



## Programs and Projects Committee Meeting Agenda Monday, October 12, 2020, 10:00 a.m.

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

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

Committee Chair: Carol Dutra-Vernaci, City of Union City  
Vice Chair: Rebecca Saltzman, BART  
Members: Wilma Chan, Scott Haggerty,  
David Haubert, John Marchand, Lily Mei,  
Nate Miley, Sheng Thao  
Ex-Officio: Pauline Russo Cutter, John Bauters

Executive Director: Tess Lengyel  
Staff Liaison: [Gary Huisingsh](#)  
Clerk of the Commission: [Vanessa Lee](#)

### Location Information:

Virtual Meeting Information: <https://zoom.us/j/95687219842?pwd=cVJCUmxFWVBoUEpjNnRHemE3NU9iUT09>  
Webinar ID: 956 8721 9842  
Password: 023613

For Public Access Dial-in Information: (669) 900-6833  
Webinar ID: 956 8721 9842  
Password: 023613

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](mailto:vlee@alamedactc.org)

### 1. Call to Order

### 2. Roll Call

### 3. Public Comment

### 4. Consent Calendar

Page/Action

- |   |   |   |
|---|---|---|
| 4.1. <a href="#">Approve September 14, 2020 PPC Meeting Minutes</a>               | 1 | A |
| 4.2. <a href="#">Approve FY 2020-21 Transportation Fund for Clean Air Program</a> | 5 | A |

### 5. Regular Matters

- |  |    |   |
|--|----|---|
| 5.1. <a href="#">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</a> | 13 | A |
| 5.2. <a href="#">Approve to enter into a Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) for Express Lanes Operations Services</a>                  | 19 | A |
| 5.3. <a href="#">I-880 to Mission Boulevard East-West Connector Project Update by Project Sponsor - City of Union City</a>   | 23 | I |

### 6. Committee Member Reports

### 7. Staff Reports

### 8. Adjournment

Next Meeting: Monday, November 9, 2020

#### Notes:

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



## Alameda CTC Schedule of Upcoming Meetings October through December 2020

### Commission Chair

Mayor Pauline Russo Cutter  
City of San Leandro

### Commission Vice Chair

Councilmember John Bauters  
City of Emeryville

### AC Transit

Board Vice President Elsa Ortiz

### Alameda County

Supervisor Scott Haggerty, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

### BART

Director Rebecca Saltzman

### City of Alameda

Mayor Marilyn Ezzy Ashcraft

### City of Albany

Mayor Nick Pilch

### City of Berkeley

Mayor Jesse Arreguin

### City of Dublin

Mayor David Haubert

### City of Fremont

Mayor Lily Mei

### City of Hayward

Mayor Barbara Halliday

### City of Livermore

Mayor John Marchand

### City of Newark

Councilmember Luis Freitas

### City of Oakland

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

### City of Piedmont

Mayor Robert McBain

### City of Pleasanton

Mayor Jerry Thorne

### City of Union City

Mayor Carol Dutra-Vernaci

### Executive Director

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
1:00 p.m.	Audit Committee	October 22, 2020
2:00 p.m.	Alameda CTC Commission Meeting	October 22, 2020 November 19, 2020 December 3, 2020
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)	

### Advisory Committee Meetings

9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	October 13, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 26, 2020 November 16, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 5, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	November 9, 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](http://www.AlamedaCTC.org). Meetings subject to change.

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# Programs and Projects Committee

## Meeting Minutes

Monday, September 14, 2020, 10:00 a.m. **4.1**

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

### 1. Call to Order

### 2. Roll Call

A roll call was conducted. All members were present.

#### **Subsequent to the roll call:**

Commissioner Miley left during item 5.3.

### 3. Public Comment

There were no public comments.

### 4. Consent Calendar

#### **4.1. Approve July 13, 2020 PPC Meeting Minutes**

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

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand,  
Mei, Miley, Thao, Saltzman

No: None

Abstain: None

Absent: None

### 5. Regular Matters

#### **5.1. 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**

Trinity Nguyen recommended that the Commission 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. Ms. Nguyen noted that the project is supported by the cities of Berkeley and Albany, Golden Gate Fields, and Albany Strollers and Roller. The Environmental Document was approved by Caltrans on June 30, 2019 with Environmental Assessment/Finding of No Significant Impact. Ms. Nguyen stated that the purpose of the Project is to improve multimodal circulation and traffic operations on Gilman Street as well as close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

A public comment was heard from Dave Campbell of Bike East Bay regarding his appreciation of Alameda CTC staff for including Phase 1: Bike/Ped Bridge and Phase 2: Automobile improvements. Mr. Campbell noted that they will pay close attention to other Measure BB interchange projects.

Commissioner Cox asked how many entities are being dealt with for eminent domain. Ms. Lengyel said eleven entities were being addressed and Alameda CTC concluded nine of the negotiations to date.

Commissioner Cox expressed her concern about bicyclists going through the proposed roundabout. Ms. Lengyel stated that many community groups had similar concerns which Alameda CTC incorporated into the design.

Commissioner Bauters stated that this is a much-needed improvement and he is pleased with Phase 1 the Bike/Ped Bridge. He noted that this is the most dangerous intersection at the Bay Trail.

*Commissioner Bauters moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:*

Yes:       Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand,  
              Mei, Miley, Thao, Saltzman  
No:         None  
Abstain:   None  
Absent:    None

## **5.2. Award a Consultant Contract for the Dublin Boulevard-North Canyons Parkway Extension Project**

Jhay Delos Reyes recommended the Commission approve and authorize the Executive Director to execute Professional Services Agreement (PSA) A21-0001 with BKF Engineers (BKF) for a not-to-exceed amount of \$6,000,000 to provide services for preparation of the Plans, Specifications and Estimate (PS&E) phase related to the Dublin Boulevard-North Canyons Parkway Extension Project (Project). He described the procurement process resulting from the Commission-authorized Request for Proposals R20-0008.

*Commissioner Haubert moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:*

Yes:       Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand,  
              Mei, Miley, Thao, Saltzman  
No:         None  
Abstain:   None  
Absent:    None

### **5.3. 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**

Carolyn Clevenger recommended that the Commission authorize the Executive Director or a designee to negotiate and execute Amendment No. 4 to Professional Services Agreement No. A17-0073 with Kimley-Horn Inc. to add \$6,022,128 for a total not-to-exceed amount of \$9,672,128 and extend the contract for an additional four years to complete Phase 2 of the San Pablo Avenue Multimodal Corridor Project. She also recommended the Commission authorize Alameda CTC to enter into a funding agreement with the Contra Costa County Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive a contribution of \$450,000 to fund additional project analysis in Contra Costa County and that no Alameda CTC funds will be used for the Contra Costa portion of the work. Ms. Clevenger stated that the San Pablo Avenue Corridor Project will improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and support a strong local economy and growth along the corridor, while respecting local contexts. She stated that Phase 1 identified and refined potential long-term concepts for the corridor through outreach and technical analyses. Due to the complex and constrained nature of the corridor, no single long-term vision emerged at the end of Phase 1 and multiple project alternatives are still being considered for the long-term improvement of the corridor. Phase 1 narrowed the range of options and identified potential for an infrastructure pilot project in the Alameda County section of the corridor to better understand the effectiveness of different treatments and make incremental progress towards a larger, long-term project. Phase 1 also identified a set of smaller-scale corridor improvements within Alameda County that could be implemented within three years, focused on improving safety on this high injury corridor. Phase 2 will refine and advance these two sets of improvements towards construction.

Commissioner Bauters stated that the City of Emeryville is excited to pilot this project.

Commissioner Saltzman requested a briefing on how to move forward beyond the pilot phase. Ms. Lengyel stated that the agency will set up a briefing with her to talk through the process.

*Commissioner Saltzman moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:*

Yes:	Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Thao, Saltzman
No:	None
Abstain:	None
Absent:	Miley

## **6. Committee Reports**

There were no member reports.

## **7. Staff Reports**

Ms. Lengyel stated that at the Finance and Administration Committee a presentation indicated that sales tax revenues are showing stronger returns than anticipated and staff will provide a full presentation at the Commission meeting.

Ms. Lengyel acknowledged Alameda CTC's Finance team on being awarded the Certificate of Achievement for Excellence in Financial Reporting for its Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2019.

## **8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, October 12, 2020 at 10:00 a.m.



# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** October 5, 2020

**TO:** Programs and Projects Committee Meeting

**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 programming deadline. For reference, the Alameda CTC's FY 2020-21 TFCA fund estimate, with share balances by jurisdiction, is included as Attachment B.

### **Development of the FY 2020-21 Program**

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. 12<sup>th</sup> 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 facilities.	\$ 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
<b>Subtotal Cities/County (70%) Requested</b>				<b>\$ 1,720,200</b>	<b>Amount Recommended</b>	<b>\$ 1,378,600</b>		
					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)
<b>Total FY 2020-21 Program</b>	<b>\$ 2,067,368</b>	<b>\$ 834,057</b>	<b>\$ 2,901,425</b>	<b>\$ 2,461,000</b>	<b>\$ 2,072,000</b>	<b>\$ 829,425</b>
Portion of remaining balance subject to Nov 2020 programming deadline <sup>5</sup> :						\$ -

#### 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 <sup>1</sup> )	% 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
<i>Less 6.25% for Program Administration</i>	<i>\$ (129,908)</i>
Subtotal New Programming Capacity	\$ 1,948,614
<i>Calendar Year 2019 Interest Earned</i>	<i>\$ 118,754</i>
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 <sup>2</sup>	\$ 834,057	\$ 885,568	\$ (51,511)
<b>Adjusted Total Available to Program</b>	<b>\$ 2,901,425</b>	<b>\$ 2,332,726</b>	<b>\$ 568,699</b>

## 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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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** October 5, 2020

**TO:** Programs and Projects Committee

**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 mandated 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)
<b>Contingency (10%, due to cost estimations)</b>	\$71,103
<b>TOTAL</b>	<b>\$815,133 (estimated)</b>

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

<b>Agreement Item</b>	<b>Current Terms</b>	<b>Proposed Revised Terms</b>
CSC Transaction Processing Costs <sup>1</sup> :		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 <sup>1</sup> :		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 <sup>1</sup>	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 <sup>1</sup>	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 <sup>1</sup>	\$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

<sup>1</sup> Fees subject to annual review or update per the revised terms of the Agreement.

Cost Share Formula (for all except banking fees):

$$\text{Sunol JPA Cost Share} = \frac{\text{Sunol JPA Monthly number of Transactions}}{\text{Total Monthly number of Bay Area Express Lane Transactions for Alameda CTC}}$$

*Bay Area Infrastructure Financing Authority  
San Mateo Express Lanes Joint Powers Authority  
Santa Clara Valley Transportation Authority  
I – 680 Sunol JPA*

**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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# Memorandum

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**DATE:** October 5, 2020

**TO:** Programs and Projects Committee

**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 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 to 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

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**DATE:** October 5, 2020

**TO:** Programs and Projects Committee

**FROM:** Gary Huisingsh, 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

This is an informational item. 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).

## 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.

**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

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# Interstate 880 to Mission Blvd East-West Connector

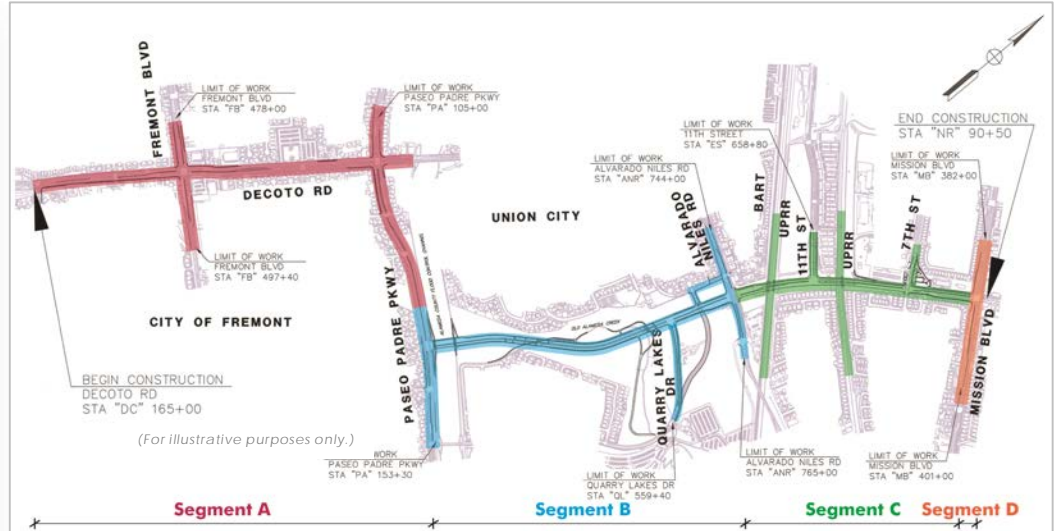
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JUNE 2018

## 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.)

## 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.

## 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](https://www.alamedactc.org/files/managed/Document/23143/SR-84_Widening_ALA-84_297630_Final_EIR-EA.pdf)

## PARTNERS AND STAKEHOLDERS

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

### 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
<b>Total Expenditures</b>	<b>\$ 319,860</b>

### FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 0
Measure B	\$ 88,771
Local <sup>1</sup>	\$ 14,300
Local <sup>2</sup>	\$ 6,708
TBD	\$ 210,081
<b>Total Revenues</b>	<b>\$ 319,860</b>

<sup>1</sup>Congestion Management Agency Transportation Improvement Program (CMA-TIP) funds

<sup>2</sup>City of Union City funds

### 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 <sup>3</sup>	Spring 2019	Fall 2022

<sup>3</sup>Assumes full funding decision spring 2018.

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

# QUARRY LAKES PARKWAY



Rendering of 11<sup>th</sup> 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.

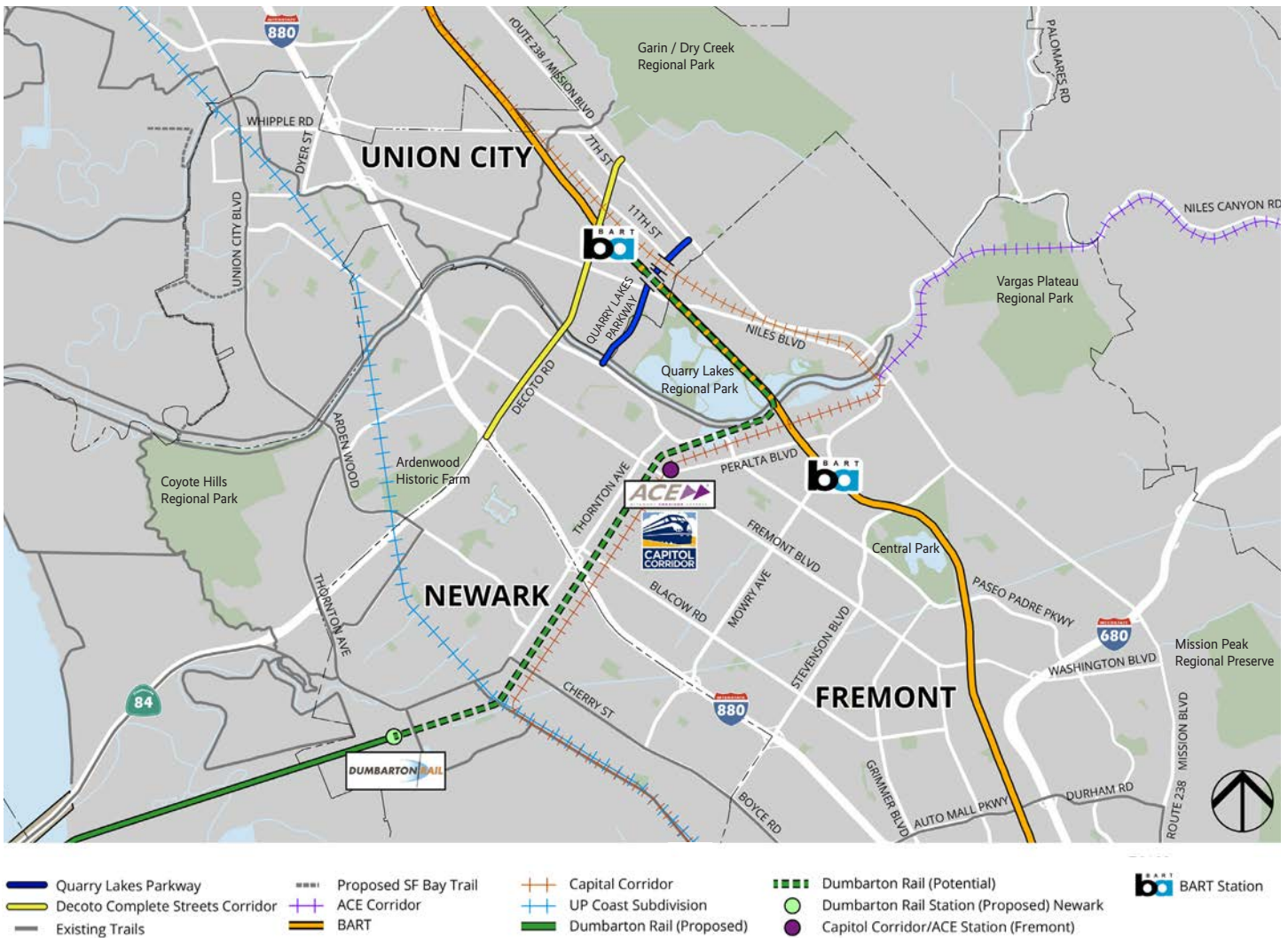
Union City is proud to have transformed more than 90 acres of vacant, underutilized, and environmentally contaminated land into a thriving pedestrian and transit-oriented community, and there are plans for even more community building in the Station District area. The Station District, winner of numerous 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



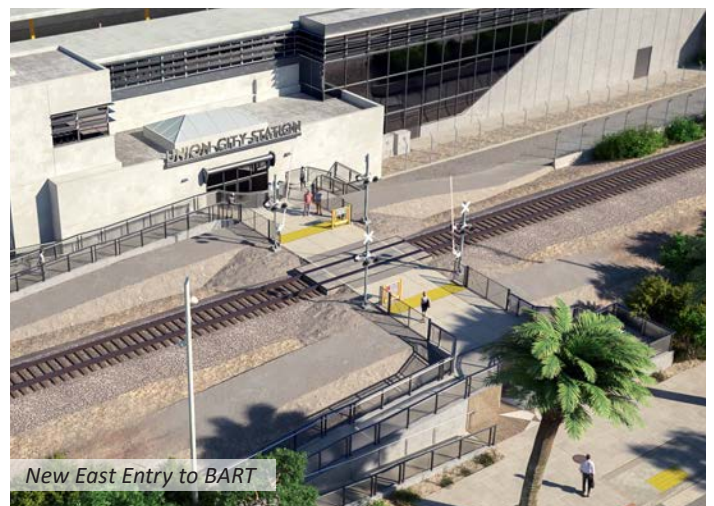
## REGIONAL TRANSPORTATION PRIORITIES

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.

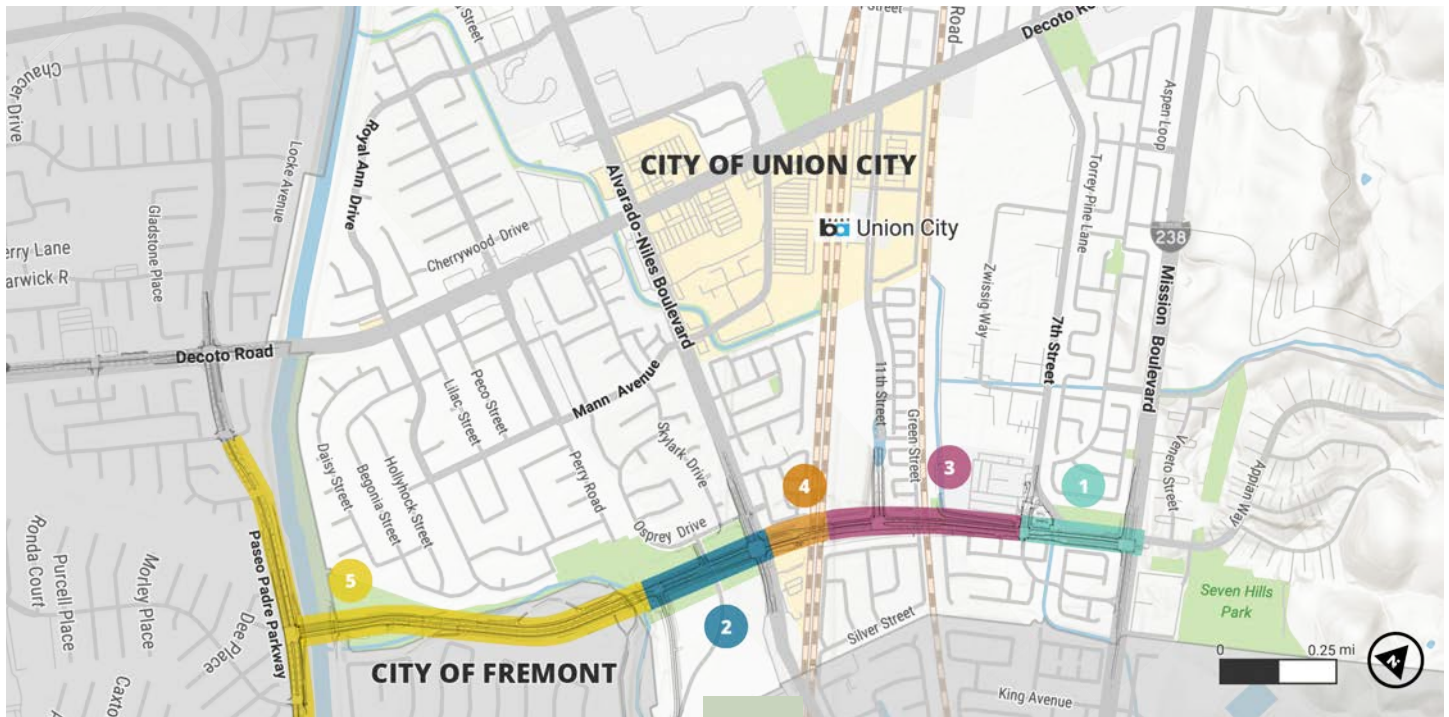
At all times, this corridor will be used by vehicles, buses, pedestrians and cyclists for commuting, walking or recreating. In short, Quarry Lakes Parkway enhances and supports the density and diversity of uses that are clustered in the Station District.



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

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