link is consistent with the geographic balance that was part of the initial measure.
- Mr. Bezis cited the City of Hayward Planning Area Case: Mr. Wasserman stated the referenced case is dealing with State Route 238 and a question of eminent domain and has no relevance to Valley Link.
- Mr. Bezis noted that Valley Link conflicts with the county's Measure D: Mr. Wasserman stated that if that were a problem, then it needs to be addressed by the sponsor of Valley Link; however, Measure D has an exemption for rail projects.
- Mr. Bezis noted that alternatives have not been thoroughly reviewed: Mr. Wasserman stated that BART reviewed alternatives in the EIR and that Valley Link is reviewing alternatives in its subsequent CEQA review, which is a normal part of the process.
- Mr. Bezis noted that several of the elected officials are up for re-election and should not be allowed to vote on the item. Mr. Wasserman stated that any current member of the Commission is lawfully and fully entitled to vote on this item.

Commissioner Pilch asked if the $400 million can be used for BART congestion issues that may arise from the offloading of Valley Link train. Ms. Lengyel stated that direct

project impacts and mitigation is allowed as part of Measure BB. BART and the TVSJVRRA are working on a MOU that will outline how impacts are addressed.

Commissioner Bauters expressed concern about the precedent it would set, if completing an Environmental Impact Report (EIR) was required for inclusion in the TEP. He noted that each project has seven years from the first year of revenues to complete an EIR and there are 22 capital projects in the 2014 TEP, and seven of the projects do not have an EIR completed. To require Valley Link to complete the EIR before approving the amendment would be holding Valley Link to a higher standard than other Measure BB projects.

Commissioner Saltzman asked what determines a direct project impact and mitigation. Ms. Lengyel stated that this would be outlined in the MOU between Valley Link and BART. She noted that the $400 million is not the only funding needed for this project and other funds will need to be utilized to fully fund the project and address the impacts of the project.

Commissioner Arreguin stated that he supports staff's recommendation and he noted that it's important to reduce single occupancy vehicle trips and greenhouse gas emissions, and this project will accomplish this. Commissioner Arreguin noted this project is important to the region and it was moved to Tier 1 in Plan Bay Area 2050 because of its transformative benefits.

Commissioner Ezzy Ashcraft asked staff to comment on if there is an option to eliminate diesel trains to reduce emissions. Mr. Tree stated that the EIR is evaluating multiple technologies for the trains, including hybrid diesel electric, electric and electric battery for zero-emission trains. He noted that they are also evaluating the potential for hydrogen.

Commissioner Marchand commented on equity and connectivity, transit-oriented development and affordable housing and he noted that Valley Link meets these categories and he expressed his support for staff's recommendation.

Commissioner Pilch moved to delay this item until the EIR is released. Commissioner Saltzman seconded the motion.
Commissioner Valle then made a substitute motion to approve staff's recommendation. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:

Yes:	*Arreguin, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Mei, Miley, Thao, Thorne, Valle*
No:	*Ortiz, Saltzman*
Abstain:	*Pilch*
Absent:	*Freitas*

Commissioner Haggerty expressed his appreciation to staff, and the Commission Chair and Vice Chair for their efforts in moving this process forward.

8. Public Hearing of I-580 Express Lanes Toll Enforcement Ordinance

8.1. Open Public Hearing

Commission Chair Cutter opened the the public hearing.

8.2. Presentation of the I-580 Express Lanes Toll Enforcement Ordinance

The Commission went into Closed Session pursuant to California Government Code section 54956.9 (d)(4) and California Government Code sections 54956.9(d)(2).

Liz Rutman recommended that the Authority waive the reading and introduce an ordinance for the administration of tolls and enforcement of toll violations for the I-580 Sunol Express Lanes via incorporation of Article 4, Chapter 1, Division 17 of the Vehicle Code. Ms. Rutman stated that to communicate to the public, a certified copy of the Toll Ordinance was posted at both Alameda CTC offices. In advance of this meeting, a public hearing notice was published twice in a newspaper of general circulation in both Alameda County. The public hearing notice was also published in Chinese and Spanish on two occasions in a Chinese-language and two Spanish-language publications. Ms. Rutman stated that the purpose of the Toll Ordinance is to establish civil penalties for the evasion of those tolls or noncompliance with other policies set forth the Ordinance. This ordinance is an important aspect of the I-580 Sunol Express Lanes operations.

8.3 Public Comments

A public comment was heard from Jason Bezis who expressed concerns that the Valley Link project will use express lanes revenues.

Ms. Lengyel stated that the Commission adopted an I-580 Expenditure Plan, which details where the revenues go for the express lanes in the corridor.

8.4 Close Public Hearing

Commission Chair Cutter closed the public hearing.

8.5 Waive Reading Beyond the Title and Adopt the I-580 Express Lanes Toll Enforcement Ordinance

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

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

9. Planning, Policy and Legislation Committee

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

Carolyn Clevenger gave an update on federal, state, regional, and local legislative activities. Ms. Clevenger stated that regarding the state items, the Governor may sign any bills submitted by the legislature by September 30, 2020 and staff will provide a report of the results of this session to the Planning, Policy and Legislation

Committee in October. Regarding the federal items, a continuing resolution is moving forward that will keep the government in operation and it includes an extension of the Fixing America's Surface Transportation Act or "FAST Act," which means the transportation authorization bill will be extended until mid-December. In terms of COVID-19 federal relief it's not clear if anything will get done in the current environment in Washington D.C. and staff will continue to monitor this and report back to the Commission with any updates.

Commissioner Saltzman requested staff to discuss at a future meeting the action that the Metropolitan Transportation Commission (MTC) took on requiring 60 percent of their office workers to work from home and the impact of this action on transit agencies.
This is an information item.

10. Finance and Administration Committee

10.1. FY2019-20 Sales Tax Revenues Update

Patricia Reavey provide the Commission with an update on FY2019-20 sales tax revenues due to the effect of COVID-19 and the resulting shelter-in-place order. Ms. Reavey stated that due to the conservative manner in which Alameda CTC budgets for sales tax revenues, revenues for FY2019-20 came in only slightly under budget by 3.0 percent as a result of COVID-19 and the resulting shelter-in-place order on sales in Alameda County. Ms. Reavey noted that this is a 7.1 percent decrease from FY2018-19 sales tax revenue collections and the agency is in good shape for the current fiscal year. Ms. Reavey stated that pandemic is not expected to have an effect on the agency's ability to deliver projects and programs outlined in the Transportation Expenditure Plans and staff will continue to seek additional funding to ensure the delivery of the 2014 Measure BB program.

There was a public comment from Jason Bezis, who stated that Measure C and Measure W will increase taxes in several cities in Alameda County, which will impact Alameda CTC's revenues.

Commissioner Pilch asked if the agency has data regarding the percentage of sales tax from online sales. Ms. Reavey stated that the California Department of Tax and Fee Administration (CDTFA) has a new database that provides this information and staff will begin analyzing the data. Ms. Lengyel noted that the agency will continue to monitor the sales tax closely and will keep the Commission updated on sales tax revenue.

This item is for information only.

11. Closed Session

11.1. Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director

The Commission opted to not convene the Closed session.

11.2. Report on Closed Session

The Commission did not convene for a Closed session.

11.3. Approve the annual performance evaluation of the Executive Director for 2020, objectives for 2021, and a salary adjustment pursuant to the approved contract

There was a public comment made by Jason Bezis stating that the staff report did not state the salary increase for the Executive Director and he made disparaging comments about the current Executive Director.

Commissioners Bauters, Dutra-Vernaci, Ortiz and Haggerty stated that the public comment was out of line, that the Executive Director's salary was below her counterparts, and she has done an exceptional job during her time in the job. Commissioner Halliday asked what the proposed 3-percent increase equated to. Mr. Wasserman stated that approval of the item will increase the Executive Director's salary to $304,252.

Commissioner Bauters moved to approve the item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call vote:

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

Ms. Lengyel thanked the Commission and noted that it's been an honor and privilege to serve the Commission.

12. Commission Member Reports

Commissioner Pilch requested a future agenda item to discuss increasing the agency's public meeting transparency and outreach.

13. Adjournment

The next meeting is Thursday, October 22, 2020 at 2:00 p.m.

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DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Ashley Tam, Associate Transportation Engineer Liz Rutman, Director of Express Lanes Implementation and Operations
SUBJECT:	I-580 Express Lanes Operations Update

Recommendation

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

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes for the fourth quarter of fiscal year 2019-2020 (April through June 2020). The express lanes continue to provide higher speeds and lower average lane densities than the general purpose lanes, as well as travel reliability along the corridor. See Attachment A for more detail. Due to the recent public health crisis, all Bay Area express lane operators suspended revenue operations effective March 20, 2020 through May 31, 2020. Tolling resumed on June 1, 2020, and this Operations Update is based on June 2020 data.

Background

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

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

After Bay Area Counties and the State of California issued Shelter in Place (SIP) orders during the COVID-19 public health crisis, all Bay Area regional express lane operators reached a consensus to suspend revenue operations beginning March 20, 2020. This decision was primarily based on the fact that express lanes in the Bay Area, by design, encourage carpooling by offering carpools toll-free use of the express lanes. All regional express lanes resumed operation June 1, 2020.

FY 2019-2020 Q4 Operations Update:

The Q4 Operations Update only reflects operations for June 2020, the only month of the quarter for which revenue was collected. Performance of the I-580 Express Lane for the fourth quarter (Q4) of fiscal year 2019-2020 are highlighted below. See Attachment A for more details.

- Motorists made over 520,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 23,600.
    - Paid trips totaled 281,000, or 12,800 trips per day. This constitutes a 15% decrease from Q3 and a 28% decrease from the same quarter in the previous year.
    - Toll-free trips made up 46% of all trips, which decreased from 48% in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
    - Westbound Peak hour (8 AM - 9 AM) express lane speeds averaged 65 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
    - Eastbound peak hour (5 PM - 6 PM) express lane speeds averaged 60 mph and users experienced averaged LOS B throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was $1.78 and $2.82 for westbound and eastbound, respectively.
- CHP performed 129 hours of enforcement services and made 145 enforcement contacts during Q4. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross toll revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is $9.84 million, excluding revenues from violation fees and penalties. The forecasted operating budget is $5,545,000.

After the SIP orders were issued in March, traffic volumes in the express lane decreased by approximately 60 percent. Express lane usage in June, after tolling resumed, reflected an overall 36% decrease in average daily traffic volumes and 42% decrease in average daily

assessed toll revenue compared to June 2019. Westbound I-580 commute traffic is still at only 60% of pre-COVID levels; however, with eastbound I-580 commute traffic up to 80-85% of pre-COVID levels, staff restored the January 2020 dynamic pricing for eastbound I-580 in October 2020.

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

Attachment:

A. I-580 Express Lane Operations Update (FY 2019-20 Q4)

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

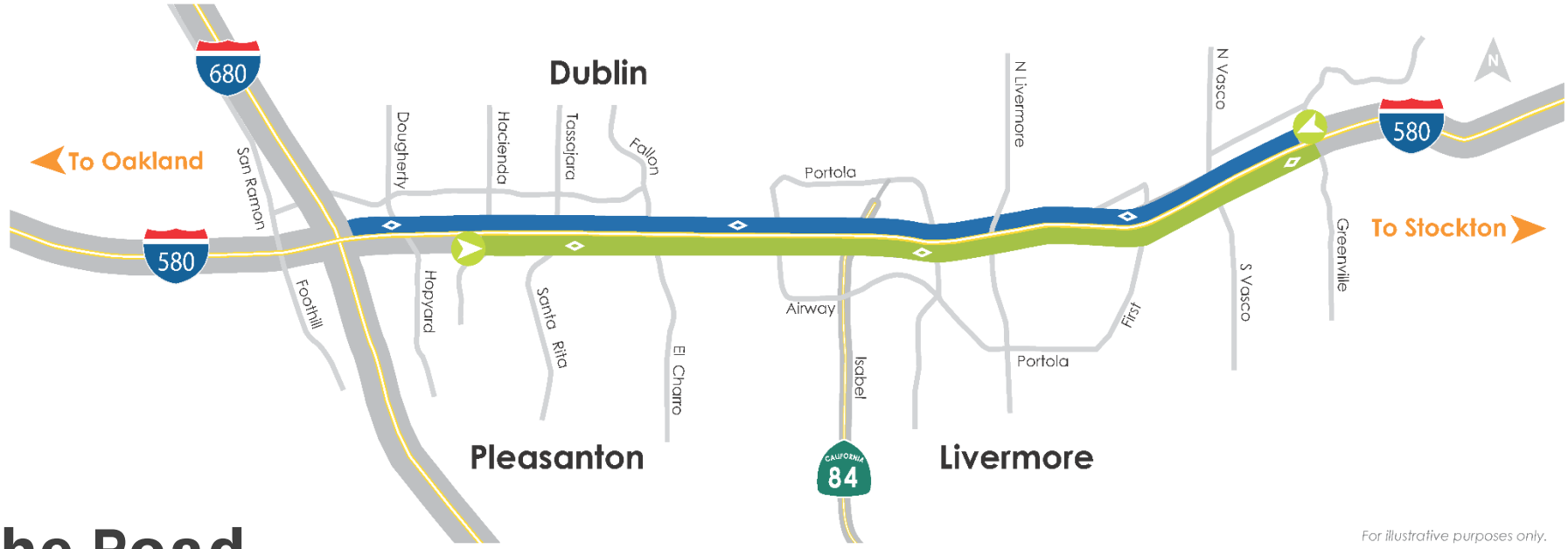
I-580 Express Lanes
Quarterly Operations Update

TOLL-PAYING VEHICLES

FasTrak

TRANSIT

I-580 Express Lane Overview



For illustrative purposes only.

Rules of the Road

- Hours are 5 AM – 8 PM, Monday through Friday
- FasTrak® is required
- Carpools (2+), eligible clean-air vehicles, motorcycles, and transit buses travel toll-free with FasTrak Flex set to HOV 2 or HOV3+

FY 19/20 Q4: COVID-19 Impacts

All Bay Area express lane toll operations were suspended from March 20th, 2020 through May 31st, 2020. This action was intended to encourage compliance with mandated social distancing protocols enacted in March 2019.

Tolling operations resumed on June 1st, 2020, with pricing schemes that reflected the decrease in overall traffic volumes on Bay Area freeways.

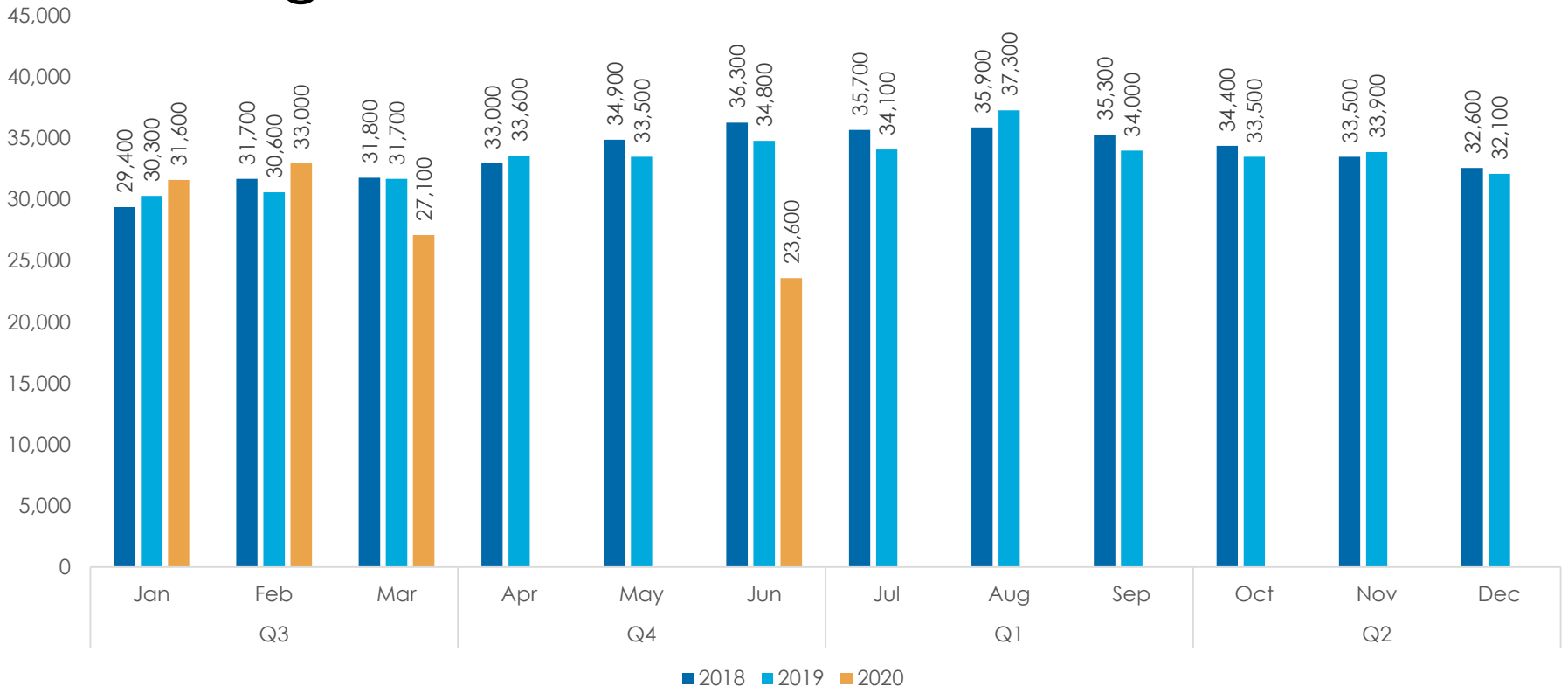
This Operations Update therefore reflects only June 2020 operations, as this was the only month of FY19/20 Q4 for which revenue was collected.

FY 19/20 Q4 Performance Highlights

- Motorists made over 520,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 23,600.
  - Paid trips totaled 281,000, or 12,800 trips per day. This constitutes a 15% decrease from Q3, and a 28% decrease from the same quarter in the previous year.
  - Toll-free trips made up 46% of all trips, which decreased from 48% in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
  - Westbound Peak hour (8 AM - 9 AM) express lane speeds averaged 65 miles per hour (mph), and users experienced average Level of Service (LOS) A throughout the corridor.
  - Eastbound peak hour (5 PM - 6 PM) express lane speeds averaged 60 mph, and users experienced average LOS B throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was $1.78 and $2.82 for westbound and eastbound, respectively.
- CHP performed 129 hours of enforcement services and made 145 enforcement contacts during Q4. CHP enforcement was suspended when tolling operations were suspended.
- The estimated gross toll revenue generated from the I-580 Express Lanes in Fiscal Year 2019-20 is $9.84 million, excluding revenues from violation fees and penalties. The forecasted operating budget is $5,545,000.

Average Daily Express Lane Trips

Through FY 2019-2020 Q4



Q4 of FY 2019-2020

520,000 Trips

Avg. Daily Trips compared to Q4 of FY 2018-2019

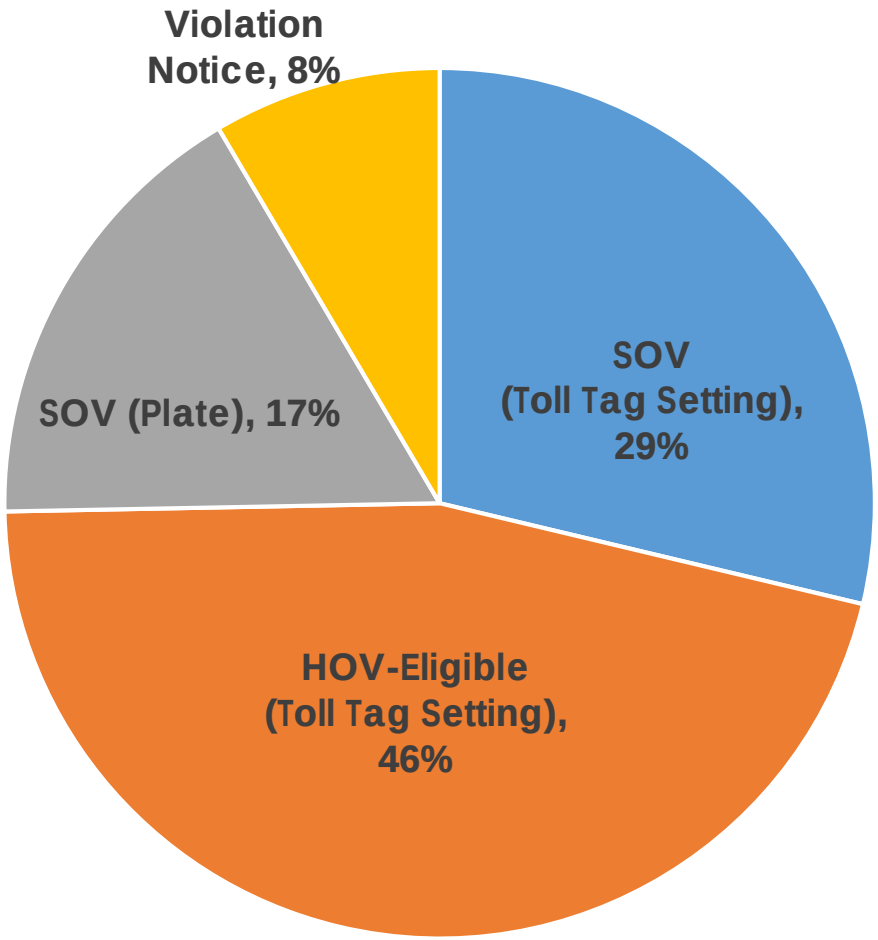
-30%

Note: Express Lane tolling operations were suspended between 3/20/20 and 6/1/2020 in response to the COVID-19 public health crisis.

Over 34 million trips have been taken since the I-580 Express Lane opened in February 2016. There was a total of 520,000 trips during tolling hours in Q4 of FY 2019-2020. Express Lanes saw an average of 23,600 trips per day, which is approximately 30% fewer trips compared to Q4 of the prior FY.

Typical Express Lane Trip User Breakdown

FY 2019-2020 Q4

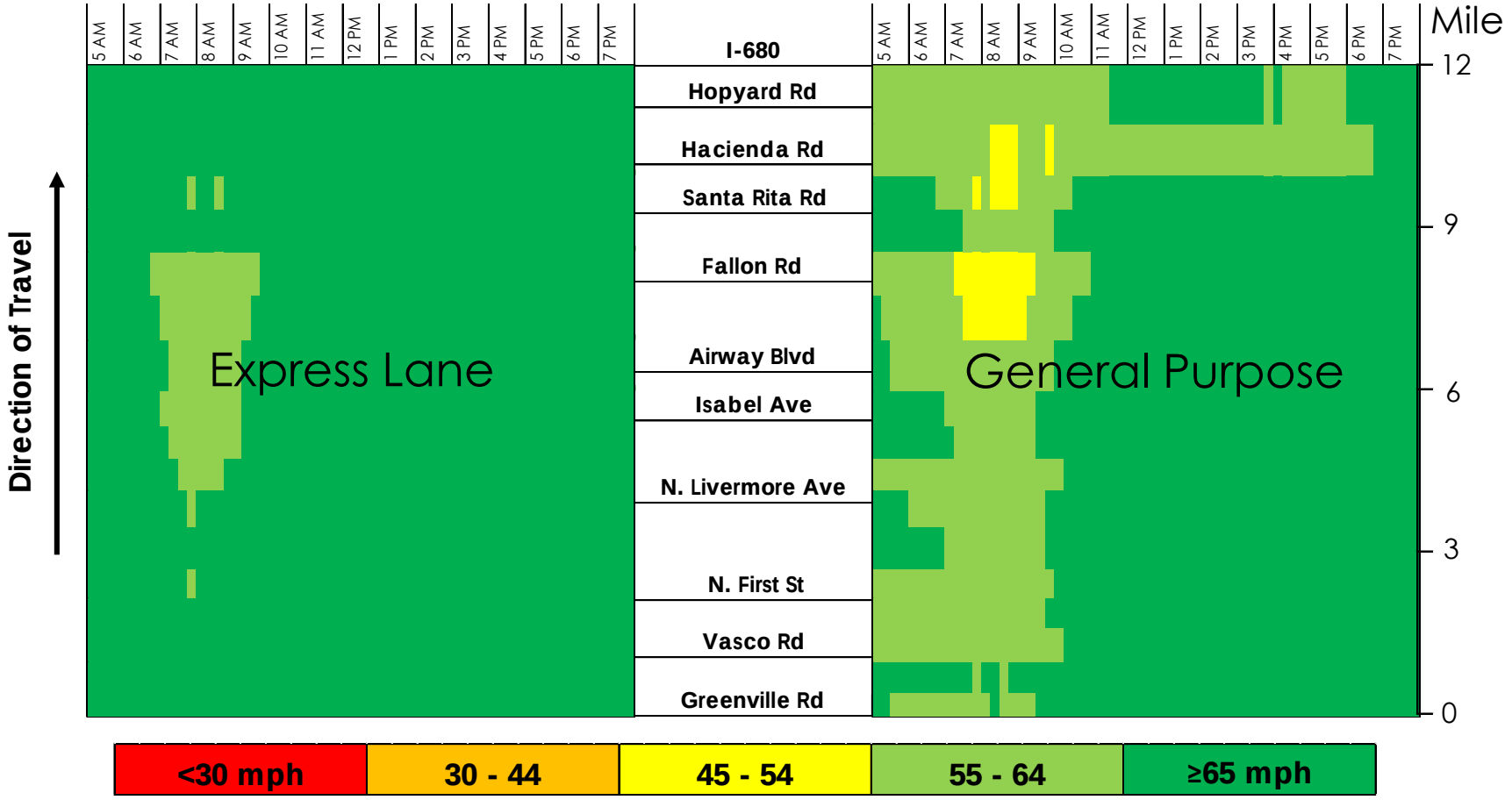


Toll-free trips made up 46% of all trips in Q4, which is a decrease from 51% in the previous quarter but only a 1% reduction from June 2019. Suggests that users were migrating toward carpooling prior to the pandemic but have since reversed course.

Approximately 65% percent of all trips taken by users without a toll tag are assessed tolls via FasTrak account. All others are issued violation notices.

Westbound I-580 Corridor Speed Heat Maps

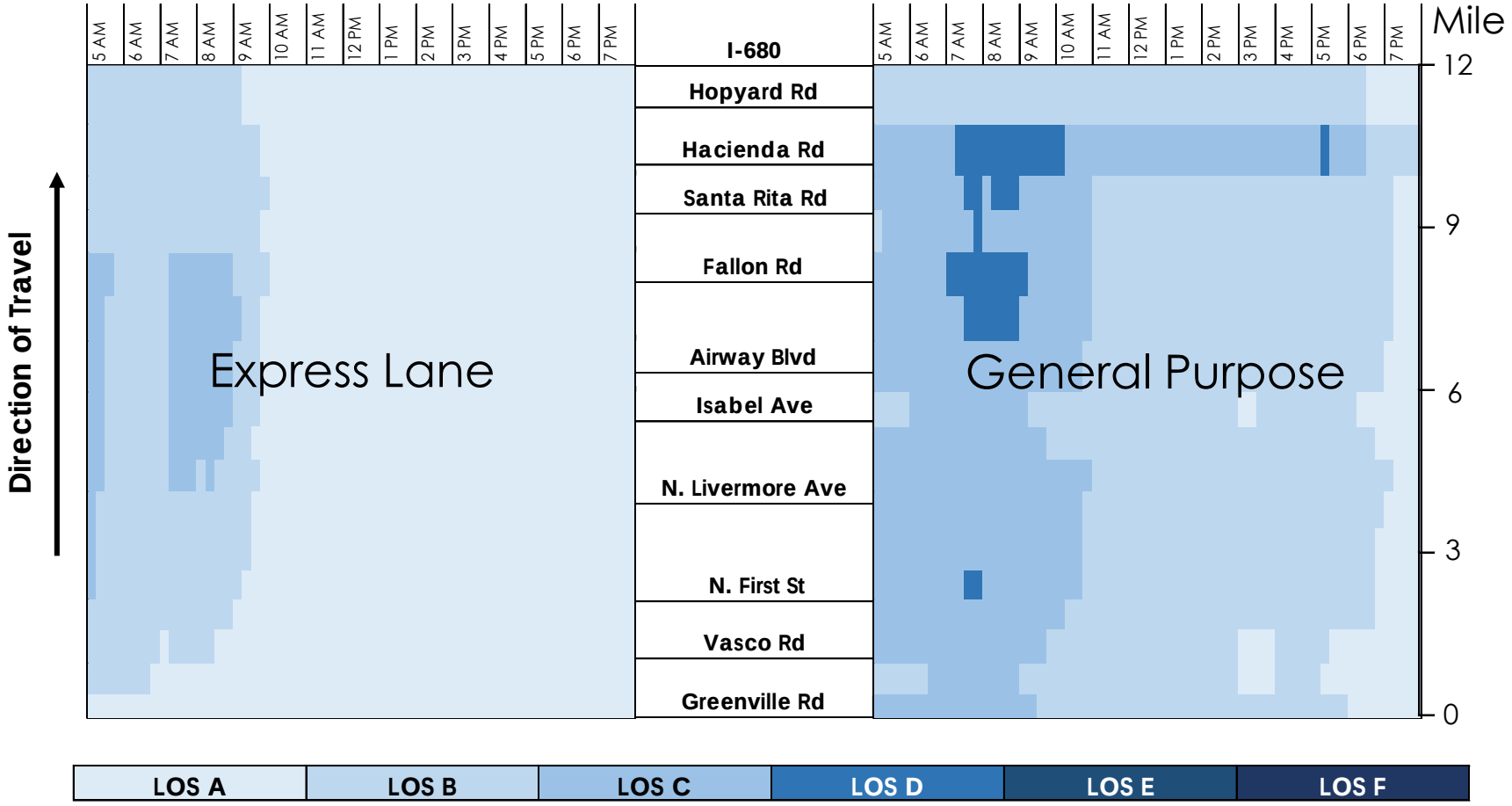
January 2020 – June 2020



Express Lane speeds are generally above 55 mph at all times throughout the corridor. This is comparatively better than general purpose lanes speeds, which average just 40 mph during the morning peak near Fallon Road. Average corridor speed differential ranges from 4-8 mph depending on time of day and location in the corridor.

Westbound I-580 Corridor LOS Heat Maps

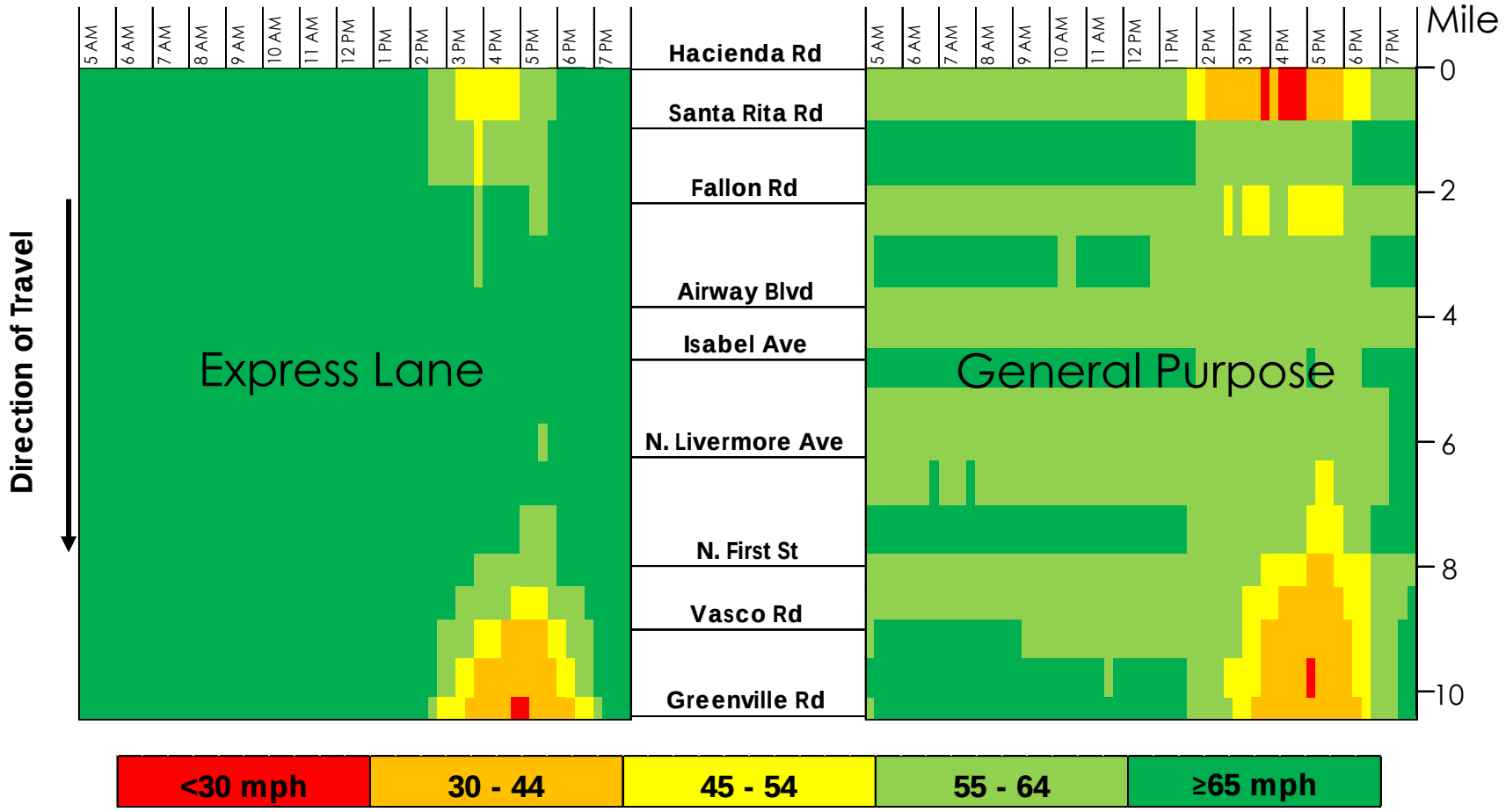
January 2020 – June 2020



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

Eastbound I-580 Corridor Speed Heat Maps

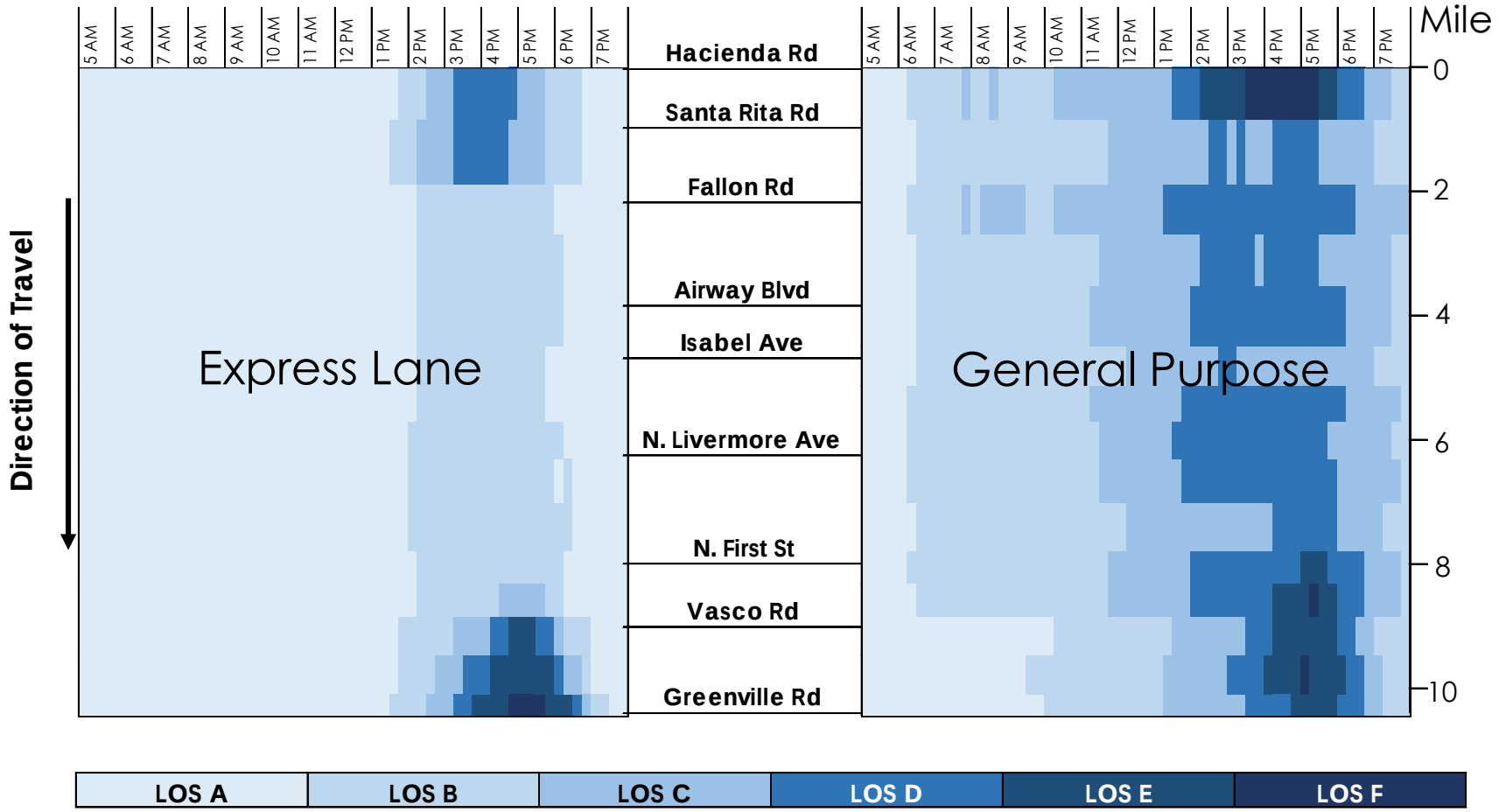
January 2020 – June 2020



Express lanes average 5 – 10 mph faster than general purpose lanes depending on the time of day and location within the corridor. Low speeds at Greenville Road result from congestion over the Altamont Pass that extends back along I-580 into the express lane corridor.

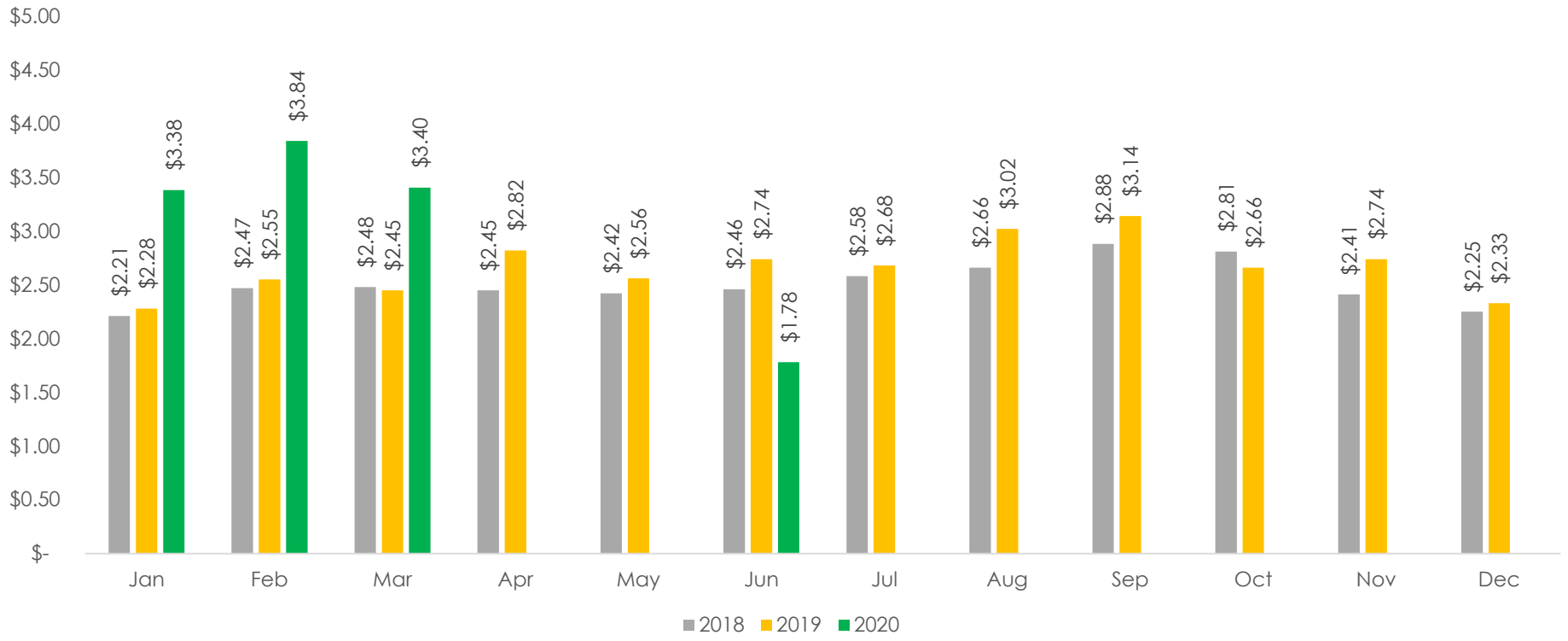
Eastbound I-580 Corridor LOS Heat Maps

January 2020 – June 2020



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

I-580 Westbound Assessed Toll



Average tolls paid decreased between Q3 and Q4, in large part due to dynamic pricing reflecting the reduced traffic demand during the pandemic. Although the pricing cap on the maximum toll was reduced to $12, the dynamic pricing did not reach the cap during Q4. The average assessed toll for all toll-paying users was $1.78.

FY 19-20 Q4:

Maximum Posted Toll Rate:

$10.25

(1 of 22 days)

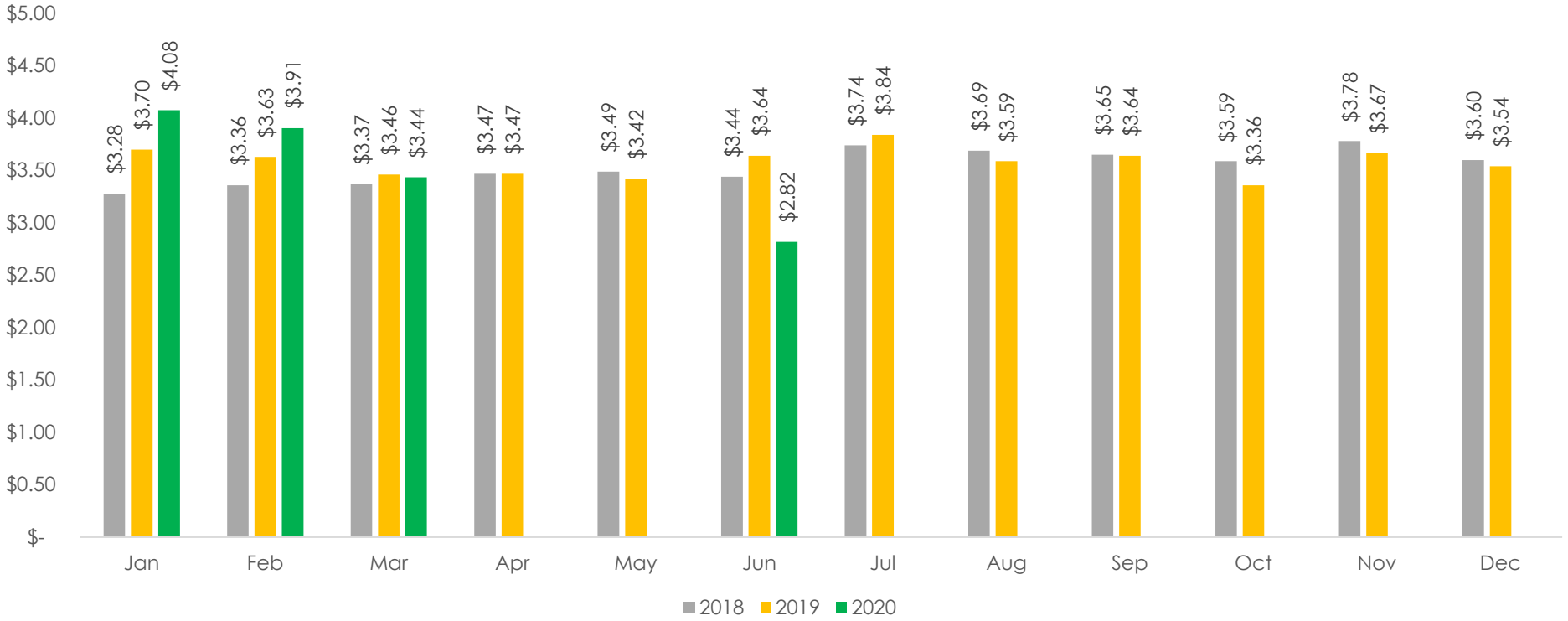
Percent paying $12 (Maximum Toll):

0%

Average Assessed Toll:

$1.78

I-580 Eastbound Assessed Toll



Average tolls paid decreased between Q3 and Q4, in large part due to dynamic pricing reflecting the reduced traffic demand during the pandemic. The cap on the maximum toll posted was reduced to $9.50, and 1.8% of toll-paying users paid the maximum. The average assessed toll for all toll-paying users was $2.82.

FY 19-20 Q4:

Maximum Posted Toll Rate:

$9.50

(15 of 22 days)

Percent paying $9.50 (Maximum Toll):

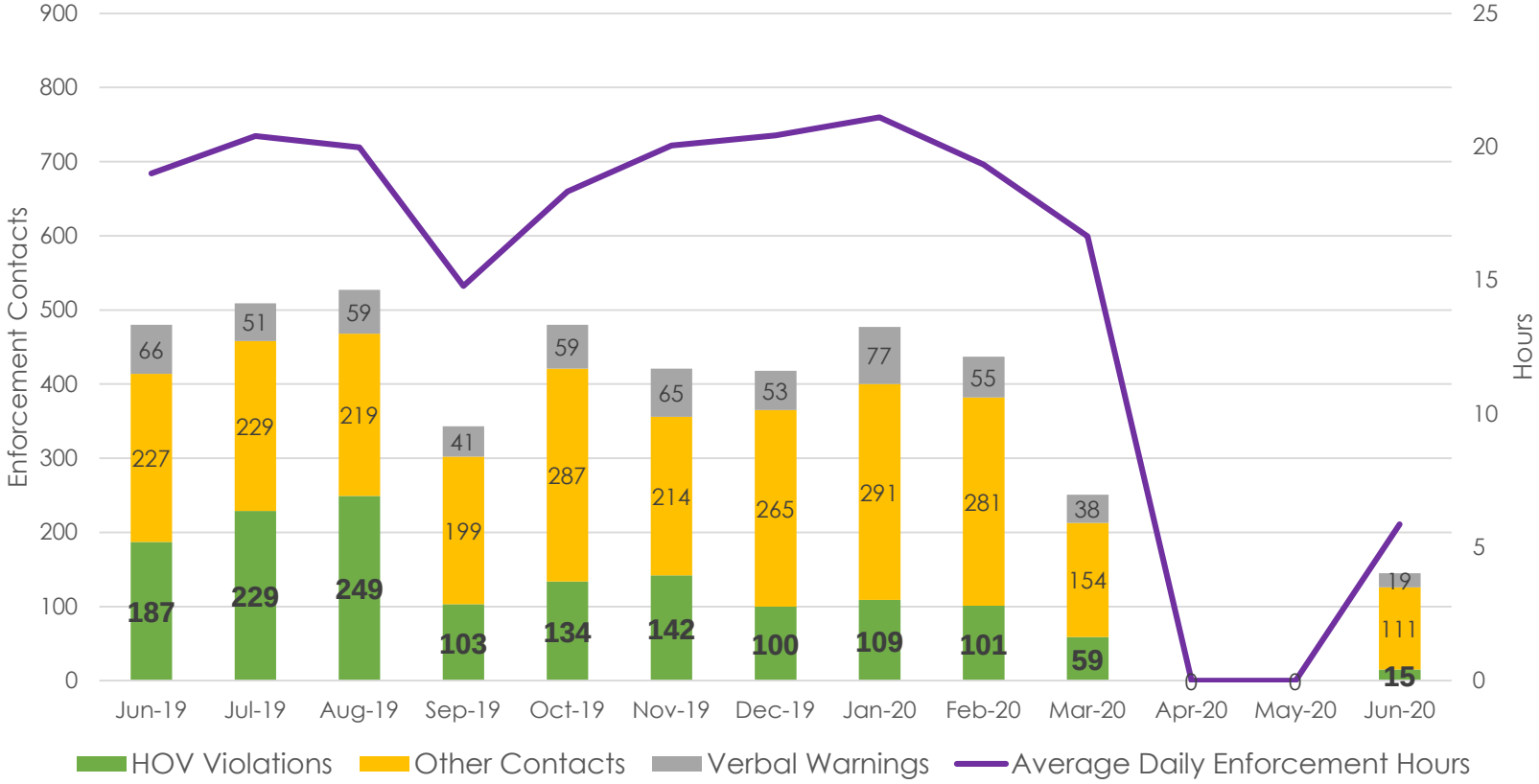
1.8%

Average Assessed Toll:

$2.82

I-580 CHP Enforcement

June 2019 – June 2020

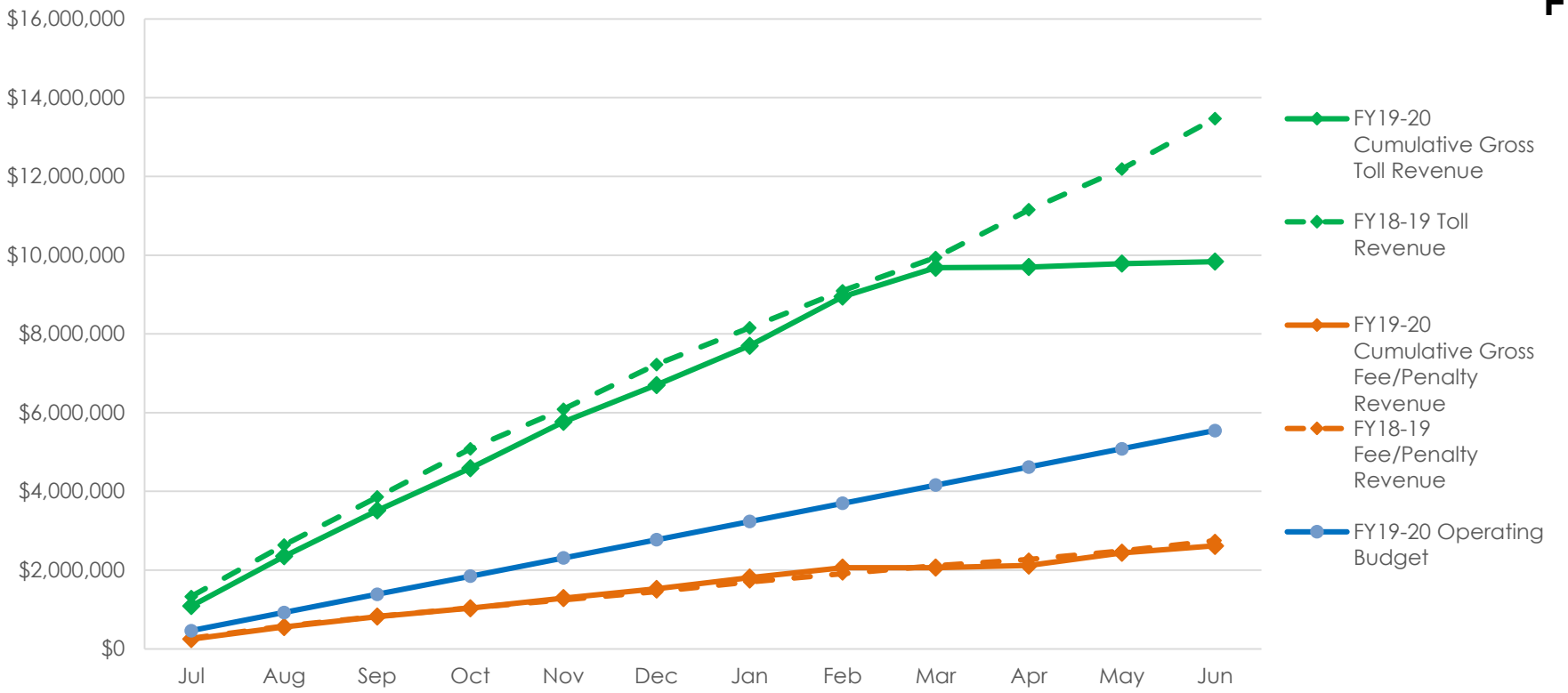


Average cost per CHP contact in Q4:

$107

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. Enforcement activities were put on hold when tolling operations were suspended due to COVID-19, and resumed in June. CHP recorded approximately 145 enforcement contacts in FY 19-20 Q4, 10 percent of which resulted in toll evasion violations.

I-580 Express Lanes: Financials



FY19-20 Cumulative Revenue
(July 2019 – June 2020)

Estimated Gross Toll Revenue*

$9,840,000

*Does not include revenues from violation fees/penalties.

Est. Operating Budget

$5,545,000

The I-580 Express Lanes generated an estimated $9,840,000 in gross toll revenues during Fiscal Year 2019-2020. The FY 2019-2020 adopted operating budget is $5,545,000. Cumulative gross toll revenues plateaued in Q4 due to the suspension of tolling operations from 3/20/20 – 5/31/20 and full June 2020 revenues not yet received.

COVID-19 Impacts – Daily Traffic/Revenue

	Pre COVID-19 (June 2019)	June 2020	% Difference
Avg Daily EL volume	331,000	213,000	-36%
Avg Daily Trips	34,800	23,600	-30%
% Toll-free	47%	46%	-1%
Assessed Revenue	$1,197,000	$690,000	-42%
Average Toll	$3.24	$2.46	-24%
Maximum Posted Toll	$13.00 WB $12.00 EB	$10.25 WB $9.50 EB	-21% -21%

The I-580 Express Lanes average daily traffic was 36% lower in June 2020 compared to June 2019. Staff reduced the system caps for maximum tolls to in response to the reduced demand. The net result of both of these was a in assessed toll revenues for June 2020 by 42% compared to June 2019.

COVID-19 Impacts – Before and After

Averages	Westbound Peak Period (6-9 AM)			Eastbound Peak Period (3-6 PM)		
	Pre COVID-19 (June 2019)	June 2020	% Difference	Pre COVID-19 (June 2019)	June 2020	% Difference
EL Speed (mph)	65	74	+14%	60	64	+7%
EL Volumes (veh/hr)	1,200	600	-50%	1,800	1,500	-17%
GP Speed (mph)	58	65	+12%	48	53	+10%
GP Volume (veh/hr)	5,900	5,100	-14%	5,300	5,100	-4%

During the morning commute period, express lane traffic volume for June 2020 was about 50% of June 2019 values, while general purpose traffic was about 86%. However, during the evening commute period, express lane traffic volume was about 83% of June 2019 values, while general purpose traffic was close to 100% of 2019 values.

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

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DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Liz Rutman, Director of Express Lanes Implementation and Operations Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	Update on the Interstate 580 Express Lane Expenditure Plan Update

Recommendation

This item is to provide the Commission with an update on the Interstate 580 Express Lanes Expenditure Plan Update. This item is for information only.

Summary

The purpose of this item is to provide an update to the Commission on staff actions related to the pending biennial update to Interstate 580 (I-580) Express Lanes 20 Year Expenditure Plan (Expenditure Plan). In July 2020, the Commission voted to defer the Expenditure Plan update until such time as revenue forecasts can be reasonably updated with consideration for the economic impacts associated with the COVID-19 pandemic. The Commission requested that staff provide an update on this assessment in fall 2020.

Background

Authorized under California State Assembly Bill (AB) 2032 in September 2004, Alameda CTC implemented express lanes on I-580 in both the eastbound and westbound directions through the cities of Dublin, Pleasanton, and Livermore in the eastern sub-region of the county. These lanes opened to traffic in February 2016.

In April 2018, the Commission adopted the initial Interstate 580 Express Lanes 20 Year Expenditure Plan, Fiscal Year 2016-17 through 2035-36. A biennial update was anticipated to be developed for adoption in spring 2020. However, the onset of the COVID-19 pandemic and the ensuing impacts to regional traffic and express lane toll revenues have called into question revenue projections that would inform the expenditure plan update. In July 2020, staff recommended that the Interstate 580 Express Lanes Expenditure Plan update be deferred until the economic impacts associated with the

pandemic are more evident and the associated impacts to traffic and toll revenue forecasts can be appropriately addressed, and the Commission concurred.

The Expenditure Plan is a fiscal and planning document for Alameda CTC. It is prepared in order to present the history, objectives, benefits, and costs of the program in a single document and develop a strategic expenditure plan for the associated net revenues for the next twenty years. The operational revenues in the adopted Expenditure Plan assumed a flat 3% growth rate beginning in FY 2017-18 and did not consider any changes to operational policies, such as occupancy requirements and other toll discounts, that might impact toll revenues. After operating the express lanes for several years and observing different trends to revenue growth, a consultant was procured in April 2019 for toll revenue forecasting services so that refined forecasts could better inform the anticipated timeframe of net revenue availability for additional investments. The forecasts for the I-580 Express Lanes were nearing completion in March when the first Shelter in Place order was issued in response to the COVID-19 pandemic. Regional express lane operations were suspended between March 20, 2020 and June 1, 2020.

Staff have been monitoring express lane traffic levels on I-580, comparing current levels to 2019 (pre-COVID) levels. The Table 1 below show the percent change in traffic volumes for the express lanes for June through August 2020 compared to the same three months of 2019. The analysis includes both daily (5 am – 8 pm) and peak commute time traffic volumes for each of westbound and eastbound I-580. At this time, westbound I-580 express lane traffic is still only at about 60% of 2019 values, whereas eastbound express lane traffic is approximately 80% of 2019 values for all-day traffic and a little higher for peak hours. Staff believe this recovery is still inconsistent and on-going.

Table 1. Average Express Lane Traffic Volumes: 2020 vs 2019

		Westbound I-580 (Peak: 6 am – 9 am)			Eastbound I-580 (Peak: 3 pm – 6 pm)		
		2019	2020	% Change	2019	2020	% Change
June	Average Daily	148,803	79,948	-46%	182,554	133,067	-27%
	Peak Hours	57,226	30,045	-47%	77,289	62,716	-19%
July	Average Daily	143,018	87,922	-39%	188,541	148,857	-21%
	Peak Hours	52,561	31,317	-40%	76,104	66,505	-13%
August	Average Daily	152,979	92,672	-39%	183,724	144,368	-21%
	Peak Hours	59,843	35,562	-41%	77,310	64,379	-17%

In addition, the consultant has been monitoring the national and local economic recovery forecasts and has advised that these are still quite unpredictable and fragile. They have reported seeing a wide variety of traffic recovery in tolled facilities but see the disparity between the I-580 westbound and eastbound profiles as unique. If economic

and traffic conditions have reached a state of predictability in early 2021, staff propose the following tentative schedule related to the Expenditure Plan update:

Table 2. Tentative Schedule for the Expenditure Plan Update

March – May 2021	Consultant updates 20-year Traffic & Revenue Forecasts
June 2021	Staff develop 20-year overall financial projections
July-August 2021	Staff develop overall policy and priorities for expenditure of possible excess revenues
September 2021	Commission review and approval of draft Expenditure Plan

Staff and the consultant team will continue to monitor the I-580 Express Lanes, as well as national economic recovery forecasts, and will report back to the Commission when efforts to update the Expenditure Plan are resumed.

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

Attachment:

A. Interstate 580 Express Lanes Expenditure Plan, Fiscal Year 2016-17 through 2035-36 *(hyperlinked to the website)*

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DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Carolyn Clevenger, Deputy Executive Director of Planning and Policy
SUBJECT:	South Bay Connect Project Update

Recommendation

Receive an update on the South Bay Connect Project led by the Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor intercity passenger rail service.

Background

Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor intercity passenger rail service, is leading a project called South Bay Connect. The goal of the project is to enhance connection and access for Capitol Corridor riders, reduce train congestion between Oakland and San Jose, and improve operations for both passenger and freight rail services in Northern California. In July, Alameda CTC Commissioners requested an update on the project be brought to the Commission.

South Bay Connect intends to create a more direct passenger rail route and significantly reduce rail travel time between Oakland and San Jose, facilitating more auto-competitive travel times for intercity passenger rail trips throughout the Northern California Megaregion. South Bay Connect will create new connections to transbay transit services and destinations on the Peninsula. A further objective is to reduce train congestion between Oakland and San Jose, thus improving operations for both passenger and freight rail services and supporting the economic vitality of the Northern California Megaregion.

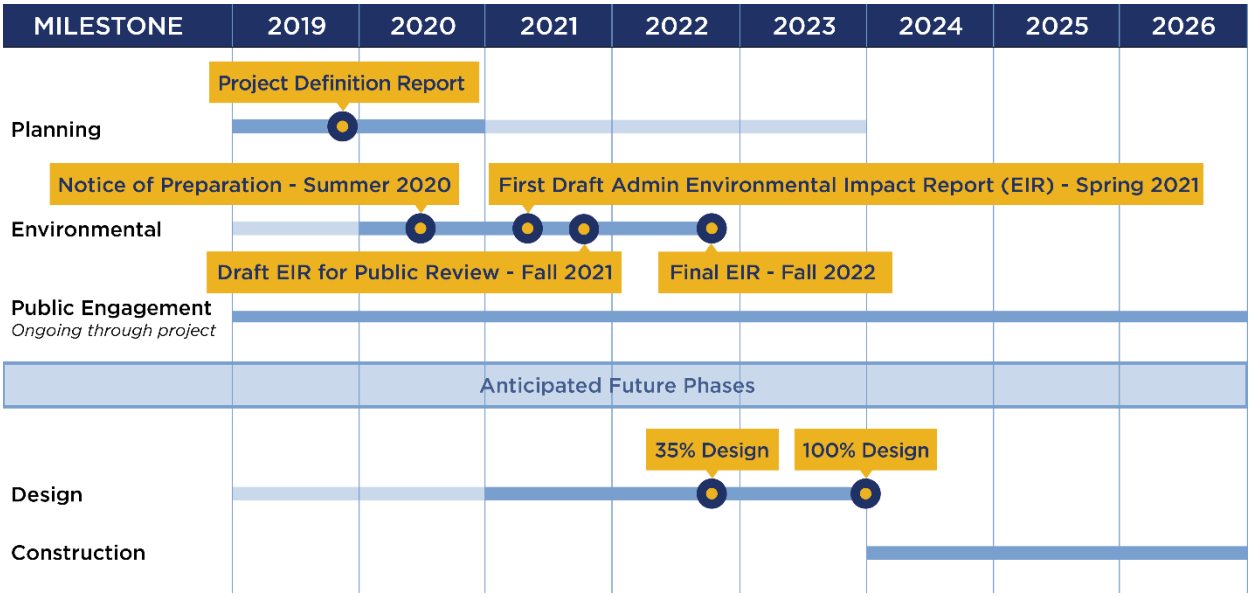
The proposed relocation of Capitol Corridor passenger rail service from Union Pacific Railroad (UPRR) Niles Subdivision to the UPRR Coast Subdivision between Oakland and Newark was identified in the CCJPA 2014 Vision Plan Update and 2016 Vision Implementation Plan, as included in the 2018 California State Rail Plan and Plan Bay Area 2040. These rail improvements are also consistent with the Alameda County Transportation Commission (Alameda CTC) 2016 Goods Movement Plan, Alameda CTC's Countywide Transit Plan and 2018 Rail Safety Enhancement Program, the 2017 Dumbarton Transportation Corridor Study, and Dumbarton Forward Design Alternatives Assessment.

There are potential railroad improvements included as part of the project to maintain UPRR's ability to operate freight trains efficiently today and in the future, and those improvements will be discussed and negotiated with UPRR. South Bay Connect is not expected to change current levels or routing of freight train service in the project area.

Project Status

Since kicking off the project in late 2019, South Bay Connect has convened a Project Development Team composed of agency and local stakeholders to help guide the project through its planning, environmental, and design phases. The project is currently at the beginning of its environmental phase. A Notice to Proceed (NOP) of an Environmental Impact Report (EIR) was issued for the project on June 29, 2020. The subsequent Public Scoping Period ended on August 13, 2020. The project conducted virtual public scoping meetings and collected public comments on the project scope and environmental scope of the EIR. Outreach was done through a project website, social media, an online scoping meeting, a live chat and two telephone town halls.

During the Scoping Period, over 5,000 people visited the project website and almost 2,000 people visited the online scoping meeting. There were 40 live chat conversations and 227 people attended the two telephone town halls. In total, the project team received over 400 comments during scoping, on topices such as noise, vibration, air quality, traffic/congestion, routing, property impacts/values, changes to stations, and others. The comments received will guide the environmental analysis for the draft EIR. The project team continues to create educational materials about various aspects of the project to communicate to the public, and will continue to engage local communities through Community Working Groups during the environmental phase. An updated project schedule is shown below.



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

Attachment:

A. South Bay Connect Presentation at Alameda CTC Multimodal Committee Meeting

LINK21
CONNECT NORTHERN CALIFORNIA

Program Overview

Alameda CTC Multi-Modal Committee

October 12, 2020

BART CAPITOL CORRIDOR

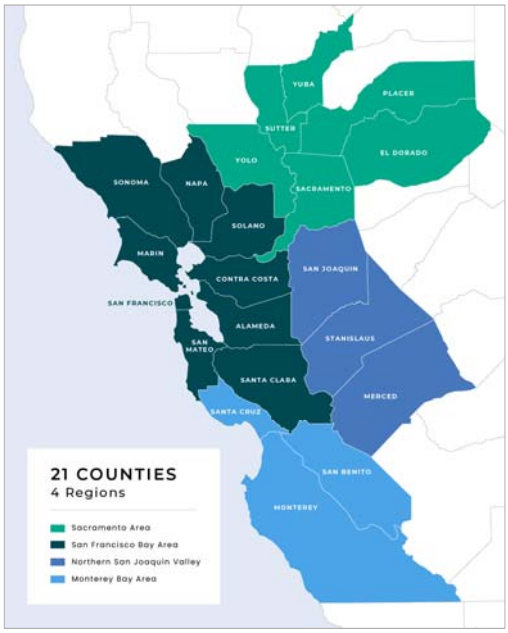
"New Transbay Rail Crossing"
is now

LINK21
CONNECT NORTHERN CALIFORNIA

The Need for Link21

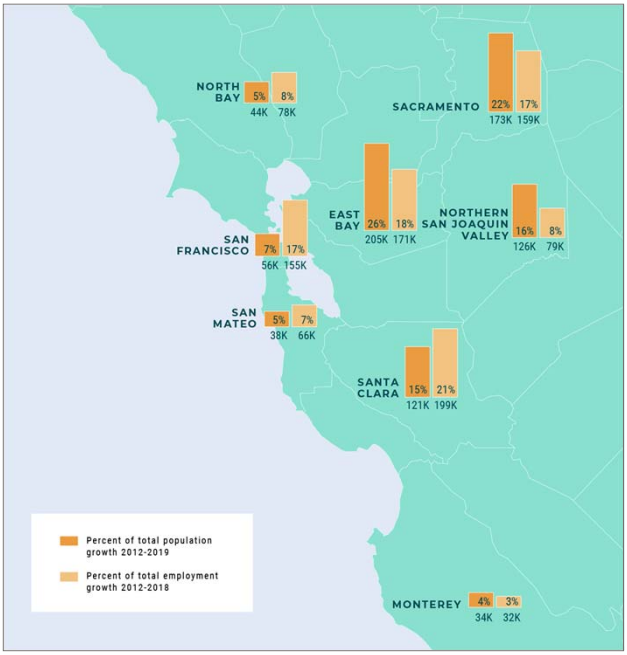
Continued growth and prosperity in the Northern California Megaregion is challenged by a transportation system and transbay corridor unable to meet the needs of the 21-county area.

- High GHG emissions and air pollution
- Increasing congestion
- Unreliable travel times
- Overcrowded trains
- Lack of transbay redundancy



Distribution of Population and Employment Growth Across the Northern California Megaregion 2012-2019

Sacramento was the most popular migration destination in July, with more than half of home searches from buyers outside the area. *(Source: Redfin, Aug 2020)*



Map Source: Bay Area Council Economic Institute
Data: California Employment & Development Department Employment by Industry; California Department of Finance

Link21 Program Vision

The **Link21 Program** will transform the passenger rail network in the Northern California Megaregion into a **faster**, more **integrated** system that provides a **safe**, **efficient**, **equitable**, and **affordable** means of travel for all types of trips.

This Program, including a new BART and/or regional rail (including commuter, intercity, and high-speed rail) connection between the East Bay and San Francisco, will make rail transit the **mode of choice** for trips throughout the megaregion.

Above: 2040 Northern California Passenger Rail Network, based on the *California State Rail Plan*, 2018

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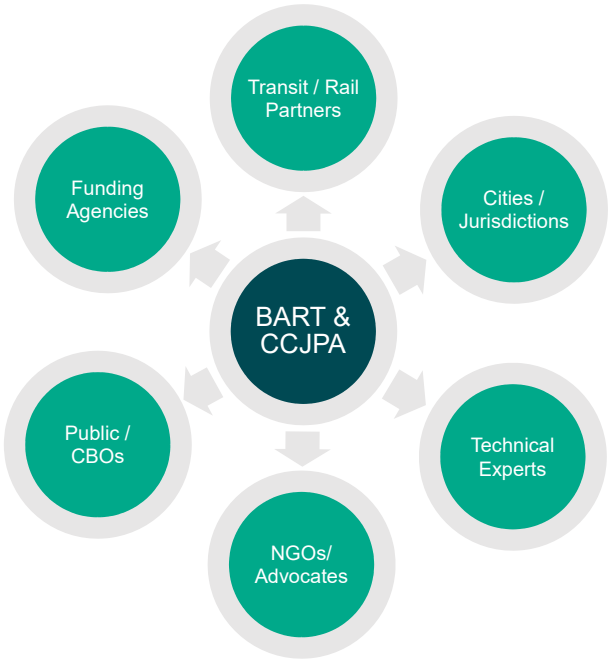
Link21 Program Partnership

- BART and CCJPA have partnered to advance the Link21 Program through close collaboration with stakeholders.
- Jurisdictions are indispensable partners in understanding and addressing the land use impacts of the Link21 Program, including displacement.



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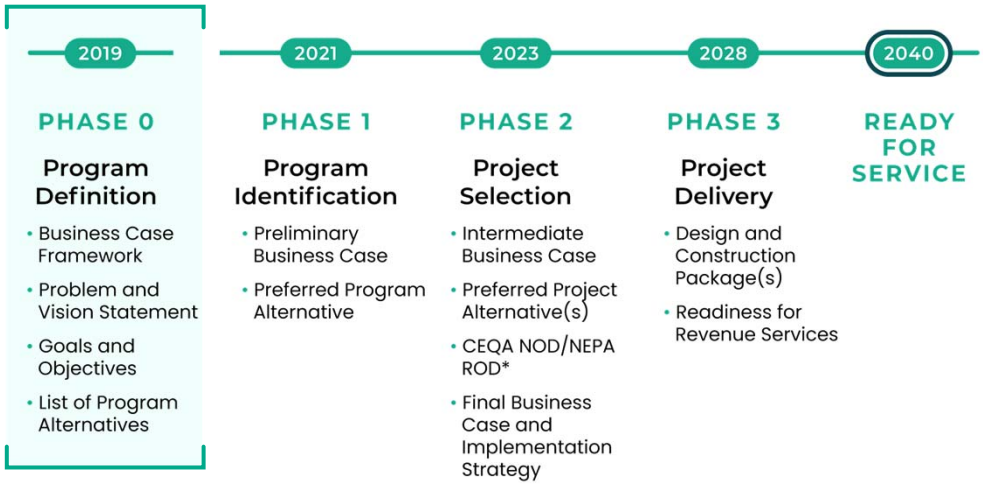
Program Timeline



Goals and Objectives

TRANSFORM THE PASSENGER EXPERIENCE

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share

ENHANCE COMMUNITY AND LIVABILITY

- Connect people and places
- Improve safety, health and air quality
- Advance equity

SUPPORT ECONOMIC GROWTH AND GLOBAL COMPETITIVENESS

- Improve access to opportunity and employment
- Connect major economic, research and education centers
- Enable transit-supportive land use

ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources

Advancing with a Four-part Business Case

STRATEGIC CASE

What are the Megaregion benefits?

- Passenger Experience
- Community, Livability and Equity
- Economic Growth and Competitiveness
- Environmental Stewardship

ECONOMIC CASE

What are the economic costs and benefits?

- Benefit/Cost Analysis
- Business and Employment
- Jobs and Housing

FINANCIAL CASE

What is the financial viability?

- Revenue Generation
- Cost Effectiveness
- Funding Opportunities
- Financing Options

DELIVERABILITY & OPERATIONS CASE

What is required to deliver and operate the project?

- Governance
- Project Risks
- Construction and Operations
- Network Functionality

Equity Vision Statement

The Link21 Program commits to:

- Develop and implement a process that advances equity through all aspects of the Program
- Build respectful and interactive community partnerships through accessible community engagement
- Value the experience and input of individuals from priority populations
- Ensure that disadvantaged and small businesses are integrated throughout the Program's lifecycle

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Link21 is Essential to Meet Megaregional Goals

Link21 (as NTRC) is the top ranked transit project in PBA2050 for regional GHG reduction/climate goals

- Potential to reduce VMT by 1.2 – 4.8 million/day in 2050
- Link21 is currently in the 2nd phase (2035+) of PBA 2050
- Look to be included in next iteration of other RTPs

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Public support for long-term planning

Even during the Pandemic, respondents prefer to move forward with long-term transportation plans

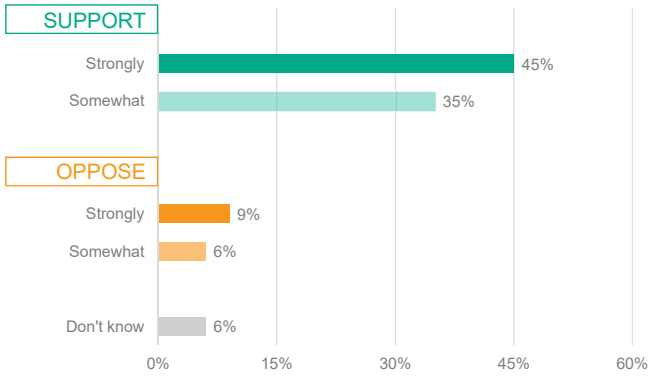
Even as we deal with the impact of the coronavirus, **we still need to develop plans** to help fix our region's long-term challenges with traffic and transportation

Now is the wrong time to spend time and money on planning long-range improvements to our transportation system; we need to focus primarily on the impacts of the coronavirus

Don't know

The Public Sees Integrated Rail as the Solution

This project will develop an integrated rail system that will make many direct trips throughout northern California possible by rail (including the greater Bay Area, the Monterey Bay area, the Sacramento area, and parts of the Central Valley) , in part by providing another transbay rail crossing in order to increase rail service.



80% of Megaregion voters and **84% of Bay Area** voters polled support the New Transbay Rail Crossing Program

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Upcoming Milestones

- Release of Bay Area Council Economic Institute's *The Megaregional Case for a New Transbay Rail Crossing* report
- Launch of Link21 website and associated outreach
- Award of new Program Identification and Project Selection support contract

Program Identification and Project Selection Procurement

- RFP released
- One RFP with four service categories and two phases
- More than 300 firms have expressed interest
- Authorization of contracts expected in early 2021

Service Category	Program Identification/ Phase 1	Project Selection/ Phase 2	Total
Engagement/Outreach	$30M	$105M	$135M
Travel Demand/Land Use	$10M	$20M	$30M
Planning/Engineering	$55M	$210M	$265M
Environmental	$30M	$140M	$170M
TOTAL	$125M	$475M	$600M
SCHEDULE	≤ 6yrs	≤ 10yrs	≤ 16yrs

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Questions/ Comments

Contact Information

- Sadie Graham, NTRC Acting Program Director: sgraham@bart.gov
- Camille Tsao, CCJPA NTRA Lead: camillet@capitolcorridor.org
- Andrew Tang, BART Mgr. of Program Evaluation (NTRC): atang@bart.gov

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Thank you

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DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Carolyn Clevenger, Deputy Executive Director of Planning and Policy Cathleen Sullivan, Director of Planning
SUBJECT:	New Transbay Rail Crossing Project update

Recommendation

Receive an update on the New Transbay Rail Crossing Project led by BART in partnership with the Capitol Corridor Joint Powers Authority (CCJPA), the managing agency of the Capitol Corridor intercity passenger rail service.

Background

BART and the CCJPA are partnering to advance the New Transbay Rail Crossing (NTRC) Program. The partner agencies will come to the October Multi-Modal Committee to provide an overview of the program. Alameda CTC staff serves on the multi-agency Program Development Team, and the Executive Director serves on the Executive Advisory Team.

The NTRC will transform the megaregional rail network into a faster, more integrated system that provides a safe, efficient, equitable, and affordable means of travel for all types of trips. The Program will serve the 21-county Northern California Megaregion, which spans from Sacramento to Monterey, San Francisco to the Central Valley and points between. At the core of this Program is a new Transbay rail crossing between San Francisco and the East Bay that could serve BART, regional rail and high speed rail. The potential benefits of the NTRC are: increase connections between affordable housing and high-quality jobs; enable fast, frequent, reliable, safe, and accessible rail service; improve air quality by creating alternatives to driving; and meet the future travel demands of Northern California's growing, diverse population. Attachment A provides an overview of the project.

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

Attachment:

A. New Transbay Rail Crossing Fact Sheet

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New Transbay Rail Crossing

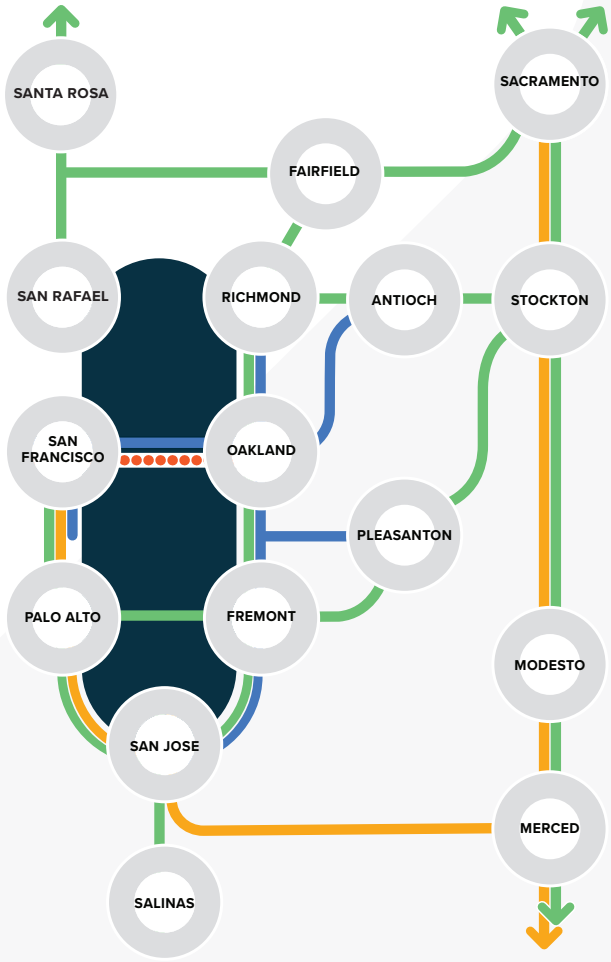
A Transformative Program for Northern California

The New Transbay Rail Crossing (NTRC) Program will transform the rail network serving the 21-county Northern California Megaregion, which spans from Sacramento to Monterey, San Francisco to the Central Valley and points between. The Program is currently in the early planning stages. When completed, the Program will create a new transbay rail crossing and connect the Megaregion by rail to:

- INCREASE connections between affordable housing and high-quality jobs
- ENABLE fast, frequent, reliable, safe, and accessible rail service
- IMPROVE air quality by creating alternatives to driving
- MEET the future travel demands of Northern California's growing, diverse population

The Northern California Megaregion is home to more than 12.5 million people and is the fifth largest economy in the United States. Population is expected to reach 16 million by 2050. Travel demands across the region are expected to increase sharply in coming decades.

BART and the Capitol Corridor Joint Powers Authority (CCJPA) have partnered to advance the New Transbay Rail Crossing Program. At the core of this Program is a new transbay rail crossing between San Francisco and the East Bay that could serve BART and Regional Rail.



2040 Northern California Passenger Rail Network
(Based on 2018 State Rail Plan)

**Regional Rail could include commuter, intercity or high-speed rail*

Looking Toward Recovery

Because of the pandemic, Northern California, the United States, and the world are facing an unprecedented health emergency with vast economic impacts. BART and CCJPA, as transit operators, have continued to provide essential services during these challenging times.

While meeting current transit demand, BART and CCJPA continue to look toward the future. Northern California is resilient, and the region has recovered from disasters in the past. Transportation agencies, such as the Metropolitan Transportation Commission, anticipate that the long-term trends in jobs, travel and population will not decrease due to COVID-19.

The New Transbay Rail Crossing Program has been discussed and planned for more than a decade. BART and CCJPA will continue to adapt and plan for a time when the pandemic is behind us. We look forward to people returning to transit as a preferred transportation option. This Program will ensure that Northern California's transit system will meet their needs.

PROGRAM VISION

The New Transbay Rail Crossing Program will transform the passenger rail network in the Northern California Megaregion into a faster, more integrated system that provides a safe, efficient, equitable, and affordable means of travel for all types of trips.

Program Goals and Objectives

The following four goals reflect the broad benefits that will be achieved by this Program. The foundational goal—TRANSFORM THE PASSENGER EXPERIENCE—serves as the catalyst to enable the other three goals to come to fruition.

TRANSFORM THE PASSENGER EXPERIENCE

- Provide better service
- Improve reliability and system performance
- Build ridership and mode share

ENHANCE COMMUNITY AND LIVABILITY

- Connect people and places
- Improve safety, health and air quality
- Advance equity

SUPPORT ECONOMIC GROWTH AND GLOBAL COMPETITIVENESS

- Improve access to opportunity and employment
- Connect major economic, research and education centers
- Enable transit-supportive land use

ADVANCE ENVIRONMENTAL STEWARDSHIP AND PROTECTION

- Increase climate change resilience
- Reduce greenhouse gas emissions
- Conserve resources

Our Commitment to Equity and Inclusion

The NTRC Program is committed to equity and will focus on partnering with priority populations to maximize benefits and minimize burdens for communities that, historically and currently, suffer and experience negative impacts from infrastructure projects. We will collaborate with these communities to understand the equity implications of the NTRC Program and work toward beneficial Program processes and outcomes. The NTRC Program commits to:

- Develop and implement a process that advances equity through all aspects of the Program.
- Build respectful and interactive community partnerships.
- Invest in representative and accessible community engagement.
- Value the lived experience and input of individuals from priority populations.
- Ensure that small and disadvantaged businesses are integrated throughout the Program's lifecycle.

Program Phases

2019 — PHASE 0
Program Definition
- Business Case Framework*
- Problem and Vision Statement
- Goals and Objectives
- List of Program Alternatives

2021 — PHASE 1
Program Identification
- Preliminary Business Case
- Preferred Program Alternative

2023 — PHASE 2
Project Selection
- Intermediate Business Case
- Preferred Project Alternative(s)
- CEQA NOD/NEPA ROD**
- Final Business Case and Implementation Strategy

2028 — PHASE 3
Project Delivery
- Design and Construction Package(s)
- Readiness for Revenue Services

2040
Ready for Service

* Business Case Framework = Alternatives Analysis Process
** CEQA NOD = California Environmental Quality Act Notice of Determination
NEPA ROD = National Environmental Policy Act Record of Decision

DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Vivek Bhat, Director of Programming and Project Controls Jacki Taylor, Senior Program Analyst
SUBJECT:	Approve FY 2020-21 Transportation Fund for Clean Air Program

Recommendation

It is recommended that the Commission approve the fiscal year (FY) 2020-21 Transportation Fund for Clean Air (TFCA) Program.

Summary

TFCA County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. The Air District annually approves the program's policies and fund estimate. Per the Air District-approved expenditure plan for FY 2020-21, a total of $2.901 million of funding is available, consisting of $2.067 million of new funding that is subject to the Air District's established programming deadline of November 6, 2020, and an additional $834,000 available from projects that were either recently completed under budget or cancelled. Staff recommends the Commission approve the draft FY 2020-21 TFCA Program (Attachment A). A Commission-approved program of projects is due to the Air District by November 6, 2020.

Background

TFCA funding is generated by a four-dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve surplus emissions reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, transit signal priority, signal timing alternative fuel infrastructure and travel demand management (TDM) programs. As the designated TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County and a total of 6.25% percent of new revenue is set aside for the

Alameda CTC's administration of the program. Per the established TFCA distribution formula for Alameda County, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of $10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future shares may be borrowed against in order for a project to receive more funds in the current year, which can help facilitate the programming of the portion of funding subject to the Air District's annual programming deadline.

FY 2020-21 Program Development

An annual TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Projects proposed for TFCA funding this cycle are to be consistent with the Air District's FY 2020-21 TFCA County Program Manager Fund Policies (TFCA Policies) and cost-effectiveness requirements. The Air District's TFCA Policies require the new TFCA revenue to be fully programmed on an annual basis. Any new revenue that remains unprogrammed after the established annual programming deadline may be redirected by the Air District to other projects in the region. Additionally, TFCA funding is intended for near-term transportation improvements and for this cycle, approved projects are to start by December 2021.

The Alameda CTC's FY 2020-21 Expenditure Plan Application, approved by the Commission in February 2020 and by the Air District Board in May 2020 identified $2.9 million of funding available for programming to eligible projects. Of the total, $2.067 million is new funding subject to the Air District's annual programming deadline of November 6, 2020. The balance comprises TFCA funds from prior cycles that have been returned to the fund estimate from projects that were either cancelled or completed under budget, which is not subject to the November programing deadline. For reference, the Alameda CTC's FY 2020-21 TFCA fund estimate, with share balances by jurisdiction, is included as Attachment B.

A FY 2020-21 TFCA call for projects was released March 31, 2020. Due to the impacts from COVID-19 continuing through the spring, the initial application period was extended from 4 weeks to 3 months closing June 30, 2020. A total of nine (9) applications were received requesting $2.8 million of funding. The recommended amounts included in the proposed FY 2020-21 Program (Attachment A) are based on the Air District's current TFCA eligibility and cost-effectiveness requirements. The recommended program includes $2.072 million of funding for eight (8) projects, which includes the entire $2.067 million of new revenue subject the November 2020 programming deadline, and $4,632 of the $834,000 balance available from completed/closed projects. The recommended program funds continuation of existing transit and TDM operations, new bike facilities and a pilot EV charging installation project sponsored by East Bay Community Energy (EBCE). For this

project, the TFCA award is programmed from Piedmont's share of the TFCA fund estimate and represents Piedmont's contribution to the project, but EBCE will be the project sponsor and implementing agency. As noted in the program summary, two project's, Berkeley's Bike Parking Program and Oakland's E. 12th street represent projects with previously approved TFCA funding that have experienced delays to the project start date and absent achieving the significant progress required to support a time extension these projects were to be cancelled, requiring the sponsors to reapply for new funding and evaluated based on current TFCA policies.

Next Steps

A Commission-approved program of projects is due to the Air District by November 6, 2020. Following the program submittal, the Alameda CTC will prepare and execute project-specific funding agreements with project sponsors.

The remaining unprogrammed balance of $829,425 will be programmed through the 2022 CIP call for projects, tentatively scheduled for release in November 2020.

Fiscal Impact: TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2020-21 budget.

Attachments:

A. Alameda CTC FY 2020-21 TFCA Program Recommendation
B. Alameda CTC FY 2020-21 TFCA Fund Estimate

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TFCA County Program Manager Fund, Draft FY 2020-21 Program

70% Cities/County Share

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness ($ TFCA/ton)	TFCA Recommended	Notes
Alameda County Public Works	East Lewelling Blvd Class 4 Bike Lanes	East Lewelling Blvd Class 4 Bike Lanes. Installation of Class IV Bikeway along East Lewelling Boulevard between Meekland Avenue and Mission Blvd in Unincorporated Alameda County. Project will close a gap in the existing bicycle facilites.	$ 9,250,000	$ 175,000	$ 422,056	$ 496,667	**$ 137,000**	
Alameda CTC	Countywide Transportation Demand Management (TDM) Program	Countywide TDM program, FYs 2021-22 and 2022-23. The TDM program includes Guaranteed Ride Home (GRH); IBike, carpool and transit promotional campaigns; Bike Safety Education classes. Of total cost and recommendation, 30% is assigned to the transit portion of the TFCA fund estimate.	$ 585,200	$ 585,200	NA	$ 90,763	**$ 474,600**	
Berkeley	Citywide Bicycle Parking Program	The project will purchase and install bicycle parking infrastructure throughout the CIty of Berkeley's commercial mixed-use corridors during FYs 2020-21 and 2021-22. The project will expand the number of available bike parking spaces by a minimum of 633 spaces.	$ 149,000	$ 117,000	$ 256,733	$ 248,552	**$ 117,000**	Note 1
Oakland	E. 12th St Bike Lanes	In Oakland, on East 12th St, install bikeway, 35th - 54th Aves, including a two-way Class 4 protected bicycle lane from 40th Ave to 44th Ave. The project will result in a continuous bikeway in the International Blvd corridor from downtown Oakland, through East Oakland and provide a direct connection to Fruitvale BART.	$ 4,325,000	$ 300,000	$ 94,461	$ 494,239	**$ 215,000**	Note 2
Oakland	Broadway Shuttle Operations	The Oakland Broadway Shuttle (the "B") operates between the Jack London Amtrak Station & Grand Ave, weekdays, 7am - 10pm, at 12-15 minute frequencies. FY 2021-22 operations.	$ 1,005,000	$ 265,000	$ 94,461	$ 248,822	**$ 187,000**	Notes 3, 4
Piedmont/ East Bay Community Energy	EV Charging in Piedmont	Within the City of Piedmont, East Bay Community Energy (EBCE) will install two dual-port Level 2 and one single-port Level 2 on Grand and Highland Aves and 2 dual-port DC Fast chargers in the Community Hall parking lot in spaces reserved for EV only. TFCA funding is for purchase and installation costs and is based on the chargers remaining in operation for a minimum of 3 years.	$ 211,300	$ 120,000	$ 120,063	$ 144,930	**$ 120,000**	
San Leandro	LINKS Shuttle Operations	The San Leandro LINKS Shuttle provides free shuttle transportation from the San Leandro BART station to the industrial area west of I-880. LINKS operates Monday - Friday during peak commute hours, 5:45 - 9:45 am and 3:00 - 7:00 pm. The service operates two buses each on a North and South Loop. FYs 2020-21 & 2021-22 operations.	$ 1,558,000	$ 158,000	$ 412,412	$ 248,992	**$ 128,000**	Note 4
		Subtotal Cities/County (70%) Requested		**$ 1,720,200**	**Amount Recommended**		**$ 1,378,600**	
					TFCA 70% Available to Program		$ 2,332,726	
					Balance		*$ 954,126*	

TFCA County Program Manager Fund, Draft FY 2020-21 Program

30% Transit Discretionary Share								
Sponsor	**Project Name**	**Project Description**	**Total Project Cost**	**Amount Requested**	**TFCA Share**	**TFCA Cost-effectiveness** ($ TFCA/ton)	**TFCA Recommended**	**Notes**
Alameda CTC	Countywide TDM Program	Countywide TDM program, FYs 2021-22 and 2022-23 (30% of program)	$ 250,800	$ 250,800	NA	$ 90,763	**$ 203,400**	
LAVTA	Route 30R Weekday Operations	LAVTA's Rte 30R/ Rapid provides feeder service for key commute areas in Livermore, Dublin and Pleasanton including from LLNL/Sandia National Labs to West Dublin/Pleasanton BART via Livermore Transit Center/ACE, Las Positas College, and Dublin/Pleasanton BART station. Serivce operates 5am-1am, with 15-minute headways 6am-7pm. FYs 2021-22 & 2022-23 weekday operations.	$ 8,691,000	$ 490,000	NA	$ 236,386	**$ 490,000**	Note 4
		Subtotal Transit Discretionary (30%) Requested		**$ 740,800**	**Amount Recommended**		**$ 693,400**	
					TFCA 30% Available to Program		$ 568,699	
					Balance		*$ (124,701)*	

Program Summary	**New FY 2020-21 Fund Estimate**	**Prior Year Adjustments**	**Funds Available to Program**	**Amount Requested**	**TFCA Recommended**	**Balance** (Available less Recommended)
Subtotal 70% Cities/County	$ 1,447,158	$ 885,568	$ 2,332,726	$ 1,720,200	$ 1,378,600	$ 954,126
Subtotal 30% Transit	$ 620,210	$ (51,511)	$ 568,699	$ 740,800	$ 693,400	$ (124,701)
Total FY 2020-21 Program	**$ 2,067,368**	**$ 834,057**	**$ 2,901,425**	**$ 2,461,000**	**$ 2,072,000**	**$ 829,425**
					Portion of remaining balance subject to Nov 2020 programming deadline[5]:	*$ -*

Notes:

1. This project is proposed to replace existing TFCA project 18ALA01. Projects with delayed start dates are to be cancelled and reevaluated for a new TFCA award based on current BAAQMD policies. The cancelled grant will return $180K to Berkeley's share of the FY 2021-22 TFCA Fund Estimate.

2. This project is proposed to replace existing TFCA project 19ALA05. Projects with delayed start dates are to be cancelled and reevaluated for a new TFCA award based on current BAAQMD policies. The cancelled grant will return $140K to Oakland's share of the 2021-22 TFCA Fund Estimate.

3. In 2019, the Broadway shuttle received a continuing policy waiver from the Air District for duplication of service.

4. Recommendation reflects a higher cost-effectiveness threshold ($250K TFCA per ton of emissions reduced) for shuttle services in Air District-defined Community Air Risk Evaluation (CARE) areas.

5. Any new FY 2020-21 revenue left unprogrammed as of November 6, 2020 may be programmed directly by the Air District.

Alameda CTC TFCA County Program Manager Fund: FY 2020-21 Fund Estimate

				A	B	C	D	E (B-C+D)	F (A+E)
Agency	**Population (Estimate[1])**	**% Population**	**Total % of Funding**	**TFCA Funds Available** (new this FY)	**Balance from Previous FY**	**Programmed Last Cycle**	**Funds Available from Closed Projects**	**Rollover** (Debits/ Credits)	**TFCA Balance** (New + Rollover)
Alameda	79,316	4.75%	4.75%	$ 68,756	$ (8,203)	$ 191,051	$ 6,940	$ (192,314)	$ (123,557)
Alameda County	149,536	8.96%	8.96%	$ 129,627	$ 431,648	$ 275,305	$ 136,085	$ 292,428	$ 422,056
Albany	19,393	1.16%	1.16%	$ 16,811	$ (23,294)	$ 3,878	$ 1,697	$ (25,475)	$ (8,664)
Berkeley	123,328	7.39%	7.39%	$ 106,909	$ 163,838	$ 24,805	$ 10,792	$ 149,825	$ 256,733
Dublin	64,577	3.87%	3.87%	$ 55,979	$ 221,019	$ 1,015,290	$ 5,651	$ (788,621)	$ (732,642)
Emeryville	11,885	0.71%	0.71%	$ 10,303	$ (190,606)	$ 2,441	$ 1,040	$ (192,008)	$ (181,705)
Fremont	232,532	13.93%	13.93%	$ 201,574	$ 101,042	$ 47,919	$ 20,347	$ 73,470	$ 275,043
Hayward	159,433	9.55%	9.55%	$ 138,207	$ 137,361	$ 32,978	$ 37,369	$ 141,752	$ 279,959
Livermore	91,039	5.45%	5.45%	$ 78,918	$ 592,632	$ 18,605	$ 7,966	$ 581,993	$ 660,912
Newark	48,712	2.92%	2.92%	$ 42,227	$ 474,773	$ 9,661	$ 4,262	$ 469,374	$ 511,601
Oakland	432,897	25.93%	25.93%	$ 375,263	$ 21,598	$ 352,279	$ 49,880	$ (280,802)	$ 94,461
Piedmont	11,420	0.68%	0.69%	$ 10,000	$ 111,456	$ 2,402	$ 1,009	$ 110,063	$ 120,063
Pleasanton	80,492	4.82%	4.82%	$ 69,776	$ (41,504)	$ 96,120	$ 196,043	$ 58,420	$ 128,195
San Leandro	89,825	5.38%	5.38%	$ 77,866	$ 344,514	$ 17,829	$ 7,860	$ 334,546	$ 412,412
Union City	74,916	4.49%	4.49%	$ 64,942	$ 382,218	$ 235,856	$ 6,555	$ 152,917	$ 217,859
TOTAL 70% Cities/County:	**1,669,301**	**100%**	**100%**	**$ 1,447,158**	**$ 2,718,490**	**$ 2,326,419**	**$ 493,497**	**$ 885,568**	**$ 2,332,726**

FY 2019-20 TFCA New Revenue	$	2,078,522
Less 6.25% for Program Administration	*$*	*(129,908)*
Subtotal New Programming Capacity	$	1,948,614
Calendar Year 2019 Interest Earned	$	118,754
Total New Programming Capacity	$	2,067,368

	Totals	***Cities/County (Shares) 70%***	***Transit (Discretionary) 30%***
Total New Programming Capacity	$ 2,067,368	$ 1,447,158	$ 620,210
Funds Available from Closed Projects Adjustment	*$ 834,057*	*$ 493,497*	$ 340,560
FY 2019-20 Rollover (debit/credit) Adjustment	*$ -*	*$ 392,071*	*$ (392,071)*
Total Adjustments[2]	$ 834,057	$ 885,568	$ (51,511)
Adjusted Total Available to Program	**$ 2,901,425**	$ 2,332,726	$ 568,699

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2019 (released May 2019).
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/19.

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DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Liz Rutman, Director of Express Lanes Implementation and Operations
SUBJECT:	Approve Amendment No. 5 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-680 Sunol Express Lanes

Recommendation

It is recommended that the Commission approve the Sunol Smart Carpool Authority to execute Amendment No. 5 to Cooperative Agreement I680-BATA-JPA with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-680 Express Lanes.

Summary

The Sunol JPA entered into a cooperative agreement with the Bay Area Toll Authority (BATA) for toll collection and customer services necessary to operate the I-680 Sunol Southbound Express Lane in 2010. The Agreement was subsequently amended four times to adjust reimbursable costs, extend the term of the Agreement, and add protections for Personally Identifiable Information. The I-680 Sunol Express Lanes (Phase 1) Project constructed a new parallel northbound express lane and modified the existing southbound express lane. Collectively, the new I-680 Sunol Express Lanes includes enhanced violation enforcement equipment. An amendment to the cooperative agreement is necessary to add reimbursable costs for revenue collection associated with the implementation of the new I-680 Sunol Express Lanes toll system.

Because BATA provides Customer Service Center (CSC) services for all of the Bay Area Express Lanes, staff has negotiated these terms with BATA in coordination with the other Bay Area express lane operating agencies. This ensures equitability and consistency of sharing of joint costs and cost adjustments are automatically applied as additional express lane facilities begin operations. A summary of the amendment items is included in Table A.

Costs associated with the software development ramp-up support are considered project costs associated with the I-680 Sunol Express Lanes project, for which Alameda CTC is the sponsor, and these costs are within the Alameda CTC programmed budget for this project.

All other costs requested in this amendment are operational costs and were anticipated and included in the Sunol JPA's FY 2020 – 2021 annual budget.

Background

The Sunol JPA owns the I-680 Sunol Express Lanes toll system. Tolls for solo drivers will be collected through an All Electronic Toll (AET) collection method by the use of FasTrak® transponders and license plates. Prior to the opening the original southbound express lane to traffic in September 2010, the Sunol JPA entered into a cooperative agreement with the Bay Area Toll Authority (BATA) for toll collection and customer services necessary to operate the I-680 Sunol Southbound Express Lane as an AET facility. Such an agreement is manded by the legislation authorizing the Sunol JPA to operate the express lanes, and BATA is the only agency in the Bay Area that is set up to distribute FasTrak® / FasTrak flex® transponders (a.k.a. toll tags), maintain accounts, collect tolls, and provide related customer services for the Bay Area. BATA, therefore, provides these back-office services for all of the Bay Area toll facilities. The original Agreement was amended four times to adjust reimbursable costs, extend the term of the Agreement, and add protections for Personally Identifiable Information.

At this time, an amendment is requested to add terms necessary for the implementation and operations of the new I-680 Sunol Express Lanes toll system that is expected to begin revenue service in spring 2021. In addition, BATA has requested that the terms of certain ongoing fees be amended. The following lists the changes associated with the requested amendment. A summary of the agreement fees associated with project implementation is included in Table A; fees associated with on-going revenue collections are shown in Table B.

I-680 Express Lanes Start-Up Costs

Toll collection relies on electronic transfer of files between the I-680 Express Lanes toll system and the BATA CSC system implemented by BATA's consultant. Before any new express lane toll system can begin operations, BATA must issue a change order to their consultant to design, develop, and test software modifications necessary to incorporate the new express lane, including testing the electronic transfer of files. In addition, BATA's consultant must develop and test the toll violation notices associated with the new express lanes.

I-680 Express Lanes Ramp-up Support

The new express lanes will require increasing the CSC staff, if even temporarily, to accommodate the additional requests for FasTrak registration and other information. Based on prior experience with the opening of other regional express lanes, BATA's consultant anticipates such staffing increases are needed for the two months prior and one month after the express lanes begin revenue service. Along with the ramp-up staffing, additional office equipment (phones, computers) are needed. CSC staff will also require training about the new express lane. Although the policies and business rules are consistent with other Bay Area express lanes, training is still needed to ensure accurate information is conveyed to the traveling public. Table A includes costs associated with ramp-up staffing and training efforts.

Transaction Processing Costs

The I-680 Sunol Southbound Express Lane toll system creates a trip record, or transaction, each time a vehicle uses the express lane. The current Cooperative Agreement includes fixed cost per transaction for each transponder-based transaction processed by the CSC. With the new toll system and toll ordinance adoption, the agreement must be amended to include license plate image-based transaction processing and violation notice processing. In all cases, the fix cost per transaction is incurred only for the first handling of the transaction and does not apply to subsequent handling of the transaction necessary for full transaction processing.

Annual Review of On-going Revenue Collection Costs

Per the terms of the existing agreement, transaction processing costs shall be reviewed on an annual basis, or upon any changes to the CSC contract pricing under BATA's contract with the CSC Contractor and revised, as agreed by BATA and JPA, to reflect changes in actual CSC processing costs. Those terms are now recommended to apply also to these other on-going support costs: Clean Air Vehicle (CAV) program, CSC Operations and Maintenance, CSC Accounting Specialists, and BATA direct costs. For all such costs, BATA shall provide the JPA with documentation outlining the changes in costs. For the purposes of such cost adjustments, the Executive Director of the JPA shall have the authority to approve changes in transaction costs provided for in this paragraph on behalf of the JPA.

TABLE A: Summary of Amendment Costs associated with the I-680 Sunol Express Lanes Project Implementation

Design, Development, and Testing of the CSC system modifications needed to implement the Project	Fixed fee $361,972
Violation notice template development and testing	Actual costs (estimated $3,900)
Ramp-up staff costs for the 2 months prior to opening and 1 month after opening	Actual costs (estimated at $300,000)
Training CSC staff about the new express lane	Actual costs (estimated $5,375)
CSC equipment to install additional CSC phone lines and computers	Actual costs (estimated $69,783)
Contingency (10%, due to cost estimations)	$71,103
TOTAL	$815,133 (estimated)

TABLE B: Summary of Amendment Costs/Changes associated with I-680 Express Lanes Revenue Collection Support Services

Agreement Item	Current Terms	Proposed Revised Terms
CSC Transaction Processing Costs[1]:		Term updated: annual review of unit pricing clarified.
Transponder-Based Transactions	$0.161 each	$0.166 each
License Plate Image-Based Transactions	N/A	$0.166 each
Violation Notice Costs	N/A	$0.906 each
CSC CAV Program Costs[1]:		Term changed: annual review of unit pricing
CAV Application Validation	Calculated share $6.350 each based on monthly express lane transaction share	
CAV Tag Kit Assembly (replacement tags only)	Calculated share of $3.099 each based on monthly express lane transaction share	
CAV Tag Kit Postage (replacement tags only)	Calculated share of actual cost based on monthly express lane transaction share	
BATA CSC Operation and Maintenance Costs[1]	Calculated share of (estimated $19,287) per month Total Actual O&M Costs related to Express Lanes based on monthly express lane transaction share	Term changed: annual review of unit pricing. Current monthly cost $19,807.
BATA CSC Accounting Specialist Cost[1]	Calculated share of (estimated $6,309) per month cost based on monthly express lane transaction share	Term changed: annual review of unit pricing.
BATA Direct Costs[1]	$4,800 per month	Term update: annual review of unit pricing clarified. Revised starting monthly cost $5,670 per month
Credit Card and Banking Fees	Sunol JPA share based on all toll transactions including bridge tolls	No change

[1] *Fees subject to annual review or update per the revised terms of the Agreement.*

Cost Share Formula (for all except banking fees):

$$Sunol\ JPA\ Cost\ Share\ = \frac{Sunol\ JPA\ Monthly\ number\ of\ Transactions}{\begin{array}{c}Total\ Monthly\ number\ of\ Bay\ Area\ Express\ Lane\ Transactions\ for \\ Alameda\ CTC \\ Bay\ Area\ Infrastructure\ Financing\ Authority \\ San\ Mateo\ Express\ Lanes\ Joint\ Powers\ Authority \\ Santa\ Clara\ Valley\ Transportation\ Authority \\ I-680\ Sunol\ JPA\end{array}}$$

Fiscal Impact: Approval of Amendment No. 5 to the Agreement will encumber $815,133 in previously allocated Measure B funds and future I-680 Toll Revenue funds for subsequent expenditure from October 1, 2020 through March 30, 2022 subject to the approval of the FY 2020-21 and FY 2021-22 operating budgets.

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DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Liz Rutman, Director of Express Lanes Implementation and Operations
SUBJECT:	Approve to enter into a Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) for Express Lanes Operations Services

Recommendation

It is recommended that that the Commission approve and authorize the Executive Director to enter into a Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) for Express Lane Operations Services.

Summary

Alameda CTC operates the I-580 Express Lanes, located in the Tri-Valley through the cities of Dublin, Pleasanton, and Livermore. In addition, Alameda CTC operates the I-680 Sunol Express Lanes that span from State Route (SR) 84 near Pleasanton to SR 237 in the City of Milpitas, on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). Various aspects of express lane operations to ensure the toll system is operational and managing traffic, and which facilitate traffic incident responses related the express lanes, are the real-time monitoring of the roadways and electronic toll system via closed-circuit television cameras and electronic toll system monitoring tools. Alameda CTC currently contracts with a consultant to provide express lane operators and Alameda CTC maintains an express lanes operations center within our office in Oakland for this monitoring. The consultant contract to providing these operators expires June 30, 2021.

The Bay Area Infrastructure Financing Authority (BAIFA) operates the I-680 Contra Costa Express Lanes and the I-880 Express Lanes in Alameda County and will operate the San Mateo US 101 Express Lanes when they open in 2021 as well as any future express lanes in Solano County. The BAIFA Board is a geographically focused subset of Metropolitan Transportation Commission (MTC) Commissioners, including representation from Alameda County. BAIFA maintains their own express lanes operations center in the Bay Area Metro Center in San Francisco and contracts with a consultant to provide express lanes operations staff.

In an effort to develop regional consistency with express lane roadway operations, as well as consolidate efforts and reduce long-term operating costs, staff recommends that Alameda CTC enter into a cooperative agreement with BAIFA for express lanes operations services pertaining to the real-time monitoring of express lanes that Alameda CTC currently operates.

Costs for express lane monitoring is included in annual operating budgets for both the I-580 Express Lanes and I-680 Sunol Express Lanes.

Background

Alameda CTC operates two express lanes: the I-580 Express Lanes, located in the Tri-Valley through the cities of Dublin, Pleasanton, and Livermore; and the I-680 Sunol Express Lanes that span from State Route (SR) 84 near Pleasanton to SR 237 in the City of Milpitas. Both express lanes operate 5 am – 8 pm, Monday through Friday. During those hours, it is necessary to actively monitor the roadways and electronic toll system in real time via closed-circuit television cameras (CCTVs) and electronic toll system monitoring tools to ensure the toll system is operational and managing traffic. In addition, monitoring is needed to ensure effective and timely coordination with Caltrans and the California Highway Patrol in the event of an incident in the roadway, such as a collision, stalled vehicle, or debris inhibiting travel.

Alameda CTC maintains an express lanes operations center within our Oakland office for this monitoring. The operations center includes computers, each with multiple monitors, and an additional large wall-mounted monitors so that the operator can easily view the CCTVs, toll system dashboards, and other electronic tools. Via consultant agreement, operators working one at a time in shifts of up to 8 hours, provide monitoring services during express lane operating hours. These operators are tasked with conducting system checks, coordinating with the Caltrans District 4 Traffic Management Center for traffic incident management, logging incidents that impact the express lanes or overall freeway operations, and informing Alameda CTC staff of any irregularities observed that may indicate an issue with the electronic toll system performance. With approval from Alameda CTC staff, these operators can also manually override the toll system pricing and/or signage in the event of a major incident or in support of maintenance activities.

Alameda CTC's consultant agreement requires that the consultant provide additional operators, as needed, to ensure uninterrupted coverage of the express lanes, and oversee all of the scheduling of the operators. However, Alameda CTC staff provide all training and oversight of the operators and are on-call during all operating hours in case an incident requires staff to authorize a manual override of the toll system. At times, agency staff must fill in for the operators if the consultant cannot provide a suitable alternative, such as a last-minute illness. In addition, to ensure the operators have the basic qualifications needed to perform the tasks required, Alameda CTC staff interview potential new operators offered by the consultant. Since the inception of the current consultant agreement in January 2017, there have been seven full-time operators and six temporary infill operators. The average annual cost of this agreement over the last three years is $217,000. The current consultant agreement for these express lanes operations services expires June 30, 2021.

BAIFA operates the I-680 Contra Costa Express lanes and the I-880 Express Lanes, and will add the San Mateo US 101 express lanes to their operations duties in 2021. As part of those duties, BAIFA maintains an express lanes operations center at the Bay Area Metro Center in San Francisco and contracts with a consultant to provide express lanes operators. Because this consultant also provides operators for the 511 services, as well as a full-time express lanes operations manager, there is a larger pool of operators such that agency staff are rarely needed to fill in with this effort. The consultant team thoroughly interviews all potential operators, provides initial training for new operators, on-going testing and training, and oversight of all operators and scheduling. In addition, monthly reports are provided that summarize the incidents, overrides, and other services provided. Standard operating procedures guide allow for the express lanes operations manager to perform some tasks for BAIFA that Alameda CTC's express lanes staff currently perform for our own express lanes.

Merging of the two operations centers would benefit Alameda CTC in several ways. First, it would relieve Alameda CTC's small express lanes team of training and oversight of the operators, as well as most of the on-call duties that average 4 – 6 hours per week of staff time. Through a cooperative agreement, the BAIFA staff would oversee the consultant contract and monitoring operations of our express lanes just as they do their own. Incidents involving significant impacts to revenues on Alameda CTC's express lanes would be immediately reported to Alameda CTC staff for authorization to override the toll system, but minor incidents and system checks would be overseen by BAIFA's staff and consultant team. Second, the merging of the operations center would eliminate the need for Alameda CTC to allocate office space and incur costs associated with maintaining our own operations center. Instead, these costs are shared through the cooperative agreement, allowing all parties to benefit from economies of scale.

Finally, this action is in keeping with the shared goals of improving regional freeway operations and providing a seamless express lane system for travelers. The combined express lanes operation center would facilitate incident response in coordination with the Caltrans District 4 Traffic Management Center by providing a single point of contact for the I-680, I-580 and I-880 corridors. Response to incidents impacting multiple corridors can be handled in a consistent manner more efficiently, which is a growing concern as the express lane network grows and facilities become more proximate to one another. In addition, Alameda CTC and BAIFA have coordinated closely to ensure our express lanes provide a consistent set of tolling rules for the public. That is the case today, and the two staffs will continue to work with their respective boards to continue this alignment.

Not all express lanes operations responsibilities will be contracted to BAIFA. Alameda CTC staff proposed to retain direct management of the pricing of the express lanes, evaluate express lane performance, monitor the express lane toll system performance to ensure it is meeting key metrics required under the toll system integrator's (TSI's) operations and maintenance agreement, and process express lane toll disputes escalated by the FasTrak® regional customer service center. Quarterly operations updates will continue to be provided to the Commission.

Costs associated with the recommended cooperative agreement fall into two categories: start-up costs and ongoing operations services.

Start-Up Costs

The transition of express lane monitoring services first requires that BAIFA's operations center has access to Alameda CTC's toll system CCTVs and monitoring dashboards. This requires some effort by BAIFA's IT team, as well as Alameda CTC's TSIs. Additional computer equipment is needed to expand BAIFA's operations center to allow for simultaneous monitoring of our two additional corridors. Finally, BAIFA operations staff and the consultant team need to be trained on Alameda CTC's toll system operations and dashboards, which were developed by a different TSI. Alameda CTC staff will assist in this initial training; future training of new operators will be the responsibility of MTC's consultant team. The cost of this transition is $68,000.

On-going Express Lanes Operations Services

The fixed fee for MTC to provide operations services for Alameda CTC's express lanes is $17,500 per month for Fiscal Years 2021 – 2022 and 2022 – 2023. This fee is based on BAIFA's consultant contract for operations services, pro-rated as a percentage of Alameda CTC's lane miles, which comprise 34% of the combined Alameda CTC and BAIFA express lane centerline miles.

Staff recommend that the training and transition be conducted during the current fiscal year, with operations fully supported by July 1, 2021, at which time the fixed monthly fee for operations services would commence.

The Cooperative Agreement would expire June 30, 2023, unless amended by both Alameda CTC and BAIFA. Prior to expiration, potential fee adjustments would be negotiated.

Fiscal Impact: Approval of this Cooperative Agreement will encumber $34,000 in each of I-580 Toll Revenue and I-680 Toll Revenue funds in FY 2020-21 for start-up costs, and sufficient budget has already been included in the FY 2020-21 operating budgets. The annual monitoring costs would encumber $105,000 per fiscal year for each of I-580 Toll Revenue and I-680 Toll Revenue funds and is subject to the approval of annual operating budgets.

Memorandum

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

DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Gary Huisingh, Deputy Executive Director of Projects Vivek Bhat, Director of Programming and Project Controls
SUBJECT:	I-880 to Mission Boulevard East-West Connector Project Update by Project Sponsor - City of Union City

Recommendation

Pursuant to the transfer of project sponsorship from Alameda CTC to the City of Union City (City) and as directed by the Commission in Spring 2018, City staff will provide an update on the development of the I-880 to Mission Boulevard East-West Connector Project (Project). Comments made during the Programs and Projects Committee meeting are summarized under the Background section of this memo. This is an informational item.

Summary

The East-West Connector (EWC) is the last major capital project remaining from the 1986 Measure B Transportation Expenditure Plan (1986 TEP). The current project description was adopted in June 2006 with the second amendment to the 1986 TEP. The project scope includes approximately 3.2 miles of an improved east-west local arterial route along a combination of existing roadways and new alignments through the cities of Fremont and Union City connecting I-880 in Fremont to Route 238 (Mission Boulevard) in Union City.

In March 2018, the City requested, and the Commission approved, a transfer of project sponsorship to the City along with a plan to transition the responsibility for delivering the project. The action approved in March 2018 included specific conditions (detailed below under Background) for the City to fulfill as part of the transfer of project sponsorship and set expectations for the City to evaluate the traffic study, complete the final design of the project and develop a project delivery plan to address the funding shortfall. Alameda CTC arranged for the consultant contracts and interagency agreements related to the project to be transferred to the City of Union City. The project delivery plan requirements of the March 2018 action included a condition that all segments of the project would be ready for construction by June 2020; this has not been completed as described below.

The City accepted the role of project sponsor and implementing agency and began the work to finalize the design with a focus on the traffic study, which required better understanding of recent local and regional transportation projects and development plans since 2009. The City's initial review identified a number of deficiencies related to the design elements of the 2011 EWC plans related to current design standards and guidelines for multi-modal transportation facilities, e.g. complete streets and transit routes, and consistency with the current conditions in the Union City BART Station area. While the design of the EWC included elements to accommodate a multi-modal facility, the details of the design elements have become outdated.

The City of Union City has been working with the City of Fremont, AC Transit, Union City Transit, BART, Caltrans, SamTrans/Cross Bay Transit, ACE, Alameda CTC, Eastbay Regional Park District and bicycle and pedestrian groups to update the traffic study and the design of the project. Cities of Union City and Fremont now refer to the project as the Quarry Lakes Parkway (QLP) project, a defined gateway into Quarry Lakes Regional Park in Fremont. The City of Union City has requested this item on the agenda to provide an update on the status of the project, pursuant to the Commission conditions, and their current project delivery plan.

The City of Union City, in cooperation with Fremont, intends to present the current project delivery plan for the QLP project as a modification to the EWC, and to satisfy conditions required as part of the project transfer approved by the Commission in March 2018. Staff has reviewed the City's proposed Quarry Lakes Parkway project scope and found it consistent with the EWC project described in the 1986 TEP, as amended.

Background

The East-West Connector is the last major capital project remaining from the 1986 Measure B Transportation Expenditure Plan (1986 TEP). The evolution of the EWC project can be traced back to 1958 when Caltrans first identified the need for the Historic Parkway (a route intended to serve as State Route 84 through the area). Right-of-way was acquired and/or zoned for the Historic Parkway during the 1960's and 70's and the approval of the Expenditure Plan in 1986 made funding available to develop the project.

In January 2007, the Alameda CTC entered into a Memorandum of Understanding (MOU) with Caltrans, the City of Fremont, and the City of Union City which spelled out the terms of project delivery and identified the Alameda CTC (the Alameda County Transportation Authority, ACTA, at the time) as the implementing agency for project development. The Alameda CTC retained a consultant team to perform preliminary engineering, environmental studies, and final design services for the EWC project.

The Final Environmental Impact Report (FEIR) for the EWC was approved in accordance with the California Environmental Quality Act (CEQA) in 2009 allowing final design activities to begin. The project design activities were halted in 2011 after the project cost estimate was updated and a significant funding shortfall was identified.

Design efforts resumed in 2015 after the passage of the 2014 Measure BB Transportation Expenditure Plan (2014 MBB TEP) which included several funding opportunities for the project. When the cost estimate was updated again in 2017, the funding shortfall had increased to over $200 million, and the viability of the project was revisited by Alameda CTC and project stakeholders.

In March 2018, the City requested, and the Commission approved, a transfer of project sponsorship to the City along with a plan to transition the responsibility for delivering the project. The action approved in March 2018 included specific conditions for the City required at the transfer of project sponsorship and set expectations for the City to complete the final design of the project and develop a project delivery plan to address the funding shortfall.

Commission conditions included:

- A cap on the cost for final design and preparation of the PS&E work at $2.5 million.
- In addition to the final design work and the $2.5 million funding limit, Union City shall evaluate whether an update, amendment or addendum to the current environmental document is required. This evaluation shall include preparation of an updated traffic study covering at least the area from the Dumbarton Bridge to the Union City BART station, all at a cost to be determined.
- As part of the final design work, Union City shall work with transit, pedestrian and bicycle groups to ensure that the design meets the needs of those interests, in terms of connectivity, safety and related concerns.
- Union City will report back to the Commission upon completion of the design work and preparation of a cost estimate and funding plan.

The engineering complexities and associated risks present significant challenges to project delivery, including a funding shortfall. The lack of an approved NEPA environmental document precludes the project from being eligible for funding from federal sources at this time.

The City of Union City, in cooperation with Fremont, intends to present the current project delivery plan for the project referred to as the Quarry Lakes Parkway as a modification to the EWC.

This item was presented to the Programs and Projects Committee (PPC) on October 12, 2020 and several comments were received from the public and committee members.

Public Comments:

- The Committee was reminded that the East-West Connector Mitigation Monitoring Committee was formed to review mitigation measures included in the East-West Connector project and the group asked to be kept informed.

- Concerns were expressed about Segments 4 and 5 and the need for a new four-lane roadway versus two-lanes. It was noted that the traffic study should support the proposed number of lanes.

- It was noted that the bicycle and pedestrian elements of the proposed Quarry Lakes Parkway project are not identified as priorities in the Union City master bicycle plan and any discretionary bicycle and pedestrian funding should only be used for projects identified as priorities. The City of Union City clarified that the current bicycle and pedestrian master plan was prepared when the East-West Connector was sponsored by the Alameda CTC and not included in the City's Plan.

- It was suggested that the reduction in Vehicle Miles Travelled (VMT) attributed to the QLP are, in large part, due to the combination of the QLP with a separate project along Decoto Road for analysis purposes. It is not clear how the QLP differs from the EWC at the level of detail that the benefits analysis is conducted.

- Much of the marketing material for the QLP was described as misleading.

- It was noted that there are three schools in the area surrounding the project, and that safety of students travelling to and from school should be considered in the analysis.

- There was an opinion that the level of air quality benefits attributable to the QLP are overstated.

- It was noted that the existing traffic at the intersection of Paseo Padre Parkway and Isherwood Way is a problem and the impact of the QLP on the neighborhood traffic and safety along Paseo Padre Parkway should be included in the analysis.

- The details of the traffic analysis performed to support the conclusions about the number of lanes necessary and the benefits of the project have not been made available to interested parties and shareholder groups.

- The impacts on the intersections along the QLP and in the areas impacted by the QLP should be addressed in the traffic study.

- It was suggested that the traffic analysis and environmental document approved in 2009 are outdated and should be revisited in light of the changes to the project and the intended project benefits.

- It was suggested that the housing and job projections for the Union City BART Station Area development are out of balance.

- It was suggested that the lack of access to the QLP directly from the properties adjacent to the QLP is an indication that the QLP is intended to serve pass-through traffic rather than neighborhood traffic.

- It was noted that the cross-bay transit advocates are studying a light rail system to connect to the Union City BART Station area.

PPC Committee Member Comments:

- Several Committee members commented that they believe the details of the traffic study for the QLP should be made available for review by the interested parties and project stakeholders. It was noted by the City of Union City that the traffic study is currently in draft form and being coordinated with a study by Fremont for the Decoto Road multi-modal improvements.

- Several Committee members stated they share the concerns expressed by the members of the public.

- A question was raised about whether the conclusions summarized in the Transportation Memorandum prepared on behalf of the City of Union City were based on current evaluation criteria. It was noted that LOS is an outdated criterion.

- A question was raised about whether a bicycle/pedestrian only facility has been considered instead of the QLP, including a bicycle only element on Segment 5. The response was no, a bicycle/pedestrian only facility had not been considered.

- A question was raised about whether induced demand was considered in the analysis used to determine the benefits of the QLP, and any potential offset of the Transit Oriented Development (TOD) benefits by the effects of induced demand.

- The Committee members generally supported the segments of the project that support circulation within the BART Station area and housing and commercial development, but have significant questions and concerns about the segments that support pass-through traffic.

- Comments were made that more communication is needed with project stakeholders and that there was a desire to see more detailed traffic analysis before the item comes back to the Commission.

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

Attachments:

A. I-880 to Mission Boulevard East-West Connector Project Fact Sheet
B. City of Union City Quarry Lakes Parkway Brochure
C. City of Union City Quarry Lakes Parkway Presentation at Alameda CTC Programs and Projects Committee Meeting

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Interstate 880 to Mission Blvd East-West Connector

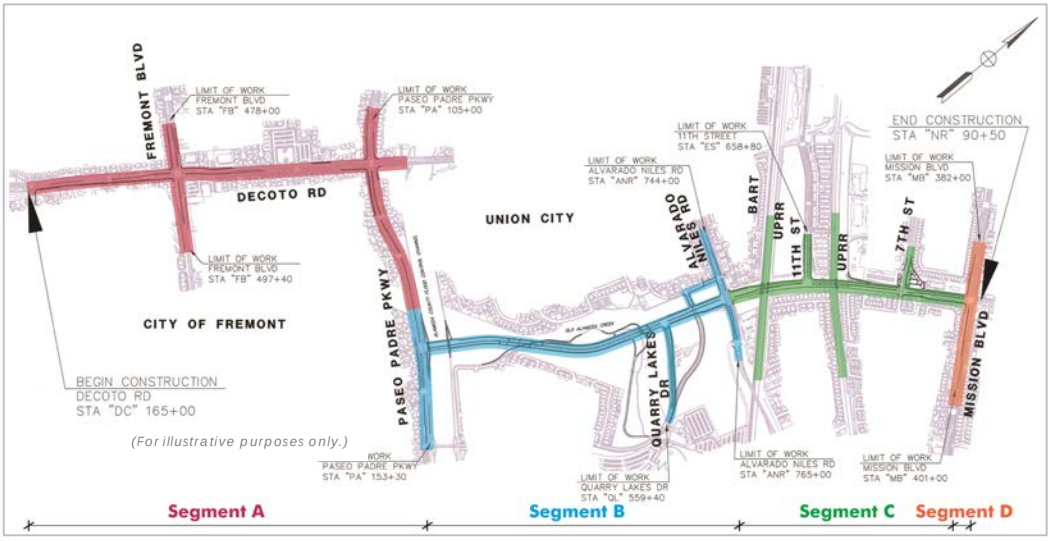
6.9A

JUNE 2018

PROJECT OVERVIEW

The Interstate 880 (I-880) to Mission Boulevard East-West Connector project will construct an improved east-west connection between I-880 and State Route 238 (Mission Boulevard). Work includes new roadways, widening two existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and State Route 238 (SR-238).

This critical roadway improvement project with transit and multimodal links will provide direct access to the Union City Intermodal Bay Area Rapid Transit (BART) transit oriented development district.



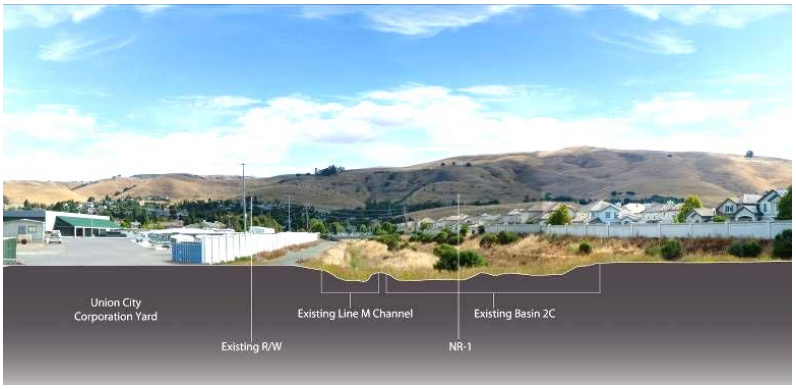
Note: The project is designed to be constructed as four independent construction bid packages as represented by Segments A through D.

PROJECT NEED

- Provides connection from SR-84/I-880 to Mission Boulevard.

PROJECT BENEFITS

- Improves connectivity from Mission Boulevard (SR-238) to the Dumbarton Bridge (SR-84)
- Provides access to planned transit oriented development and regional transit at the Union City Intermodal
- Expands bus access to Union City Intermodal Station
- Creates a grade separate roadway under BART and Union Pacific Railroad (UPRR) tracks
- Constructs new Class I multi-use path and Class II bike lanes
- Implements Complete Streets features



Project site rendering, (Courtesy of WRECO.)

COST ESTIMATE BY PHASE ($ X 1,000)

Scoping	$	0
PE/Environmental	$	5,358
Final Design (PS&E)	$	16,891
Right-of-Way/Utility	$	95,164
Construction	$	202,447
Total Expenditures	**$**	**319,860**

STATUS

Implementing Agency: City of Union City

Current Phase: Design

- Final Environmental Impact Report (EIR) was approved in 2009.
- Due to insufficient construction funding, design efforts were halted in late 2011.
- With the passage of Measure BB, critical path work activities began, including right-of-way acquisition, UPRR and BART grade separated designs, and mitigation of environmental impacts in November 2014
- Alameda CTC, in partnership with the City of Union City, is working on a funding strategy to address the significant project shortfall.
- The Alameda CTC Commission approved transferring implementation of this project to the City of Union City in March 2018.

FUNDING SOURCES ($ X 1,000)

Measure BB	$	0
Measure B	$	88,771
Local[1]	$	14,300
Local[2]	$	6,708
TBD	$	210,081
Total Revenues	**$**	**319,860**

[1]Congestion Management Agency Transportation Improvement Program (CMA-TIP) funds
[2]City of Union City funds

PROJECT DOCUMENTS

Project web page: https://www.alamedactc.org/SR-84widening

Final EIR was approved in 2009
https://www.alamedactc.org/SR-84widening

Final EIR/EA with finding of no significant impact:
https://www.alamedactc.org/files/managed/Document/23143/SR-84_Widening_ALA-84_297630_Final_EIR-EA.pdf

SCHEDULE BY PHASE

	Begin	End
Scoping/Environmental	Spring 2007	Summer 2009
Final Design (PS&E)	Fall 2015	Spring 2019
Right-of-Way/Utility	Fall 2015	Spring 2019
Construction[3]	Spring 2019	Fall 2022

[3]Assumes full funding decision spring 2018.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC and the cities of Fremont and Union City

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

QUARRY LAKES PARKWAY

Rendering of 11th Street in station district community with BART at-grade on the right.

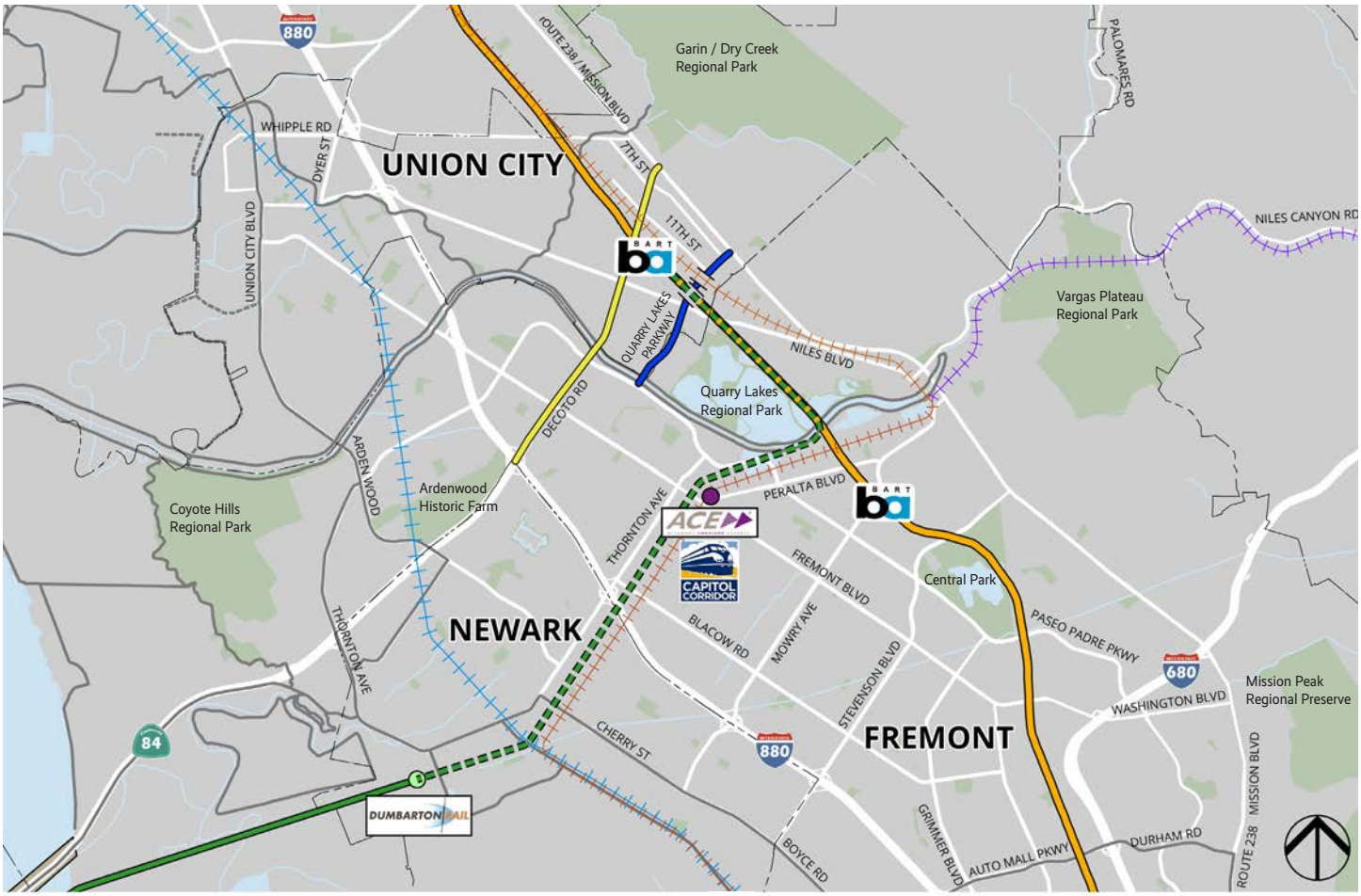
STATION DISTRICT TRANSFORMATION

Formerly industrial lands, the redeveloped BART Station District in Union City is an area surrounding the BART station south of Decoto Road and east of Alvarado-Niles Road. Nearby are several community amenities, including the 4,000-student James Logan High School, an elementary school campus, a commercial center and the City's main community park. Local bus service to the BART station area is provided by Union City Transit, AC Transit and Dumbarton Express.

Union City is proud to have transformed more than 90 acres of vacant, underutilized, and environmentally contaminated land into a thriving pedestrian and transit-oriented community, and there are plans for even more community building in the Station District area. The Station District, winner of numerous awards, has 1,700 new housing units built or entitled and 1.2 million square feet of planned office space – all in the Station District next to BART. Yet, there is more to come! In the next five years 2,000 homes are expected to be built within one-half mile, or slightly more, of the BART station. These homes will have an average density of 45 units per acre.

Art and play structure within the Station District

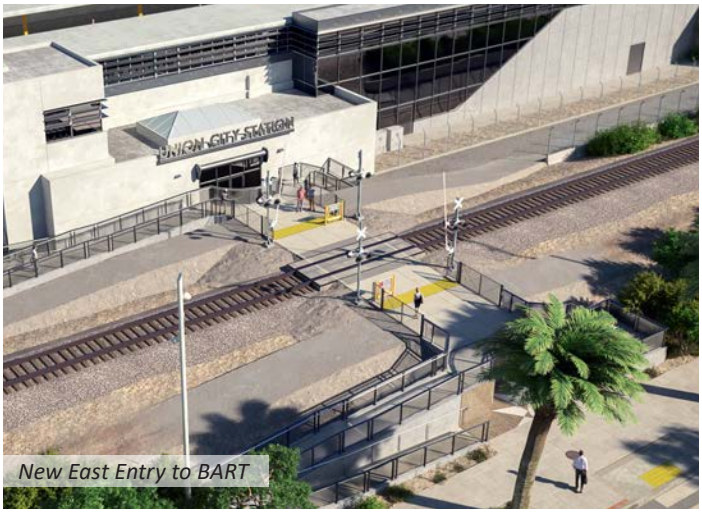
Conceptual Station District Development



REGIONAL TRANSPORTATION PRIORITIES

Like any community, even one so rich with transit, dependable road access is essential for Union City. Currently the Station District is only accessed by way of Decoto Road, a congested corridor that serves many needs, including providing local bus service and regional bus service from the BART station in Union City, across the Dumbarton Bridge, to the cities of Menlo Park and Palo Alto. In the near future, Decoto Road will become a transit-priority thoroughfare. These improvements will increase the need for improved access to and from the Station District community.

Union City Transit



New East Entry to BART

Quarry Lakes Parkway birds-eye rendering.

QUARRY LAKES PARKWAY VISION

Consistent with Plan Bay Area, the Union City Station District is a Priority Development Area and a preferred location for growth. This priority growth neighborhood, like any mature neighborhood, needs a circulation plan and transit service to thrive and become the vibrant center envisioned by the community.

A key element of that circulation plan, which has been a part of the city and regional planning effort for over 30 years, is the proposed Quarry Lakes Parkway. This transportation corridor is an integral component of Union City's Station District. As a complete street, the Parkway is designed to carry local bus, deliveries, car, bicycle and pedestrian trips in and out of the new community of homes and offices at the BART Station. The Parkway will also provide a crucial second access point to disperse movement and flow, and improve circulation to the Station District for the high-density housing and offices, as well as direct commuter/employer bus access to BART.

The new Parkway, as is typical of city streets, will include underground utilities to serve new development and better serve existing development. The Parkway will accommodate traditional utilities of electricity, natural gas, and sewer; high speed fiber to provide faster internet services for households; a "loop" water delivery system that can provide uninterrupted water service in the event a main water line rupture; and improved storm water collection.

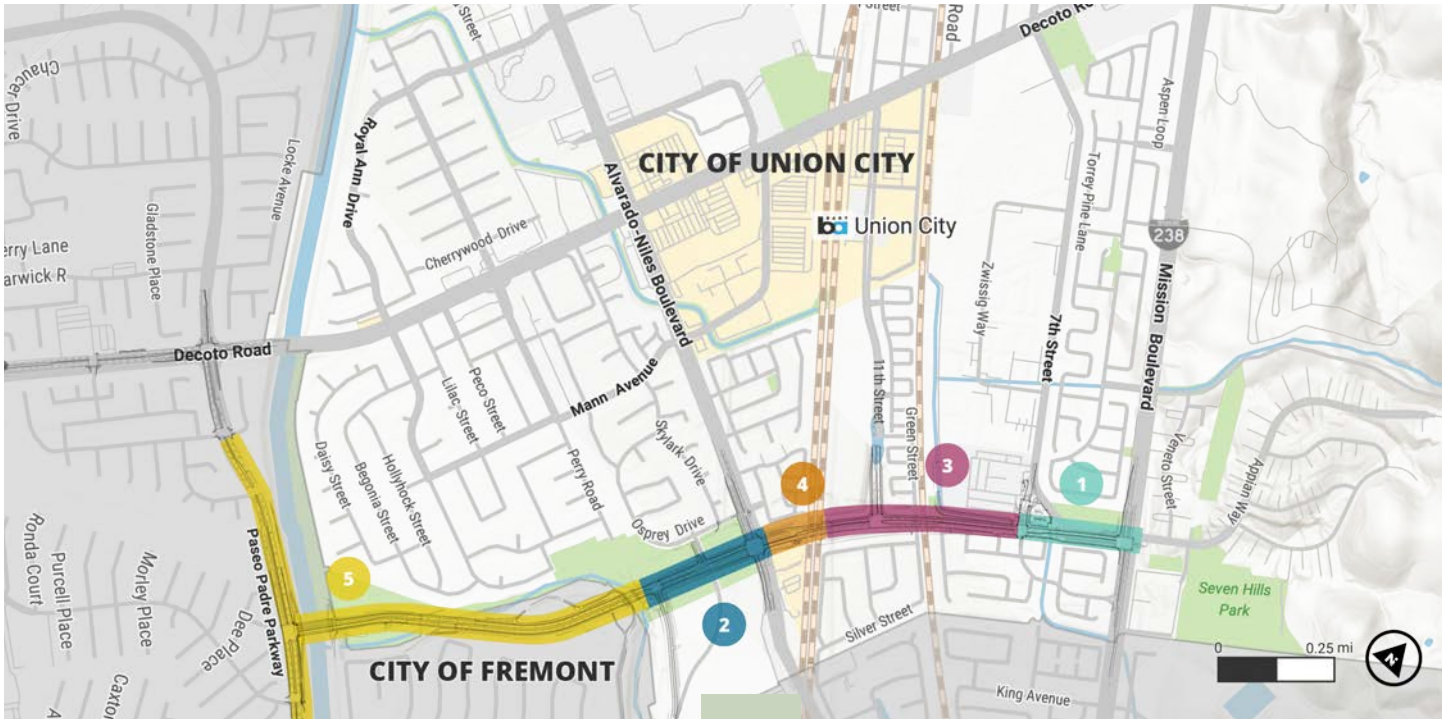
Quarry Lakes Parkway provides enhanced pedestrian and bicycle facilities, including a separated, multi-use path that connects the hillsides at Mission Boulevard to the Dumbarton Bridge. Along this route, the path will link to several regional parks and trails in the area: Dry Creek Regional Park, Quarry Lakes Regional Park, Alameda Creek trails, Ardenwood Historic Farm, and Coyote Hills Regional Park. Bike lanes are also provided on the Parkway for experienced cyclists that may commute to and from work.

At all times, this corridor will be used by vehicles, buses, pedestrians and cyclists for commuting, walking or recreating. In short, Quarry Lakes Parkway enhances and supports the density and diversity of uses that are clustered in the Station District.

Quarry Lakes Parkway path rendering.

PROJECT SCHEDULE AND PHASING

Due to funding and project development considerations, it is expected that the project will be built in multiple phases as described below. The numbered phases are chronological and not necessarily adjacent to each other.



1 7TH STREET CONNECTION

Phase 1 is located between 7th Street and Mission Boulevard (Route 238) and will realign 7th Street to intersect directly with the new Parkway, next to the City's Corporation Maintenance Yard and Drigon Dog Park. The 7th Street alignment fronting the Maintenance Yard allows Union City Transit to complete the planned EV Fueling Station that serves Union City Transit and AC Transit buses. In addition, Phase 1 will accommodate the proposed 900-unit housing development at Decoto Road and complete the 7th Street bikeway system. Phase one could be constructed within the next five years.

2 GATEWAY CONECTION

Phase 2 extends westerly from Alvarado-Niles Road to the Union City/Fremont boundary. The new segment will provide access and utility infrastructure to the City's Gateway development site (previously owned by Caltrans) and will create a new, defined entrance into Quarry Lakes Regional Park. Phase 2 could be constructed within the next five years, simultaneously with Phase 1.

3 11TH STREET CONNECTION

Phase 3 is located between 7th Street and 11th Street. Phase 3 requires the construction of a railway structure to grade separate and depress the new Parkway under the Union Pacific Railroad (Niles Subdivision) tracks to connect to 11th Street. This important connection will provide the much-needed secondary access to the Station District area, the Union City BART Station, and other areas of Union City, thus avoiding the heavily-congested Decoto Road. Union City Transit and AC Transit will finally be able to provide service to the East Plaza/Transit Center along 11th Street on the east side of BART Station. Because of the lengthy timeline to secure a Union Pacific Railroad construction permit, the segment will be constructed within the next 10 years.

4 GRADE SEPARATIONS AND ALVARADO-NILES CONNECTION

Phase 4 is located between 11th Street and Alvarado-Niles Road. Phase 4 requires the construction of railway structures to grade separate and depress the new Parkway under the BART tracks and Union Pacific Railroad (Oakland Subdivision) tracks. This segment will complete the link between Mission Boulevard and the Gateway development site and provide full access to 7th Street, 11th Street and Alvarado-Niles Road. This last Quarry Lakes Parkway segment will complete the secondary access to and from the Station District area, including the Union City BART Station, benefiting both Union City and northern Fremont BART commuters. When completed, Quarry Lakes Parkway will provide an alternative route that will avoid the existing at-grade railroad crossings along Decoto Road and provide a new multimodal corridor serving pedestrians, bicyclists, transit and vehicles. Similar to the Phase 3 permit process, Phase 4 will be constructed within 10 years.

5 PASEO PADRE PARKWAY & BICYCLE TRAIL CONNECTION

Phase 5 is in Fremont and Union City and would make the western connection to Paseo Padre Parkway and the Gateway development. This segment of the Parkway includes new bridges that cross the Alameda Creek Flood Control Channel and Old Alameda Creek and provides the opportunity to revegetate and preserve the existing creek systems. This remaining segment would complete the Parkway between Paseo Padre Parkway in Fremont and Mission Boulevard in Union City including the separated multi-use trail and the bikeway. This multi-use trail will connect directly to the existing Alameda Creek trail. Remaining improvements along Paseo Padre Parkway are included in this Phase. It is anticipated that this Phase is about 10 to 20 years out.

CONTACT INFORMATION

Mark Evanoff, Deputy City Manager - Phone: 510.675.5345 - Web: https://www.unioncity.org/499/Quarry-Lakes-Parkway-Project

Source: City of Union City

QUARRY LAKES PARKWAY
(East-West Connector)

1

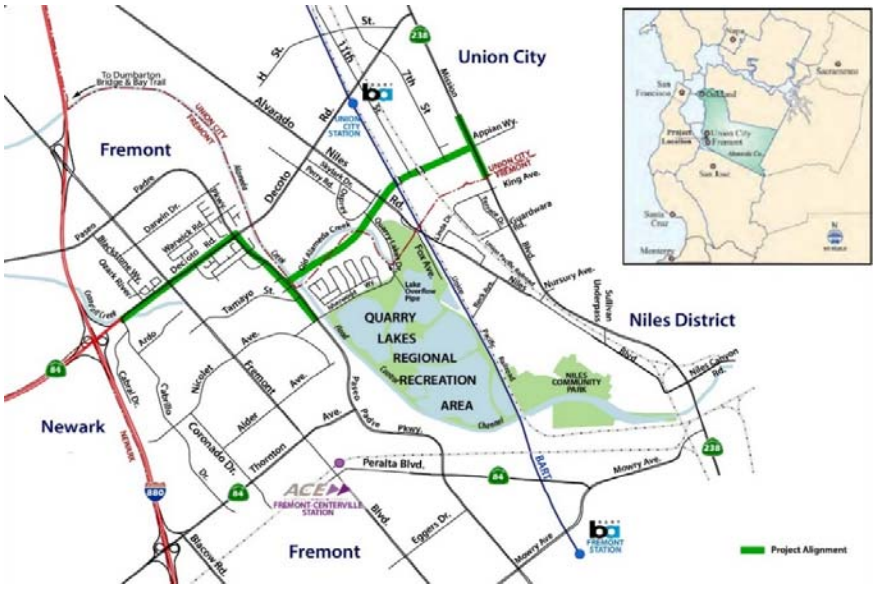
Outline of Presentation

1. **Context and History** of Quarry Lakes Parkway
2. **Need** for QLP and Decoto Multimodal Corridor
3. **Respond** to Commissioner **Questions** raised at Spring 2018 meeting
4. **Next Steps** for Quarry Lakes Parkway implementation

2

UNION CITY

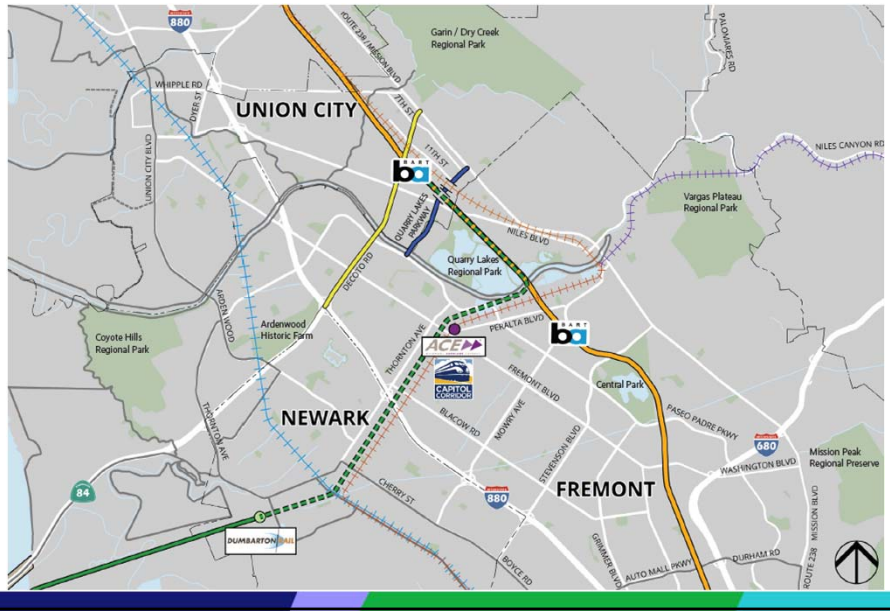
East West Connector & Quarry Lakes Parkway



3

UNION CITY

Quarry Lakes Parkway & Decoto Multimodal Corridor

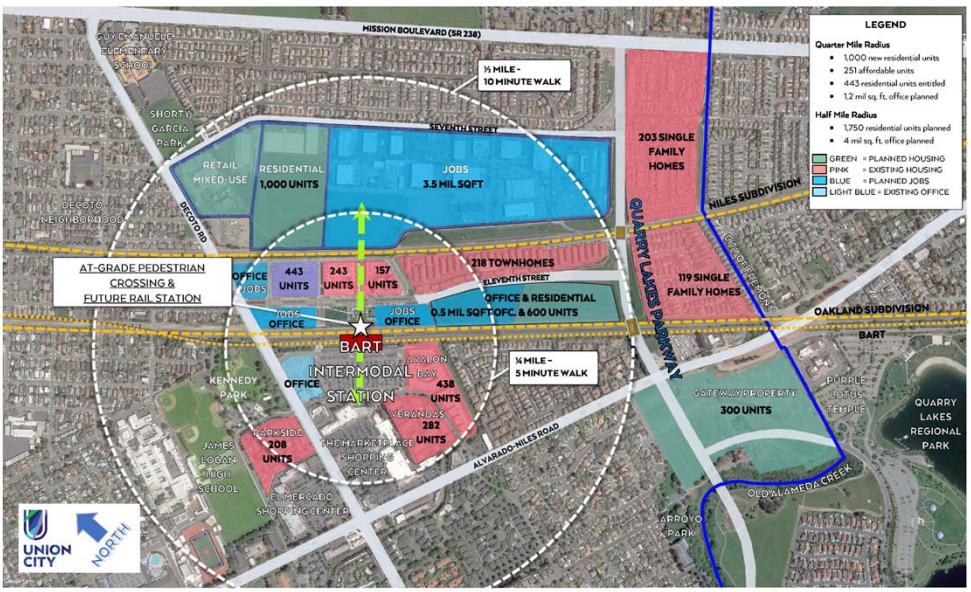


4

Station District Priority Development Area (PDA)

5

Station District Priority Development Area (PDA)



6

Union City Station District Area
Priority Development Area (PDA)

7

UNION CITY BART STATION:
ACTC's $100M+ Investment

8

Direction from Commissioners March 2018

East West Connector Project Funding Agreement

- Union City now **lead agency**
- **Cap of $2.5 M** to complete design and update project cost/funding plan
- Evaluate traffic: Determine adequacy **environmental**
- **Coordinate** with transit providers and BPACs
- **Complete** design work and prepare **cost estimate**
- Complete the 2011 East West Connector **Plans**

9

Traffic Findings: Kittleson Transportation Memorandum

Parkway meets the needs identified in the approved 2009 EIR

Additional Project Findings by building the project as opposed of doing nothing:

- ✓ **Supports** Land-Use Plans
- ✓ **Reduces** Vehicle Hours Traveled (VHT), **Vehicle Miles Traveled (VMT)** and **improves air quality**
- ✓ **Supports** Enhanced Transit Services
- ✓ **Enhances** Pedestrian and Bicycle Travel and Safety
- ✓ **Aligns** with Regional Significant Projects
- ✓ **QLP and Decoto Multimodal – in Plan Bay Area 2050**

10

Key Kittleson Quarry Lakes Parkway Findings:

- ✓ Relieves Decoto Road, in **support of a future transit** along Decoto Road
- ✓ Provides **improved transit circulation** to and from the Station District
- ✓ I**mproves safety conditions** by reducing vehicular volume along existing **high-injury corridor Decoto Road** by providing dedicated, separated facilities for vulnerable users on Quarry Lakes Parkway

11

CEQA Memo Summary and CEQA Legal Opinion

- ICF CEQA consultants and Meyers Nave City Attorney agree
- Supplemental environmental review of approved 2009 EWC EIR is not required
- Alameda CTC Staff concur with findings as long as all phases are completed

12

Meetings with Transit Agencies and Bicycling Communities

- **AC Transit:** Jim Cunradi, John Urgo, and Robert del Rosario
- **BART:** Charlie Ream
- **Cross Bay Transit:** Winsome Bowen and Kristi Loui
- **ACE:** Dan Leavitt
- **Bike East Bay:** Dave Campbell and Susie Hufstader
- **Alameda CTC BPAC:** Matt Turner, Kristi Marleau, Feliz Hill, Jeremy Johansen, Liz Brisson, David Fishbaugh, and Ben Schweng
- **Union City BPAC:** Jo Ann Lew, Marty Ankenbauer, Steve Nichols, Mandeep Gill, Tim Swenson, Glenn Kirby, and Andreas Kadavanich
- **East Bay Regional Park District:** Brian Holt and Sean Dougan
- **ACTC:** Planning and Projects Departments

13

Quarry Lakes Parkway "Complete Street" Design

Looking Toward Heart of Station District

14

Evaluate and Update Project Costs

PROJECT ELEMENTS	EWC PROJECT (2018 ESTIMATE)	QUARRY LAKES PARKWAY[1]
PA&ED/ FINAL PS&E	$ 23,334,000	$ 30,101,000
RIGHT OF WAY[3]	$ 78,230,000	$ 4,630,000
ENVIRONMENTAL MITIGATION[5]	$ 15,850,000	$ 18,429,000
CONSTRUCTION	$ 178,971,000	$ 205,109,000
CM -RE & DSDC	$ 23,475,000	$ 29,861,000
TOTAL COST	**$ 319,860,000**	**$ 288,130,000**

15

Complete 2011 East West Connector Plans

- Design does not meet Complete Street Design Criteria & Multimodal Policies
- Roadway does not adapt to adjacent land-use
- Update design of bridges for regulatory permits
- Created Phasing Plan for two-city partnership

16

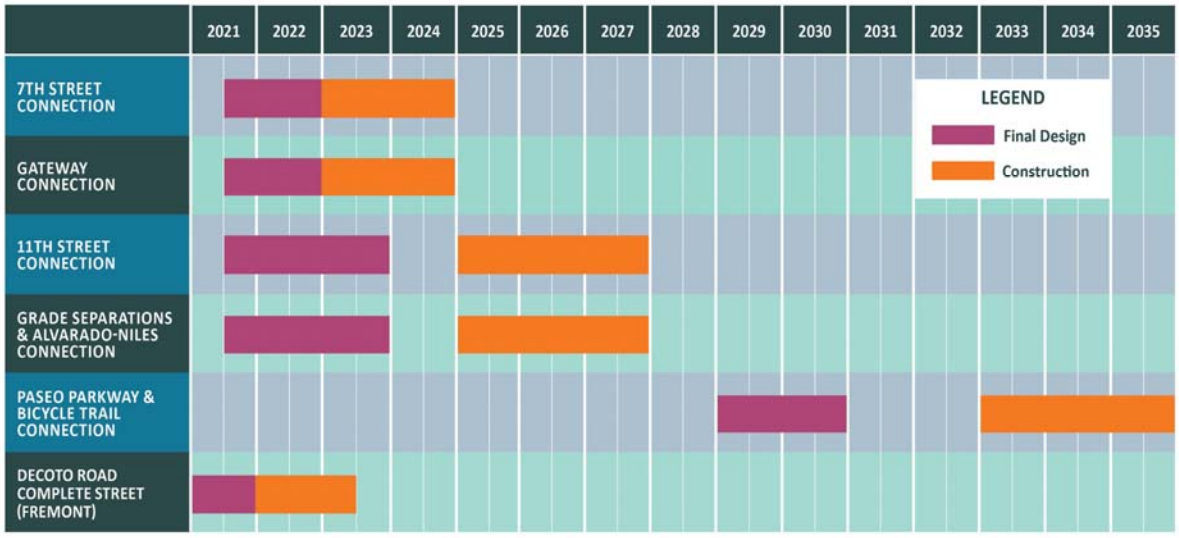
Quarry Lakes Parkway can be built in phases

JM1

Funds available to complete design & phased construction

PROJECT PHASES	FINAL PS&E	Right of Way & Mitigation	Construction	CM-RE & DSDC Support	TOTAL
Phase 1: 7th Street Connection	$ 2,023,000	$ 2,987,000	$ 10,150,000	$1,523,000	**$16,683,000**
Phase 2: Gateway Connection	$ 2,198,000	$ 1,211,000	$ 14,650,000	$ 2,198,000	**$ 20,257,000**
Phase 3: 11th St. Connection	$ 9,165,000	$ 12,088,000	$ 61,100,000	$ 9,165,000	**$ 91,518,000**
Phase 4: Alvarado-Niles Grade Sep	$ 8,640,000	$ 2,401,000	$ 59,731,000	$ 8,900,000	**$79,672,000**
Phase 5: Paseo Padre & Trail	$ 5,900,000	$ 3,200,000	$ 45,000,000	$ 5,900,000	**$ 60,000,000**
Fremont: Decoto Road Multimodal	$2,175,000	$ 1,172,000	$ 14,478,000	$ 2,175,000	**$20,000,000**
Total	*$30,101,000*	*$23,059,000*	*$205,109,000*	*$29,861,000*	$ 288,130,000

Project Phases and Schedule



19

Release Funding for the Quarry Lakes Parkway

For more information:

https://www.unioncity.org/Quarry-Lakes-Parkway-Project

20

DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Saravana Suthanthira, Principal Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

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

Summary

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

Since the last update on September 14, 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:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Saravana Suthanthira, Principal Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	2020 Countywide Transportation Plan: New Mobility Roadmap Initiatives and Near-Term Priority Actions Update

Recommendation

Receive an update on the New Mobility Roadmap and the draft initiatives and near-term priority actions, which represent the technology component of the 2020 Countywide Transportation Plan (CTP). This item is for information only.

Summary

Alameda CTC initiated the New Mobility Roadmap (Roadmap, previously called a Framework) to proactively plan for new mobility technologies and services in Alameda County. The intent is to support high quality, modern infrastructure and convenient travel options enabled by new technologies and services. The Roadmap seeks to leverage potential benefits and strategically manage risks to protect users and infrastructure.

Development of the Roadmap has been closely guided by a Technology Working Group (TWG) comprised of representatives from jurisdictions and transit agencies in Alameda County to ensure it is relevant and responsive to local conditions. At the June ACTAC meeting, and July Multimodal Committee and Commission meetings, staff presented the key elements of the Roadmap, including the goals and strategies, which are included in Attachment A. Feedback from the Commission was used to refine the goals and guide development of the initiatives and near-term actions.

Staff then identified a comprehensive list of potential actions in areas of policies, projects, programs, and pilots that could be taken to address and implement new mobility technologies and services in Alameda County. These potential actions are packaged into initiatives shown in Attachment B. Collectively, these initiatives and actions can address the advent and growth of new mobility technologies and services in Alameda County and realize the outcomes identified by the goals and

strategies. They are envisioned to be a resource as agencies seek to identify actions to support new technologies; not all initiatives can be advanced in the near-term.

Working with the TWG, staff identified a handful of priority actions for near-term implementation shown in Attachment C. These near-term actions are a key outcome of the New Mobility Roadmap; they provide a starting point for Alameda CTC and our partners to start addressing New Mobility in Alameda County. Within this near-term list, there are four actions deemed highest priority by the TWG which are shown in red under each of the relevant initiatives below.

At the October PPLC and ACTAC meetings, staff will present the draft initiatives and near-term actions for feedback prior to finalizing the document later this year.

Updates

The following comments were received at the October 8, 2020 Alameda County Technical Advisory Committee meeting and incorporated into the presentation to the Planning, Policy and Legislation Committee:

- Support for recommended actions:
    - Equity: Equity should be a top priority
    - Intelligent Transportation Systems (ITS): Basic signal modernization upgrades are needed in many cities
    - Transit: Interest in innovative transit corridors
- Place additional emphasis on two initiatives:
    - Electrification: Electrification Strategy has renewed importance due to Governor's Executive Order
    - Mobility Coordination: TWG is valuable for sharing, coordination and joint learning

As a result, the actions shown in *italics* have been elevated to be included in the set of near-term priority actions, shown here and in more detail later in the memo:

- **Pilot an innovative major transit corridor** to facilitate corridor-wide transit priority technology installation and integration.
- Develop a **Countywide ITS strategy** to coordinate system functionality across jurisdictions and identify needs and gaps related to ITS infrastructure.
- Explore and gather **equity-related best practices** and efforts related to new mobility technologies and services.
- Pilot a **Mobility Hub** building on existing local and regional efforts that will test and evaluate effective approaches to connecting travelers to transit hubs.
- *Identify and advance **electrification pilots** in collaboration with local, county, and regional partners.*
- *The Technology Working Group will continue as an **established information sharing** forum and advisory body*

Background

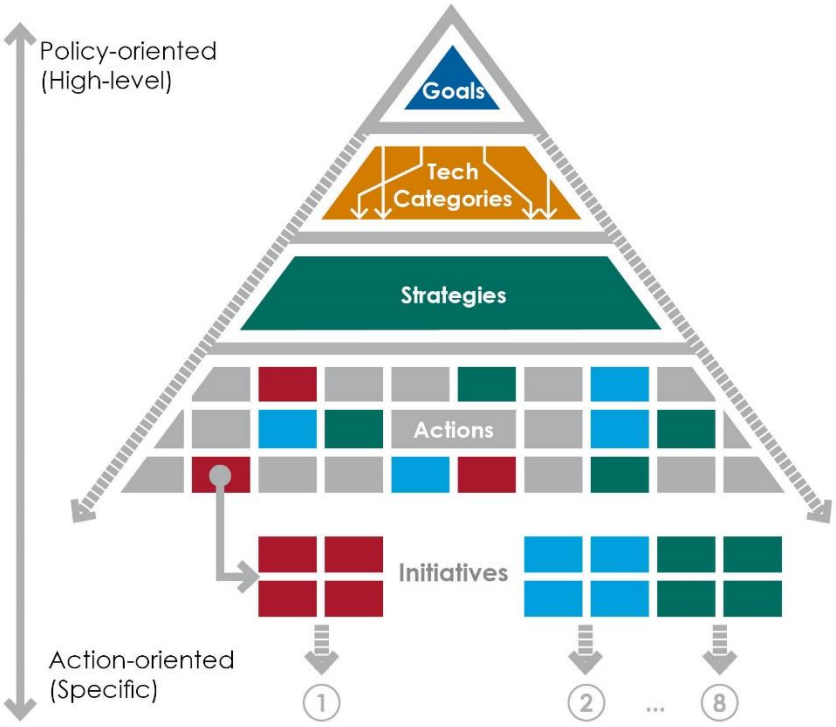
The Roadmap has been developed with a clear acknowledgement of the rapid and continuing change throughout the transportation industry and an understanding that this evolution impacts mobility for everyone, both positively and negatively. Development of this Roadmap has been a multi-step process that started with ten goals which define broad desired outcomes for new mobility technologies and services. These were derived from the Countywide Transportation Plan and adapted to be in alignment with the new mobility context. Next, a set of strategies were developed for each goal to respond to specific challenges and opportunities inherent in new mobility technologies and services. These strategies leverage the technology capabilities in the areas of connected, automated, electrified, shared services, and large data sets, and identify ways to harness the opportunities they offer and mitigate risks. These were discussed at the June ACTAC, and July PPLC and Commission meetings.

<u>New Mobility Goals</u>

- Multimodal and High Occupancy
- Safety
- Environment
- Equity and Accessibility
- Service Quality
- Cost Efficiency
- Connectivity
- Economy
- Data Sharing and Security

The four core elements of the Roadmap: goals, strategies, actions, and initiatives are illustrated in Figure 1 below.

Figure 1. New Mobility Roadmap Core Elements



Goal: Desired outcomes for new mobility technologies and services defined in broad terms

Technology Categories: Range of evolving technologies and services to ensure Roadmap covers full breadth of advancements

Strategies: Approaches to achieve each goal

Actions: Specific steps to support each of the strategies

Initiatives: Groups of related actions that define the New Mobility Roadmap; intended to inform Alameda CTC and partner agency efforts in coming years

Draft New Mobility Initiatives

A broad range of potential actions were identified to execute each strategy, designed to be both specific and realistic enough to implement. Related actions were categorized and compiled into seven major initiatives, which group similar actions together into more comprehensive approaches. These initiatives define a comprehensive roadmap for Alameda County regarding new mobility that Alameda CTC, local jurisdictions, regional and state partners and transit agencies could pursue in partnership with appropriate private sector organizations over the next five to ten years.

The seven initiatives are listed here and fully described in Attachment B:

1. Transit Integration Initiative aims to identify and improve a network of major transit corridors to support transit as it evolves. These corridors could include: signals that prioritize public transit vehicles; multimodal hubs that have first mile/last mile connections; and ITS infrastructure equipped to enable new and emerging modes of transit, e.g. connected and/or automated vehicles. For travelers, this will result in

more reliable, frequent, and faster service, with more options for first mile/last mile connectivity to their destination.

2. Coordinated Information Technology Services (ITS) Initiative aims to modernize ITS for Alameda County through promoting compatibility for the physical ITS infrastructure, applications, and communications across jurisdictions and transit agencies. Advanced ITS on Alameda County roads is essential to deploy and support new mobility technologies and services and maximize the capacity and use of the existing transportation system.

3. Transportation Demand Management (TDM) Initiative would strive to develop a holistic Countywide TDM Program integrating Alameda CTC's TDM efforts with local and regional TDM programs to focus on both traditional tactics for managing travel demand and Active Transportation Demand Management (ATDM) strategies that leverage data and incentives, supported by digital platform(s), to shift traveler behavior.

4. Electric Mobility Initiative is intended to establish a coordinated approach to promoting electrified mobility for a range of modes. The initiative will work to encourage electric vehicle charging stations in strategic locations to improve user access, facilitate electrification of fleet vehicles, and test and promote manufacturer-agnostic charging technologies.

5. Equity and Accessibility Initiative aims to support new mobility as a tool to promote equitable outcomes for Alameda County communities. The approach will identify mobility needs and gaps in disadvantaged communities and where new mobility technologies could meet those needs/fill those gaps, identify challenges that result in people being left without mobility access and how to avoid those moving forward, and explore how to prevent new mobility from exacerbating existing inequalities.

6. Mobility Coordination and Innovation Initiative is intended to produce a framework to explore and facilitate the sharing of knowledge and guidance to effectively address new mobility, especially in areas where a coordinated approach is critical. It will also seek to support innovative approaches to mobility by local jurisdictions and transit agencies.

7. The Data and Automation Initiative identifies ways for agencies in Alameda County to address the emerging trend towards vehicle automation within the county's transportation system, and the proliferation of data made available by new mobility technologies and services.

Near-Term Actions

New mobility technologies and services are evolving rapidly and the full suite of initiatives and actions described above allow Alameda County to stand poised to capitalize on opportunities and carefully avoid risks as this change unfolds. However,

the realms of new mobility are vast and resources are limited, so a sub-set of near-term actions have been defined.

To prioritize amongst the full range of initiatives and identify those best suited for near-term implementation, staff developed a qualitative rubric which looked at how each action meets the range of goals, offers cross-cutting benefits, meets the most urgent needs, and is realistic for short-term implementation.

Prioritization Approach

Relationship to Goals – While the full suite of identified actions has been designed to fully realize the outcomes defined in the goals, some actions provide cross-cutting benefits and can quickly provide broad benefits. With this in mind, as a first step, every action has been evaluated against the entire set of goals in addition to its primary goal.

Urgency/Readiness - The relative urgency of each action and its ability to capitalize on existing opportunities was assessed based on the following criteria:

- *Opportunity for Action* – Does the current environment/ecosystem warrant an urgent action on the part of Alameda CTC or member jurisdictions and agencies?
- *Readiness* – The technology development is sufficiently advanced that work will not become obsolete in near-term.
- *Risk Avoidance* – Has a technology been introduced or evolved in a way that requires action to address or mitigate risks or negative outcomes?
- *Momentum* – Is there an existing effort underway within Alameda County or the Bay Area that an action can build upon?
- *Demonstrated Need* – Are there any extenuating circumstances that warrant additional focus or action now?

Recommended Near-Term Actions

Based on discussion with the TWG, below are the four near-term actions recommended to advance in partnership with local jurisdictions, transit agencies, regional and state partners, and the private sector. Discussion with the TWG focused on what initiatives and actions they determined to be most valuable and urgent for their communities.

- **Pilot an innovative major transit corridor** to facilitate corridor-wide transit priority technology installation and integration. This will build on existing efforts and prepare the corridor to be "future-ready" by combining emerging transit concepts, advanced enabling infrastructure, charging infrastructure, and first mile/last mile mobility options (potentially including mobility hubs). This could create a foundation for a network of major transit corridors or future-ready corridors across the county.
- Develop a **Countywide ITS strategy** to coordinate system functionality across jurisdictions and identify needs and gaps related to ITS infrastructure. This will include a technology infrastructure inventory to understand current systems and

planned improvements, countywide ITS standards to define functionality and compatibility, approaches for public/private partnerships, and functionality such as Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP).

- Explore and gather **equity-related best practices** and efforts related to new mobility technologies and services. This could include minimum standards of service for mobility providers, universal accessibility standards for mobility-related digital interfaces that address different barriers to use, and a guidance for evaluating new-mobility-related projects for equity impacts. This could eventually feed into a set of guidance that local jurisdictions and transit agencies can use in new mobility related projects.
- Pilot a **Mobility Hub** building on existing local and regional efforts that will test and evaluate effective approaches to connecting travelers to transit hubs.

Next Steps

Staff will integrate comments received from the Commission into a final New Mobility Roadmap, including initiatives and near-term actions, for approval at the end of the year. The New Mobility Roadmap will be included in the 2020 CTP, which is scheduled for adoption in November 2020.

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

Attachments:

A. New Mobility Roadmap – Goals and Strategies
B. New Mobility Roadmap – Draft New Mobility Initiatives
C. New Mobility Roadmap – Draft Near-Term Priority Actions

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New Mobility Roadmap

Goals and Strategies

These goals and strategies have been refined based upon input received at the June committee and commission meetings, as well as additional input from the TWG. Supporting actions for each strategy have been incorporated into initiatives presented in Attachment B.

Goal: Multimodal and High Occupancy

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

1. **Prioritize reliable, high capacity transit or major corridors**
2. **Use new mobility services and technology to better connect travelers to transit**
3. **Promote a full mobility ecosystem throughout the county and its diverse geographies and populations**
4. **Use advances in technology to improve the effectiveness, affordability, and ease of access to transit**

Goal: Safety

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

1. **Ensure new mobility services and technologies are safe for travelers and all other users of the right-of-way**
2. **Develop and promote right of way orientations that can accommodate safe deployment of new and emerging modes, services and technologies**
3. **Develop a coordinated county-wide approach to Intelligent Transportation System (ITS) implementation to increase safety and ensure coordinated management of the transportation system**
4. **Ensure the transportation system supports resiliency**

Goal: Environment

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

1. **Promote the electrification of the vehicle fleet**
2. **Support infrastructure for zero and near-zero emission truck technology**
3. **Encourage behavior that reduces pollution**

4. **Discourage dead-heading, SOV trips, and other behavior detrimental to the transportation system**
5. **Use technology to promote non SOV mobility options**

Goal: Equity and Accessibility

New Mobility services and technologies will be used to advance equitable outcomes through Alameda County's diverse populations, be easily accessible and affordable for all travelers, and distributed equitably as appropriate throughout the County.

1. **Continuously identify and address the mobility needs of disadvantaged populations.**
2. **Guarantee access to all publicly-available mobility options**
3. **Develop innovative mobility programs to meet the full needs of Alameda County's disadvantaged populations.**

Goal: Service Quality

New Mobility services and technologies must support and complement convenient and reliable public transit options and offer high quality travel options to promote a high quality of life for community members.

1. **Explore innovative transit service and fare offerings**
2. **Expand First and Last Mile Options & Improve Access to Major Transit Hubs**
3. **Use new mobility and associated technologies to provide better level of service, experience, and reduced cost for transit passengers**
4. **Create a pricing framework that incentivizes travel behavior that aligns with the New Mobility goals, and deters behavior at odds with the goals.**

Goal: Cost Efficiency

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

1. **Maximize utility of infrastructure**
2. **Identify and address the risks associated with new and existing infrastructure brought by advances in new mobility and technology**
3. **Coordinate the rollout of advanced communications infrastructure throughout member jurisdictions, agencies, and providers**

Goal: Connectivity

Improve connections across jurisdictions, promote efficient goods movement, offer seamless connectivity through improved modal transfers, and better connect and

integrate land use, housing, jobs and transportation. They must be consistent with a common county-wide approach, and support shared regional communication infrastructure.

1. **Promote consistent and frictionless new mobility systems across modes and geographies**
2. **Promote consistent countywide communication infrastructure inputs and outcomes across communities**
3. **Facilitate communication, agreements, and partnership between agencies and jurisdictions**
4. **Prioritize the movement of goods in and out of the Port, and efficient deliveries throughout the county**

Goal: Economy

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

1. **Promote agility and flexibility in the management and use of new technologies**
2. **Leverage the innovation and technological sophistication of the Bay Area to promote local innovations in mobility**
3. **Protect mobility-related labor across Alameda County**

Goal: Data Sharing and Security

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

1. **Establish the function and role of the Alameda CTC related to data sharing and security that will provide the most benefit to member jurisdictions and agencies**
2. **Promote open access to critical data generated from vehicles operating on public streets**
3. **Continuously upgrade and protect against risks and mitigate impacts when cyber-attacks do happen**
4. **Establish minimum standards for the collection, transfer, and storage of data**

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Draft New Mobility Initiatives

The Initiatives are the primary outcome of the New Mobility Roadmap effort; they define actions that will direct and shape the work of Alameda CTC and partner agencies regarding implementation of New Mobility[1] in Alameda County over the coming years. Each initiative addresses a major area of New Mobility and includes clear next steps in terms of a set of programs, policies, pilots, and/or projects for Alameda CTC to initiate or coordinate with the member jurisdictions and transit agencies or other regional partners.

The initiatives are the culmination of a multi-step process (shown in Figure 1) that started with ten goals, derived from the Countywide Transportation Plan and aligned with the New Mobility context. Each goal articulates a set of broadly defined desired outcomes for new mobility technologies and services.

A set of strategies was developed for each goal, to respond to some of the specific challenges and opportunities inherent in new mobility technologies and services. These strategies leverage the capabilities offered by these technological and transportation system innovations - connected, automated, electrified, and shared vehicles, as well as greater data availability. The strategies aim to identify ways to harness the opportunities they offer and mitigate risks.

A list of potential actions was then identified to execute each strategy, designed to meet the goals and be both specific and realistic enough to implement.

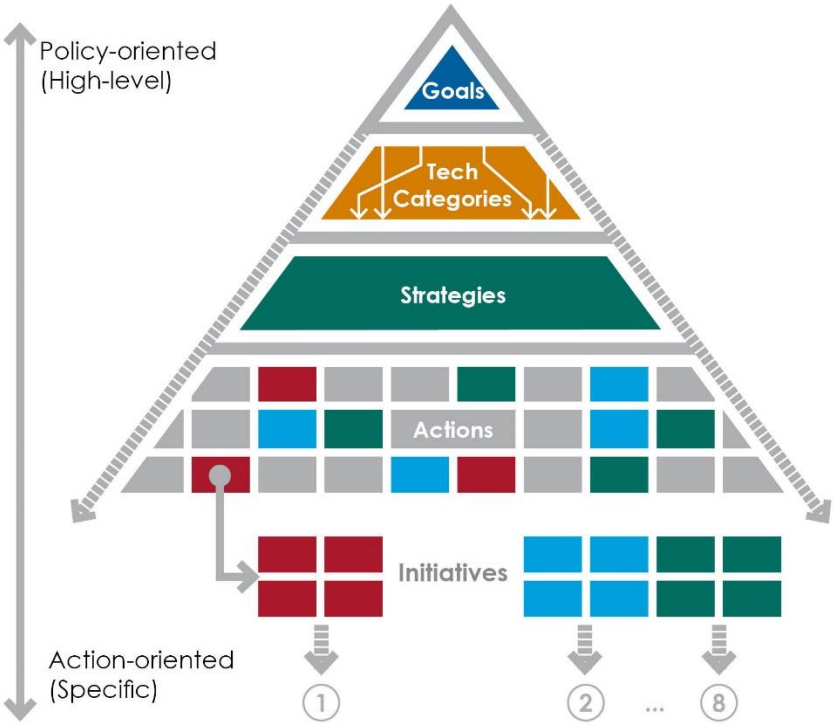
The potential actions were developed in two ways: through "strategy-down" and "action-up" approaches. The strategy-down approach identifies actions in direct response to specific strategies based on knowledge of industry and peer agency efforts, while the action-up approach leverages existing projects, pilots or planning efforts within the county and the region that support various New Mobility strategies. Each action has been customized to Alameda CTC's role in the county and provides clear direction on the necessary steps for implementation. To avoid duplication of effort, and to leverage coordination opportunities, the actions are also aligned with other local and regional efforts, including those led by the Metropolitan Transportation Commission (MTC), member jurisdictions, transit agencies, and other programs or projects led by Alameda CTC.

As a final step, related actions have been grouped into seven major initiatives that together define a roadmap for what Alameda CTC could pursue in close partnership with our jurisdictions, transit agencies and Caltrans over the next five years related to new mobility:

[1] Emerging transportation technologies and services that enable convenient and seamless travel through a wide variety of integrated travel options with supportive transportation infrastructure.

1. Transit Integration initiative
2. Coordinated Intelligent Transportation Systems (ITS) Initiative
3. Transportation Demand Management (TDM) Initiative
4. Electric Mobility Initiative
5. Equity and Accessibility Initiative
6. Mobility Coordination and Innovation Initiative
7. Data and Automation Initiative

Figure 1: New Mobility Roadmap Components and Hierarchy



Goal: Desired outcomes for new mobility technologies and services defined in broad terms

Technology Categories: Range of evolving technologies and services to ensure Roadmap covers full breadth of advancements

Strategies: Approaches to achieve each goal

Actions: Specific steps to support each of the strategies

Initiatives: Groups of related actions that define the New Mobility Roadmap; intended to inform Alameda CTC and partner agency efforts in coming years

1. Transit Integration Initiative

The Transit Integration Initiative aims to identify and improve a network of major transit corridors to support transit as it evolves. These corridors could include: signals

that prioritize public transit vehicles; multimodal hubs that have first mile/last mile connections; and ITS infrastructure equipped to enable new and emerging modes of transit, e.g. connected and/or automated vehicles. For travelers, this will result in more reliable, frequent, and faster service, with more options for first mile/last mile connectivity to their destination.

There are many emerging services and technologies are creating opportunities to improve transit to make it a more attractive and preferred travel choice that could be considered for inclusion in this initiative. They offer opportunities to improve travel times and reliability, consolidate ticketing and payment, and improve comfort for riders.

1.1. Establish a network of major transit corridors or future-ready corridors across the county to facilitate prioritizing transit technology installation and integration.

1.2. Establish a countywide Corridor Transit Signal Priority (TSP) program, including EVP functionality, to enable effective cross-jurisdictional or long corridor transit operations. This effort can be spearheaded by a pilot corridor TSP project that builds on existing efforts to inform the scaled-up TSP program.

1.3. Explore the potential for mobility hubs to provide first mile/last mile mobility that will better connect passengers to major transit networks, potentially facilitating partnerships between private sector mobility providers and member agencies to develop innovative approaches to first mile/last mile connections to transit.

1.4. Support and leverage the rollout of Clipper 2.0 to include a broader array of mobility services in Alameda County to consolidate mobility planning, booking, and payment (including for parking) under a uniform platform, and in combination with the Alameda County's TDM program.

1.5. Identify ways to better support senior and disabled populations using new mobility services and expanding technology options to be incorporated into Alameda CTC's Paratransit program.

2. <u>Coordinated Intelligent Transportation Systems (ITS) Initiative</u>

Coordinated Information Technology Services (ITS) Initiative aims to modernize ITS for Alameda County through promoting compatibility for the physical ITS infrastructure, applications, and communications across jurisdictions and transit agencies. Advanced ITS on Alameda County roads is essential to deploy and support new mobility technologies and services and maximize the capacity and use of the existing transportation system.

This effort will work towards a consistent ITS system on cross-jurisdictional corridors, enabling enhanced functionality for safe and efficient traffic flow and other functions such as Transit Signal Priority (TSP), Freight Signal Priority (FSP) and

Emergency Vehicle Preemption (EVP). It will also consider the critical infrastructure necessary to support the next generation of mobility technologies, such as connected vehicle applications and autonomous mobility. Benefits of a coordinated ITS system include better travel times for all modes, dynamic traffic management, increased safety, and the ability to prioritize the travel of freight, transit, and emergency vehicles, as needed. Additionally, a coordinated system can optimize the utility of existing infrastructure by adding the future capacity to accommodate new modes, automated and connected vehicles, and new technologies such as adaptive signal controls.

2.1. Develop a countywide ITS strategy to coordinate system functionality across jurisdictions, identify needs and gaps, and prioritize ITS infrastructure investments. This will include a technology infrastructure inventory to understand current systems and planned improvements, countywide ITS standards to define functionality and compatibility, approaches for public/private partnerships, and functionality such as Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP).

2.2. Promote Freight Signal Priority (FSP) on major or congested established truck routes and within impacted communities to reduce pollution and maintain efficient movements.

3. <u>Transportation Demand Management (TDM) Initiative</u>

Transportation Demand Management (TDM) Initiative would strive to develop a holistic Countywide TDM Program integrating Alameda CTC's TDM efforts with local and regional TDM programs to focus on both traditional tactics for managing travel demand and Active Transportation Demand Management (ATDM) strategies that leverage data and incentives, supported by digital platform(s), to shift traveler behavior.

Travel Demand Management is a collection of strategies used to influence and alter traveler behavior, shifting the time, mode, or route of trips to relieve congestion and improve effectiveness of the overall transportation system. It is a way to maximize capacity from our existing transportation infrastructure. ATDM can include multiple approaches spanning demand management, traffic management, parking management, and efficient utilization of other transportation modes and assets; most of them dynamically. Travelers would have access to real-time travel information to make informed decisions on travel options, along with an array of incentives for behavior change. Anticipated outcomes include fewer vehicles on the road, especially during peak times, less congestion, less pollution, and a greater shift toward transit and other non-single-occupant vehicle (SOV) modes. This effort is supportive of Senate Bill 743, and aligns with the environment goal to support

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

3.1. Support and advocate for the integration of regional platforms and efforts into TDM programs throughout Alameda County to enable greater access and greater variety of mobility choices, e.g. Clipper 2.0, Clipper Start, and Mobility as a Service (MaaS), Seamless Bay Area, new and emerging ATDM platforms.

3.2. Explore and identify most effective policy tools to support shared vehicles and trips and support development and adoption at appropriate jurisdictional level.

4. <u>Electric Mobility Initiative</u>

Electric Mobility Initiative is intended to establish a coordinated approach to promoting electrified mobility for a range of modes. The Initiative will work to encourage electric vehicle charging stations in strategic locations to improve user access, facilitate electrification of fleet vehicles, and test and promote manufacturer-agnostic charging technologies.

It is widely recognized that the shift to electric vehicles is currently underway, and Alameda CTC has an opportunity to accelerate this shift and support electrification of the transportation sector in an efficient manner. Electrified mobility's market share is growing; as the cost of battery storage continues to drop, it will become more competitive with fossil-fuel vehicles. This effort will work towards establishing a network of charging facilities, thus incentivizing adoption and preparing the county for the accelerated adoption of electrified mobility.

4.1. Develop a countywide transportation electrification strategy to support the shift to electrified mobility. This strategy should include approaches to ensure resiliency of an electrified transportation system, including on-site electricity generation and micro-grids.

4.2. Support electrified heavy vehicle charging infrastructure to serve freight services, transit and other electrified heavy vehicles.

5. <u>Equity and Accessibility Initiative</u>

Equity and Accessibility Initiative aims to support new mobility as a tool to promote equitable outcomes for Alameda County communities. The approach will identify mobility needs and gaps in disadvantaged communities and where new mobility technologies could meet those needs/fill those gaps, identify challenges that result in people being left without mobility access and how to avoid those moving forward, and explore how to prevent new mobility from exacerbating existing inequalities.

Transportation plays a critical role in promoting equity by providing access to opportunities, but in some cases transportation projects and innovations have also created barriers, disrupted communities and exacerbated inequality. As new,

potentially disruptive, modes and technologies play a larger role in Alameda County's transportation ecosystem, a better understanding of the needs and potential impacts on disadvantaged communities should be developed.

This initiative will identify ways in which innovations in transportation can be leveraged to address social disparities and current inequalities. This program is intended to ensure equitable access to transportation for all community members, and establish equity as a key metric in new mobility projects, pilots, and programs. This process will be guided by an Equity Policy Guide for New Mobility a level of service standard with an equity focus, to define the basic components and standards of equity-focused mobility.

5.1. Identify ways to incorporate equity considerations into outreach and engagement efforts around New Mobility to understand, coordinate, and address mobility challenges on an on-going basis.

5.2. Engage local experts in the Bay Area and use existing research to identify equity and accessibility issues that may be created or intensified by New Mobility modes or services and ways of addressing challenges.

5.3. Identify "Mobility Deserts" where community members or population groups have inadequate or limited access to needed mobility options.

5.4. Explore equity related policies and efforts for New Mobility technologies and services, and develop an Equity Policy Guide for Alameda CTC, local jurisdictions and transit agencies to apply in projects. This should include minimum standards of service for mobility providers, universal accessibility standards for mobility-related digital interfaces that address different barriers to use, and a guidance for evaluating new mobility related projects for equity impacts.

6. <u>Mobility Coordination and Innovation Initiative</u>

Mobility Coordination and Innovation Initiative is intended to produce a framework to explore and facilitate the sharing of knowledge and guidance to effectively address new mobility, especially in areas where a coordinated approach is critical. It will also seek to support innovative approaches to mobility by local jurisdictions and transit agencies.

This initiative is intended to capture the innovative ecosystem within the Bay Area, and direct those innovations to improve mobility options and effectiveness within Alameda County. This can be accomplished through engaging the private sector as a partner, creating a framework for matching their innovations to meet community needs and facilitating implementation. The outcome of this initiative is expected to be a streamlined process for testing, deploying, and learning from

innovative mobility concepts, and better applying those advances to future projects for the benefit of our communities.

6.1. Develop a systematized approach to coordinate local and regional piloting efforts through piloting process hub where agencies can share template agreements and processes to share experience, knowledge, best practices and approaches to matching community needs to private sector expertise. This hub can also be used to identify best practices to move from pilot to full deployment and evaluation frameworks to understand the potential equity and accessibility impacts of new mobility pilots. The piloting efforts will support the following potential pilot projects that support the New Mobility Roadmap Initiatives, including:

- Mobility Hub Pilot that will test and evaluate effective approaches to connecting travelers to transit.
- Electrified Arterial Corridor Pilot to support stationary and innovative charging technologies, and to explore the inclusion of micro-mobility charging infrastructure.
- Electrified Freight Charging Pilot to test different approaches and charging technologies related to electrified freight.
- Equitable and Accessible Mobility Pilot in underserved communities to explore innovative approaches to mobility such as community rideshare, shared mobility, and microtransit, potentially integrated within Alameda CTC's existing Paratransit program.
- Innovative Transit Pilot to test emerging concepts, such as autonomous and connected transit vehicles, data and information applications, and different modes of operation such as demand responsive transit service.
- Right-of-way Allocation Pilot to rapidly test how new modes fit into the existing right of way, and how interactions between these modes can be made safer.
- Innovative Major Transit Corridor that combines emerging transit concepts, advanced enabling infrastructure, charging infrastructure, and first mile/last mile mobility options integrated into mobility hubs.

6.2. Create an innovation sandbox and grant program to prototype and pilot innovative mobility concepts in Alameda County.

6.3. Establish a formal Technology Working Group (TWG) to become an on-going roundtable to share best practices and coordination with regional and local efforts and facilitate spearheading implementation of the New Mobility Roadmap and associated projects, pilots, and programs. The TWG will advise on and advocate for coordination between local jurisdictions and transit agencies,

and working with regional and state entities as appropriate. In addition, the TWG will guide development of best practices for future-proofing, pricing framework for incentivizing behavior, and key policy guidance efforts as identified below:

- Parking – Explore creative and effective strategies to address parking issues, such as advanced parking management deployed by jurisdictions and best practices for parking and development policies related to the impacts of new mobility.
- Curb Management - Explore creative and effective curb management strategies as part of corridor studies and share lessons learned with jurisdictions

6.4. Engage in and advocate as needed for the County's shared interests to regional and state entities for regional and state legislative and policy efforts, and to address the potential negative impacts of emerging modes and services on labor, mode interactions, and impacts on the greater transportation system.

6.5. Explore and identify effective ways to work with Transportation Network Companies (TNC's) and navigation platforms and engage with them to reduce the traffic and congestion impacts on community streets.

6.6. Explore options to develop a resiliency guidance to identify risks, vulnerabilities, and mitigation efforts for technology-enabled infrastructure, new mobility modes, and cyber security to ensure Alameda County's transportation system continues functioning when disasters occur. This effort should be coordinated with MTC's Regional Communication Plan to ensure redundancy where possible.

7. Data and Automation Initiative

Data and Automation Initiative identifies ways for agencies in Alameda County to address the emerging trend towards vehicle automation within the county's transportation system, and the proliferation of data made available by new mobility technologies and services.

The automation of transportation will be one of the most consequential changes to our transportation system since the advent of the automobile, ushering in changes ranging from land use and development to shifts in how we prioritize infrastructure. The effects of automated mobility will be far-reaching, and its launch should be targeted to meet the intent of the adopted New Mobility Goals.

While data is not a new topic, the amount and pervasiveness of transportation-related data is a trend that Alameda CTC will need to manage and address.

7.1. Develop a Data Sharing and Security guidance for jurisdictions and transit agencies within Alameda County based on efforts and best practices at the regional and state levels.

- Identify and establish the role for Alameda CTC, jurisdictions and transit agencies related to data sharing and data security within the County.
- Explore options for a data sharing framework to facilitate data exchanges between mobility operators, data users, and local governments and transit agencies.
- Engage in state and regional efforts to develop Personally Identifiable Information (PII) best practices, and standards for the transparency of data collection methods and type of data collected on travelers.

7.2. Develop an automated vehicle strategy to facilitate the rollout, application and use of autonomous modes within Alameda County, including an infrastructure needs assessment for AV-related infrastructure. This strategy should address automated and connected freight movements, including human-piloted platoons and fully automated vehicles, as well as guide the implementation of automated first mile/last mile delivery and how right-of-way allocations are affected.

7.3. Engage in state or regional efforts regarding automated vehicle pricing policy to guide a consistent approach and appropriate adoption in the County to AV mobility service fees and behavior incentives including incentives towards shared use to maximize efficiency of the system and avoid increased congestion that could be created by widespread adoption of personal AVs.

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Alameda CTC New Mobility Roadmap

DRAFT Near-Term Priority Actions

Prioritization Approach

These near-term priority actions were selected based on application of the following prioritization factors. Those items show in red were determined through discussions with the Technology Working Group to be the highest priorities for near-term action by Alameda CTC.

Relationship to Goals – While the full suite of identified actions has been designed to fully realize the outcomes defined in the goals, some actions provide cross-cutting benefits and can quickly provide broad benefits. With this in mind, as a first step, every action has been evaluated against the entire set of goals in addition to its primary goal.

Urgency/Readiness - The relative urgency of each action and its ability to capitalize on existing opportunities was assessed based on the following criteria:

- *Opportunity for Action* – Does the current environment/ecosystem warrant an urgent action on the part of Alameda CTC or member jurisdictions and agencies?
- *Readiness* – The technology development is sufficiently advanced that work will not become obsolete in the near-term.
- *Risk Avoidance* – Has a technology been introduced or evolved in a way that requires action to address or mitigate risks or negative outcomes?
- *Momentum* – Is there an existing effort underway within Alameda County or the Bay Area that an action can build upon?
- *Demonstrated Need* – Are there any extenuating circumstances that warrant additional focus or action now?

Transit Integration Initiative

1. **Pilot an innovative major transit corridor** to facilitate corridor-wide transit priority technology installation and integration. This will build on existing efforts and prepare the corridor to be "future-ready" by combining emerging transit concepts, advanced enabling infrastructure, charging infrastructure, and first mile/last mile mobility options (potentially including mobility hubs). This could create a foundation for a network of major transit corridors or future-ready corridors across the county.
2. **Establish a countywide Corridor Transit Signal Priority (TSP) program**, including Emergency Vehicle Preemption (EVP) functionality, to

enable effective cross-jurisdictional transit operations and maximize transit performance on high-frequency, high-capacity transit corridors. This effort could potentially start with a pilot corridor-wide advanced TSP implementation project.

Coordinated Information Technology Services (ITS) Initiative

3. **Develop a Countywide ITS strategy** to coordinate system functionality across jurisdictions and identify needs and gaps related to ITS infrastructure**.** This will include a technology infrastructure inventory to understand current systems and planned improvements, countywide ITS standards to define functionality and compatibility, approaches for public/private partnerships, and functionality such as Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP).

Transportation Demand Management (TDM) Initiative

1. **Support and advocate for the integration of regional platforms and efforts into TDM programs throughout Alameda County** to enable greater access and greater variety of mobility choices, e.g. Clipper 2.0, Clipper Start, and Mobility as a Service (MaaS), Seamless Bay Area, new and emerging ATDM platforms.

Electric Mobility Initiative

1. **Develop a countywide transportation electrification strategy** to support the shift to electrified mobility. This strategy should include approaches to ensure resiliency of an electrified transportation system, including on-site electricity generation and micro-grids.

Equity and Accessibility Initiative

2. **Explore and gather equity-related best practices and efforts related to New Mobility technologies and services.** This could include minimum standards of service for mobility providers, universal accessibility standards for mobility-related digital interfaces that address different barriers to use, and a guidance for evaluating new-mobility-related projects for equity impacts. This could eventually feed into a set of guidance that local jurisdictions and transit agencies can use in New Mobility related projects.

3. **Support advancement of innovations in transportation for seniors and people with disabilities** by identifying ways to better support senior and disabled populations using new mobility services and expanding technology options, through Alameda CTC's Paratransit program.

Mobility Coordination and Innovation Initiative

4. **Pilot a Mobility Hub** building on existing local and regional efforts that will test and evaluate effective approaches to connecting travelers to transit hubs.
5. **Explore and identify effective ways to work with Transportation Network Companies (TNC's) and navigation platforms** and engage with them to reduce the traffic and congestion impacts on community streets.
6. **Establish a formal Technology Working Group (TWG)** to become an on-going roundtable to share best practices and facilitate coordination with regional and local efforts to spearhead implementation of the New Mobility Roadmap and associated projects, pilots, and programs. The TWG will advise on and advocate for coordination between local jurisdictions and transit agencies, and working with regional and state entities, as appropriate.

   The TWG should work to support the following actions:

   - ***Explore creative and effective strategies to address parking issues***, such as advanced parking management deployed by jurisdictions and best practices for parking and development policies related to the impacts of new mobility.
   - ***Explore creative and effective curb management strategies*** as part of corridor studies and share lessons learned with jurisdictions
   - ***Develop a systematized approach to coordinate and learn from local and regional piloting efforts*** through a piloting process hub where agencies can share template agreements and processes to share experience, knowledge, best practices and approaches to matching community needs to private sector expertise.
   - ***Track relevant legislative and policy efforts at regional and state levels and advocate as needed for the County's shared interests*** to take advantage of opportunities and address the potential

negative impacts of emerging modes and services on labor, mode interactions, and impacts on the greater transportation system.

Data and Automation Initiative

7. **Develop Data Sharing and Security guidance** for jurisdictions and transit agencies within Alameda County based on efforts and best practices at the regional and state levels. In addition, identify and establish the role for Alameda CTC, jurisdictions and transit agencies related to data sharing and data security within the County.
8. **Engage in state and regional efforts to develop Personally Identifiable Information (PII) best practices and standards** for the transparency of data collection methods and type of data collected on travelers.

1. **Call to Order**
   Bicycle and Pedestrian Advisory Committee (BPAC) Chair, Matt Turner, called the meeting to order at 5:30 p.m.

2. **Roll Call**
   A roll call was conducted and all members were present.

3. **Public Comment**
   A public comment was heard from Kelly Abreu noting upcoming major projects that are planned without considering pedestrians or cyclists.

   A public comment was from Ulisis Toledo regarding the East Bay Greenway, expressing interest in hearing more about the project.

   A public comment was heard from Charlotte Duruisseau. She stated she lives in Brookfield Village in East Oakland and noted that better transportation options are needed and that the area is unsafe for to ride a bicycle.

4. **BPAC Meeting Minutes**
   4.1. Approve November 21, 2019 BPAC Meeting Minutes
   BPAC members requested the following amendments to the minutes:
   - Third sentence on page 2 under item 5.2 change "dwas" to "document was"
   - Remove the "s" from Feliz Hill name on page 3
   - Second paragraph on page 5 change to "grade-separated"

   Matt Turner made a motion to approve this item with amendments. Dave Murtha seconded the motion. The motion passed with the following votes:

Yes:	*Brisson, Fishbaugh, Hill, Johansen, Marleau, Matis, Murtha, Schweng, Turner*
No:	*None*
Abstain:	*None*
Absent:	*None*

5. **Regular Matters**
   5.1. Caltrans District 4 Pedestrian Plan Update
   Chris Marks introduced Greg Currey with the California Department of Transportation (Caltrans) District 4 who provided an update on the Caltrans District 4 Pedestrian Plan. Mr. Currey noted that Caltrans plans to complete its Pedestrian Plan for District 4 in 2020 and is currently seeking input from the public and advisory bodies like the

Alameda CTC's BPAC as they prepare a draft of the plan. His presentation covered context and background, the plan goals, process, outreach, current timeline, upcoming public webinars, the pedestrian toolkit and concluded with the plan outline. Mr. Currey stated that Caltrans has been using Street Story, an open community engagement tool, to collect information from the public about safety and input on the plan.

BPAC members provided the following comments/questions on this item:

- Ensure Caltrans develops their plan to support local plans.
- Separate active transportation facilities on on- and off-ramps.
- Preserve pedestrian access and facility comfort even if volumes are increased.
- Encourage protected intersections, scrambles, automatic pedestrian phases, bulb outs, and preserve street trees.
- Consider a policy for automated speed enforcement and removing beg buttons.
- Reduce conflicts at intersections, right turning vehicles are typically phased with pedestrian crossings, which creates a conflict for two different modes of traffic; to address this:
    - Separate the signals to allow pedestrians to cross,
    - Change the timing of the lights,
    - Improve the announcements for accessibility, including the nature of the crosswalk.
- Include crime prevention through the environmental design in the toolkit.
- Do not use "Z" pedestrian crossings.
- Reduce pedestrian crossing times.
- Evaluate treatments when facilities are installed to discourage encampments.

This item is for information only.

5.2. Alameda County Safe Routes to Schools Program Update

Leslie Lara-Enriquez provided an update on the Alameda County Safe Routes to Schools (SR2S) program. She reviewed the program's activities for the 2018-2019 school year, 2019 program evaluation results, and recommendations. She concluded the presentation by covering the next steps to address the issues that were identified.

BPAC members provided the following comments/questions on this item:

- Howard Mattis asked why private schools are not included in the SR2S program.
- David Fishbaugh asked about passive and non-participating schools.
- David Fishbaugh asked if are pre-schools eligible for the SR2S Program.

- Ben Schweng noted that parent drivers present a safety issue and bicycle theft is a major problem.

A public comment was heard from Kelly Abreu. He suggested reducing the number of cars for student drop offs.

This item is for information only.

5.3. 2020 Countywide Transportation: Needs Assessment for Active Transportation

Carolyn Clevenger noted that at the last BPAC meeting staff shared the 2020 Countywide Transportation Plan (CTP) and Kristen Villanueva will discuss with the committee the CTP Needs Assessment findings for Active Transportation. Ms. Villanueva stated that she is looking for input from the BPAC on the findings and draft strategies that are detailed in the staff report. She mentioned that many of the comments noted from the Caltrans District 4 Pedestrian Plan and the SR2S update can also be incorporated in the CTP. Ms. Clevenger noted that staff may reach out to the BPAC to be involved in the focus groups that will take place during the spring.

BPAC members provided the following comments/questions on this item:

- The CTP should look at environmental and climate issues and technology and autonomous vehicles.
- The CTP should coordinate with the Countywide Climate Action Plan.
- It's important to provide the public with information on why changes such as bulb outs, protected bike lanes, pedestrian protection, etc., are valuable and projects in the CTP include them.
- Road condition is the most dangerous part of biking
- Some maintenance vehicles in cities are equipped with GoPro cameras and collect data on pavement conditions.
- The CTP should address bikes riding the wrong way, on the sidewalk, without helmets.

This item is for information only.

6. Staff Reports

6.1. 2019 Performance Report

Chris Marks stated that the BPAC packet includes the most recent Active Transportation Fact Sheet from the 2019 Performance Report. He noted that annually staff presents a summary of the state of transportation system within Alameda County with key performance information to the Commission.

7. Member Reports

7.1. BPAC Calendar

The committee calendar is provided in the agenda packet for information purposes.

7.2. BPAC Roster

The committee roster is provided in the agenda packet for information purposes.

8. Meeting Adjournment

The meeting adjourned at 8:15 p.m. The next meeting is scheduled for April 30, 2020, at the Alameda CTC offices but canceled due to COVID-19 and subsequently rescheduled for September 17, 2020.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2020-2021

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	**Mr.**	**Turner, Chair**	**Matt**	**Castro Valley**	**Alameda County Supervisor Nate Miley, District 4**	**Apr-14**	**Dec-19**	**Dec-21**
2	**Ms.**	**Marleau, Vice Chair**	**Kristi**	**Dublin**	**Alameda County Mayors' Conference, D-1**	**Dec-14**	**Jan-19**	**Jan-21**
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16	Dec-18	Dec-20
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Mar-19	Mar-21
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17	Jul-19	Jul-21
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
7	Mr.	Matis	Howard	Berkeley	Alameda County Supervisor Keith Carson, District 5	Sep-19		Sep-21
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15	Jun-19	Jun-21
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21

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DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Kate Lefkowitz, Associate Transportation Planner Denise Turner, Associate Program Analyst
SUBJECT:	Alameda CTC Student Transportation Programs Update

Recommendation

Receive an update on Alameda CTC's student transportation programs, including the Student Transit Pass Program and the Safe Routes to Schools Program. This is an information item.

Summary

Alameda CTC coordinates and implements two student-focused transportation programs in Alameda County: the Student Transit Pass Program (STPP) and the Safe Routes to Schools (SR2S) Program. These two programs provide and support a variety of transportation options for youth in Alameda County by promoting safe walking, biking and use of public transportation.

This memorandum includes an update on program implementation for the STPP and SR2S Program for the current 2020-2021 school year, including program changes due to the COVID-19 pandemic. Given the uncertainties for the upcoming school year in Alameda County, the STPP and SR2S have been actively working with schools to support students and families to modify program offerings and proactively prepare for the dynamic school year.

Key programmatic changes that have been implemented as a result of COVID-19 impacts include the transition to online applications for the STPP, and the modification of SR2S Program in-person trainings, which now include interactive online outreach and educational content.

Student Transit Pass Program

Background

The 3-year Student Transit Pass Pilot ended July 31, 2019. The final evaluation report for the three-year pilot can be found on the STPP webpage. The Alameda CTC Commission approved continuation and expansion of the STPP beyond the pilot period in December 2018. The implementation framework for the expanded program laid out a phased expansion to all school districts in the county over a five-year period. At the end of the phased expansion, over 140 schools and approximately 58,000 students will have access to the program.

Currently we are at the start of the second year of the expanded program. For this 2020-2021 school year, the STPP has expanded into three new school distrtics and 21 new schools. The Program now serves 14 school districts and 84 schools within Alameda County.

2019-20 School Year

In the 2019-2020 school year, the Student Transit Pass Program (STPP) expanded to 63 schools in 11 school districts. Last year's expansion tripled the number of participating schools, and significantly increased the number of schools added in one year (Pilot Year 1 included 9 schools, Year 2 included 15, Year 3 included 21).

As of early March 2020, participation for the 2019-2020 school year had surpassed past years with over 14,000 participants, representing 42% of eligible students. Due to COVID-19, all school districts closed in mid-March and schools transitioned to virtual learning and the Alameda County Public Health Department issued a shelter-in-place order. As a result, participation in the program was significantly impacted.

A statistical summary on ridership and participation for the 2019-2020 school year, for the period up until mid-March, is being prepared and will be posted on the Alameda CTC STPP webpage by early 2021.

2020-21 School Year: COVID-19 Impacts and Program Measures

A total of 14 school districts and 84 schools are participating in the STPP for the current 2020-2021 school year. To successfully implement the STPP, school site administrators (school staff) have been identified at the majority of schools to help promote the STPP to students, families, and staff via available channels within the designated school.

Alameda CTC staff, AC Transit, LAVTA and Union City Transit coordinate closely with each other and our school site administrators to ensure the program is implemented effectively and STPP protocols are met at each school. All three transit agency partners have been instrumental in the robust launch of the STPP Phase 1. Staff would like to recognize the hard work from transit agency partners that went into the implementation of the program for the 2020/2021 school year.

Beginning in March 2020, Alameda CTC staff, along with our transit agency partners, began coordination with the school districts slated for participation in the current 2020/21 school year to begin discussions on implementation of the program in a remote learning environment. Discussions have been ongoing throughout the summer.

The STPP was officially launched at all 84 schools in 14 districts across Alameda County in August 2020. In light of COVID-19, and the uncertainties that are presented for the upcoming school year with all schools beginning the school year with remote learning, the STPP team introduced an online STPP application to ensure that program benefits reach students and families quickly. Applications are being steadily submitted on a weekly basis by students and families since the beginning of the program launch. Currently, over 800 students have submitted applications throughout Alameda County. STPP cards are being generated by our transit agency partners on a weekly basis and mailed to school sites for dedicated school staff to distribute to students.

The STPP team has also been coordinating with individual STPP schools on all components of program procedures to ensure students and families can access the program during virtual school orientations and at the beginning of the school year while students learn at home. Finally, the STPP team has been working closely with our transit agency partners (AC Transit, LAVTA and Union City Transit) to ensure program implementation is coordinated and seamless for the fall 2020 launch period. This will allow students to already have cards on hand should schools transition to on-campus learning, and as transit agencies return to charging fares. Alameda CTC continues to actively monitor our partner transit agencies' service levels and financial situations, which are likely to impact the program. Updates will be brought to the Commission periodically over the course of the school year.

Safe Routes to Schools (SR2S) Program

Background

The Alameda County SR2S Program was established in 2006 through a local grant-funded pilot program. The following year, the Alameda County Transportation Improvement Authority (ACTIA) authorized $1.3 million in Measure B funds to continue the program. The program is now administered and managed by Alameda CTC and is funded through a combination of federal, state and local funds.

The SR2S Program promotes safe active and shared transportation choices as fun and easy options for parents and students to travel to and from school. The program offers a wide variety of program elements to public elementary, middle, and high schools in Alameda County. The program fosters partnerships and collaboration with school communities across the county to promote and teach safe active (walking and bicycling) and shared (carpooling and public transit) transportation options.

COVID -19 Impacts

In light of the ongoing COVID-19 pandemic and the remote learning environment, the Alameda County SR2S program has adapted with a flexible service delivery approach. The

team sought perspectives of the community through youth and adult taskforce meetings held via zoom web conferencing and 90 virtual Back to School meetings held with school staff. The county-wide community input was vital to customize the program offerings for the unique circumstances of the current 2020-21 school year. Recognizing that it is highly unlikely that direct safety training will be allowed on school sites this school year, online resources and virtual programming were developed. The program created a menu of online services that allow participating schools to incorporate Safe Routes material into their new distance-learning curriculum. Interactive tools have also been created such as a promotional video for one of the program's live webinar training options (https://youtu.be/otKWdtfUZQ4). The team is currently developing a virtual school assembly experience for students and their teachers. To date, website analytics captured frequent daily traffic and training product utilization. Since the shelter in place began in March, there have been over 4,000 visits to the website and various training and activity resources. Additionally, participant feedback surveys were launched for the new school year to collect real-time input as we implement customized programming.

This year, International Walk and Roll to School Day, traditionally one of the largest SR2S events of the school year, is being reimagined as International Walk & Roll Week. The virtual challenge will offer engaging themes of the day and week-long challenge event with prizes to get all students moving while learning from home. To date, 80 schools have signed up for the first annual SR2S big event of the school year.

Finally, the SR2S program has also adapted our approach for school site assessments and technical assistance. Engineering for the implementation of school slow streets surrounding school sites and traffic circulation surrounding school-based food and supply distribution hubs are critical during this time. Resources are being finalized to facilitate safety measures around schools, including school district snapshots that summarize programming and site assessment history at each school, and collision heat maps that identify safety hot spots near schools. Eventually, when school campuses begin to re-open, the SR2S team will seek opportunities to start offering on-site technical assistance via School Safety Audits again.

Over the course of the fall, staff will assess the effectiveness of the online programming, and continue to work with the school site coordinators and schools to determine the best ways to serve the variety of communities across the county. Staff will also initiate discussions with funding agencies regarding any program cost savings to ensure those funds can be accessed to deliver programming in future years, given the unique circumstances of this school year.

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

DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	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 October 2020 legislative update provides information on federal and state legislative activities.

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 is the Alameda CTC adopted legislative platform.

Regional Activities

In September, the Metropolitan Transportation Commission (MTC) approved a set of strategies as part of the Plan Bay Area 2050 (PBA 2050) Blueprint. The strategies include a set of far-reaching initiatives that are meant to collectively help the region meet its high-level policy goals, and meet the greenhouse gas (GHG) emissions target required by the state. A strategy to require telecommuting gathered a significant amount of attention at MTC's meeting in September, and Alameda CTC staff was asked to provide information to the Commission on the strategy.

MTC developed the Institute Telecommuting Mandates for Major Office-Based Employers strategy to help the region meet its GHG emissions reduction goal. Initial

telecommuting strategies MTC evaluated early in the PBA 2050 process resulted in a 14 percent telecommute mode share. The new strategy calls for mandating that large employers have at least 60 percent of their employees telecommute on any given workday. This would result in a 25 percent telecommute mode share in the region. Discussion around the telecommute strategy at the MTC Commission meeting focused on concerns that the mandate did not adequately consider that active transportation or transit commutes do not increase emissions, and that such a mandate could have devastating effects on downtown areas that rely on office workers, such as San Francisco. Transit agency representatives raised concerns about potentially negative impacts on transit ridership and transit agency finances, especially in light of the current impacts of the COVID-19 pandemic. Concerns were also raised regarding social isolation and the ability of some to work from home, depending on living situations.

While the strategy was approved by MTC for inclusion in the Blueprint, a significant amount of technical analysis, legislation, and partnership would be required before any such policy could advance into implementation. PBA 2050 is a long-term planning document, and the majority of the strategies approved by MTC would require years of work to advance. In November, MTC will initiate development of the PBA 2050 Implementation Plan, where they will identify next steps to implement the policies, projects and strategies included in PBA 2050. Alameda CTC has requested to be an active partner in the development of the Implementation Plan.

State Update

In response to the COVID-19 crisis, the Legislature largely held any non-COVID-19 legislation. Platinum Advisors, Alameda CTC's state lobbying firm, provided a summary of state activities included below.

AB 2824: Assemblymember Bonta introduced AB 2824 to advance transit priority treatments in the Bay Bridge corridor. Given the COVID-19 crisis, the legislation did not advance this session. However, the multi-agency partnership that was working together to identify a suite of near- and long-term strategies for improving the reliability and quality of transit on the Bay Bridge corridor is continuing to advance the program of projects presented to the Commission earlier this year. These projects include the I-580 Westbound HOV Extension, I-80 HOV Extension (Emeryville), I-80 Design Alterative Analysis (DAA), I-80 Powell, and Bay Bridge bicycle/pedestrian LINK improvements. MTC recently approved consultant contracts to advance the suite of projects; Alameda CTC participated in consultant selection and as a funding partner on the projects, and will be involved throughout project development.

SB 288: Senator Wiener's SB 288 was signed into law. This bill exempts from CEQA various transit and bicycle/pedestrian projects until January 2023. While additional restrictions apply to the projects with a cost exceeding $100 million, the exemption covers the following projects:

- Pedestrian and bicycle facilities, including new facilities.
- Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
- Transit prioritization projects.
- On highways, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
- A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way.
- A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project meets certain conditions.
- A project carried out by a city or county to reduce minimum parking requirements.

Climate Action: The end of September also included several actions taken by the Governor to accelerate the reduction of GHG emissions. The most significant was Executive Order N-79-20. Simply put, the executive order requires all new cars and passenger trucks sold in California be zero-emission vehicles by 2035. It also accelerates the transition to zero emission heavy duty vehicles. The order does not ban owning gas-powered automobiles, but it would prohibit the sale of new internal combustion engines starting in 2035. Some specifics of the order include the following:

- The State Transportation Agency, the Department of Transportation, and the California Transportation Commission, shall, by July 15, 2021 identify near-term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options. This includes strategies that address the following:
    - Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.
    - Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.
    - Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.
- The State Air Resources Board shall develop and propose regulations requiring 100% zero-emission passenger vehicle and trucks sold in California by 2035,

100% zero-emission drayage trucks by 2035, and 100% zero-emission medium and heavy-duty vehicles (everywhere feasible) by 2045.

- The State Air Resources Board shall develop and propose regulations requiring 100% zero-emission passenger vehicle and trucks sold in California by 2035, 100% zero-emission drayage trucks by 2035, and 100% zero-emission medium and heavy-duty vehicles (everywhere feasible) by 2045.

Federal Update

At the federal level, progress was made regarding the FY21 appropriations continuing resolution. Congress passed a continuing resolution to fund the government through December 11, 2020. Additional COVID relief is still under discussion, with the House approving, along party lines, a $2.2 trillion HEROES 2.0 Act on October 1, 2020; however, there is not sufficient support to advance that legislation in the Senate or with the Administration. Negotiations of a compromise on a COVID relief package continue between House Speaker Nancy Pelosi and Treasure Secretary Steven Mnuchin, with discussions focused on the top-line figure of the package, as well as Democratic priorities including state and local aid and supplemental unemployment insurance. Any updates on a new COVID relief package will be provided to the Commission.

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

Attachment:

A. Alameda CTC 2020 Legislative Program

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	• 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	• 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	• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	• 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	• 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	• 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		• Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	• 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	• 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	• 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	• 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
		• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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DATE:	October 15, 2020
TO:	Alameda County Transportation Commission
FROM:	Gary Huisingh, Deputy Executive Director of Projects John Pulliam, Director of Project Delivery
SUBJECT:	Consideration of Adoption of a Resolution of the Alameda County Transportation Commission Determining that the Public Interest and Necessity Require the Acquisition of Certain Real Property and Directing the Filing of Eminent Domain Proceedings on Certain Real Property for the 7th Street Grade Separation East Project

Recommendation

1) Conduct hearing on a Resolution of Necessity and consider all the evidence presented for the acquisition of the real property interests necessary for the 7th Street Grade Separation East ("7SGSE") Project ("Project"); and

2) Adopt, **by at least a four-fifths vote of the membership of the Commission (i.e., at least 18 members)**, a Resolution of Necessity making findings that the public interest and necessity requires the Project; that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; that the property interests sought to be acquired are necessary for the Project; authorizing the commencement of eminent domain proceedings; and in said eminent domain action authorizing Alameda CTC to require UPRR to relocate certain railroad track prior to the commencement of construction of the Project, pursuant to project schedule requirements.

Summary

A variety of real property interests, including six (6) permanent easements and twelve (12) temporary construction easements (TCEs), within seven (7) assessor's parcels owned by UPRR are necessary for the construction of the Project. Staff has been working with UPRR in good faith since summer of 2016; unfortunately, the negotiations reached an impasse on July 29, 2020. To avoid the risk of losing construction funding and a delay to the implementation of this much-needed Project, the Alameda CTC should consider moving forward with adopting a Resolution of Necessity (RON) to authorize filing an eminent domain action to acquire the necessary real property interests from UPRR, and in that action, require that UPRR perform certain cost to cure work involving the relocation of railroad track prior to the commencement of Project construction, identified by UPRR

during negotiations and commonly referred to as: (i) the Fifth Street Siding project; and (ii) the Berkeley Drill Track Rehabilitation project, pursuant to project construction schedule needs.

Background

Project Purpose and Need

The Port of Oakland (Port) is one of the most export-intensive ports in the nation, helping to strengthen the national trade balance, and serves as a critical global gateway for the vast and diverse Northern California regional economy. 7th Street serves as one of three gateways to the Port, carrying nearly 40% of all truck traffic to and from the Port, and is identified as part of the Primary Highway Freight System ("PHFS") intermodal connector of the National Highway Freight Network ("NHFN") System. However, the section of 7th Street within the Project area is functionally inadequate and does not meet current seismic and geometric standards necessary to accommodate safe and uninterrupted truck travel to and from the Port via the highway system.

The existing substandard 7th Street geometry constrains truck access and limits multi-modal access to the Port's commercial developments and recreational facilities adjacent to the San Francisco Bay. The existing facility consists of four - nonstandard 11-foot wide lanes (two lanes in each direction), with no shoulders and a 5-foot wide multi-use path, which is inadequate from a safety perspective in terms of width, height, and lighting.

At the existing railroad underpass, the roadway consists of a nonstandard vertical clearance of 14 feet while the current UPRR vertical clearance design standard is 16.5 feet. As a result, the bridge has been subjected to numerous strikes over the years by large trucks, resulting in exposed rebar and partial loss of concrete. This poses significant safety and truck access challenges, and hastens the deterioration of an already functionally obsolete structure. In addition to inadequate vertical clearance, the underpass provides nonstandard lane and shoulder widths, and an insufficient horizontal clearance, that routinely pose a major traffic bottleneck.

Two existing single-span UPRR bridges carry the UPRR tracks over 7th Street. The westbound span was constructed in 1931 and is nearly 90 years old, and the eastbound span was constructed in the 1970s and is nearly 50 years old. Since the existing underpass was not designed to current seismic standards, it is vulnerable to damage during a major earthquake event. The current landside transportation infrastructure and systems along 7th Street do not support the existing and anticipated traffic and goods movement needs for this corridor.

The purpose of the Project is to provide structural and systems upgrades needed to optimize the mobility of Port users through the 7th Street heavy vehicle corridor by constructing the roadway and multi-use path to current geometric standards and reconstructing the UPRR underpass to meet current geometric and seismic safety standards.

The Project will:

- Improve movements on the PHFS Intermodal Connectors
- Provide efficient landside access and infrastructure improvements for rail, trucks, automobiles, bicyclists, and pedestrians, that meet current design standards and accommodate anticipated users
    - Address existing restricted overhead clearance and deficient line of sight within the existing undercrossing
- Support safe transportation system operations
    - Increase safety of truck operations through improved roadway geometry and signalization
    - Improve access for emergency responders
    - Minimize bicycle and pedestrian conflicts with other travel modes by providing an exclusive, reconstructed and improved public bicycle and pedestrian access, designed to current standards
- Support the Port's market and operational competitiveness
- Support regional, state, and national economic development and Port growth potential
    - Reduce landside infrastructure constraints
    - Improve transportation infrastructure consistent with applicable planning documents
    - Support regional goods movement strategies

Project Description

The Project is one of the three projects included in the GoPort Program. This Project proposes to realign and upgrade the roadway to current standards to provide two 12-foot travel lanes in each direction, 4-foot inside and 8-foot outside shoulders, and a 14-foot wide multi-use path for cyclists and pedestrians, and reconstruct the existing aged, substandard railroad underpass (a bridge structure grade separating the roadway and rail traffic) between I-880 and Maritime Street. The Project proposes to improve roadway geometry, increase vertical and horizontal clearances for trucks, meet current seismic standards, improve the shared pedestrian/bicycle pathway that provides connectivity to the Bay Trail to current standards, and install ITS elements such as changeable message signs and radio frequency identification devices to improve the efficiency of Port and local arterial street operation by the use of proven and improved technology. In addition, the Project proposes to install street lighting, traffic signals, roadway signs, and a pump station.

New right of way is required from the Port and UPRR for the construction of the Project. The Project design is 100% complete and staff has already secured approval from the Port's Board for the other property rights necessary from the Port for the construction of the Project.

The Project is funded with a combination of Measure BB funds, Regional Measure 3 ("RM3") funds, Local Partnership Program ("LPP") Funds, and Trade Corridors Enhancement Program ("TCEP") funds. The Project construction is heavily dependent on

TCEP funds, which requires adherence to strict allocation requirements set by the California Transportation Commission ("CTC"). The Metropolitan Transportation Commission ("MTC") will not obligate its RM3 funds for construction until Alameda CTC demonstrates that CTC requirements can be met for securing TCEP funds. Certifying that all rights have been acquired, including the right of way necessary for construction, is a prerequisite for seeking CTC fund allocation. Therefore, securing a RON adoption from the Commission is crucial for successful Project delivery to construction, including securing construction funding.

Environmental Review

The environmental impacts of the Project were analyzed under both the California Environmental Quality Act ("CEQA") and the National Environmental Protection Act ("NEPA"). The Project was included in the 2002 Oakland Army Base ("OAB") Environmental Impact Report ("EIR") which was certified by the City of Oakland as the lead agency in July 2002, and the finding and mitigation monitoring and reporting program ("MMRP") were adopted by the Port of Oakland as a responsible agency under CEQA in September 2002. The 2012 Addendum to the OAB EIR was approved by the City of Oakland and the Port of Oakland in June 2012. In October 2018, Caltrans approved environmental clearance for the Project through approval of a Categorial Exclusion ("CE") pursuant to NEPA with approved revalidations in May 2019 and May 2020.

Project Real Property Needs

Construction of the Project requires that Alameda CTC obtain a variety of real property interests, including six (6) permanent easements, and twelve (12) TCEs from seven (7) assessor's parcels owned by UPRR. The offer required by Government Code section 7267.2 was made to UPRR on March 5, 2020 and was updated on August 20, 2020 to include the two cost to cure projects which will be discussed below.

The Subject Properties Required for the Project

UPRR and Alameda CTC commenced negotiations in early 2019 in an effort to reach a mutually acceptable construction and maintenance agreement ("C&M Agreement") which would have addressed the acquisition of the real property interests necessary for the Project, UPRR's cost to cure work, compensation for the real property interests and UPRR's work, construction schedule, ownership and maintenance responsibilities of the Project assets by UPRR, the City, and the Port upon completion of Project construction, and other rights and responsibilities of the parties beyond construction completion. Despite a good faith effort lasting over 14 months, Alameda CTC has not been able to reach a negotiated agreement with UPRR. Discussions will continue with UPRR in hopes of negotiating the C&M Agreement outside of court; however, to avoid the risk of losing construction funding and a delay to the implementation of this much-needed Project, it is recommended that the Alameda CTC consider moving forward with adopting a Resolution of Necessity to acquire the needed real property interests at this time. In connection with issuance of the Notice of Intent ("NOI") to consider adoption of the Resolution of Necessity which was issued to UPRR on September 15, 2020, the Alameda

CTC staff offered to meet with UPRR on October 7, 2020; however, UPRR declined to meet with staff.

Staff, therefore, recommends the Commission conduct hearings on the Resolution of Necessity and consider all the evidence presented to it for the acquisition of the following real property interests necessary for the Project:

1) UPRR Parcels 1 & 1A located at APNs 18-315-5-6, 18-375-4-1 and 6-53-5-9, adjacent to 7th Street, Oakland CA 94607:

   The following acquisitions are required from these Assessor's parcel numbers ("APNs") for the Project:

   - Parcel 1: 116,143 square feet ("SF") permanent easement
   - Parcel 1A: 1,135 SF permanent easement

   In the vicinity of these parcels, the Project will realign and upgrade the existing 7th Street and multi-use path to current geometric standards to provide standard lanes, shoulders, median, and multi-use path geometry for this part of the PHFS intermodal connector of the NHFN System. In addition, the Project will construct a new grade-separated underpass structure for the use of UPRR that will meet the current seismic and geometric standards. Retaining walls will be constructed on both sides of the proposed roadway to limit the amount of total parcel acquisition from UPRR.

   An offer pursuant to Government Code section 7267.2 was initially made to UPRR, the owner of the necessary parcels, on March 5, 2020. The parcels being acquired are predominantly within the existing UPRR rail yard. Rail yard access and operation will be maintained at all times during and after construction of the Project. The building in which a commercial business (cold storage facility) is located, will be impacted by the acquisition as will the business tenant itself. Alameda CTC's right-of-way consultant has been working with the tenant on relocation as a result of the acquisition.

2) UPRR Parcel 9 located at APN 18-315-5-6, adjacent to 7th Street, Oakland CA 94607:

   The following acquisition is required from this APN for the Project:

   - Parcel 9: 9,083 SF permanent easement

   In the vicinity of this parcel, the Project will construct an access road to a City of Oakland ("City") storm water pump station, which is required to pump rain water from the depressed roadway section to maintain surface access to the Port at all times. In addition, this proposed access road will serve the facilities of Kinder Morgan which operates a jet fuel facility at the Port.

   An offer pursuant to Government Code section 7267.2 was initially made to UPRR, the owner of this necessary parcel, on March 5, 2020. The parcel being acquired is predominantly within the existing UPRR rail yard. Rail yard access and operation, as well as access to the facilities of Kinder Morgan, will be maintained at all times.

3) UPRR Parcels 10 & 12 located at APN 18-375-3-2, adjacent to 7th Street, Oakland CA 94607:

The following acquisitions are required from this APN for the Project:

- Parcel 10: 4,379 SF permanent easement
- Parcel 12: 2,369 SF permanent easement

From the realigned 7th Street, a new access road will be constructed to provide access to the facilities of East Bay Municipal Utilities District ("EBMUD"), Kinder Morgan, and the City storm water pump station.

An offer pursuant to Government Code section 7267.2 was initially made to UPRR, the owner of these necessary parcels, on March 5, 2020. The parcels being acquired are predominantly within the existing UPRR rail yard. Rail yard access and operation, as well as access to the facilities of Kinder Morgan and EBMUD, will be maintained at all times.

4) UPRR Parcel 11 located at APN 18-375-4-2, adjacent to 7th Street, Oakland CA 94607:

The following acquisition is required from this APN for the Project:

- Parcel 11: 9,322 SF permanent easement

From the realigned 7th Street, a new access road will be constructed to provide access to the facilities of EBMUD, Kinder Morgan, and the City storm water pump station.

An offer pursuant to Government Code section 7267.2 was initially made to UPRR, the owner of this necessary parcel, on March 5, 2020. The parcel being acquired is predominantly within the existing UPRR rail yard. Rail yard access and operation, as well as access to the facilities of Kinder Morgan and the EBMUD, will be maintained at all times.

5) UPRR Temporary Construction Easements ("TCE") 1A, 1B, 1C, 2A, 2B, 2C and 2D located at APNs 18-315-5-6, 18-375-4-1 and 6-53-5-9, adjacent to 7th Street, Oakland CA 94607:

The following acquisitions are required from these APNs for the Project:

- TCE 1A: 15,689 SF TCE
- TCE 1B: 145,737 SF TCE
- TCE 1C: 272,044 SF TCE
- TCE 2A: 14,851 SF TCE
- TCE 2B: 24,882 SF TCE
- TCE 2C: 52,990 SF TCE
- TCE 2D: 3,787 SF TCE

In the vicinity of these parcels, the Project will realign and upgrade the existing 7th Street and multi-use path to current geometric standards to provide standard lanes, shoulders, median, and multi-use path geometry for this part of the PHFS intermodal

connector of the NHFN System. In addition, the Project will construct a new grade-separated underpass structure for the use of UPRR that will meet the current seismic and geometric standards. Project improvements include realigning and constructing new tracks to maintain UPRR's rail level of service. These TCEs are required to construct temporary shoofly tracks needed to facilitate rail operations during construction as well as to construct the permanent UPRR rail tracks.

An offer pursuant to Government Code section 7267.2 was initially made to UPRR, the owner of these necessary parcels, on March 5, 2020. The TCEs being acquired are predominantly within the existing UPRR rail yard. Rail yard access and operation will be maintained at all times.

6) UPRR TCE 3 located at APN 18-375-3-2, adjacent to 7th Street, Oakland CA 94607:

The following acquisition is required from this APN for the Project:

- TCE 3: 3,748 SF TCE

In the vicinity of this parcel, from the realigned 7th Street, a new access road will be constructed to provide access to the facilities of EBMUD, Kinder Morgan, a parcel owned by the Port, and the City storm water pump station. The TCE is required for the construction of this access road.

An offer pursuant to Government Code section 7267.2 was initially made to UPRR, the owner of this necessary parcel, on March 5, 2020. The parcel being acquired is predominantly within the existing UPRR rail yard. Rail yard access and operation, as well as access to the Port's parcel, and facilities of Kinder Morgan and the EBMUD, will be maintained at all times.

7) UPRR Temporary Construction Easements (TCE) 4A, 4B, 4C and 4D located at APNs 18-375-3-2, 18-375-4-2, 18-375-6-1, and 18-380-3-6 adjacent to 7th Street, Oakland CA 94607:

The following acquisitions are required for the project:

- TCE 4A: 2,492 SF TCE
- TCE 4B: 230,562 SF TCE
- TCE 4C: 25,722 SF TCE
- TCE 4D: 8,702 SF TCE

In the vicinity of these parcels, the Project will realign and upgrade the existing 7th Street and multi-use path to current geometric standards to provide standard lanes, shoulders, median, and multi-use path geometry for this part of the PHFS intermodal connector of the NHFN System. In addition, the Project will construct a new underpass structure for the use of UPRR that will meet the current seismic and geometric standards. Project improvements include realigning and constructing new tracks to maintain UPRR's rail level of service. These TCEs are required to construct temporary shoofly tracks needed to facilitate rail operation during construction as well as to construct the permanent UPRR rail tracks.

An offer pursuant to Government Code section 7267.2 was initially made to UPRR, the owner of these necessary parcels, on March 5, 2020. The TCEs being acquired are predominantly within the existing UPRR rail yard. Rail yard access and operation will be maintained at all times.

Cost to Cure/Track Relocation

To facilitate the Project construction, removal of one of the four UPRR rail tracks is required throughout the construction period. The cost to cure work is necessary to maintain UPRR's rail capacity during Project construction. UPRR will relocate this reduced rail capacity at the Project site to the Fifth Street Siding portion of the UPRR railyard (south of the Project area) and to the Berkeley Drill Track portion of the UPRR railyard (north of the Project area), ahead of removal of its track by the Project contractor. Such cost to cure and relocation work will allow for UPRR siding track modification and related improvements which will accommodate the construction of the Project while minimizing impacts to UPRR's operations during Project construction. Such cost to cure and relocation work will be performed prior to Project construction and according to the schedule necessary for the Project and requirements of its grant funding.

Under ordinary circumstances, Alameda CTC would have secured TCEs in order to undertake such cost to cure work on behalf of UPRR; however, during the C&M Agreement negotiations, UPRR insisted that only UPRR crews and authorized personnel undertake the cost to cure projects. For this reason, the Alameda CTC Board is being asked pursuant to Section 7557 of the Public Utilities Code of the State of California, to direct General Counsel of Alameda CTC, as part of the eminent domain action, to direct UPRR to perform certain cost to cure work related to the relocation of certain railroad track prior to the commencement of Project construction pursuant to the needs for the Project construction schedule. UPRR specifically identified two cost to cure projects (commonly referred to as: (i) the Fifth Street Siding project; and (ii) the Berkeley Drill Track Rehabilitation project, both of which will accommodate the construction of the Project while minimizing impacts to UPRR's operations during Project construction. An updated Government Code section 7267.2 offer was made to UPRR on August 20, 2020 to compensate UPRR for the cost to cure projects.

The Proposed Resolution of Necessity

Negotiations have been ongoing with UPRR and its representatives, but a mutually acceptable C&M Agreement has not been reached. Discussions will continue with all owners in hopes of negotiating this Agreement outside of court; however, to avoid the risk of losing construction funding and delaying the implementation of this much-needed Project, the adoption of the Resolution of Necessity to acquire the necessary real property interests is needed at this time.

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

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

   The existing landside transportation infrastructure and systems along 7th Street have been constructed over decades, beginning in the early 1930s, and do not support the existing

and anticipated traffic and goods movement demands. The section of 7th Street within the project area is functionally inadequate and does not meet current seismic or geometric standards necessary to accommodate trucks travelling to and from the Port via the highway system. As one of the three gateways to the Port, carrying nearly 40% of all truck traffic to and from the Port, the existing 7th Street alignment constrains truck access and limits multi-modal access to Port commercial developments and recreational facilities adjacent to the San Francisco Bay.

Alameda CTC, in cooperation with the Port, the City, Federal Highway Administration ("FHWA"), and Caltrans cleared the Project environmentally to improve safety and operational efficiencies, provide congestion relief, and enhance national and regional economic vitality, public safety and quality of lives by reconstructing and realigning the existing 7th Street, a UPRR underpass, and multi-use path to meet current seismic and geometric standards, thereby reducing traffic congestion and related incidents, providing infrastructure improvements necessary for the Port to be competitive, including reducing truck idling, and encouraging multi-modal use.

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

The Project is part of planning efforts and included in the Alameda County Goods Movement Plan and supports the California Freight Mobility Plan. As an integral part of the overall GoPort Program, the Project is also included in MTC's Regional Transportation Plan and the Regional Transportation Improvement Plan.

The OAB Redevelopment EIR adopted by the City in 2002 included the Project as a mitigation measure to the OAB redevelopment. The EIR evaluated significant environmental effects of proposed OAB-related projects, identified possible ways to minimize those effects, and described reasonable alternatives to those projects. Subsequently, in 2012, an Initial Study ("IS") Addendum was adopted by the City to evaluate increased warehouse/distribution and maritime-related logistics uses to be the predominant land uses in the Oakland Global Logistics Center, and to provide a more detailed analysis of alternatives for the grade separation of 7th Street. In 2016, the Alameda CTC began coordinating with project partners, including the City, Port, and UPRR to evaluate the Project improvements and achieve federal NEPA clearance for the Project. Throughout the calendar year of 2017, UPRR reviewed various alignment options with Alameda CTC and expressed a preference for the current Project alignment, as it will result in the least impacts to its operations during Project construction. In January 2018, UPRR provided Alameda CTC with a written request regarding the phasing of rail construction, based on this railroad preferred road alignment. Based on the support received from UPRR, the stakeholders completed a CE (as NEPA clearance), which authorized the Project final design to provide timely benefits for meeting the Port's operational demands, anticipated land use developments and associated traffic demands, community interests, and enhance regional economic vitality.

3. **The property described in the Resolution of Necessity is necessary for the proposed project.**

The Project stakeholders evaluated various alignment options, sought stakeholder input, and per UPRR's preference on the Project alignment, the owner of subject real property rights necessary for the Project, cleared the Project environmentally and proceeded with

final design to bring the greatest benefits to the residents of Alameda County and the region as a whole, including safety, operational, environmental, and economic benefits.

Alameda CTC, in cooperation with the Project stakeholders, including UPRR, reviewed various Project options and chose the current design, as it will result in the least impacts to the operations of the existing 7th Street and UPRR's railroad activities during Project construction. The Alameda CTC secured environmental clearance for this preferred build option. Therefore, no other alignment option would have minimized the construction impacts and disruptions to the existing 7th Street and UPRR's operations while meeting Project's purpose and need.

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

   Alameda CTC staff has made the required written offers to the owner of record or representative of the owner of record, based on an approved appraisal of the fair market value of the properties as a whole and the specific property interests necessary for the Project and UPRR's cost to cure work, prepared by industry experts in respective fields. As stated above, the initial offer was made on March 5, 2020 and was updated on August 20, 2020 to include compensation for the cost to cure work. The offers included a written statement containing detail sufficient to indicate the basis for the offer as required by Government Code section 7267.2, and an informational pamphlet setting out the eminent domain process and the property owner's rights. An NOI of the hearing on the Resolution of Necessity, as well as an opportunity to meet with Alameda CTC staff in advance of this hearing, was provided to UPRR on September 15, 2020.

Staff recommends that Alameda CTC hold a hearing regarding the proposed Resolution of Necessity, and thereafter adopt the Resolution based on the above findings and information.

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

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

Attachment:

A. Proposed Resolution of Necessity No. 20-11 for UPRR Parcels 18-315-5-6; 18-375-3-2; 18-375-4-1; 18-375-4-2; 18-375-6-1; 18-380-3-6; and 6-53-5-9, with attached legal descriptions and plat map

ALAMEDA County Transportation Commission

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

RESOLUTION NO. 20-011

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN REAL PROPERTY AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS ON CERTAIN REAL PROPERTY FOR THE 7TH STREET GRADE SEPARATION EAST PROJECT

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

WHEREAS, Alameda CTC is further vested with the power of eminent domain and is authorized to require the relocation of certain railroad track by virtue of Section 7557 of the Public Utilities Code of the State of California; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property interests, particularly described in **Attachment 1**, for the purpose of, *inter alia*, realigning a section of 7th Street within the Port of Oakland ("Port") which is functionally inadequate and which does not meet current seismic and geometric standards necessary to accommodate safe and uninterrupted truck travel carrying approximately 40% of all truck traffic to and from the Port as a part of the Primary Highway Freight System ("PHFS") intermodal connector of the National Highway Freight Network ("NHFN") System; and

WHEREAS, two existing single-span Union Pacific Railroad ("UPRR") bridges, which carry the UPRR tracks over 7th Street are vulnerable to damage during a major earthquake event due to the age of these bridges. Continued grade separation of the UPRR tracks from 7th Street will ensure the public safety of multi-modal users of 7th Street; and

WHEREAS, Alameda CTC, in cooperation with the Port, the City of Oakland, the Federal Highway Administration, and the State of California's

Department of Transportation, has clearance pursuant to the National Environmental Protection Act (NEPA) and under the California Environmental Quality Act (CEQA); and

WHEREAS, insofar as the property described in **Attachment 1** has been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may be reasonably expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure Section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610; and

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

a) Whether the public interest and necessity require the project;

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

c) Whether the property sought to be acquired is necessary for the project; and

d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

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

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

(a) The property to be acquired is described in **Attachment 1**, attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for national highway freight network purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California; Section 25350.5 of the Government Code of the State of California, as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California; Part 3, Title 7 of the Code of Civil Procedure; and Section 7557 of the Public Utilities Code of the State of California;

(c) The public interest and necessity require the project, which will improve public health, safety and welfare by the following: continued grade separation at this location will increase the safety of this crossing for vehicular traffic, bicycles and pedestrians by improving roadway geometry, increase vertical and horizontal clearances for vehicles, including trucks, meet current seismic standards, and improve the shared pedestrian/bicycle pathway that provides connectivity to the Bay Trail;

(d) The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury, and the location of the proposed realignment of 7th Street and the UPRR bridge has been agreed to by UPRR;

(e) The property described in **Attachment 1** is being acquired as temporary construction easements and permanent easements, and are necessary for the construction of the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of the record of the real property.

In addition, insofar as the property described in **Attachment 1** has been appropriated for public use, the proposed use set forth herein will not unreasonably interfere with or impair the continuation of the public use as it exists or may be reasonably expected to exist in the future, and is therefore a compatible public use pursuant to Code of Civil Procedure section 1240.510, or, as applicable, constitutes a more necessary public use to which the property is appropriated pursuant to Code of Civil Procedure Section 1240.610.

Section 2. General Counsel of Alameda CTC, or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession. In addition, pursuant to Section 7557 of the Public Utilities Code of the State of California, General Counsel of Alameda CTC, or his duly authorized designee, be, and is hereby authorized and directed as part of the eminent domain action to direct UPRR to perform certain cost to cure work related to the relocation of certain railroad track prior to the commencement of project construction and according to the schedule prepared in connection therewith. UPRR specifically identified two cost to cure projects (commonly referred to as: (i) the Fifth Street Siding project; and (ii) the Berkeley Drill Track Rehabilitation project, which are depicted in **Attachment 2**), both of which will accommodate the construction of the project while minimizing impacts to UPRR's operations during project construction.

Section 3. The Commission takes this action based upon all of the evidence presented to it and in the record before it, including written and oral testimony.

ADOPTED October 22, 2020, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

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

SIGNED:

_____

Pauline Cutter, Chairperson

ATTEST:

_____
Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

_____
General Counsel of the Alameda
County Transportation Commission

Attachment 1

Property to be Acquired: Permanent Easements and Temporary Construction Easements

EXHIBIT A1

PARCEL 1

Real property situate in the City of Oakland, County of Alameda, State of California, being a portion of the property described in the following three (3) documents: (1) the Indenture between Southern Pacific Company and Southern Pacific Railroad Company recorded on February 25, 1926, in Book 1880 of Official Records, at Page 312, Official Records of Alameda County, (2) the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, at Page 185, Official Records of Alameda County, and (3) the Indenture between the San Francisco, Oakland, and San Jose Railway and Southern Pacific Company recorded on October 12, 1906, in Book 1307 of Deeds, at Page 224, Official Records of Alameda County and being more particularly described as follows:

Beginning at a corner on the northerly line of Parcel 5, as described in Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the northeastern terminus of the course described as "North 49° 05' 51" East, 85.59 feet" in said Grant Deed; thence along the northerly boundary lines of said Parcel 5, the following two (2) courses: (1) South 49° 05' 51" West, 85.59 feet and (2) North 87° 19' 29" West, 152.20 feet; thence crossing through portions of the land described in the following two (2) documents: (1) said Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company and (2) said Indenture between Oakland Terminal Company and Southern Pacific Company, the following ten (10) courses: (1) leaving said north line of Parcel 5 and in a northwesterly direction along a non-tangent curve to the right from which the center bears North 36° 51' 23" East, having a radius of 639.00 feet, 116.78 feet along the arc of said curve and through angle of 10° 28' 16", (2) North 42° 40' 21" West, 132.10 feet to a curve to the left having a radius of 531.00 feet, (3) in a northwesterly direction, 190.83 feet along the arc of

said curve and through a central angle of 20° 35' 27", (4) South 22° 25' 20" West, 1.11 feet, (5) North 67° 34' 40" West, 169.00 feet, (6) North 22° 25' 20" East, 8.11 feet to a non-tangent curve to the left, the center of which bears South 23° 35' 29" West having a radius of 531.00 feet, (7) in a northwesterly direction, 148.49 feet along the arc of said curve to the left and through a central angle of 16° 01' 19", (8) South 53° 54' 58" West, 42.47 feet, (9) South 53° 46' 53" West, 22.16 feet, and (10) North 41° 09' 53" West, 41.79 feet to the west line of said Indenture (323 OR 185); thence along said west line, North 50° 22' 32" East, 192.18 feet to a non-tangent curve, the center of which bears South 12° 08' 55" West and having a radius of 657.00 feet; thence leaving said west line and crossing through portions of land as described in said Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company and in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following thirteen (13) courses: (1) in a southeasterly direction, 128.64 feet along the arc of said non-tangent curve to the right and through a central angle of 11° 13' 07", (2) North 22° 25' 20" East, 1.37 feet, (3) South 67° 34' 40" East, 169.00 feet, (4) South 22° 25' 20" West, 8.10 feet to a non-tangent curve to the right, the center of which bears South 25° 54' 29" West having a radius of 657.00 feet, (5) in a southeasterly direction, 245.61 feet along the arc of said curve to the right and through a central angle of 21° 25' 10", (6) South 42° 40' 21" East, 126.99 feet to the beginning of a curve to the left, having a radius of 513.00 feet, (7) in a southeasterly direction, 203.19 feet along the arc of said curve to the left and through a central angle of 22° 41' 36", (8) continuing along a compound curve to the left, from which the center bears North 24° 38' 02" East, having a radius of 28.00 feet, (9) in a northeasterly direction, 54.30 feet along the arc of said curve to the left and through a central angle of 111° 06' 27", (10) North 03° 31' 35" East,

10.00 feet, (11) South 86° 28' 25" East, 13.80 feet, (12) South 03° 31' 01" West, 32.78 feet, and (13) North 87° 19' 29" West, 1.26 feet to the **Point of Beginning**.

Containing 116,143 square feet (2.67 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B1– Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in January, 2020.

Scott A. Shortlidge

1-10-2020

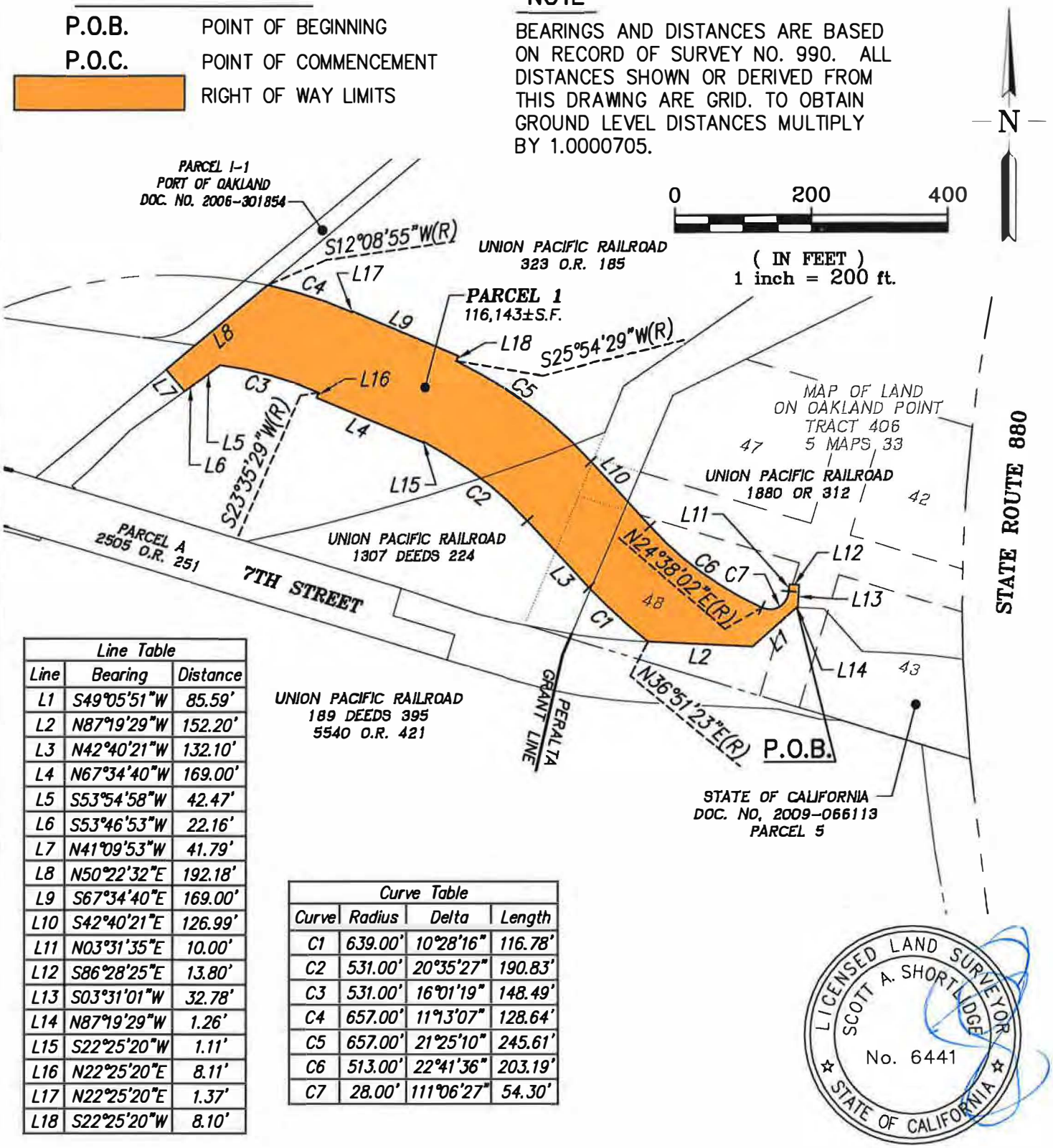
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	RIGHT OF WAY LIMITS

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.



Line Table		
Line	Bearing	Distance
L1	S49°05'51"W	85.59'
L2	N87°19'29"W	152.20'
L3	N42°40'21"W	132.10'
L4	N67°34'40"W	169.00'
L5	S53°54'58"W	42.47'
L6	S53°46'53"W	22.16'
L7	N41°09'53"W	41.79'
L8	N50°22'32"E	192.18'
L9	S67°34'40"E	169.00'
L10	S42°40'21"E	126.99'
L11	N03°31'35"E	10.00'
L12	S86°28'25"E	13.80'
L13	S03°31'01"W	32.78'
L14	N87°19'29"W	1.26'
L15	S22°25'20"W	1.11'
L16	N22°25'20"E	8.11'
L17	N22°25'20"E	1.37'
L18	S22°25'20"W	8.10'

Curve Table			
Curve	Radius	Delta	Length
C1	639.00'	10°28'16"	116.78'
C2	531.00'	20°35'27"	190.83'
C3	531.00'	16°01'19"	148.49'
C4	657.00'	11°13'07"	128.64'
C5	657.00'	21°25'10"	245.61'
C6	513.00'	22°41'36"	203.19'
C7	28.00'	111°06'27"	54.30'

LICENSED LAND SURVEYOR
SCOTT A. SHORTRIDGE
No. 6441
STATE OF CALIFORNIA

EXHIBIT B1

PARCEL 1

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=200'	01-10-2020	111704

EXHIBIT A2
PARCEL 1A

Real property situate in the City of Oakland, County of Alameda, State of California, being a portion of the property described in the following two (2) documents: (1) the Indenture between Southern Pacific Company and Southern Pacific Railroad Company recorded on February 25, 1926, in Book 1880 of Official Records, at Page 312, Official Records of Alameda County and (2) Parcel 43 as shown on map of Tract 406, Map of Land on Oakland Point, filed for record on August 18, 1879, in Book 5 of Maps, at Page 33, Official Records of Alameda County, and being more particularly described as follows:

Commencing at a corner on the northerly line of Parcel 5, as described in Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the eastern terminus of the course described as "South 87° 19' 29" East – 40.00 feet" in said Grant Deed; thence along the northerly boundary line of said Parcel 5, South 42° 19' 26" East, 43.03 feet to the **Point of Beginning**; thence crossing over a portion of said Parcel 43, the following two (2) courses: (1) South 73° 40' 22" East, 86.02 feet and (2) South 3° 20' 08" East, 8.31 feet to the north line of said Parcel 5; thence along said north line, the following two (2) courses: (1) North 87° 19' 06" West, 55.90 feet and (2) North 42° 19' 26" West, 40.40 feet to the **Point of Beginning**.

Containing 1135 square feet (0.03 acres) of land area, more or less.

EXHIBIT A2
PARCEL 1A

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

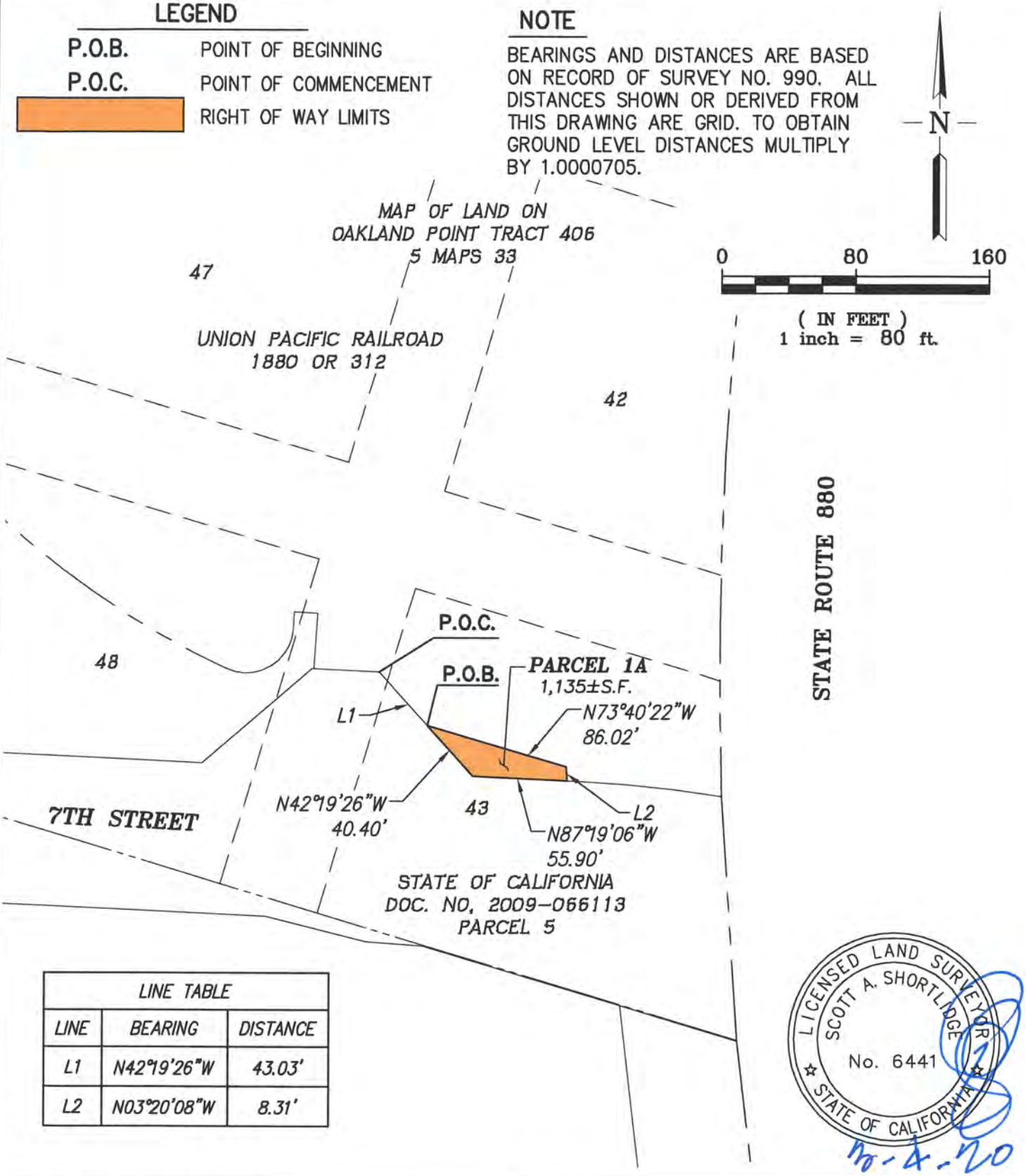
See Exhibit B-2 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

3-4-2020
Date



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N42°19'26"W	43.03'
L2	N03°20'08"W	8.31'

EXHIBIT B2

PARCEL 1A

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA

RUGGERI-JENSEN-AZAR

ENGINEERS • PLANNERS • SURVEYORS

4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588

PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=80'	03-03-202	1104

EXHIBIT A3
PARCEL 9

Real property situate in the City of Oakland, County of Alameda, State of California, and being a portion of land described in the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, at Page 185, Official Records of Alameda County, and being more particularly described as follows:

Beginning at the intersection of the northwesterly line of that parcel described in said Indenture between Oakland Terminal Company and Southern Pacific Company, with the northerly line of Parcel A as described in the Indenture between Southern Pacific Railroad Company and Southern Pacific Company, recorded on December 23, 1930, in Book 2505 of Official Records, at Page 251, Official Records of Alameda County; thence along said northwesterly line, North 50° 22' 32" East, a distance of 245.02 feet; thence leaving last said line and continuing through a portion of land as described in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following five (5) course: (1) South 41° 09' 53" East, 41.79 feet, (2) South 54° 29' 24" West, 97.39 feet, (3) South 45° 22' 30" West, 80.57 feet, (4) South 48° 37' 59" West, 36.13 feet, and (5) South 63° 29' 50" West, 4.92 feet to the aforesaid north line of said Parcel A; thence along said north line, North 73° 16' 59" West, 50.20 feet to the **Point of Beginning**.

Containing 9083 square feet (0.21 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

EXHIBIT A3
PARCEL 9

See Exhibit B-3 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

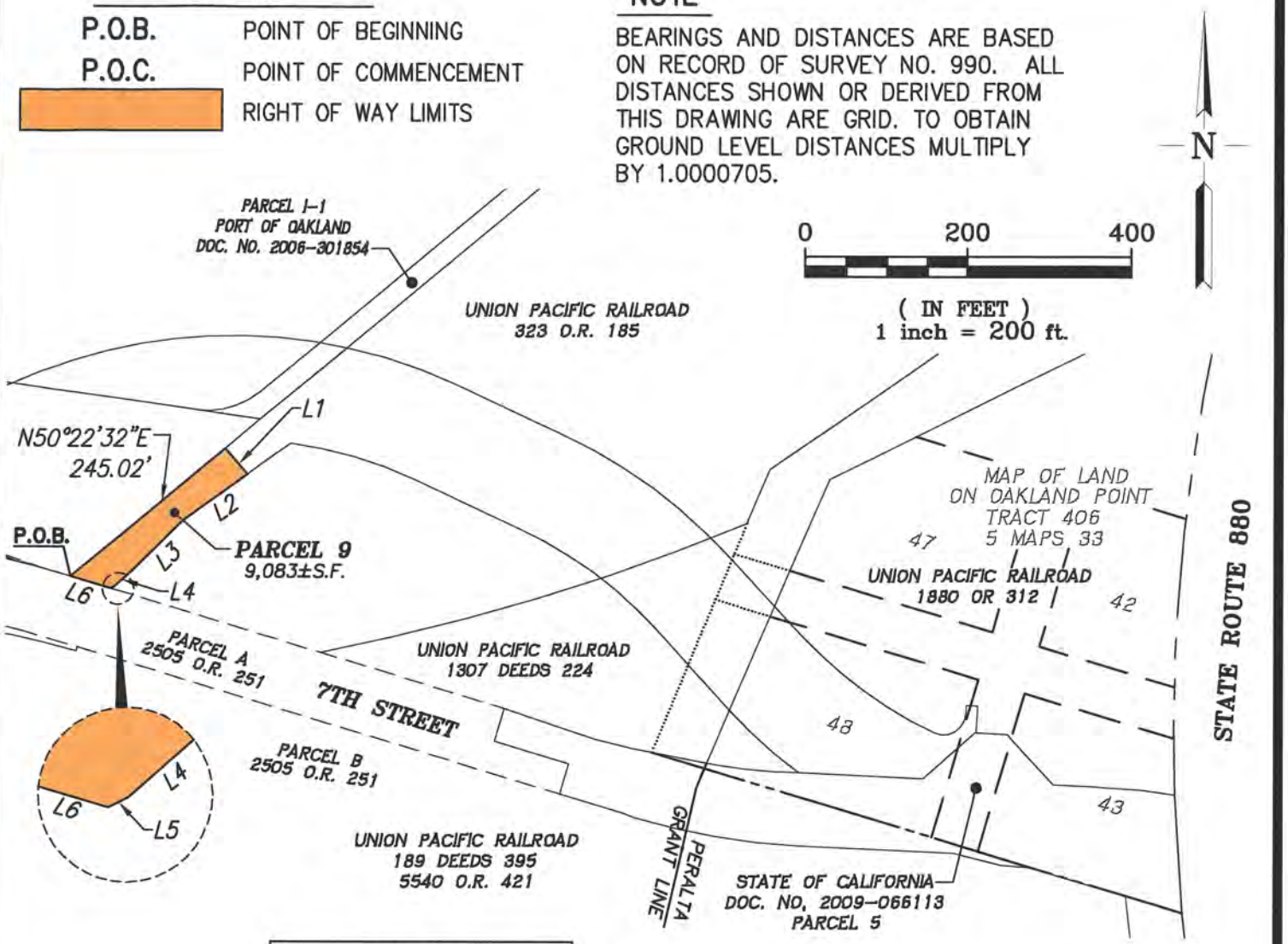
3-4-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	RIGHT OF WAY LIMITS

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N41°09'53"W	41.79'
L2	N54°29'24"E	97.39'
L3	N45°22'30"E	80.57'
L4	N48°37'59"E	36.13'
L5	N63°29'50"E	4.92'
L6	N73°16'59"W	50.20'

LICENSED LAND SURVEYOR
SCOTT A. SHORTRIDGE
No. 6441
STATE OF CALIFORNIA

3-4-20

EXHIBIT B3

PARCEL 9

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

G:\JOB2011\111089\MAPPING\PLATS\PARCEL 9.DWG 11/15/2019 8:00:32 AM

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=200'	03-03-202	4

EXHIBIT A4
PARCEL 10

Real property situate in the City of Oakland, County of Alameda, State of California, and being a portion of land described in that certain Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, Page 185, Official Records of Alameda County, and being more particularly described as follows:

Commencing at the southeast corner of Parcel 8 as described in the Grant Deed to City of Oakland, recorded December 24, 1998 as document number 98-452325, Official Records of Alameda County; thence along the south line of said Parcel 8, along a non-tangent curve to the left, the center of which bears North 17° 49' 07" East, and having a radius of 640.00 feet; thence in a northwesterly direction, 55.80 feet along the arc of said curve to the left and through a central angle of 4°59'45" for the **Point of Beginning**; thence leaving said south line and crossing through a portion of the land described in said Indenture, the following three (3) courses: (1) South 53° 24' 52" West, 86.54 feet, (2) North 81° 58' 57" West, 48.92 feet for a non-tangent curve to the left, from which the center of bears North 28° 07' 00" West, and having a radius of 36.75 feet, (3) in a northerly direction, 70.83 feet along the arc of said curve to the left and through a central angle of 110° 26' 08" to the south line of said Parcel 8 and point of cusp; thence continuing along a non-tangent reverse curve to the right, from which the center bears South 02° 47' 13" West, and having a radius of 640.00 feet; thence in an easterly direction, 112.10 feet along the arc of said curve to the right and through a central angle of 10° 02' 10" for the **Point of Beginning**.

Containing 4379 square feet (0.10 acres) of land area, more or less.

EXHIBIT A4
PARCEL 10

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B-4 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

3-4-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	RIGHT OF WAY LIMITS

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

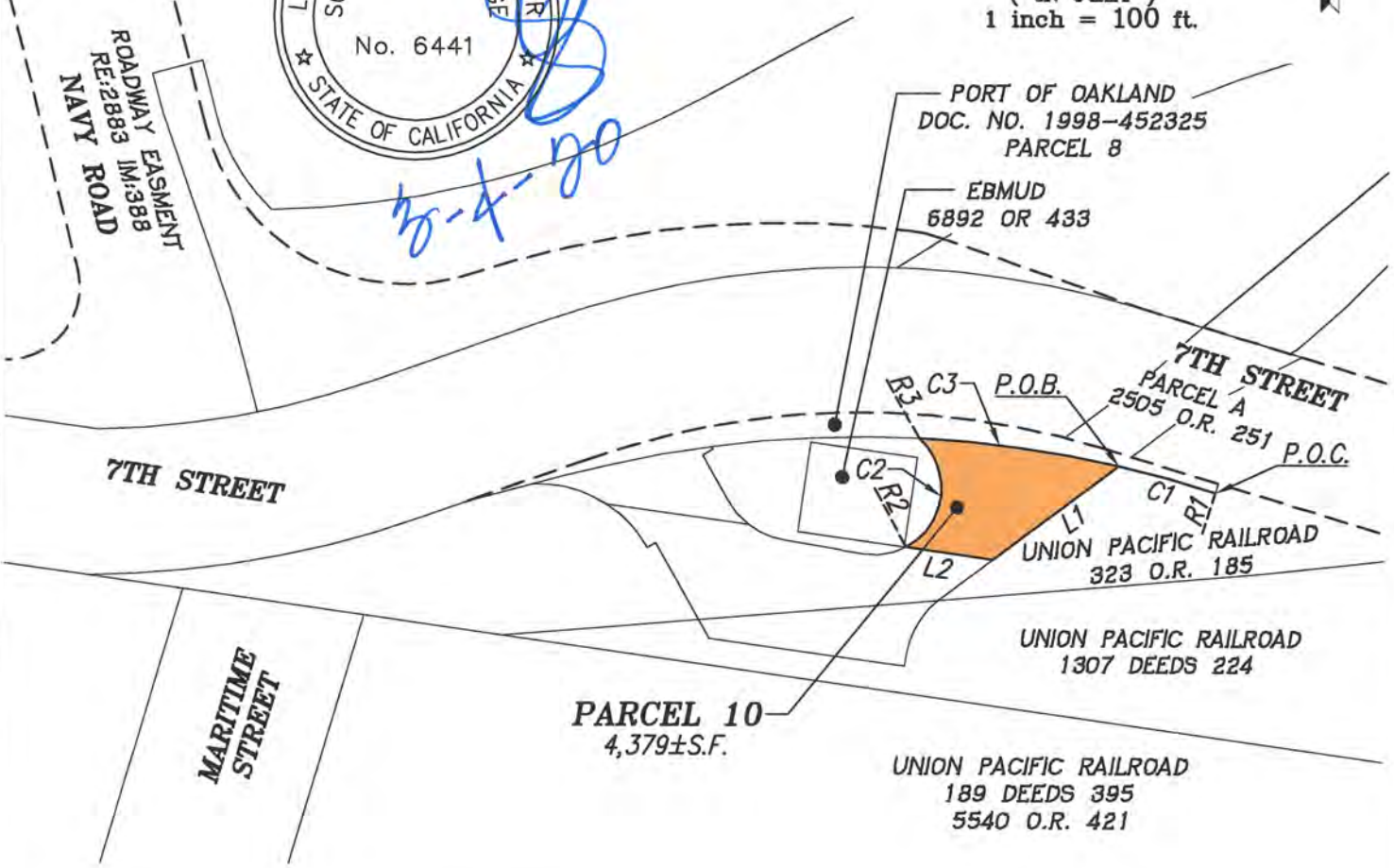
N

0 100 200

(IN FEET)
1 inch = 100 ft.

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

3-4-20



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N53°24'52"E	86.54'
L2	N81°58'57"W	48.92'

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	640.00'	4°59'45"	55.80'
C2	36.75'	110°26'08"	70.83'
C3	640.00'	10°02'10"	112.10'

RADIAL BEARING TABLE	
#	BEARING
R1	N17°49'07"E
R2	N28°07'00"W
R3	N02°47'13"E

EXHIBIT B4

PARCEL 10

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=100'	03-03-2020	7164

EXHIBIT A5
PARCEL 11

Real property situate in the City of Oakland, County of Alameda, State of California, and being a portion of land described in that certain Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, Page 185, Official Records of Alameda County together with a portion of property described in that certain Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, Page 224, Official Records of Alameda County, and being more particularly described as follows:

Commencing at the southeast corner of Parcel 8 as described in the Grant Deed to City of Oakland, recorded December 24, 1998 as document number 98-452325, Official Records of Alameda County; thence along the south line of said Parcel 8, along a non-tangent curve to the left, from which the center bears South 17° 49' 07" West, and having a radius of 640.00 feet; thence in a northwesterly direction, 55.80 feet along the arc of said curve to the left and through a central angle of 4°59'45"; thence leaving said south line and crossing through a portion of the land described in said Indenture between Oakland Terminal Company and Southern Pacific Company, South 53° 24' 52" West, 86.54 feet to the **Point of Beginning**; thence continuing across a portion of land described in said Indenture between Oakland Terminal Company and Southern Pacific Company and of said Indenture between San Francisco, Oakland, and San Jose Railway and the Southern Pacific Company, the following fourteen (14) courses: (1) South 53° 24' 52" West, 37.77 feet for the beginning of a curve to the left and having a radius of 45.00 feet, (2) in a southwesterly direction, 35.65 feet along the arc of said curve to the left and through a central angle of 45° 23' 44", (3) South 08° 01' 08" West, 6.55 feet, (4) North 81° 58' 52" West, 109.29 feet, (5) North 29° 39' 18" West, 60.43 feet, (6) South 60° 20' 42" West, 5.50 feet for a non-tangent curve to the left, from which the center bears South 60° 20' 42" West and having a radius of 69.50 feet, (7) in a

northwesterly direction, 33.46 feet along the arc of said curve to the left and through a central angle of 27° 35' 07", (8) South 81° 58' 57" East, 80.03 feet for a non-tangent curve to the left, from which the center bears North 37° 19' 38" East and having a radius of 44.50 feet, (9) in an easterly direction, 21.89 feet along the arc of said curve to the left and through a central angle of 28° 11' 08", (10) South 80° 51' 30" East, 32.28 feet, (11) South 08° 05' 12" West, 0.50 feet, (12) South 80° 51' 30" East, 12.27 feet for the beginning of a curve to the left and having a radius of 36.75 feet, (13) in an easterly direction, 23.90 feet along the arc of said curve to the left and through a central angle of 37° 15' 29", and (14) South 81° 58' 57" East, 48.92 feet to the **Point of Beginning**.

Containing 9322 square feet (0.21 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B-5 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

3-4-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	RIGHT OF WAY LIMITS

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

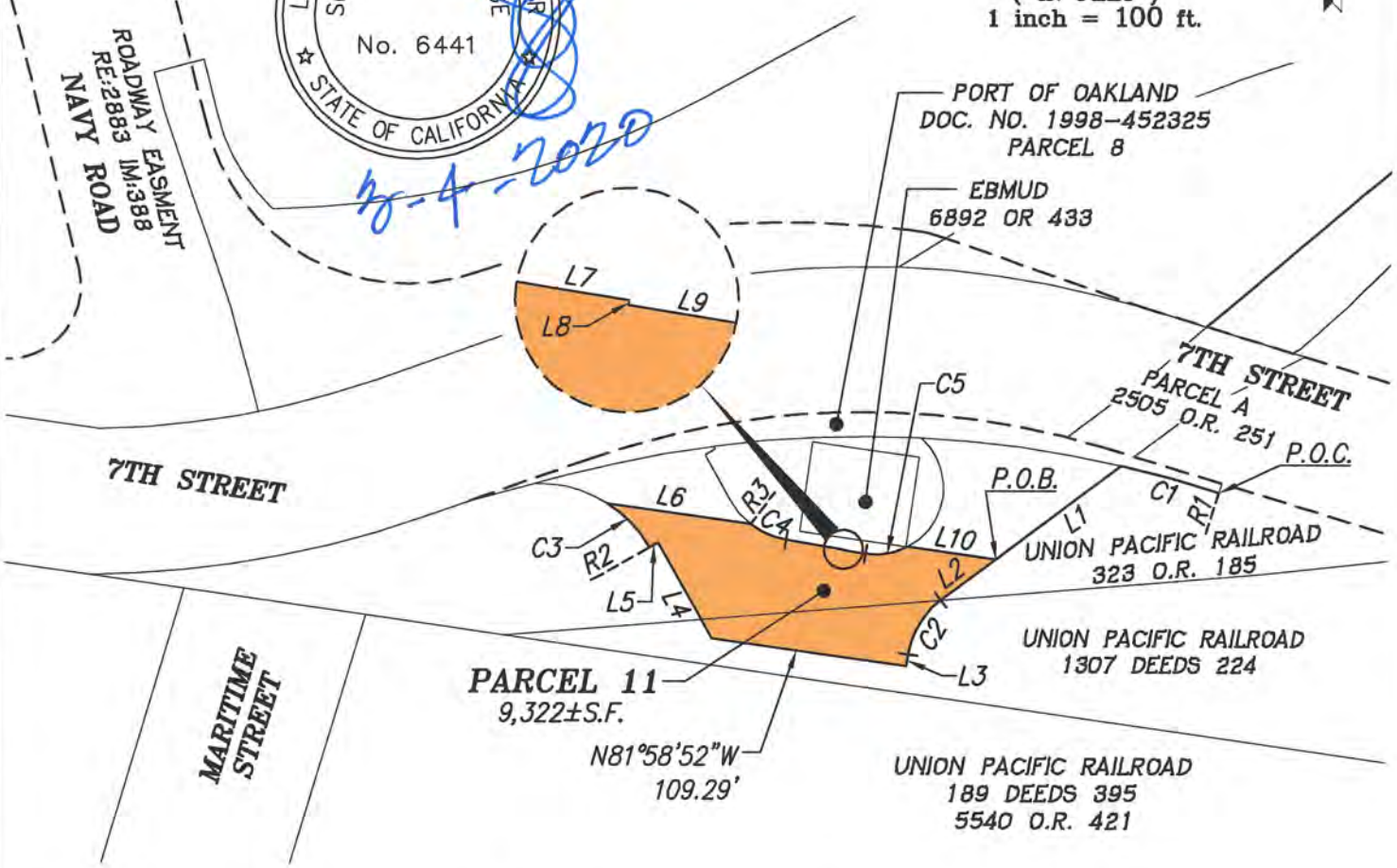
N

0 100 200

(IN FEET)
1 inch = 100 ft.

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

5-4-2020



LINE TABLE		
Line	BEARING	DISTANCE
L1	N53°24'52"E	86.54'
L2	N53°24'52"E	37.77'
L3	N08°01'08"E	6.55'
L4	N29°39'18"W	60.43'
L5	N60°20'42"E	5.50'

LINE TABLE		
LINE	BEARING	DISTANCE
L6	N81°58'57"W	80.03'
L7	N80°51'30"W	32.28'
L8	N08°05'12"E	0.50'
L9	N80°51'30"W	12.27'
L10	N81°58'57"W	48.92'

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	640.00'	4°59'45"	55.80'
C2	45.00'	45°23'44"	35.65'
C3	69.50'	27°35'07"	33.46'
C4	44.50'	28°11'08"	21.89'
C5	36.75'	37°15'29"	23.90'

RADIAL BEARING TABLE	
#	BEARING
R1	N17°49'07"E
R2	N60°20'42"E
R3	N37°19'38"E

EXHIBIT B5

PARCEL 11

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

G:\JOB2011\111089\MAPPING\PLATS\PARCEL 11.DWG 11/15/2019 8:01:55 AM

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=100'	03-03-2020	4

EXHIBIT A6
PARCEL 12

Real property situate in the City of Oakland, County of Alameda, State of California, and being a portion of land described in that certain Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, Page 185, Official Records of Alameda County, and being more particularly described as follows:

Commencing at the southeast corner of Parcel 8 as described in the Grant Deed to City of Oakland, recorded December 24, 1998 as document number 98-452325, Official Records of Alameda County; thence along the south line of said Parcel 8, along a non-tangent curve to the left, from which the center bears South 17° 49' 07" West, and having a radius of 640.00 feet; thence in a westerly direction, 283.04 feet along the arc of said curve to the left and through a central angle of 25° 20' 22" for the **Point of Beginning**; thence leaving said south line and crossing through a portion of the land described in said Indenture, the following six (6) courses: (1) South 28° 11' 28" East, 1.69 feet, (2) South 60° 20' 42" West, 6.60 feet, (3) South 29° 39' 18" East, 28.58 feet for the beginning of a curve to the left and having a radius of 44.50 feet, (4) in a southeasterly direction, 17.88 feet along the arc of said curve to the left and through a central angle of 23° 01' 04" for a point of cusp, (5) North 81° 58' 57" West, 80.03 feet for a non-tangent curve to the left, from which the center bears South 32° 45' 34" West and having a radius of 69.50 feet, and (6) in a westerly direction, 42.42 feet along the arc of said curve to the left and through a central angle of 34° 58' 12" to the south line of said Parcel 8 and point of cusp; thence along said south line, the following two (2) courses: (1) North 74° 59' 59" East, 17.35 feet to the beginning of a curve to the right and having a radius of 640.00 feet and (2) in a easterly direction, 83.55 feet along the arc of said curve to the right and through a central angle of 07° 28' 46" to the **Point of Beginning**.

Containing 2369 square feet (0.05 acres) of land area, more or less.

EXHIBIT A6
PARCEL 12

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B-6 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

3-4-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	RIGHT OF WAY LIMITS

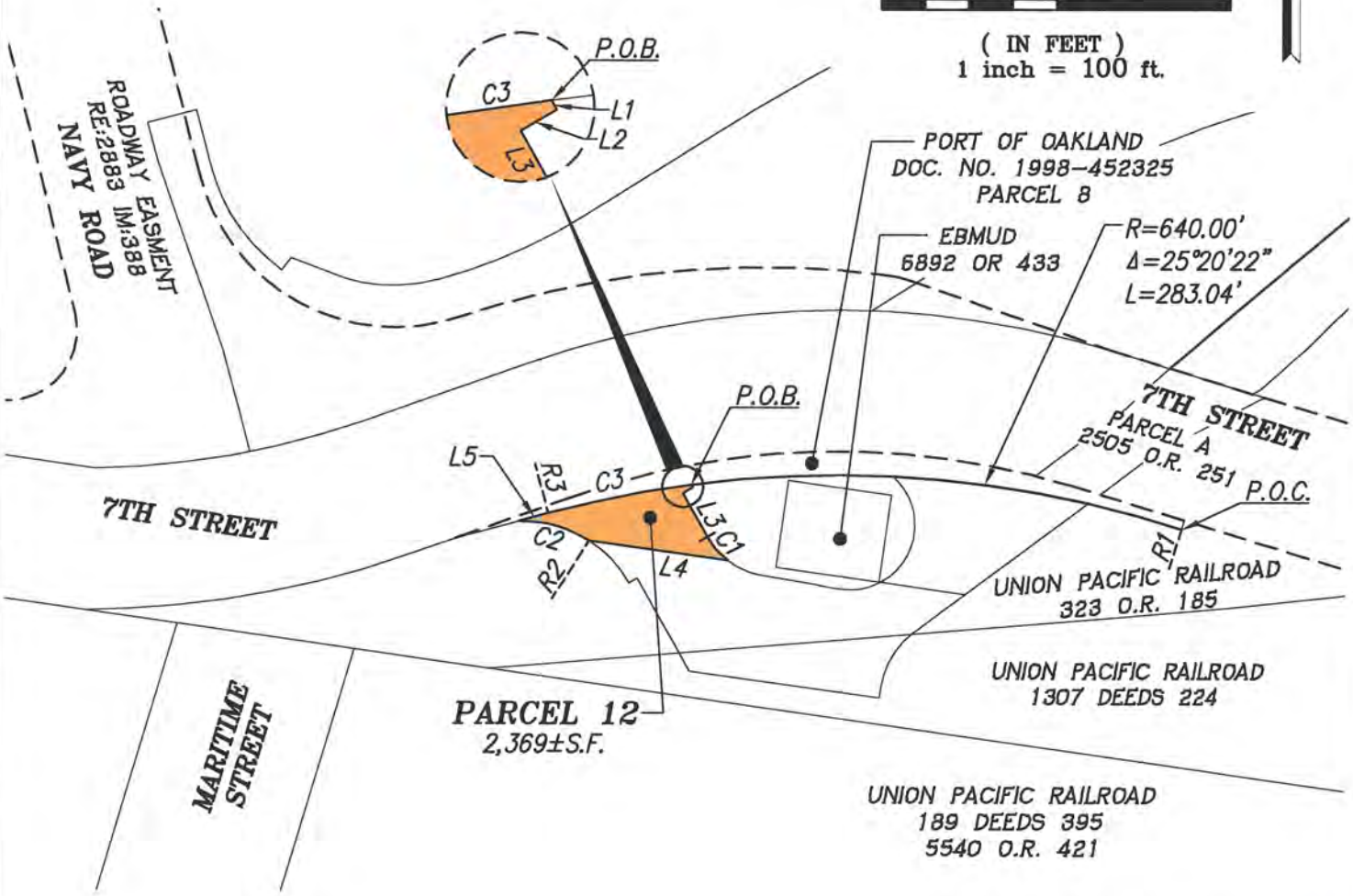
NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

N

0 100 200

(IN FEET)
1 inch = 100 ft.



LINE TABLE		
LINE	BEARING	LENGTH
L1	N28°11'28"W	1.69'
L2	N60°20'42"E	6.60'
L3	N29°39'18"W	28.58'
L4	N81°58'57"W	80.03'
L5	N74°59'59"E	17.35'

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	44.50'	23°01'04"	17.88'
C2	69.50'	34°58'12"	42.42'
C3	640.00'	7°28'46"	83.55'

RADIAL BEARING TABLE	
#	BEARING
R1	N17°49'07"E
R2	N32°45'34"E
R3	N15°00'01"W

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

10-4-20

EXHIBIT B6

PARCEL 12

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=100'	03-03-2020	11124

EXHIBIT A1
TCE 1A & 1B

Real property situate in the City of Oakland, County of Alameda, State of California, being a portion of the property described in the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, at Page 185, Official Records of Alameda County, and being more particularly described as follows:

TCE 1A

Commencing at a corner on the northerly line of Parcel 5, as described in the Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the northeastern terminus of the course described as "North 49° 05' 51" East, 85.59 feet" in said Grant Deed; thence South 87° 19' 29" East, 1.26 feet; thence leaving said north line of Parcel 5 and crossing through portions of land described in the following three (3) documents: (1) in the Indenture between Southern Pacific Company and Southern Pacific Railroad Company recorded on February 25, 1926, in Book 1880 of Official Records, at Page 312, Official Records of Alameda County, (2) in the Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, at Page 224, Official Records of Alameda County, and (3) in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following nine (9) courses: (1) North 03° 31' 01" East, 32.78 feet, (2) North 86° 28' 25" West, 13.80 feet, (3) South 03° 31' 35" West, 10.00 feet for the beginning of a curve to the right, having a radius of 28.00 feet, (4) in a southwesterly direction, 54.30 feet along the arc of said curve to the left and through a central angle of 111° 06' 27", (5) continuing in a northwesterly direction along a compound curve to the right, having a radius of 513.00 feet, 203.19 feet along the arc of said curve to the right and through a central angle of 22° 41' 36", (6) North 42° 40' 21" West, 126.99 feet for the beginning

of a curve to the left, having a radius of 657.00 feet, (7) in a northwesterly direction, 245.61 feet along the arc of said curve to the left and through a central angle of 21° 25' 10", (8) North 22° 25' 20" East, 8.10 feet, and (9) North 67° 34' 40" West, 147.28 feet for the **Point of Beginning**; thence continuing across a portion of land described in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following three (3) courses: (1) North 67° 34' 40" West, 21.72 feet, (2) South 22° 25' 20" West, 1.37 feet for a non-tangent curve to the left, the center of which bears South 23° 22' 02" West having a radius of 657.00 feet, and (3) in a northwesterly direction, 128.64 feet along the arc of said curve to the left and through a central angle of 11° 13' 07" to the southeast line of Parcel I-1 as described in the Quitclaim Deed for Knight Yard Property recorded on August 7, 2006 as document number 2006-301854, Official Records of Alameda County; thence along said southeast line, North 50° 22' 32" East, 258.55 feet; thence leaving said southeast line of Parcel I-1 and crossing through a portion of the land described in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following five (5) courses: (1) South 13° 33' 46" West, 22.34 feet, (2) South 18° 45' 43" West, 40.36 feet, (3) South 16° 44' 40" West, 38.23 feet, (4) South 14° 26' 42" West, 40.56 feet, and (5) South 12° 38' 25" West, 77.13 feet to the **Point of Beginning**.

Containing 15,689 square feet (0.36 acres) of land area, more or less.

TCE 1B

Commencing at a corner on the northerly line of Parcel 5, as described in the Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the northeastern terminus of the course described as "North 49° 05' 51" East, 85.59 feet" in said Grant Deed; thence South 87° 19' 29" East, 1.26 feet; thence leaving said north line of Parcel 5 and crossing through portions of land described in the following three (3) documents: (1) in the Indenture between Southern Pacific Company and

Southern Pacific Railroad Company recorded on February 25, 1926, in Book 1880 of Official Records, at Page 312, Official Records of Alameda County, (2) in the Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, at Page 224, Official Records of Alameda County, and (3) in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following nine (9) courses: (1) North 03° 31' 01" East, 32.78 feet, (2) North 86° 28' 25" West, 13.80 feet, (3) South 03° 31' 35" West, 10.00 feet for the beginning of a curve to the right, having a radius of 28.00 feet, (4) in a southwesterly direction, 54.30 feet along the arc of said curve to the left and through a central angle of 111° 06' 27", (5) continuing in a northwesterly direction along a compound curve to the right, having a radius of 513.00 feet, 203.19 feet along the arc of said curve to the right and through a central angle of 22° 41' 36", (6) North 42° 40' 21" West, 126.99 feet for the beginning of a curve to the left, having a radius of 657.00 feet, (7) in a northwesterly direction, 245.61 feet along the arc of said curve to the left and through a central angle of 21° 25' 10", (8) North 22° 25' 20" East, 8.10 feet, and (9) North 67° 34' 40" West, 20.55 feet for the **Point of Beginning**; thence continuing across a portion of land as described in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following six (6) courses: (1) **thence** North 67° 34' 40" West, 126.73 feet, (2) North 12° 38' 25" East, 77.13 feet, (3) North 14° 26' 42" East, 40.56 feet, (4) North 16° 44' 40" East, 38.23 feet, (5) North 18° 45' 43" East, 40.36 feet, and (6) North 13° 33' 46" East, 22.34 feet to the southeast line of said Parcel I-1; thence along said southeast line, North 50° 22' 32" East, 729.65 feet; thence leaving said southeast line of Parcel I-1 and crossing through a portion of land as described in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following eleven (11) courses: (1) South 39° 23' 18" East, 144.20 feet, (2) South 47° 46' 05" West, 373.19 feet, (3) South 47° 52' 02" West, 19.90 feet, (4) South 44° 20' 47" West, 6.54 feet,

(5) South 51° 35' 35" West, 23.60 feet, (6) South 47° 45' 25" West, 52.24 feet, (7) South 43° 15' 11" West, 73.47 feet, (8) South 41° 29' 40" West, 146.20 feet, (9) South 49° 50' 15" West, 27.53 feet, (10) South 30° 24' 30" West, 30.21 feet for a non-tangent curve to the left, the center of which bears South 52° 42' 59" East and having a radius of 642.62 feet, and (11) in a southwesterly direction, 104.40 feet along the arc of said curve to the left and through a central angle of 09° 18' 30" for the **Point of Beginning**.

Containing 145,737 square feet (3.35 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B1– Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in January, 2020.

Scott A. Shortlidge

1-10-2020
Date

LEGEND

P.O.B. POINT OF BEGINNING

P.O.C. POINT OF COMMENCEMENT

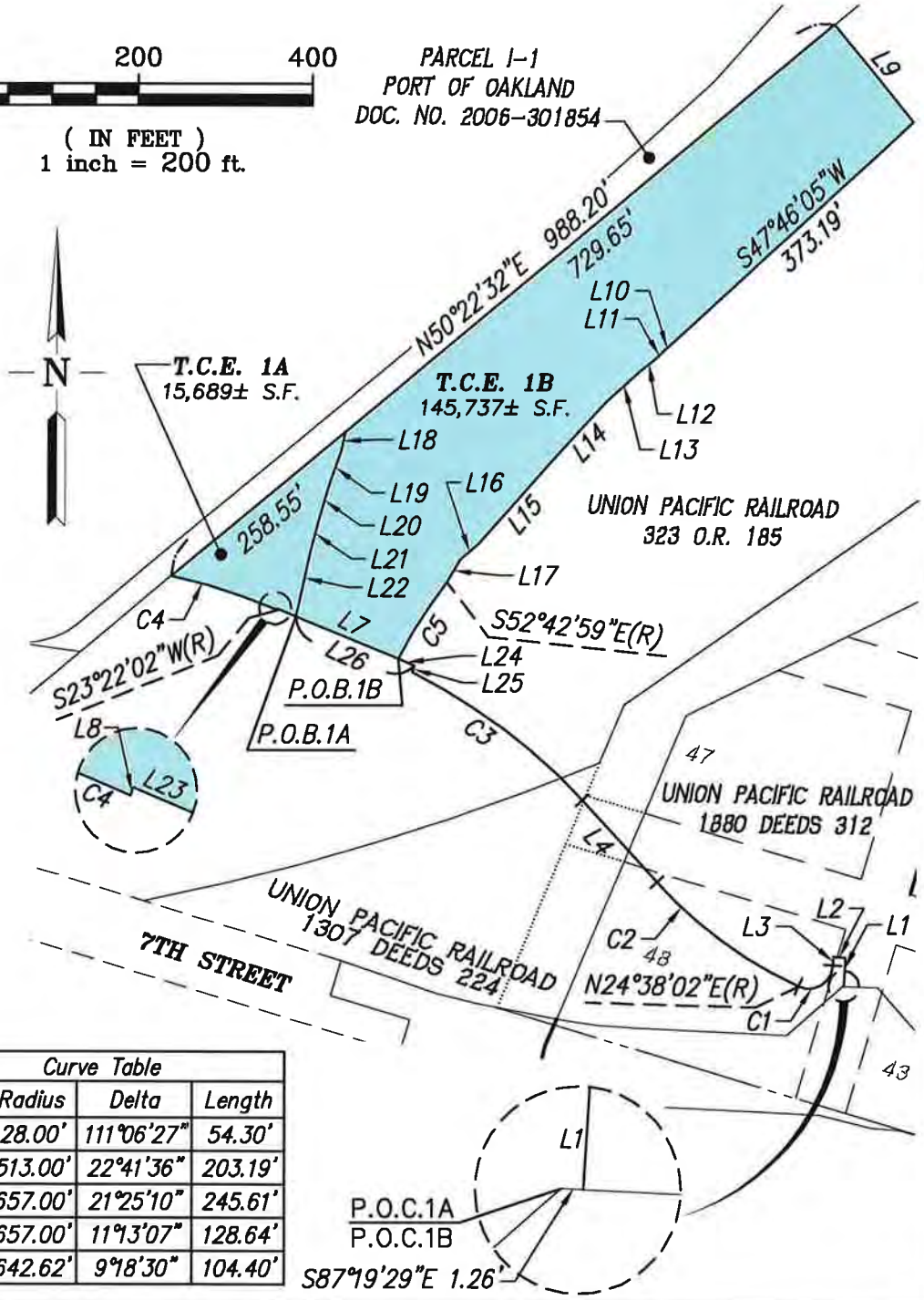
TEMPORARY CONSTRUCTION EASEMENT

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

0 200 400
(IN FEET)
1 inch = 200 ft.



Line Table		
Line	Bearing	Distance
L1	N03°31'01"E	32.78'
L2	N86°28'25"W	13.80'
L3	S03°31'35"W	10.00'
L4	N42°40'21"W	126.99'
L5	N65°17'06"W	140.00'
L6	N65°17'06"W	7.54'
L7	N67°34'40"W	126.73'
L8	S22°25'20"W	1.37'
L9	S39°23'18"E	144.14'
L10	S47°52'02"W	19.90'
L11	S44°20'47"W	6.54'
L12	S51°35'35"W	23.60'
L13	S47°45'25"W	52.24'
L14	S43°15'11"W	73.47'
L15	S41°29'40"W	146.20'
L16	S49°50'15"W	27.53'
L17	S30°24'30"W	30.21'
L18	S13°33'46"W	22.34'
L19	S18°45'43"W	40.36'
L20	S16°44'40"W	38.23'
L21	S14°26'42"W	40.56'
L22	S12°38'25"W	77.13'
L23	N67°34'40"W	21.72'
L24	N67°34'40"W	20.55'
L25	N22°25'20"E	8.10'
L26	N67°34'40"W	147.28'

Curve Table			
Curve	Radius	Delta	Length
C1	28.00'	111°06'27"	54.30'
C2	513.00'	22°41'36"	203.19'
C3	657.00'	21°25'10"	245.61'
C4	657.00'	11°13'07"	128.64'
C5	642.62'	9°18'30"	104.40'

EXHIBIT B1

TCE 1A & 1B

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=200'	01-10-2020	111104

EXHIBIT A2
TCE 1C

Real property situate in the City of Oakland, County of Alameda, State of California, being a portion of the property described in the following three (3) documents: (1) in the Indenture between Southern Pacific Company and Southern Pacific Railroad Company recorded on February 25, 1926, in Book 1880 of Official Records, at Page 312, Official Records of Alameda County, (2) in the Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, at Page 224, Official Records of Alameda County, and (3) in the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, at Page 185, Official Records of Alameda County, and being more particularly described as follows:

Commencing at a corner on the northerly line of Parcel 5, as described in the Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the northeastern terminus of the course described as "North 49° 05' 51" East, 85.59 feet" in said Grant Deed; thence South 87° 19' 29" East, 1.26 feet to the **Point of Beginning**; thence leaving said north line of Parcel 5 and crossing through portions of land described in the following three (3) documents: (1) in said Indenture between Southern Pacific Company and Southern Pacific Railroad Company, (2) in said Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, and (3) in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following twenty-six (26) courses: (1) North 03° 31' 01" East, 32.78 feet, (2) North 86° 28' 25" West, 13.80 feet, (3) South 03° 31' 35" West, 10.00 feet for the beginning of a curve to the right, having a radius of 28.00 feet, (4) in a southwesterly direction, 54.30 feet along the arc of said curve to the left and through a central angle of 111° 06' 27", (5) continuing in a northwesterly direction along a

compound curve to the right, the center of which bears North 24° 38' 02" East having a radius of 513.00 feet, 203.19 feet along the arc of said curve to the right and through a central angle of 22° 41' 36", (6) North 42° 40' 21" West, 126.99 feet for the beginning of a curve to the left, having a radius of 657.00 feet, (7) in a northwesterly direction, 245.61 feet along the arc of said curve to the left and through a central angle of 21° 25' 10", (8) North 22° 25' 20" East, 8.10 feet, (9) North 67° 34' 40" West, 20.55 feet for a non-tangent curve to the right, the center of which bears South 62° 01' 29" East having a radius of 642.62 feet, (10) in a northeasterly direction, 104.40 feet along the arc of said curve to the right and through a central angle of 09° 18' 30", (11) North 30° 24' 30" East, 30.21 feet, (12) North 49° 50' 15" East, 27.53 feet, (13) North 41° 29' 40" East, 146.20 feet, (14) North 43° 15' 11" East, 73.47 feet, (15) North 47° 45' 25" East, 52.24 feet, (16) North 51° 35' 35" East, 23.60 feet, (17) North 44° 20' 47" East, 6.54 feet, (18) North 47° 52' 02" East, 19.90 feet, (19) South 38° 43' 56" East, 210.71 feet, (20) South 42° 36' 36" East, 153.69 feet, (21) South 09° 24' 00" West, 178.53 feet, (22) South 81° 06' 53" East, 154.35 feet, (23) South 07° 18' 30" West, 4.55 feet, (24) South 00° 02' 00" East, 19.77 feet, (25) South 04° 09' 55" East, 97.02 feet, and (26) South 01° 41' 55" East, 204.19 feet the north line of said Parcel 5, said point being on a non-tangent curve to the left, the center of which bears South 03° 58' 02" West, having a radius of 789.00 feet; thence along said north line, in a westerly direction, 17.70 feet along the arc of said curve to the left and through a central angle of 01° 17' 08"; thence continuing along the north line of said Parcel 5, North 87° 19' 06" West, 6.34 feet; thence leaving said north line of Parcel 5 and crossing through portions of land described in the above mentioned documents, the following two (2) courses: (1) North 03° 20' 08" West, 8.31 feet and (2) North 73° 40' 22" West, 86.02 feet to the north line of said Parcel 5; thence along said north line, the following two (2) courses: (1) North 42° 19' 26" West, 43.03 feet and (2) North 87° 19' 29" West, 38.74 feet to the **Point of Beginning**.

Containing 272,044 square feet (6.25 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B2– Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in January, 2020

Scott A. Shortlidge

1-10-2020
Date

LEGEND

P.O.B. POINT OF BEGINNING

P.O.C. POINT OF COMMENCEMENT

TEMPORARY CONSTRUCTION EASEMENT

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

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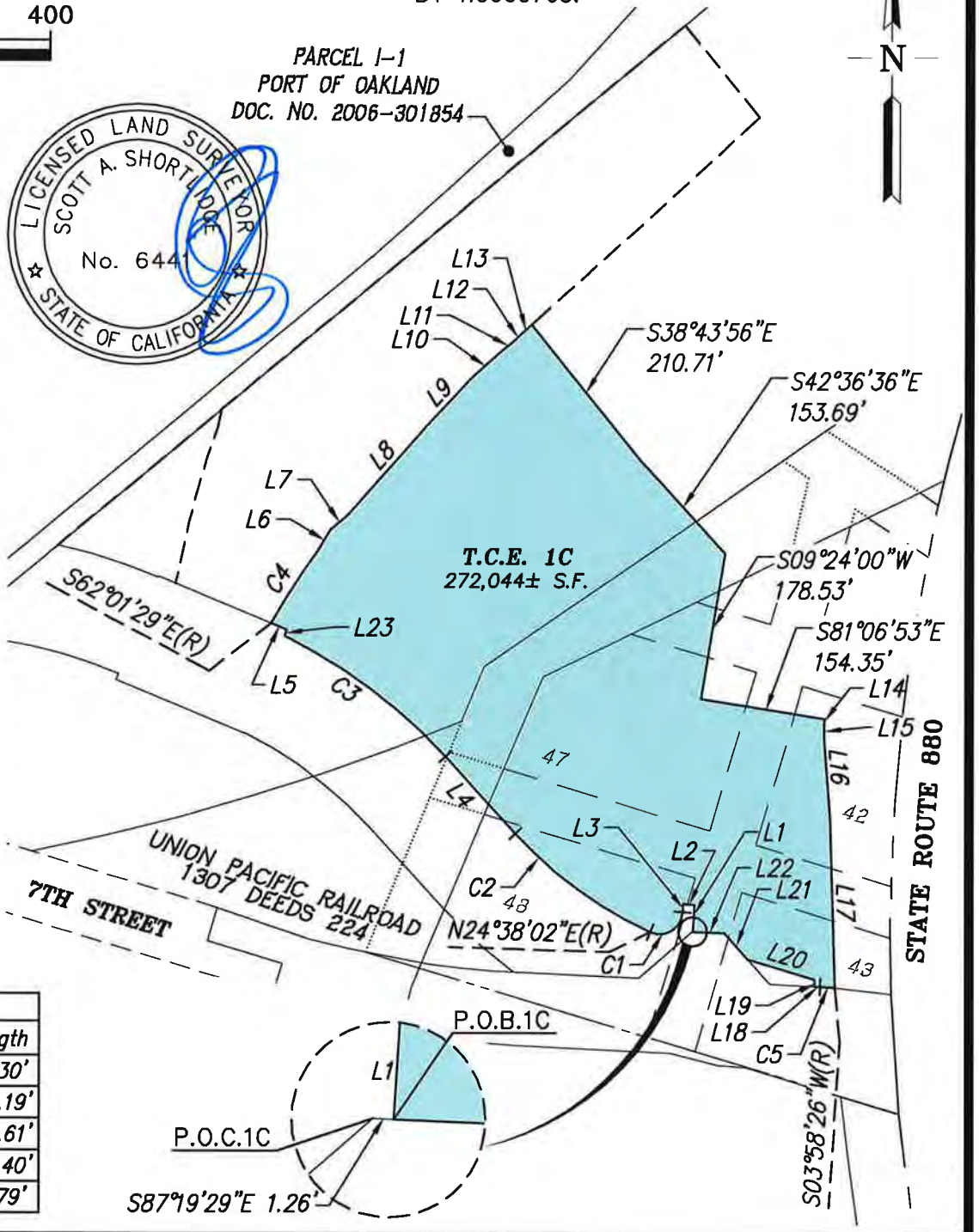
(IN FEET)
1 inch = 200 ft.



Line Table		
Line	Bearing	Distance
L1	N03°31'01"E	32.78'
L2	N86°28'25"W	13.80'
L3	S03°31'35"W	10.00'
L4	N42°40'21"W	126.99'
L5	N67°34'40"W	20.55'
L6	N30°24'30"E	30.21'
L7	N49°50'15"E	27.53'
L8	N41°29'40"E	146.20'
L9	N43°15'11"E	73.47'
L10	N47°45'25"E	52.24'
L11	N51°35'35"E	23.60'
L12	N44°20'47"E	6.54'
L13	N47°52'02"E	19.90'
L14	S07°18'30"W	4.55'
L15	S00°02'00"E	19.77'
L16	S04°09'55"E	97.02'
L17	S01°41'55"E	204.19'
L18	N87°19'06"W	6.34'
L19	N03°20'08"W	8.31'
L20	N73°40'22"W	86.09'
L21	N42°19'26"W	43.03'
L22	N87°19'29"W	38.74'
L23	N22°25'20"E	8.10'

Curve Table			
Curve	Radius	Delta	Length
C1	28.00'	111°06'27"	54.30'
C2	513.00'	22°41'36"	203.19'
C3	657.00'	21°25'10"	245.61'
C4	642.62'	9°18'30"	104.40'
C5	789.00'	1°17'32"	17.79'

EXHIBIT B2

TCE 1C

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=200'	01-10-2020	1104

EXHIBIT A3
TCE 2A

Real property situate in the City of Oakland, County of Alameda, State of California, being a portion of the property described in the following two (2) documents: (1) the Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, Page 224, Official Records of Alameda County, and (2) the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, Page 185, Official Records of Alameda County, and being more particularly described as follows:

Commencing at a corner on the northerly line of Parcel 5, as described in the Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the southwestern terminus of the course described as "North 49° 05' 51" East, 85.59 feet" in said Grant Deed; thence along the northerly boundary lines of said Parcel 5 and Parcel A described in the Indenture between Southern Pacific Railroad Company and Southern Pacific Company, recorded on December 23, 1930, in Book 2505 of Official Records, Page 251, Official Records of Alameda County, the following six (6) courses: (1) North 87° 19' 29" West, 170.60 feet to the beginning of a curve to the right, having a radius of 761.00 feet, (2) in a westerly direction, 84.41 feet along the arc of said curve to the right and through a central angle of 06° 21' 18", (3) North 79° 06' 27" West, 102.41 feet, (4) North 76° 11' 31" West, 48.16 feet, (5) North 71° 20' 59" West, 116.45 feet, and (6) North 73° 16' 59" West, 37.81 feet to the **Point of Beginning**; thence continuing along said north line of said Parcel A, North 73° 16' 59" West, 326.31 feet; thence leaving said north line and crossing through a portion of land described per said Indenture between Oakland Terminal Company and Southern Pacific Company, the following ten (10) courses: (1) North 63° 29' 50" East, 4.92 feet, (2) North 48° 37' 59" East, 36.13 feet, (3) North 45° 22' 30" East, 80.87 feet, (4) North 54° 31' 06" East, 22.08 feet for a non-tangent

curve to the left, the center of which bears North 43° 34' 52" West and having a radius of 52.01 feet, (5) in a southeasterly direction, 100.87 feet along the arc of said curve to the left and through a central angle of 111° 07' 30", (6) South 64° 42' 22" East, 134.78 feet, (7) South 57° 59' 55" East, 19.96 feet, (8) North 70° 34' 42" East, 34.45 feet, (9) North 65° 50' 26" East, 66.36 feet, and (10) South 24° 52' 17" West, 35.94 feet; thence crossing through a portion of land described in said Indenture between the San Francisco, Oakland, and San Jose Railway and the Southern Pacific Company, the following two (2) courses: (1) South 27° 58' 52" West, 21.43 feet and (2) South 31° 55' 58" West, 28.02 feet to the **Point of Beginning**.

Containing 14851 square feet (0.34 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B-3 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

3-4-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	TEMPORARY CONSTRUCTION EASEMENT

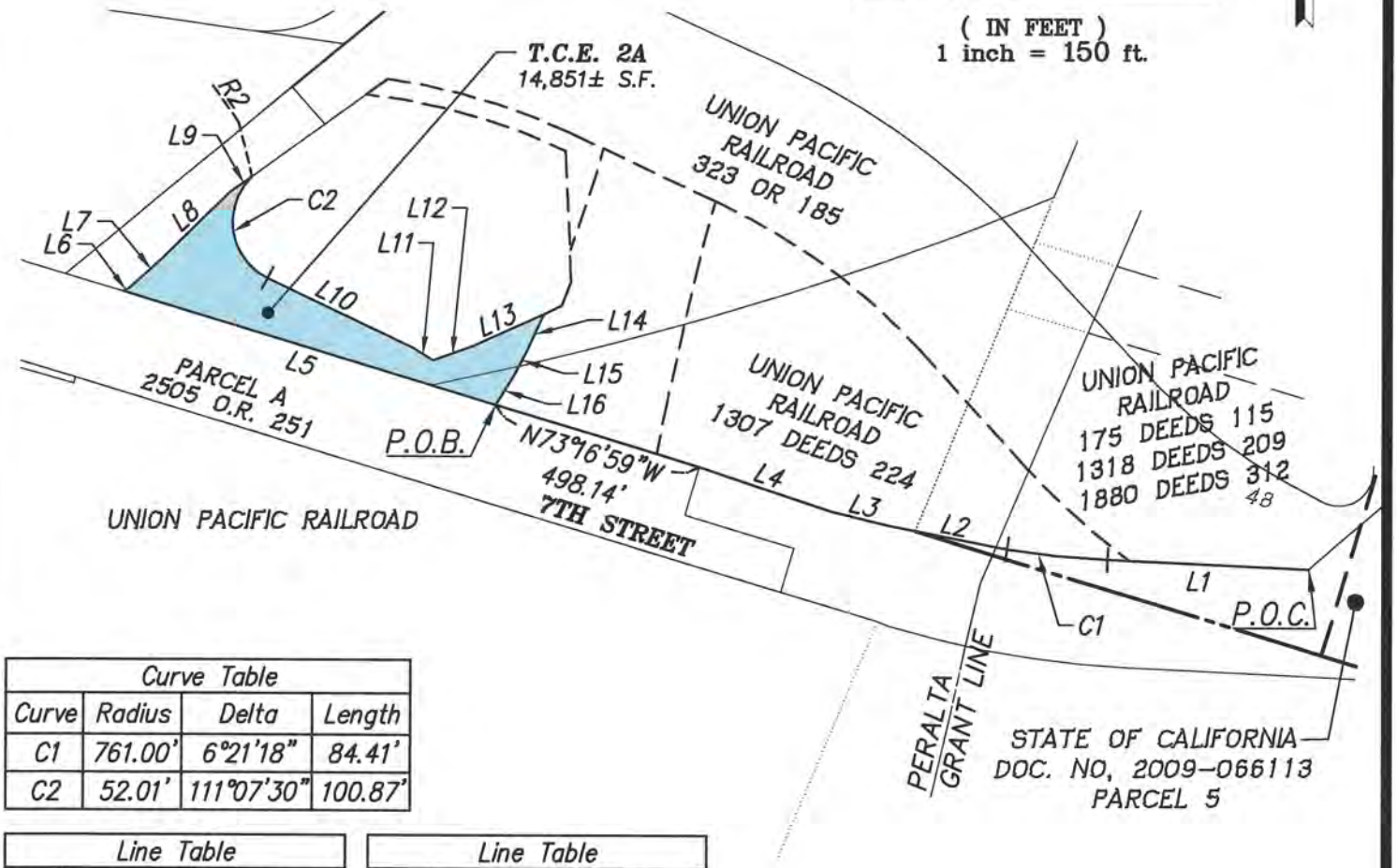
NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

N

0 150 300

(IN FEET)
1 inch = 150 ft.



Curve Table			
Curve	Radius	Delta	Length
C1	761.00'	6°21'18"	84.41'
C2	52.01'	111°07'30"	100.87'

Line Table		
Line	Bearing	Distance
L1	N87°19'29"W	170.60'
L2	N79°06'27"W	102.41'
L3	N76°11'31"W	48.16'
L4	N71°20'59"W	116.45'
L5	N73°16'59"W	326.31'
L6	N63°29'50"E	4.92'
L7	N48°37'59"E	36.13'
L8	N45°22'30"E	80.87'

Line Table		
Line	Bearing	Distance
L9	N54°31'06"E	22.08'
L10	N64°42'22"W	134.78'
L11	N57°59'55"W	19.96'
L12	N70°34'42"E	34.45'
L13	N65°50'26"E	66.36'
L14	N24°52'17"E	35.94'
L15	N27°58'52"E	21.43'
L16	N31°55'58"E	28.02'

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

3-4-20

EXHIBIT B3

TCE 2A

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=150'	03-03-2020	4

EXHIBIT A4
TCE 2B

Real property situate in the City of Oakland, County of Alameda, State of California, being a portion of the property described in the following two (2) documents: (1) the Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, Page 224, Official Records of Alameda County, and (2) the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, Page 185, Official Records of Alameda County, and being more particularly described as follows:

Commencing at a corner on the northerly line of Parcel 5, as described in the Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the southwestern terminus of the course described as "North 49° 05' 51" East, 85.59 feet" in said Grant Deed; thence along the northerly boundary lines of said Parcel 5 and Parcel A described in the Indenture between Southern Pacific Railroad Company and Southern Pacific Company, recorded on December 23, 1930, in Book 2505 of Official Records, Page 251, Official Records of Alameda County, the following six (6) courses: (1) North 87° 19' 29" West, 170.60 feet to the beginning of a curve to the right, having a radius of 761.00 feet, (2) in a westerly direction, 84.41 feet along the arc of said curve to the right and through a central angle of 06° 21' 18", (3) North 79° 06' 27" West, 102.41 feet, (4) North 76° 11' 31" West, 48.16 feet, (5) North 71° 20' 59" West, 116.45 feet, and (6) North 73° 16' 59" West, 37.81 feet to the **Point of Beginning**; thence along the north line of said Parcel A, North 73° 16' 59" West, 141.32 feet; thence leaving said north line and crossing through portions of Union Pacific Railroad as described in said Book 1307 of Deeds, Page 224 and said Book 323 of Official Records, Page 185, the following twelve (12) courses: (1) North 31° 55' 58" East, 28.02

feet, (2) North 27° 58' 52" East, 21.43 feet, (3) North 24° 52' 17" East, 35.94 feet, (4) North 62° 28' 48" East, 16.65 feet, (5) North 22° 13' 02" East, 20.91 feet, (6) North 02° 38' 16" West, 25.76 feet, (7) North 18° 45' 03" East, 60.84 feet, (8) thence North 15° 27' 25" East, 22.65 feet, (9) South 67° 34' 40" East, 104.19 feet for a non-tangent curve to the left, the center of which bears South 72° 35' 46" East having a radius of 680.30 feet, (10) in a southerly direction, 56.70 feet along the arc of said curve to the left and through a central angle of 04° 46' 31", (11) South 12° 43' 31" West, 115.75 feet, and (12) South 10° 54' 22" West, 41.51 feet to the **Point of Beginning**.

Containing 24,882 square feet (0.57 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B4- Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in January, 2020.

Scott A. Shortlidge

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

1-10-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	TEMPORARY CONSTRUCTION EASEMENT

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

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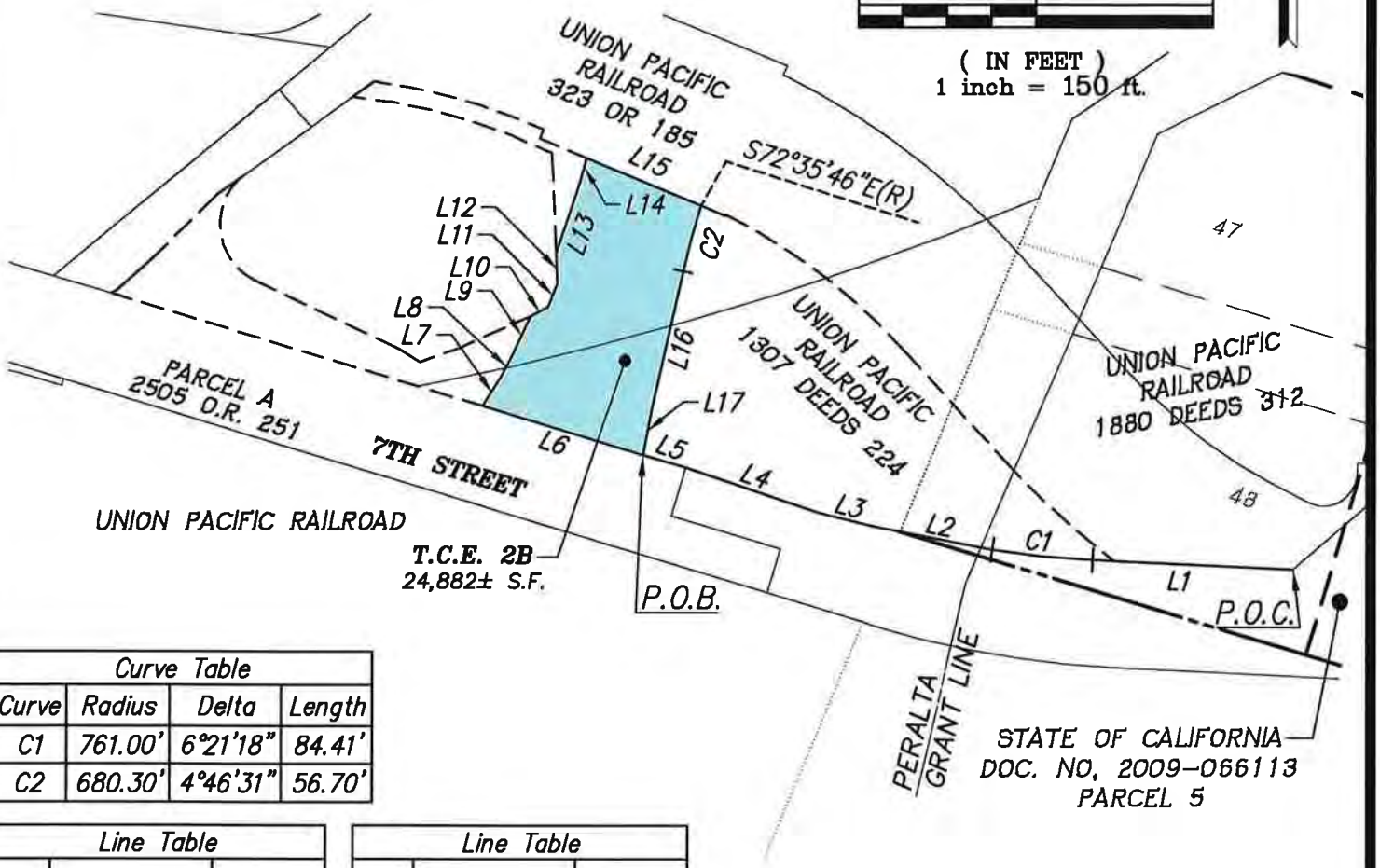
(IN FEET)
1 inch = 150 ft.



Curve Table			
Curve	Radius	Delta	Length
C1	761.00'	6°21'18"	84.41'
C2	680.30'	4°46'31"	56.70'

Line Table		
Line	Bearing	Distance
L1	N87°19'29"W	170.60'
L2	N79°06'27"W	102.41'
L3	N76°11'31"W	48.16'
L4	N71°20'59"W	116.45'
L5	N73°16'59"W	37.81'
L6	N73°16'59"W	141.32'
L7	N31°55'58"E	28.02'
L8	N27°58'52"E	21.43'

Line Table		
Line	Bearing	Distance
L9	N24°52'17"E	35.94'
L10	N62°28'48"E	16.65'
L11	N22°13'02"E	20.91'
L12	N02°38'16"W	25.76'
L13	N18°45'03"E	60.84'
L14	N15°27'25"E	22.65'
L15	S67°34'40"E	104.19'
L16	S12°43'31"W	115.75'
L17	S10°54'22"W	41.51'

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

EXHIBIT B4

TCE 2B

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=150'	01-10-2020	1104

EXHIBIT A5
TCE 2C

Real property situate in the City of Oakland, County of Alameda, State of California, being a portion of the property described in the following three (3) documents: (1) in the Indenture between Southern Pacific Company and Southern Pacific Railroad Company recorded on February 25, 1926, in Book 1880 of Official Records, at Page 312, Official Records of Alameda County, (2) in the Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, at Page 224, Official Records of Alameda County, and (3) in the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, at Page 185, Official Records of Alameda County, and being more particularly described as follows:

Commencing at a corner on the northerly line of Parcel 5, as described in Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the southwestern terminus of the course described as "North 49° 05' 51" East, 85.59 feet" in said Grant Deed; thence along the northerly boundary lines of said Parcel 5, North 87° 19' 29" West, 152.20 feet to the **Point of Beginning**; thence continuing along said northerly lines of said Parcel 5, the following five (5) courses: (1) North 87° 19' 29" West, 18.41 feet to the beginning of a curve to the right, having a radius of 761.00 feet, (2) in a westerly direction, 84.41 feet along the arc of said curve to the right and through a central angle of 06° 21' 18", (3) North 79° 06' 27" West, 102.41 feet, (4) North 76° 11' 31" West, 48.16 feet, (5) North 71° 20' 59" West, 116.45 feet to the northeast corner of Parcel A as described in the Indenture between Southern Pacific Railroad Company and Southern Pacific Company, recorded on December 23, 1930, in Book 2505 of Official Records, at Page 251, Official Records of Alameda County; thence along the north line of said Parcel A, North 73° 16' 59" West, 37.81

feet; thence leaving said north line and crossing through portions of Union Pacific Railroad as described in the above mentioned documents (1) through (5), the following seven (7) courses: (1) North 10° 54' 22" East, 41.51 feet, (2) North 12° 43' 31" East, 115.75 feet, (3) for a non-tangent curve to the right, the center of which bears South 77° 22' 17" East and having a radius of 680.30 feet, (3) in a northeasterly direction, 56.70 feet along the arc of said curve to the right and through a central angle of 04° 46' 31", (4) South 67° 34' 40" East, 21.78 feet, (5) North 22° 25' 20" East, 1.11 feet for the beginning of a non-tangent curve to the right, the center of which bears South 26° 44' 12" West having a radius of 531.00 feet, (6) in a southeasterly direction, 190.83 feet along the arc of said curve to the right and through a central angle of 20° 35' 27", (7) South 42° 40' 21" East, 132.10 feet for the beginning of a curve to the left, having a radius of 639.00 feet, and (8) in a southeasterly direction, 116.78 feet along the arc of said curve to the left and through a central angle of 10° 28' 16" to the **Point of Beginning**.

Containing 52,990 square feet (1.22 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B5– Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in January, 2020.

Scott A. Shortlidge

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

1-10-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	TEMPORARY CONSTRUCTION EASEMENT

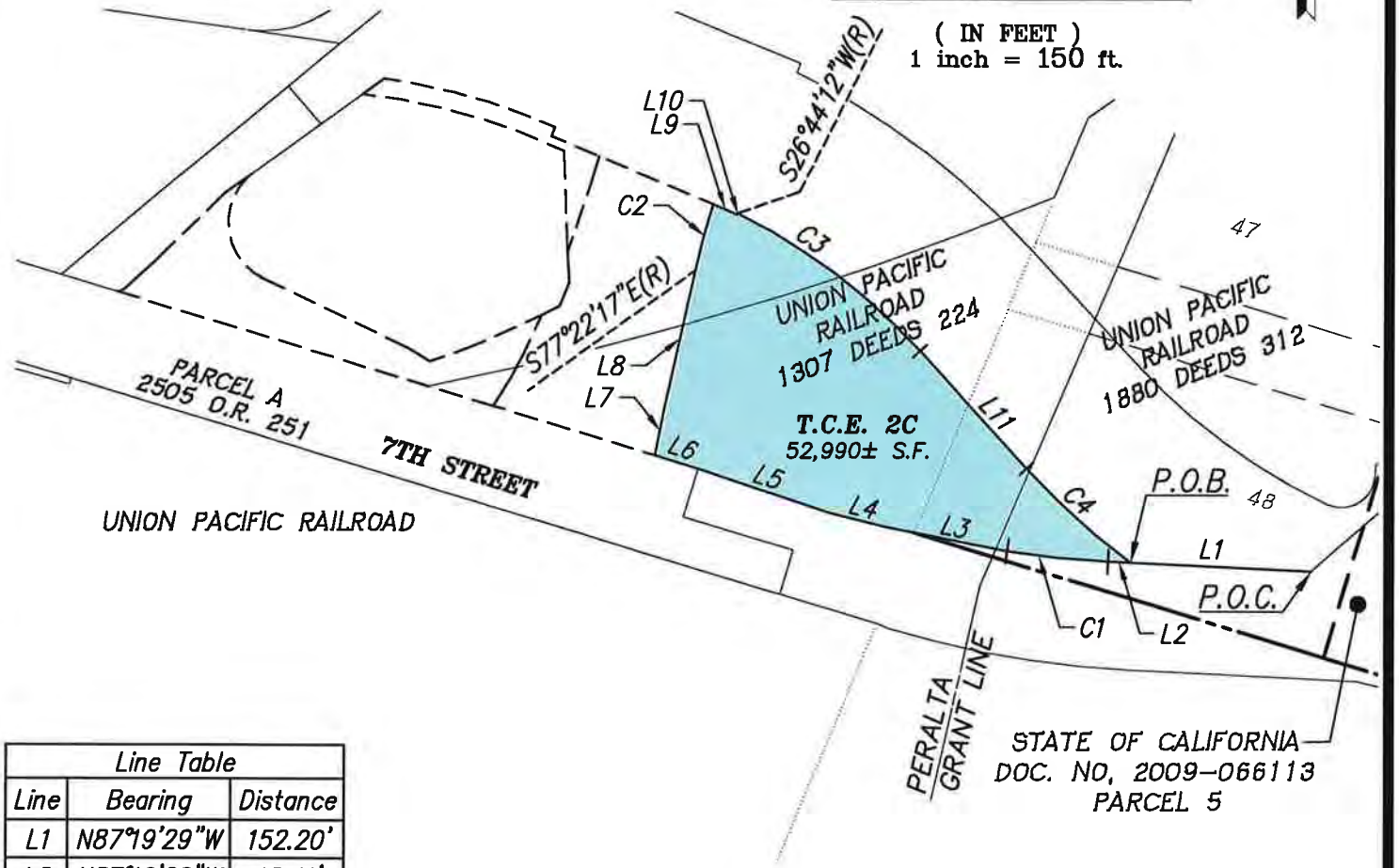
NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

N

0 150 300

(IN FEET)
1 inch = 150 ft.



Line Table		
Line	Bearing	Distance
L1	N87°19'29"W	152.20'
L2	N87°19'29"W	18.41'
L3	N79°06'27"W	102.41'
L4	N76°11'31"W	48.16'
L5	N71°20'59"W	116.45'
L6	N73°16'59"W	37.81'
L7	N10°54'22"E	41.51'
L8	N12°43'31"E	115.75'
L9	S67°34'40"E	21.78'
L10	N22°25'20"E	1.11'
L11	S42°40'21"E	132.10'

Curve Table			
Curve	Radius	Delta	Length
C1	761.00'	6°21'18"	84.41'
C2	680.30'	4°46'31"	56.70'
C3	531.00'	20°35'27"	190.83'
C4	639.00'	10°28'16"	116.78'

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

EXHIBIT B5

TCE 2C

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=150'	01-10-2020	4111104

EXHIBIT A6
TCE 2D

Real property situate in the City of Oakland, County of Alameda, State of California, being a portion of the property described in the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, Page 185, Official Records of Alameda County, and being more particularly described as follows:

Commencing at a corner on the northerly line of Parcel 5, as described in the Grant Deed to State of California, recorded March 5, 2009 as document number 2009-066113, Official Records of Alameda County, same corner being the southwestern terminus of the course described as "North 49° 05' 51" East, 85.59 feet" in said Grant Deed; thence along the northerly boundary lines of said Parcel 5 and Parcel A described in the Indenture between Southern Pacific Railroad Company and Southern Pacific Company, recorded on December 23, 1930, in Book 2505 of Official Records, Page 251, Official Records of Alameda County, the following six (6) courses: (1) North 87° 19' 29" West, 170.60 feet to the beginning of a curve to the right, having a radius of 761.00 feet, (2) in a westerly direction, 84.41 feet along the arc of said curve to the right and through a central angle of 06° 21' 18", (3) North 79° 06' 27" West, 102.41 feet, (4) North 76° 11' 31" West, 48.16 feet, (5) North 71° 20' 59" West, 116.45 feet, and (6) North 73° 16' 59" West, 179.14 feet; thence leaving said north line of Parcel A and crossing through portions of Union Pacific Railroad as described in the Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, at Page 224, Official Records of Alameda County and in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following six (6) courses: (1) North 31° 55' 58" East, 28.02 feet, (2) North 27° 58' 52" East, 21.43 feet, (3) North 24° 52' 17" East, 35.94 feet, (4) North 62° 28' 48" East, 16.65 feet, (5) North 22° 13' 02" East, 20.91 feet, and (6) North 02° 38' 16" West,

25.76 feet to the **Point of Beginning**; thence continuing across a portion of Union Pacific Railroad as described in said Indenture between Oakland Terminal Company and Southern Pacific Company, the following nine (9) courses: (1) North 02° 38' 16" West, 83.71 feet, (2) North 65° 17' 06" West, 4.41 feet for the beginning of a curve to the left, having a radius of 516.00 feet, (3) in a northwesterly direction, 170.39 feet along the arc of said curve to the left and through a central angle of 18° 55' 13", (4) North 53° 54' 58" East, 22.09 feet for a non-tangent curve to the right, the center of which bears South 07° 34' 10" West having a radius of 531.00 feet, (5) in a southeasterly direction, 148.49 feet along the arc of said curve to the right and through a central angle of 16° 01' 19", (6) South 22° 25' 20" West, 8.11 feet, (7) South 67° 34' 40" East, 43.03 feet, (8) South 15° 27' 25" West, 22.65 feet, and (9) South 18° 45' 03" West, 60.84 feet for the **Point of Beginning**. Containing 3787 square feet (0.09 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B6- Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in January, 2020.

Scott A. Shortlidge

1-10-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	TEMPORARY CONSTRUCTION EASEMENT

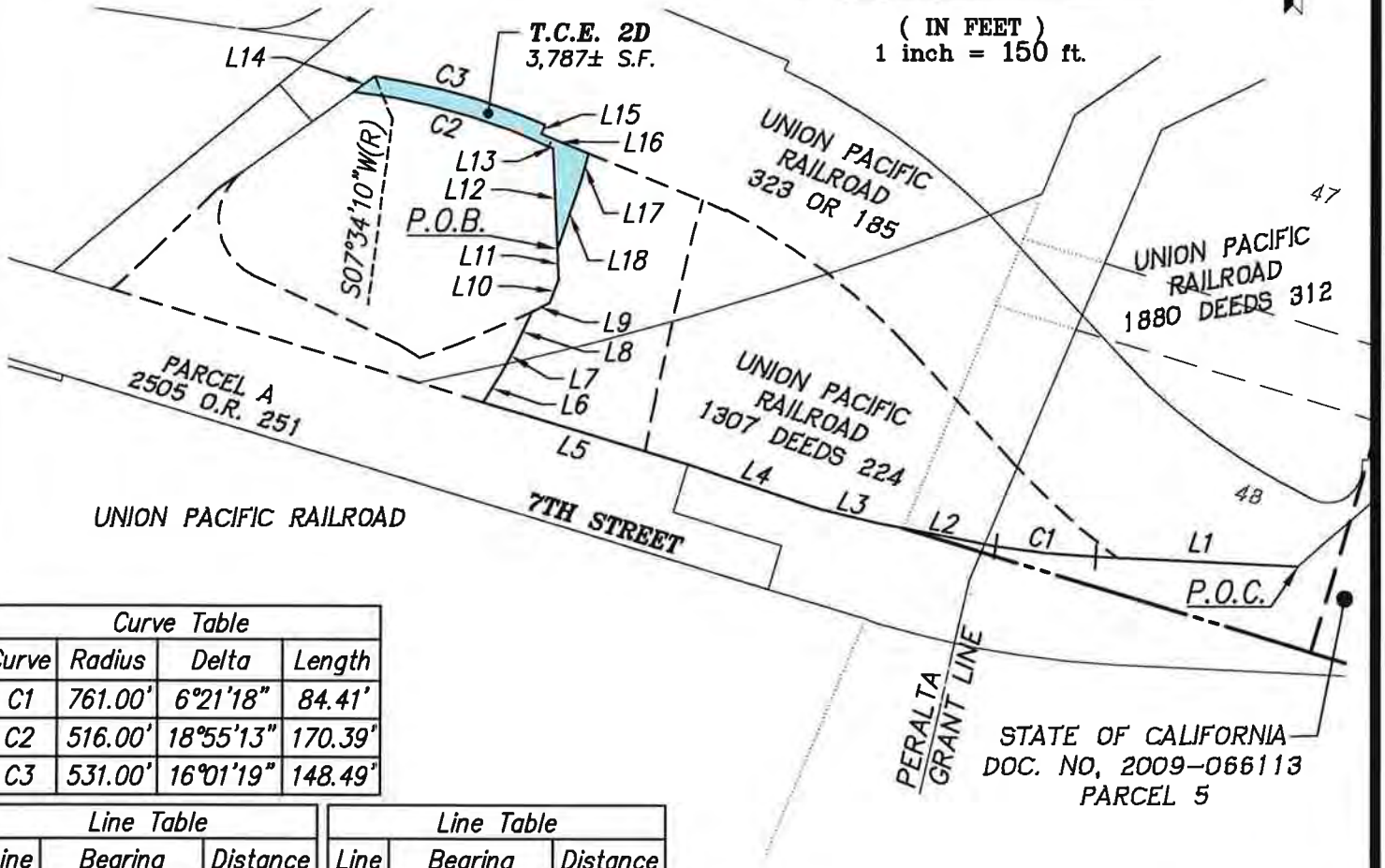
NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

N

0 150 300

(IN FEET)
1 inch = 150 ft.



Curve Table			
Curve	Radius	Delta	Length
C1	761.00'	6°21'18"	84.41'
C2	516.00'	18°55'13"	170.39'
C3	531.00'	16°01'19"	148.49'

Line Table		
Line	Bearing	Distance
L1	N87°19'29"W	170.60'
L2	N79°06'27"W	102.41'
L3	N76°11'31"W	48.16'
L4	N71°20'59"W	116.45'
L5	N73°16'59"W	179.14'
L6	N31°55'58"E	28.02'
L7	N27°58'52"E	21.43'
L8	N24°52'17"E	35.94'
L9	N62°28'48"E	16.65'

Line Table		
Line	Bearing	Distance
L10	N22°13'02"E	20.91'
L11	N02°38'16"W	25.76'
L12	N02°38'16"W	83.71'
L13	N65°17'06"W	4.41'
L14	N53°54'58"E	22.09'
L15	S22°25'20"W	8.11'
L16	S65°17'06"E	31.85'
L17	S15°27'25"W	22.65'
L18	S18°45'03"W	60.84'

LICENSED LAND SURVEYOR
SCOTT A. SHORTRIDGE
No. 6441
STATE OF CALIFORNIA

EXHIBIT B6

TCE 2D

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

G:\JOB2011\111086\MAPPING\PLATS\TCE 2D.DWG 1/10/2020 1:16:32 PM

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=150'	01-10-2020	111404

EXHIBIT A7
TCE 3

Real property situate in the City of Oakland, County of Alameda, State of California, and being a portion of land described in that certain Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, Page 185, Official Records of Alameda County, and being more particularly described as follows:

Commencing at the southeast corner of Parcel 8 as described in the Grant Deed to City of Oakland, recorded December 24, 1998 as document number 98-452325, Official Records of Alameda County; thence along the south line of said Parcel 8, along a non-tangent curve to the left, the center of which bears North 17° 49' 07" East, and having a radius of 640.00 feet; thence in a northwesterly direction, 167.91 feet along the arc of said curve to the left and through a central angle of 15° 01' 54" for the **Point of Beginning**; thence crossing through a portion of Union Pacific Railroad as described in said Indenture, the following eight (8) courses: (1) in a southerly direction along a non-tangent curve to the right, the center of which bears North 41° 26' 52" East, having a radius of 36.75 feet, 94.73 feet along the arc of said curve to the right and through a central angle of 147° 41' 37", (2) North 80° 51' 30" West, 12.27 feet, (3) North 08° 05' 12" East, 0.50 feet, (4) North 80° 51' 30" West, 32.28 feet for the beginning of a curve to the right, having a radius of 44.50 feet, (5) in a northwesterly direction, 39.77 feet along the arc of said curve to the right and through a central angle of 51° 12' 12", (6) North 29° 39' 18" West, 28.58 feet, (7) North 60° 20' 42" East, 6.60 feet, and (8) North 28° 11' 28" West, 1.69 feet to a non-tangent curve to the right, the center of which bears South 07° 31' 15" East, having a radius of 640.00 feet; said point being on the south line of said Parcel 8; thence along said south line in an easterly direction, 115.14 feet along the arc of said curve to the right and through a central angle of 10° 18' 28" to the **Point of Beginning**.

EXHIBIT A7
TCE 3

Except therefrom all that portion conveyed in the Indenture between Southern Pacific Company and East Bay Municipal Utility District, recorded on August 4, 1952 in Book 6892 of Official Records, at Page 433, Official Records of Alameda County.

Containing 3748 square feet (0.09 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B-7 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

3-4-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	TEMPORARY CONSTRUCTION EASEMENT

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

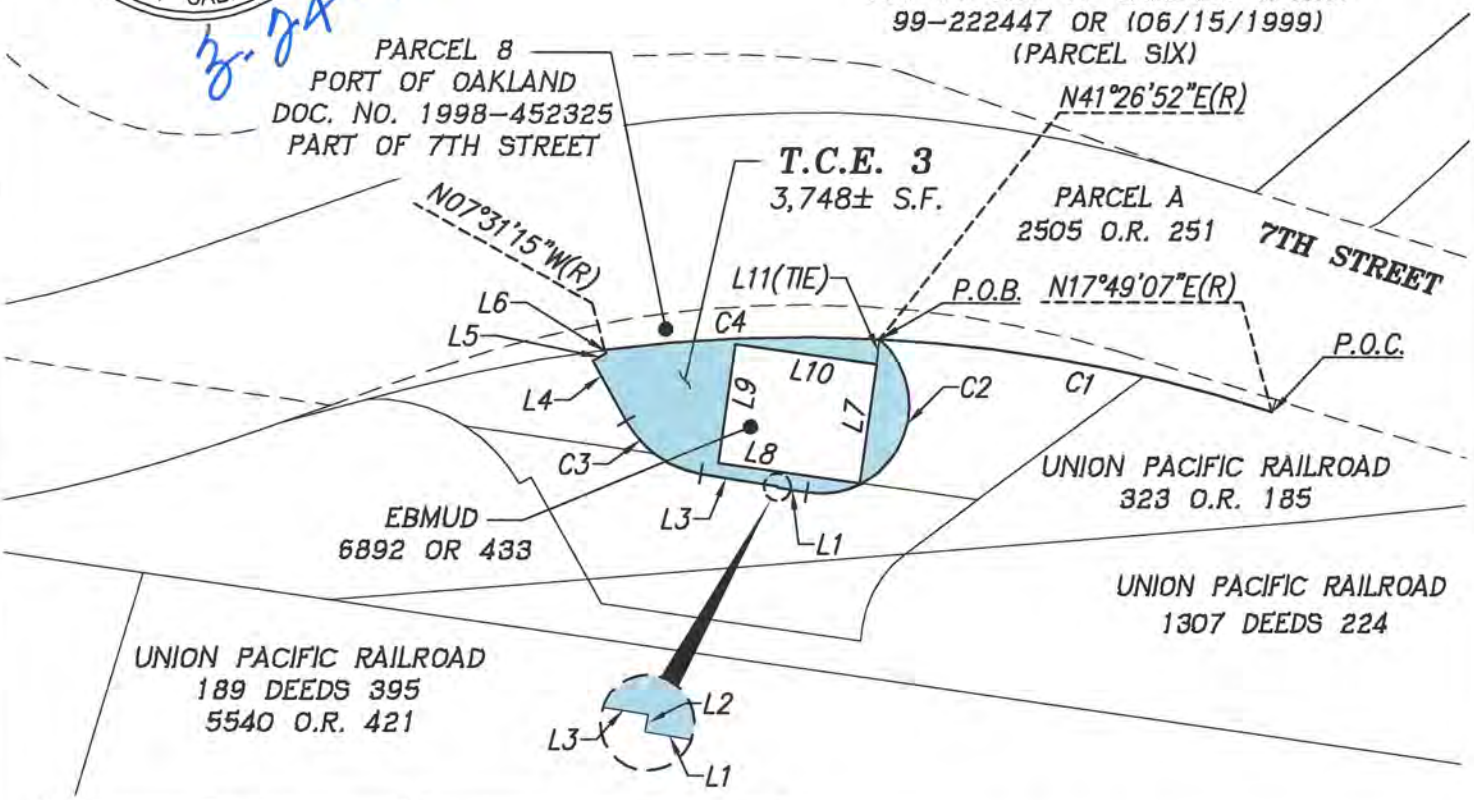
LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

3-24-20

0 80 160

1 inch = 80 ft.

N



Line Table		
Line	Bearing	Distance
L1	N80°51'30"W	12.27'
L2	N08°05'12"E	0.50'
L3	N80°51'30"W	32.28'
L4	N29°39'18"W	28.58'
L5	N60°20'42"E	6.60'

Line Table		
Line	Bearing	Distance
L6	N28°11'28"W	1.69'
L7	N08°04'16"E	50.00'
L8	N81°55'44"W	59.32'
L9	N08°04'16"E	50.00'
L10	N81°55'44"W	59.32'
L11	N05°40'19"E	10.57'

Curve Table			
Curve	Radius	Delta	Length
C1	640.00'	15°01'54"	167.91'
C2	36.75'	147°41'37"	94.73'
C3	44.50'	51°12'12"	39.77'
C4	640.00'	10°18'28"	115.14'

EXHIBIT B7

TCE 3

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

G:\JOB2011\111089\MAPPING\PLATS\TCE 3.DWG 3/3/2020 11:21:50 AM

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=80'	03-03-2020	11174

EXHIBIT A8
TCE 4A & 4C

Real property situate in the City of Oakland, County of Alameda, State of California, and being a portion of land described in that certain Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, Page 185, Official Records of Alameda County together with a portion of property described in that certain Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, Page 224, Official Records of Alameda County, and being more particularly described as follows:

TCE 4A

Commencing at the southeast corner of Parcel 8 as described in the Grant Deed to City of Oakland, recorded December 24, 1998 as document number 98-452325, Official Records of Alameda County; thence along the south line of said Parcel 8, along a non-tangent curve to the left, the center of which bears North 17° 49' 07" East, and having a radius of 640.00 feet; thence in a northwesterly direction, 55.80 feet along the arc of said curve to the left and through a central angle of 4°59'45"; thence leaving said south line and crossing through a portion of the land described in said Indenture between Oakland Terminal Company and Southern Pacific Company, and said Indenture between San Francisco, Oakland, and San Jose Railway and the Southern Pacific Company, the following four (4) courses: (1) South 53° 24' 52" West, 124.31 feet for the beginning of a curve to the left, having a radius of 45.00 feet, (2) in a southwesterly direction, 35.65 feet along the arc of said curve to the left and through a central angle of 45° 23' 44", (3) South 08° 01' 08" West, 6.55 feet, (4) North 81° 58' 52" West, 34.19 feet for the Point of Beginning; thence continuing across a portion of Union Pacific Railroad as described in said Indenture between San Francisco, Oakland, and San Jose Railway and the Southern Pacific Company and crossing through a portion of property described in the Indenture between Oakland

Water Front Company and Central Pacific Railroad Company, recorded on November 6, 1879 in Book 189 of Deeds, at Page 395, Official Records of Alameda County and said Indenture between Oakland Terminal Company and Southern Pacific Company, the following six (6) courses: (1) westerly along a non-tangent curve to the right, the center of which bears South 10° 53' 32" East and having a radius of 450.00 feet, 107.41 feet along the arc of said curve to the right and through a central angle of 13° 40' 35", (2) North 07° 37' 37" East, 27.51 feet, (3) North 29° 36' 40" West, 38.14 feet, (4) North 60° 20' 42" East, 20.50 feet, (5) South 29° 39' 18" East, 60.43 feet, and (6) South 81° 58' 52" East, 75.11 feet to the **Point of Beginning.**

Containing 2492 square feet (0.06 acres) of land area, more or less.

TCE 4C

Beginning at the southeast corner of Parcel 8 as described in the Grant Deed to City of Oakland, recorded December 24, 1998 as document number 98-452325, Official Records of Alameda County; thence along the east line of said Parcel 8, North 16° 40' 33" East, 5.50 feet to the south line of Parcel A as described in the Indenture between Southern Pacific Railroad Company and Southern Pacific Company, recorded on December 23, 1930, in Book 2505 of Official Records, at Page 251, Official Records of Alameda County; thence along the south line of said Parcel A, South 73° 16' 02" East, 306.56 feet for a non-tangent curve to the right, the center of which bears South 41° 52' 22" East and having a radius of 368.00 feet; thence in a southwesterly direction, leaving said south line, 150.36 feet along the arc of said curve to the right and through a central angle of 23° 24' 36"; thence continuing across a portion of Union Pacific Railroad as described in said Indenture between San Francisco, Oakland, and San Jose Railway and Southern Pacific Company, the following five (5) courses: (1) North 09° 18' 11" East, 68.32 feet, (2) North 80° 41' 54" West, 83.92 feet, (3) North 81° 31' 43" West, 75.54 feet for the beginning of a curve to the left, having a

radius of 376.00 feet, (4) in a westerly direction, 140.93 feet along the arc of said curve to the left and through a central angle of 21° 28' 32", and (5) South 76° 59' 44" West, 50.89 feet for a non-tangent curve to the right, the center of which bears North 73° 45' 22" West and having a radius of 45.00 feet; thence in a northeasterly direction, 29.19 feet along the arc of said curve to the right and through a central angle of 37° 10' 14" crossing through a portion of Union Pacific Railroad as described in said Indenture between Oakland Terminal Company and Southern Pacific Company; thence continuing across said Lands of Union Pacific Railroad, North 53° 24' 52" East, 124.31 feet to a non-tangent curve to the right, the center of which bears North 12° 49' 22" East and having a radius of 640.00 feet; said point also being on the south line of said Parcel 8; thence in a southeasterly direction along said south line, 55.80 feet along the arc of said curve to the right and through a central angle of 04° 59' 45" to the **Point of Beginning**.

Containing 25722 square feet (0.59 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

EXHIBIT A8
TCE 4A & 4C

See Exhibit B-8 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

3-4-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	TEMPORARY CONSTRUCTION EASEMENT

NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

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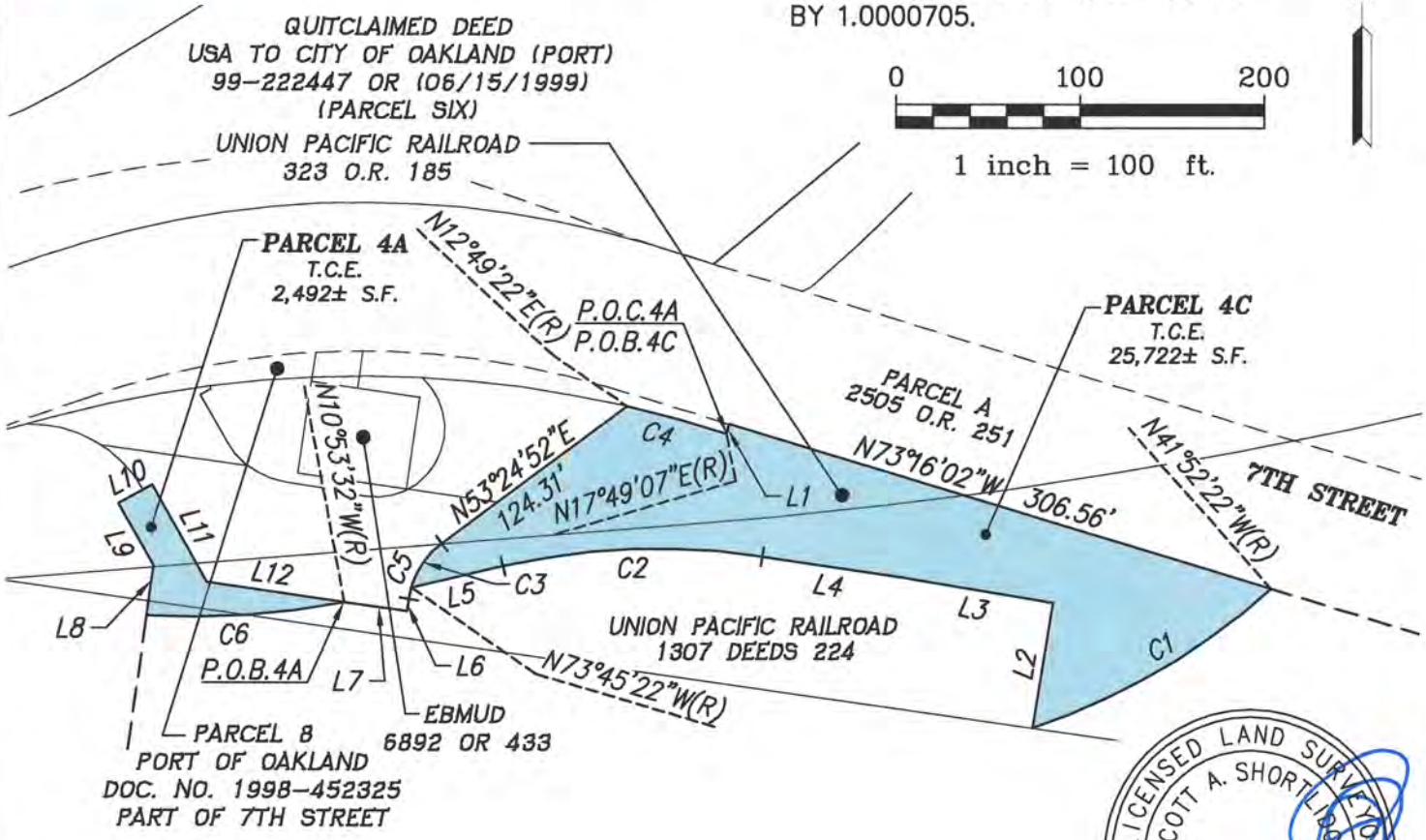
0 100 200

1 inch = 100 ft.



CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	368.00'	023°24'36"	150.36'
C2	376.00'	021°28'32"	140.93'
C3	45.00'	037°10'14"	29.19'
C4	640.00'	004°59'45"	55.80'
C5	45.00'	045°23'44"	35.65'
C6	450.00'	013°40'35"	107.41'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N16°40'33"E	5.50'
L2	N09°18'11"E	68.32'
L3	N80°41'54"W	83.92'
L4	N81°31'43"W	75.54'
L5	N76°59'44"E	50.89'
L6	N08°01'08"E	6.55'
L7	N81°58'52"W	34.19'

LINE TABLE		
LINE	BEARING	DISTANCE
L8	N07°37'37"E	27.51'
L9	N29°36'40"W	38.14'
L10	N60°20'42"E	20.50'
L11	N29°39'18"W	60.43'
L12	N81°58'52"W	75.11'

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

10-4-20

EXHIBIT B8

TCE 4A & 4C

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=100'	03-03-202	4

EXHIBIT A9
TCE 4B & 4D

Real property situate in the City of Oakland, County of Alameda, State of California, and being a portion of land described in the following two (2) documents: (1) the Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, recorded on October 12, 1906 in Book 1307 of Deeds, at Page 224, Official Records of Alameda County and (2) the Indenture between Oakland Water Front Company and Central Pacific Railroad Company, recorded on November 6, 1879 in Book 189 of Deeds, at Page 395, Official Records of Alameda County, and being more particularly described as follows:

TCE 4B

Commencing at the southeast corner of Parcel 8 as described in the Grant Deed to City of Oakland, recorded December 24, 1998 as document number 98-452325, Official Records of Alameda County; thence along the south line of said Parcel 8, said line being a non-tangent curve to the left, the center of which bears North 17° 49' 07" East, and having a radius of 640.00 feet; thence in a northwesterly direction, 55.80 feet along the arc of said curve to the left and through a central angle of 4°59'45"; thence leaving said south line and crossing through a portion of the land described in the Indenture between Oakland Terminal Company and Southern Pacific Company, recorded on September 28, 1922 in Book 323 of Official Records, at Page 185, Official Records of Alameda County, and a portion of land described in said Indenture between San Francisco, Oakland, and San Jose Railway and the Southern Pacific Company, the following two (2) courses: (1) South 53° 24' 52" West, 124.31 feet for the beginning of a curve to the left, having a radius of 45.00 feet, (2) in a southwesterly direction, 29.19 feet along the arc of said curve to the left and through a central angle of 37° 10' 14" to the **Point of Beginning**; thence continuing across a portion of the land described in said Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, the following six (6) courses: (1) North 76° 59' 44" East, 50.89

feet for the beginning of a curve to the right, having a radius of 376.00 feet, (2) in an easterly direction, 140.93 feet along the arc of said curve to the right and through a central angle of 21° 28' 32", (3) South 81° 31' 43" East, 75.54 feet, (4) South 80° 41' 54" East, 83.92 feet, (5) South 09° 18' 11" West, 68.32 feet for a non-tangent curve to the left, the center of which bears South 18° 27' 46" East and having a radius of 368.00 feet, and (6) in a northeasterly direction, 150.36 feet along the arc of said curve to the left and through a central angle of 23° 24' 36" to the south line of Parcel A as described in the Indenture between Southern Pacific Railroad Company and Southern Pacific Company, recorded on December 23, 1930, in Book 2505 of Official Records, at Page 251, Official Records of Alameda County; thence along the south line of said Parcel A, South 73° 16' 02" East, 193.39 feet for a non-tangent curve to the left, the center of which bears North 89° 45' 28" West and having a radius of 522.00 feet; thence leaving said south line and crossing through a portion of land described in said Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company and a portion of land described in said Indenture between Oakland Water Front Company and Central Pacific Railroad Company, in a southeasterly direction, 257.26 feet along the arc of said curve to the left and through a central angle of 28° 14' 16"; thence continuing across a portion of land described in said Indenture between Oakland Water Front Company and Central Pacific Railroad Company, the following twenty-seven (27) courses: (1) South 27° 59' 44" East, 32.88 feet, (2) South 31° 59' 00" East, 151.26 feet for the beginning of a curve to the left, having a radius of 280.00 feet, (3) in a southeasterly direction, 151.00 feet along the arc of said curve to the left and through a central angle of 30° 53' 53", (4) South 62° 51' 35" East, 132.14 feet, (5) South 56° 22' 01" East, 55.67 feet, (6) South 33° 37' 59" West, 123.66 feet, (7) South 52° 36' 54" West, 97.08 feet, (8) North 31° 34' 09" West, 222.12 feet, (9) North 37° 18' 34" West, 78.50 feet for the beginning of a curve to the right, having a radius of 555.00 feet, (10)

in a northwesterly direction, 97.40 feet along the arc of said curve to the right and through a central angle of 10° 03' 18", (11) North 27° 15' 16" West, 74.95 feet, (12) South 64° 00' 09" West, 87.74 feet, (13) North 11° 27' 48" West, 57.47 feet, (14) North 78° 48' 29" West, 216.30 feet for a non-tangent curve to the left, the center of which bears South 60° 18' 13" East and having a radius of 747.00 feet, (15) in a northeasterly direction, 128.90 feet along the arc of said curve to the left and through a central angle of 09° 53' 11", (16) North 73° 34' 38" West, 2.22 feet, (17) North 20° 16' 37" East, 11.35 feet, (18) South 70° 09' 57" East, 7.40 feet, (19) North 22° 08' 03" East, 19.77 feet, (20) North 19° 39' 05" East, 84.75 feet, (21) North 70° 20' 55" West, 75.93 feet, (22) South 21° 05' 47" West, 37.67 feet for a non-tangent curve to the right, the center of which bears South 23° 04' 34" East having a radius of 448.00 feet, (23) in a southwesterly direction, 124.89 feet along the arc of said curve to the right and through a central angle of 15° 58' 22", (24) South 34° 41' 32" West, 17.73 feet, (25) North 77° 34' 51" West, 176.82 feet, (26) North 76° 00' 10" West, 253.29 feet, and (27) North 07° 37' 37" East, 72.40 feet for a non-tangent curve to the left, the center of which bears South 02° 47' 03" West and having a radius of 450.00 feet; thence continuing across a portion of land as described in said Indenture between Oakland Water Front Company and Central Pacific Railroad Company and crossing through a portion of land as described in said Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, in an easterly direction, 107.41 feet along the arc of said curve to the left and through a central angle of 13° 40' 35"; thence continuing across a portion of land as described in said Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company, the following three (3) courses: (1) South 81° 58' 52" East, 34.19 feet, (2) North 08° 01' 08" East, 6.55 feet for the beginning of a curve to the right, having a radius of 45.00 feet, and (3)

in a northeasterly direction, 6.46 feet along the arc of said curve to the right and through a central angle of 08° 13' 29" to the **Point of Beginning**.

Containing 230562 square feet (5.29 acres) of land area, more or less.

TCE 4D

Commencing at the southeast corner of said Parcel 8; thence along the south line of said Parcel 8, said line being a non-tangent curve to the left, the center of which bears North 17° 49' 07" East, and having a radius of 640.00 feet; thence in a northwesterly direction, 55.80 feet along the arc of said curve to the left and through a central angle of 4°59'45"; thence leaving said south line and crossing through a portion of the land described in said Indenture between Oakland Terminal Company and Southern Pacific Company and a portion of land described in said Indenture between San Francisco, Oakland, and San Jose Railway and the Southern Pacific Company, the following four (4) courses: (1) South 53° 24' 52" West, 124.31 feet for the beginning of a curve to the left, having a radius of 45.00 feet, (2) in a southwesterly direction, 35.65 feet along the arc of said curve to the left and through a central angle of 45° 23' 44", (3) South 08° 01' 08" West, 6.55 feet, and (4) North 81° 58' 52" West, 34.19 feet for a non-tangent curve to the right, the center of which bears South 10° 53' 32" East and having a radius of 450.00 feet; thence continuing across a portion of land described in said Indenture between the San Francisco, Oakland, and San Jose Railway, and the Southern Pacific Company and crossing through a portion of land as described in said Indenture between Oakland Water Front Company and Central Pacific Railroad Company, in a westerly direction, 107.41 feet along the arc of said curve to the left and through a central angle of 13° 40' 35"; thence continuing across a portion of land described in said Indenture between Oakland Water Front Company and Central Pacific Railroad Company, the following three (3) courses: (1) South 07° 37' 37" West, 72.40 feet, (2) South 76° 00' 10" East, 253.69 feet, and (3)

EXHIBIT A9

TCE 4B & 4D

South 77° 34' 51" East, 176.82 feet to the **Point of Beginning**; thence continuing across a portion of land described in said Indenture between Oakland Water Front Company and Central Pacific Railroad Company, the following eight (8) courses: (1) North 34° 41' 32" East, 17.73 feet for a non-tangent curve to the left, the center of which bears South 07° 06' 12" East and having a radius of 448.00 feet, (2) in a northeasterly direction, 124.89 feet along the arc of said curve to the left and through a central angle of 15° 58' 22", (3) North 21° 05' 47" East, 37.67 feet, (4) South 70° 20' 55" East, 28.47 feet, (5) South 19° 41' 09" West, 104.36 feet, (6) South 70° 09' 57" East, 39.26 feet, (7) South 20° 16' 37" West, 11.35 feet, and (8) North 73° 34' 38" West, 175.67 feet to the **Point of Beginning**.

Containing 8702 square feet (0.20 acres) of land area, more or less.

Bearings and distances called for herein are based upon the California Coordinate System, Zone III, North American Datum of 1983 (1986 values) as shown upon that certain map entitled Record of Survey 990, filed in Book 18 of Record of Surveys, Pages 50-60, Official Records of the said County of Alameda. To obtain ground level distances, multiply distances called for herein by 1.0000705.

See Exhibit B-9 – Plat to Accompany Legal Description which is attached hereto and made a part hereof.

END OF DESCRIPTION

This description and its accompanying plat were prepared by me, or under my direction, in March, 2020.

Scott A. Shortlidge

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

3-4-2020
Date

LEGEND

P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
	TEMPORARY CONSTRUCTION EASEMENT

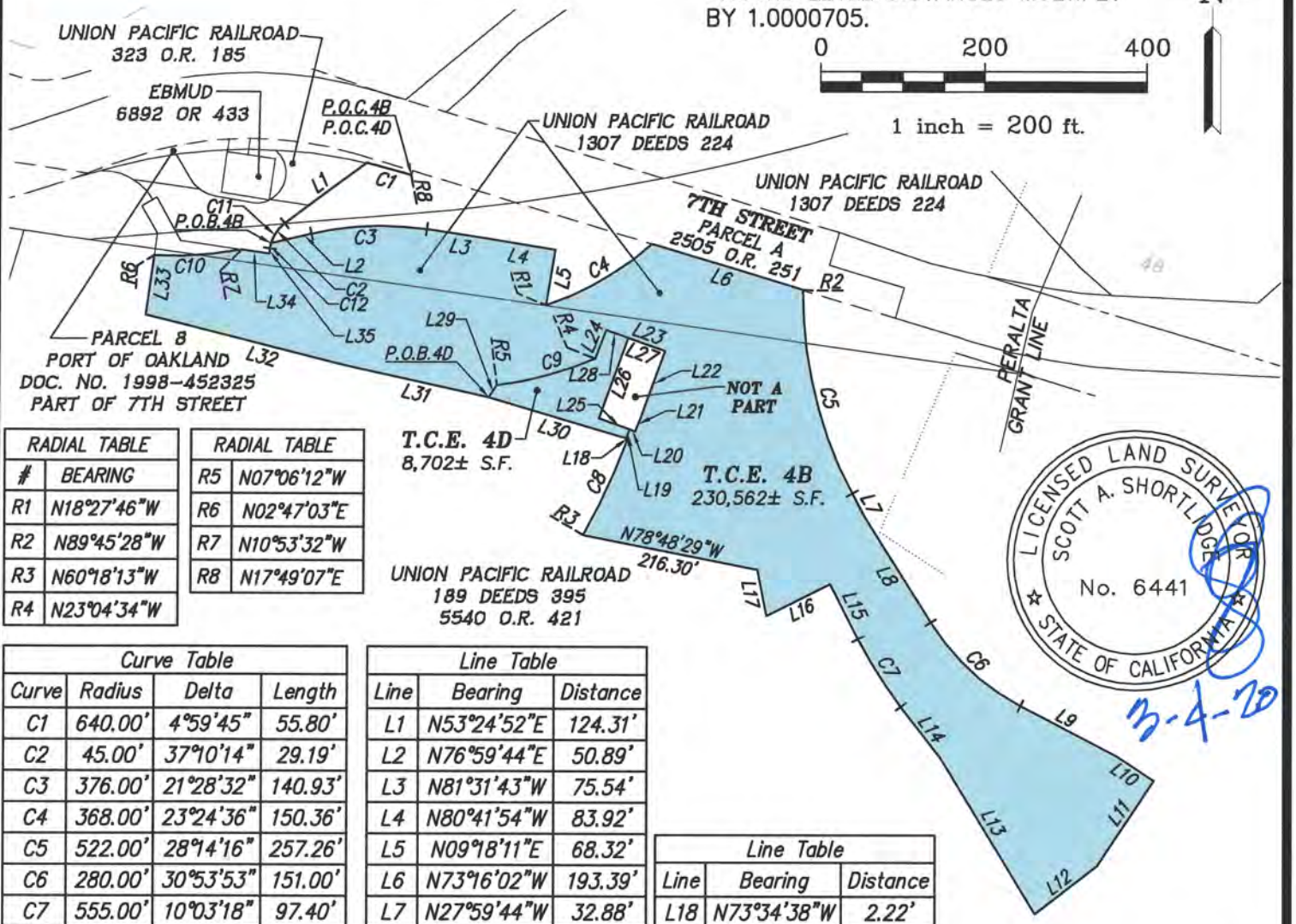
NOTE

BEARINGS AND DISTANCES ARE BASED ON RECORD OF SURVEY NO. 990. ALL DISTANCES SHOWN OR DERIVED FROM THIS DRAWING ARE GRID. TO OBTAIN GROUND LEVEL DISTANCES MULTIPLY BY 1.0000705.

N

0 200 400

1 inch = 200 ft.



RADIAL TABLE	
#	BEARING
R1	N18°27'46"W
R2	N89°45'28"W
R3	N60°18'13"W
R4	N23°04'34"W

RADIAL TABLE	
R5	N07°06'12"W
R6	N02°47'03"E
R7	N10°53'32"W
R8	N17°49'07"E

Curve Table			
Curve	Radius	Delta	Length
C1	640.00'	4°59'45"	55.80'
C2	45.00'	37°10'14"	29.19'
C3	376.00'	21°28'32"	140.93'
C4	368.00'	23°24'36"	150.36'
C5	522.00'	28°14'16"	257.26'
C6	280.00'	30°53'53"	151.00'
C7	555.00'	10°03'18"	97.40'
C8	747.00'	9°53'11"	128.90'
C9	448.00'	15°58'22"	124.89'
C10	450.00'	13°40'35"	107.41'
C11	45.00'	45°23'44"	35.65'
C12	45.00'	8°13'29"	6.46'

Line Table		
Line	Bearing	Distance
L1	N53°24'52"E	124.31'
L2	N76°59'44"E	50.89'
L3	N81°31'43"W	75.54'
L4	N80°41'54"W	83.92'
L5	N09°18'11"E	68.32'
L6	N73°16'02"W	193.39'
L7	N27°59'44"W	32.88'
L8	N31°59'00"W	151.26'
L9	N62°51'35"W	132.14'
L10	N56°22'01"W	55.67'
L11	N33°37'59"E	123.66'
L12	N52°36'54"E	97.08'
L13	N31°34'09"W	222.12'
L14	N37°18'34"W	78.50'
L15	N27°15'16"W	74.95'
L16	N64°00'09"E	87.74'
L17	N11°27'48"W	57.47'

Line Table		
Line	Bearing	Distance
L18	N73°34'38"W	2.22'
L19	N20°16'37"E	11.35'
L20	N70°09'57"W	7.40'
L21	N22°08'03"E	19.77'
L22	N19°39'05"E	84.75'
L23	N70°20'55"W	75.93'
L24	N21°05'47"E	37.67'
L25	N70°09'57"W	39.26'
L26	N19°41'09"E	104.36'
L27	N70°20'55"W	47.46'
L28	N70°20'55"W	28.47'

Line Table		
Line	Bearing	Distance
L29	N34°41'32"E	17.73'
L30	N73°34'38"W	177.89'
L31	N77°34'51"W	176.82'
L32	N76°00'10"W	253.29'
L33	N07°37'37"E	72.40'
L34	N81°58'52"W	34.19'
L35	N08°01'08"E	6.55'

LICENSED LAND SURVEYOR
SCOTT A. SHORTLIDGE
No. 6441
STATE OF CALIFORNIA

3-4-20

EXHIBIT B9

TCE 4B & 4D

CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

SCALE:	DATE:	JOB NO.:
1"=200'	03-03-202	4

Attachment 2

Depiction of Cost to Cure Work Related to Track Relocation


New 5th Street Yard siding track to be built between 5th Street and 29th Street on UPRR ROW.

Restore 12,000 feet of Waterside Drill to service. 12,000 feet. Approximately from 67th street in Emeryville to 1500 feet South of the Buchanan St overcrossing.

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