



Programs and Projects Committee Meeting Agenda Monday, November 9, 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 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 Huisingh](#)
Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/94445189042?pwd=QUtuV2ptR0dUV3BBYlhjNjcreGVPdz09>
Webinar ID: 944 4518 9042
Password: 378131

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 944 4518 9042
Password: 378131

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

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar		Page/Action
4.1.	Approve October 12, 2020 PPC Meeting Minutes	1 A
4.2.	Approve Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates	7 A
5. Regular Matters		
5.1.	Approve funding strategy for City of Emeryville's Senate Bill 1 funded Quiet Zone Safety Engineering Measures Project	13 A
5.2.	Approve Allocation for the Plans Specifications and Estimate Phase of East West Connector Project	19 A
5.3.	Approve the Professional Services Agreement with Acumen Building Enterprise, Inc. for Project Management / Project Controls Services	35 A
5.4.	Approve Oakland Alameda Access Project Actions to complete the Environmental Phase	39 A
5.5.	Approve actions necessary to facilitate project advancement and delivery of the Rail Safety Enhancement Program (RSEP)	47 A
5.6.	Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program	53 A
6. Committee Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Monday, January 11, 2021

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 November 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
2:00 p.m.	Alameda CTC Commission Meeting	November 19, 2020 December 3, 2020

Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 18, 2020
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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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1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Thao.

Subsequent to the roll call:

Commissioner Thao arrived during item 4.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve September 14, 2020 PPC Meeting Minutes

4.2. Approve FY 2020-21 Transportation Fund for Clean Air Program

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

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

No: None

Abstain: None

Absent: None

5. Regular Matters

5.1. 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

Liz Rutman recommended that the Commission approve that the Sunol Smart Carpool Authority execute Amendment No. 5 to Cooperative Agreement I680-BATA-JPA with the Bay Area Toll Authority (BATA) for Regional Customer Service Center Services. Ms. Rutman stated that 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. She discussed BATA's request that the terms of certain ongoing fees be amended and the changes associated with the requested amendment. Ms. Rutman summarized the agreement fees associated with project implementation and the fees associated with on-going revenue collections. She stated that the fiscal impact to the Amendment No. 5 to the Agreement will encumber \$815,133 in previously allocated Measure B funds and additional 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.

A public comment was made by Liz Ames, BART Board Director, expressing her concerns that vehicle miles traveled analysis was not done as part of the environmental clearance. She stated that traffic impact to express lanes coming from local arterials was not addressed with the HOV project.

Commissioner Dutra-Vernaci noted that the public comment was not made on behalf of the BART Board.

Commissioner Mei moved to approve this item. Commissioner Cox seconded the motion. The motion passed with the following roll call votes:

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

No: None

Abstain: None

Absent: None

5.2. Approve to enter into a Cooperative Agreement with the Bay Area Infrastructure Financing Authority (BAIFA) for Express Lanes Operations Services

Tess Lengyel noted that Alameda CTC staff was tasked by Commission Chair Cutter, and the Metropolitan Transportation Commission (MTC) staff was charged by MTC Chair Haggerty to look at how both agencies can find government efficiencies in terms of operating and implementing express lanes. Alameda CTC operates I-580 and I-680 express lanes in Alameda County and BAIFA operates express lanes around the region. Ms. Lengyel stated that, 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.

Liz Rutman 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. Ms. Rutman stated that the fiscal impact 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.

Commissioner Cutter asked for clarification on costs associated with the recommendation. Ms. Rutman stated that the costs of operational services included \$105,000 per fiscal year, for I-580 and I-680, for a total of \$210,000 per fiscal year.

A public comment was made by Liz Ames, District 6 BART Director stating her concerns of motorizing the Bay Area with express lanes. She stated that she is hopeful that Alameda County would consider using buses as a priority on express lanes and on the shoulders.

Commissioner Cutter moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call votes:

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

5.3. I-880 to Mission Boulevard East-West Connector Project Update by Project Sponsor - City of Union City

Tess Lengel stated that the I-880 East-West Connector (EWC) Project is the last project from the 1986 Transportation Expenditure Plan (TEP). Ms. Lengyel noted that the project sponsorship transferred from Alameda CTC to the City of Union City as directed by the Commission in Spring 2018. Gary Huisinigh and Vivek Bhat provided a brief update on the Project and its evolution. Mark Evanoff, Deputy City Manager for the City of Union City, presented the current project delivery plan for the Quarry Lakes Parkway project, as a modification to the EWC project.

The following public comments were heard during the meeting:

Bob Czerwinski, Chairman of the EWC Mitigation Monitoring Committee, stated that the Cities of Union City and Fremont created the 3-member committee to protect the quality of life of citizens of both Cities. He reminded everyone of this committee existence and purpose and requested to be kept involved with the project.

Dave Campbell, Bike East Bay, appreciated Union City staff's coordination with him on the project and noted that his organization is supportive of housing and jobs that are being built around the Union City BART station. He expressed concerns with phase four and five of the project, the need for a 4-lane road on Quarry Lakes Parkway and the fact that the project was not a priority in City of Union City's Bicycle and Pedestrian Plan. He requested that the City provide the transportation memo developed by the City's consultant.

Flavio Poehlmann commented on the roadway design footprint and expressed concerns regarding information on the marketing materials provided by the City of Union City.

Uthra Srinivasan commented that the increase in housing is beneficial and expressed safety concerns that a 4-lane road to Quarry Lakes would bring additional traffic within a neighborhood with several schools, numerous students and seniors.

Jennifer Hampton expressed her concerns with the increased traffic and lack of safety conditions especially for school children and residents.

Andreas Kadavanich with Bike Fremont, stated that the Union City Traffic study was not shared with the Union City Bicycle and Pedestrian Advisory Committee (BPAC) and expressed concerns regarding the design and technical details of the project.

Liz Ames thanked Union City and BART Board for providing access on the East Side of the station and commented on the traffic study and potential pass-through traffic because of the project.

Kelly Abreu commented on the job to housing imbalance around the Union City BART station and wanted more information on a potential Transit-Oriented Development (TOD) center.

Commissioners Comments:

Commissioner Dutra-Dutra-Vernaci provided clarifications on the project including details on development of Mission Blvd, lowering of greenhouse gases as a result of the project and the potential for housing and job growth. She stated that both the staff and Councils in Fremont and Union City were coordinating and collaborating well on this project.

Commissioner Saltzman asked what is the need for the 4-lane road and wanted to know when the traffic study would be shared more widely. Mr. Evanoff stated that the traffic study is a draft report that would be circulated once complete. Marilou Ayupan stated that a draft traffic study was submitted to Alameda CTC and the City is coordinating with Fremont to integrate their multimodal study to finalize the traffic report. Regarding the 4-lane road, Ms. Ayupan stated that the City reviewed the old traffic study and determined that the land use and modelling projected at the time met the original needs and purpose of the EIR. Since that time, the City performed VMT analysis and vehicle hours traveled analysis based on the current California Environmental Quality Act requirements and updated the original traffic study.

Commissioner Saltzman asked is this a priority in the Union City Bicycle Plan. Ms. Ayupan stated that in 2012 it was not a priority in the Union City Plan because it was an Alameda CTC project however, the project is listed as a priority in the 2020 Bicycle Plan which is being developed.

Commissioner Saltzman asked if a bicycle and pedestrian path was considered instead of adding the additional lanes. Commissioner Dutra-Vernaci stated that in consideration of public safety and because of the topography of the area and the railroad tracks, a bicycle path was not considered.

Commissioner Saltzman requested to see additional detail on each phase, answers to question from the public and Commission, and confirmation that all information has been shared with Union City stakeholders prior to Commission approval.

Commissioner Mei stated that she was very supportive of the visibility of work being done and she wants to ensure that safe routes to schools and the community are kept informed and protected.

Commissioner Bauters stated that he appreciates the goal of having entrances on both sides of the BART station for an area that is prioritized for dense housing and jobs and he also appreciates that completing the parts of project listed in Phases one, three and four would relieve some the high injury network issues with the railroad crossings and Decoto Road. He raised questions regarding Phases two and five related to inducing demand and if the traffic impacts were assessed in order to prioritize transit in the corridor.

This item is for information only.

6. Committee Reports

There were no member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, November 9, 2020 at 10:00 a.m.

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 2, 2020

TO: Programs and Projects Committee

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

SUBJECT: Approve the Administrative Amendments to Various Agreements to
Extend Agreement Expiration Dates

Recommendation

It is recommended that the Commission approve administrative amendments to various Alameda CTC agreements (A05-0004, A13-0058, A14-0069, A14-0070, A15-0030, A16-0076, A17-0060, A17-0099, A17-0107, A17-0125, A17-0126 and A18-0024) in support of both Alameda CTC-implemented Capital Projects and program delivery commitments and local agency-sponsored projects receiving Alameda CTC-administered discretionary funding.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and program delivery commitments. Alameda CTC also enters into project funding agreements (PFAs) with local agencies for allocated Alameda CTC-discretionary fund sources, including Measure B, Measure BB, Vehicle Registration Fee and Transportation Fund for Clean Air. All agreements are entered into based upon estimated known project needs for scope, cost and schedule.

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

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

Background

Amendments are considered “administrative” if they include only time extensions. For PFAs, the 1st request for a one-year time extension may be approved at the staff-level, but 2nd and subsequent time extensions are brought to the Commission for approval.

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

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

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

Levine Act Statement: AECOM Technical Services, Inc., HNTB Corporation, Kittelson and Associates and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact: There are no fiscal impacts associated with the requested actions.

Attachment:

- A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	AECOM Technical Services, Inc.	Route 84 Expressway Project / Project approval and environmental clearance, design, right-of-way engineering, and design services during construction	A05-0004	A1: Budget increase and provide design and right-of-way services A2: Budget increase A3: Budget increase and 24-month time extension from 6/30/2016 to 6/30/2018 for design services during construction A4: Budget increase and 6-month time extension from 6/30/2018 to 12/31/2018 A5: Budget increase and 6-month time extension from 12/31/2018 to 6/30/2019 A6: Budget increase and 18-month time extension from 6/30/2019 to 12/31/2020 A7: Modify indemnification and insurance provisions in Contract A8: 18-month time extension from 12/31/2020 to 6/30/2022 (<i>current request</i>)	2	None
2	City of Union City	Union City BART Station Improvements and Railroad Pedestrian Crossing Component	A13-0058	A1: Administrative update to schedule A2: 24-month time extension from 10/31/2018 to 10/31/2020 A3: 36-month time extension from 10/31/2020 to 10/31/2023 (<i>current request</i>)	1	None
3	City of Oakland	Bay Area Bike Share Expansion to Oakland	A14-0069	A1: 12-month TFCA time extension from 12/12/2019 to 12/12/2020 A2: 12-month TFCA time extension from 12/12/2020 to 12/12/2021 (<i>current request</i>)	1	None

4	AC Transit	East Bay Bus Rapid Transit	A14-0070	A1: 12-month TFCA time extension from 12/12/2018 to 12/12/2019 A2: 12-month TFCA time extension from 12/12/2019 to 12/12/2020 A3: 12-month TFCA time extension from 12/12/2020 to 12/12/2021 (<i>current request</i>)	1	None
5	HNTB Corporation	East Bay Greenway (Lake Merritt to South Hayward BART) / Project approval and environmental document	A15-0030	A1: Contract General Terms A2: 12-month time extension from 12/31/2018 to 12/31/2019 A3: 12-month time extension from 12/31/2019 to 12/31/2020 A4: Modify indemnification and insurance provisions in Contract A5: 9-month time extension from 12/31/2020 to 9/30/2021 (<i>current request</i>)	1	None
6	AC Transit	East Bay Bus Rapid Transit	A16-0076	A1: 21-month time extension from 03/31/2020 to 12/31/2021 (<i>current request</i>)	1	None
7	City of Fremont	South Fremont Arterial Management	A17-0060	A1: 12-month TFCA time extension from 12/12/2019 to 12/12/2020 A2: 12-month TFCA time extension from 12/12/2020 to 12/12/2021 and agreement time extension from 12/31/2021 to 12/31/2022 (<i>current request</i>)	1	None
8	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	A17-0099	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: 12-month time extension from 12/31/2020 to 12/31/2021 (<i>current request</i>)	1	None
9	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10)	A17-0107	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: 12-month time extension from 12/31/2020 to 12/31/2021 (<i>current request</i>)	1	None

10	City of Union City	Union City Boulevard Class 2 Bike Lanes	A17-0125	A1: Revised project schedule A2: 12-month time extension from 12/31/2020 to 12/31/2021 and 12-month TFCA time extension from 12/08/2019 to 12/08/2020 A3: 12-month TFCA time extension from 12/08/2020 to 12/08/2021 (<i>current request</i>)	1	None
11	City of Union City	Bicycle and Pedestrian Master Plan Update	A17-0126	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: 12-month time extension from 12/31/2020 to 12/31/2021 (<i>current request</i>)	1	None
12	Kittelson and Associates	E14th Mission and Fremont Blvd Corridor Project	A18-0024	A1: 12-month time extension from 12/31/2019 to 12/31/2020 A2: Modify indemnification and insurance provisions in Contract A3: 12-month time extension from 12/31/2020 to 12/31/2021 (<i>current request</i>)	3	None

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

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 2, 2020

TO: Programs and Projects Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Approve funding strategy for City of Emeryville's Senate Bill 1 funded Quiet Zone Safety Engineering Measures Project

Recommendation

It is recommended that the Commission approve reprogramming of \$1,379,886 of Alameda CTC Local Exchange Program funds currently programmed to five other City of Emeryville projects to the Senate Bill 1 Trade Corridors Measure BB funded Quiet Zone Safety Engineering Measures Project.

Summary

The City of Emeryville (City) is the sponsor and implementing agency of the Quiet Zone Safety Engineering Measures Project (Quiet Zone Project). The project funding plan includes \$4.2 million Senate Bill 1 Trade Corridors Enhancement Program (SB 1 TCEP), \$1.8 million Measure BB and \$0.5 million City funds, for a total cost of approximately \$6.5 million.

The Project has experienced several delays due to Union Pacific Rail Road (UPRR) coordination issues and COVID-19 related impacts which have resulted in almost \$2.1 million increase in project costs. Alameda CTC along with City staff has developed a funding strategy to partially address the shortfall by reprogramming approximately \$1,379,886 Alameda CTC Local Exchange Program (CMA TIP) funds from five other City of Emeryville projects to the Quiet Zone Project. The City will be responsible for securing any additional funds needed to eliminate the shortfall and fully fund the project.

Approval of this request will allow the City to complete the funding plan and request the California Transportation Commission (CTC) allocation of the SB1 TCEP funds on schedule and proceed to the construction phase of the project.

Background

The City of Emeryville is the sponsor and implementing agency of the Quiet Zone Safety Engineering Measures Project which is the top ranked transportation priority for the City. In May 2018, through a highly competitive process, the project was selected for SB 1 TCEP discretionary funds by the CTC. The project received programming of \$4.2 million towards the construction phase and Alameda CTC provided \$1.8 million as the required 30% local match. The project is currently in the design phase and project development phases are being implemented with City funds (approximately \$0.5 million).

The Quiet Zone Project addresses much needed safety improvements around railroad crossings. The project work comprises of constructing quiet zone safety measures at three at-grade crossings on 65th Street, 66th Street, and 67th Street just east of Shellmound Street. The scope of work includes installation of four-quadrant gates at the at-grade crossings, roadway closures, medians, and/or other safety engineering improvements, per the quiet zone requirements by UPRR.

Subsequent to the award of TCEP funding, the City has faced several coordination challenges with UPRR including delayed responsiveness and the addition of scope of work requests which have resulted in delayed actions and approvals. Last summer the City requested and the CTC approved a 12-month extension for Construction phase allocation to June 2020. In addition, COVID-19 related impacts further delayed the delivery of the design phase and the City had to request an additional time extension of 8 more months to complete design in order to request an allocation for the construction phase. Collectively, the City has received the maximum available 20-month allocation time extension, which cannot be further extended.

The deadline for the City to submit the fund request for consideration at the January 2021 CTC meeting is November 30, 2020 and requires completion of Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan. If the CTC Allocation is not requested by then, the SB 1 TCEP funds will be de-programmed and will be lost to the City and the region.

UPRR coordination and COVID-19 delays have increased the project cost to approximately \$8.6 million which is about \$2.1 million more than the original cost. The City has already organized approximately \$0.72 million through delaying/ defunding other local City projects and are requesting Alameda CTC's consideration to address the remaining \$1.38 million shortfall.

A total of \$1,379,886 of Alameda CTC Local Exchange Program (CMA TIP) funds are currently programmed to the City of Emeryville for five separate projects, as a result of prior Federal/State to Local fund Exchanges (Table A). City staff has submitted a letter to the Alameda CTC requesting the deprogramming of the CMA TIP funds from these projects for the purpose of reprogramming the funds to the Quiet Zone Safety Engineering Measures project (Attachment A). The CMA TIP funds are proposed to be reprogrammed as follows:

Table A

Project #	Project Name	Current CMA TIP \$ (A)	Proposed CMA TIP \$ (B)	\$ Change (B-A)
24-001	I-80 Ashby/Bay Interchange (Study)	126,886	0	(126,886)
24-002	Intermodal Transfer Station	890,000	0	(890,000)
24-003	Emeryville Street Rehab (40th, Emery, Hollis)	144,000	0	(144,000)
24-004	Park Ave. Imps - Hollis to UP Tracks	102,000	0	(102,000)
24-005	Emeryville Street Rehab (Various street segments)	117,000	0	(117,000)
24-006	Quiet Zone Safety Engineering Measures Project	0	1,379,886	1,379,886
Total		\$1,379,886	\$1,379,886	\$0

Staff recommends approval of the proposed reprogramming funding strategy which will enable the City of Emeryville submit their CTC Allocation request and subsequently advance the project into the construction phase.

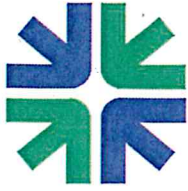
Next steps: The proposed programming action will be reflected in the 2022 Comprehensive Investment Plan. The Alameda CTC will amend funding agreement A19-0003 with the City of Emeryville to include the CMA TIP funding for the Quiet Zone Project. The City of Emeryville will be responsible for securing any additional funds needed to eliminate the shortfall and fully fund the project.

Fiscal Impact: The action will authorize the reprogramming and allocation of \$1,379,886 of CMA TIP funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the proposed Alameda CTC FY 2020-21 Capital Program Budget update.

Attachment:

- A. City of Emeryville's CMA TIP Reprogramming Request Letter

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City of Emeryville

INCORPORATED 1896

1333 Park Avenue, Emeryville, CA 94608-3517
t (510) 596-4300 | f (510) 596-4389

October 29, 2020

Vivek Bhat
Director of Programming and Project Controls
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Request to Reprogram Emeryville CMA TIP Projects

Dear Mr. Bhat:

The City of Emeryville hereby requests the Alameda CTC to deprogram the following five projects from the CMA TIP for the purpose of reprogramming the total \$1,379,886 to the City's Quiet Zone Safety Engineering Measures Project:

- I-80 Ashby/Bay Interchange (Study), CMA TIP project number 24-001
- Intermodal Transfer Station, 24-002
- Emeryville Street Rehabilitation (40th, Emery, & Hollis Streets), 24-003
- Park Ave. Improvements (Hollis to UP Tracks), 24-004
- Emeryville Street Rehabilitation (various street segments), 24-005

The project has experienced unanticipated cost increases due to current construction cost estimates and additional required elements that were added to the project while negotiating the final scope of work with UPRR. Additional funding is needed in order for the California Transportation Commission to allocate the SB 1 Trade Corridors Enhancement Program (TCEP) funding programmed for the construction phase by the January 2021 deadline. The project is ready to advertise, but a full funding package is required in order to request the TCEP allocation.

The City will provide any additional funding that may be needed to make up any remaining or future funding shortfall.

Please contact me if you have any questions regarding this request.

Sincerely,

Christine Daniel
City Manager

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 2, 2020

TO: Programs and Projects Committee

FROM: Gary Husingh, Deputy Executive Director of Projects
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: I-880 to Mission Boulevard East-West Connector Project (PN 1177000)
Commitment of 1986 Measure B Funding (Resolution No. 20-013)

Recommendation

It is recommended that the Commission approve the following actions solely for the 1986 Measure B Named Capital Project funds:

1. Adopt Resolution No. 20-013 (Attachment A) committing the remaining balance of 1986 Measure B funding for the I-880 to Mission Boulevard East-West Connector Project to the Quarry Lakes Parkway Project sponsored by the City of Union City and acknowledging the commitment fulfills the entire commitment of 1986 Measure B funding from the 1986 Transportation Expenditure Plan to the project;
2. Allocate \$4.2 million of 1986 Measure B funding for the design phases of Segments 1 and 2 of the Quarry Lakes Parkway Project (\$2 million and \$2.2 million, respectively);
3. Allocate \$17.8 million of 1986 Measure B funding for the design phases of Segments 3 and 4 of the Quarry Lakes Parkway Project (\$9.2 million and \$8.6 million, respectively) with the condition that full funding for all phases of the segment will be identified in the funding agreement(s) for the Quarry Lakes Parkway Project before any reimbursements for eligible design phase costs for that segment will be approved; and
4. Authorize the Executive Director, or designee of the Executive Director, to execute a project funding agreement, or agreements, with the City of Union City for the design phases of Segments 1 through 4 of the Quarry Lakes Parkway Project up to the amounts allocated for the design phase for each segment.

Summary

The East-West Connector (EWC) is the last capital project remaining from the original ten capital projects included the 1986 Measure B Transportation Expenditure Plan (1986 TEP) as amended. The current description for the EWC 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 Commission approved a request from the City of Union City to transfer project sponsorship of the EWC to the City. The City accepted the role of project sponsor and became the implementing agency. One of the conditions of the transfer was that the City would provide an update to the Commission on the status of the project and the plan for delivering the project.

The required update was presented to the Commission in October 2020 and included the City's vision for an updated project definition and approach for project delivery. The project delivery approach was based on prioritizing the six segments of the updated project referred to as the Quarry Lakes Parkway Project and delivering the top priority segments with the available funding. See Attachment B for a cost breakdown of the segments of the Quarry Lakes Parkway Project and a funding plan for the segments. The available funding includes 1986 Measure B, CMA TIP, and proceeds from the sales of state-owned properties in accordance with the Local Alternative Transportation Improvement Program (LATIP).

The six segments of the Quarry Lakes Parkway Project include four in Union City (Segments 1 through 4), one with portions in Union City and Fremont (Segment 5), and the sixth in Fremont (Segment 6). The City of Union City is the project sponsor for Segments 1 through 5, and Segment 6 has been incorporated into a larger corridor project along Decoto Road being implemented by the City of Fremont.

A significant amount of public input was received from a number of individuals and groups that expressed concerns the City had not satisfied all of the conditions placed on the transfer approved in March 2018, and whether the Quarry Lakes Parkway Project would be a priority for the additional funding required to eliminate the shortfall estimated at more than \$170 million for all six segments. The public input included concerns that project-related technical information has not been sufficiently available for review by interested parties. Attachment C includes letters submitted to the Alameda CTC regarding the Quarry Lakes Parkway Project since the October Commission meeting.

The City of Union City continues to work with the Commission staff, City of Fremont, AC Transit, Union City Transit, BART, Caltrans, SamTrans/Cross Bay Transit, ACE, East Regional Park District, bicycle and pedestrian groups, and other interested parties to respond to the comments and concerns expressed during the project update.

The recommended actions would allow the City of Union City to proceed with delivery of the initial usable segments that can be funded with 1986 Measure B and other funds currently available for the project. The initial usable segments will provide benefits to the Union City BART Station area that are consistent with the intended benefits of the EWC and Quarry Lakes Parkway Project. The recommended actions will allow for the design phases of the initial usable segments to proceed while the City responds to the public comments and concerns about the overall Quarry Lakes Parkway Project.

The 1986 Measure B funds will be made available to reimburse eligible costs incurred in accordance with applicable Commission policies through funding agreements which obligate funding by phase. Funds administered by the Commission shall not be obligated for any phase of a segment of the Quarry Lakes Parkway Project that does not have full funding identified for all phases of the segment. The City will be responsible for providing the baseline cost and funding amounts by phase for all six segments to demonstrate which segments are fully funded, and for providing updates to the cost/funding matrix shown in Attachment B as changes become known to the City. Any requests for funding agreements, or amendments to funding agreements shall be accompanied by the most current cost/funding matrix for all six segments. The City has agreed to these conditions and a full funding commitment will be incorporated in the funding agreement(s) for the Quarry Lakes Parkway Project.

Background

The East-West Connector is the last major capital project remaining from the 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 County Transportation Authority, ACTA (Alameda CTC's predecessor agency), 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 for the EWC and identified ACTA 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 to be satisfied by the City and required for the transfer of project sponsorship. The March 2018 action also set expectations for the City to complete the final design of the project and develop a project delivery plan to address the funding shortfall.

The Commission's conditions included:

- A cap on the cost for the traffic study, 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

The City of Union City reported back to the Commission on October 2020. The project delivery approach was based on prioritizing the six segments of the updated project referred to as the Quarry Lakes Parkway Project and delivering the top priority segments with the available funding. The six segments include four in Union City (Segments 1 through 4), one with portions in Union City and Fremont (Segment 5), and the sixth in Fremont (Segment 6). The City of Union City is the project sponsor for Segments 1 through 5, and Segment 6 has been incorporated into a larger corridor project along Decoto Road being implemented by the City of Fremont.

Resolution No. 20-013 confirms that the commitment of the remaining balance of 1986 Measure B funds for the EWC to the Quarry Lakes Parkway Project represents fulfillment of the commitment to the project included in the 1986 TEP as amended. The EWC is the last remaining capital project stemming from the original ten capital projects included in the 1986 TEP.

Staff recommends Commission approval of the actions associated with the initial usable segments of the Quarry Lakes Parkway Project. The recommended actions will allow for the design phases of the initial usable segments to proceed while the City responds to the public comments and concerns about the overall Quarry Lakes Parkway Project, and will continue coordination with Bicycle-pedestrian, Transit and other stakeholders.

Fiscal Impact: The funding recommended is accounted for in the 1986 Measure B Capital Program.

Attachments:

- A. Resolution No. 20-013
- B. Quarry Lakes Parkway Segment Breakdown
- C. Letters submitted to the Alameda CTC since October Board Meeting

**RESOLUTION NO. 20-013****Commission Chair**

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

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

BART

Director Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE COMMITMENT TO THE OPTION 2 EAST-WEST CONNECTOR PROJECT INCLUDED IN THE 1986 MEASURE B EXPENDITURE PLAN AS AMENDED SHALL BE FULFILLED BY FUNDING INITIAL USABLE SEGMENTS OF THE PROJECT THAT CAN BE FUNDED BY THE REMAINING BALANCE OF THE 1986 MEASURE B COMMITMENT AND OTHER AVAILABLE FUNDS

WHEREAS, the 1986 Measure B Expenditure Plan included commitments of sales tax revenues to ten (10) capital projects; and

WHEREAS, the 1986 Measure B Expenditure Plan has been amended twice to replace one of the original ten capital projects with usable segments that could be delivered with the available amounts of 1986 Measure B funding; and

WHEREAS, only one of the capital projects identified in the 1986 Expenditure Plan as amended, the Option 2 East-West Connector Project in Union City and Fremont, remains to be delivered but cannot be delivered in its entirety with the available funding, which includes the remaining balance of the 1986 Measure B commitment for the project; and

WHEREAS, the project sponsor, the City of Union City, has identified six segments of the Option 2 East-West Connector Project that independently provide a portion of the intended benefits of the complete project; and

WHEREAS, five (5) of the six (6) project segments are sponsored by the City of Union City and the sixth segment is sponsored by the City of Fremont; and

WHEREAS, a funding shortfall of \$172 million remains for the five (5) segments sponsored by the City of Union City; and

WHEREAS, the Commission desires to fulfill the remaining commitment of 1986 Expenditure Plan by committing the remaining balance of the 1986 Measure B funding to four (4) of the five (5) segments sponsored by the City of Union City; and

WHEREAS, for capital projects included in the 1986 Measure B Expenditure Plan with total available funds less than the amount required to complete the project as described in the Expenditure Plan, a usable initial phase of the project can be identified that provides a portion of the benefits of the project as defined in the Expenditure Plan, can be delivered with available funding, and shall be considered as fulfilling the 1986 Measure B Expenditure Plan commitment.

NOW THEREFORE, BE IT RESOLVED, that this Commission does and it hereby finds and determines each of the following:

- (a) The remaining balance of 1986 Measure B funding for the Option 2 East-West Connector Project shall be made available for the initial usable segments described in Exhibit 1, attached hereto and incorporated herein;
- (b) 1986 Measure B funding for any phase of the initial usable segments described in Exhibit 1 shall only be available to reimburse eligible costs incurred by the project sponsor in accordance with Alameda CTC policies regarding eligible costs, and only after funding commitments for all phases of the segments are included in the project funding agreement(s) with Alameda CTC;
- (c) The 1986 Measure B funding shall be encumbered in a funding agreement, or agreements, between Alameda CTC and project sponsor with amounts encumbered for each phase of each segment covered by the funding agreement;
- (d) The 1986 Measure B funding may be shifted between the four initial usable Union City sponsored segments, or phases of the four initial usable segments, based on a written request submitted to Alameda CTC for review and approved by Alameda CTC staff prior to any costs being incurred that are intended to be funded by the shifted 1986 Measure B funding; and
- (e) The commitment of the remaining 1986 Measure B funding shown in Exhibit 1 shall represent the final commitment of 1986 Measure B funding to the ten capital projects included in the 1986 Expenditure Plan as amended.

ADOPTED November 19, 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

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East West Connector - Quarry Lakes Parkway Cost / Funding Matrix

	\$ x Million								
	Final PS&E	R/W & Mitigation	CON	CON (Support)	Total Segment Cost	1986 Measure B	CMA TIP	LATIP (Estimate)	Shortfall
Segments Sponsored by Union City ⁽¹⁾									
Segment 1: QLP from Mission to 7th Street	2.0	3.0	10.2	1.5	16.7	16.7			-
Segment 2: QLP from Alavarado-Niles to Quarry Lakes Drive	2.2	1.2	14.7	2.2	20.3	20.3			-
Segment 3: QLP from 7th Street to 11th Street	9.2	12.1	61.1	9.2	91.6	19.9 ⁽³⁾	14.3	16.4 ⁽⁶⁾	41.0
Segment 4: QLP from 11th Street to Alavarado-Niles	8.6	2.4	59.7	8.9	79.6	8.6 ⁽³⁾			71.0
Sub-Total Initial Useable Union City Segments 1 through 4 ⁽¹⁾	22.0	18.7	145.7	21.8	208.2	65.5	14.3	16.4	112.0
Segment 5: QLP from Quarry Lakes Drive to Paseo Padre	5.9	3.2	45.0	5.9	60.0				60.0
Sub-Total Union City Sponsored Segments 1 through 5	27.9	21.9	190.7	27.7	268.2	65.5	14.3	16.4	172.0
Initial Useable Segment Sponsored by Fremont ⁽²⁾									
Segment 6: Decoto Road from Paseo Padre to I-880	2.2	1.2	14.5	2.1	20.0	3.5 ⁽⁴⁾		16.4 ⁽⁶⁾	0.1
Sub-Total Fremont Sponsored Segment	2.2	1.2	14.5	2.1	20.0	3.5	-	16.4	0.1
Total All Segments ⁽⁷⁾	30.1	23.1	205.2	29.8	288.2	69.0	14.3	32.8 ⁽⁵⁾	172.1
Notes (1) Segments 1 through 4 in Union City are considered initial usable segments which provide independent benefits. (2) Segment 6 in Fremont is an initial useable segment on Decoto Road and has been incorporated into a larger corridor project along Decoto Road. (3) Availability of funds allocated for the design phase of Segment 3 or 4 is contingent on full funding being identified for all phases of the segment. (4) The \$3.5 million of 1986 Measure B funds for Segment 6 was allocated for the design phase of the Decoto Road improvements. (5) The LATIP amounts shown are based on estimated proceeds expected from the sale of state-owned properties in the corridor. (6) The LATIP funds are split 50-50 between Union City and Fremont. (7) Segment and phase cost information provided by the City of Union City									

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Chair, **Christina Fugazi**, City of Stockton
Vice Chair, **Leo Zuber**, City of Ripon
Commissioner, **Doug Kuehne**, City of Lodi
Commissioner, **Debby Moorhead**, City of Manteca

Commissioner, **Bob Elliott**, San Joaquin County
Commissioner, **Scott Haggerty**, Alameda County
Commissioner, **John Marchand**, City of Livermore
Commissioner, **Nancy Young**, City of Tracy

Executive Director, **Stacey Mortensen**

October 26, 2020

Pauline Cutter
Chair, Alameda County Transportation Commission
pcutter@sanleandro.org
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Support Quarry Lakes Parkway

Dear Chair Cutter:

The San Joaquin Regional Rail Commission (SJRRRC) is pleased to support the Quarry Lakes Parkway Project in the cities of Union City and Fremont. SJRRRC is the owner/operator of the Altamont Corridor Express (ACE) passenger rail service which has served the Tri-City area (Fremont Centerville Station) for over 20-years. SJRRRC supports releasing funds to enable Union City and Fremont to complete the design and secure the regulatory permits to construct the project.

SJRRRC has been a partner with the City of Union City planning the Station District from the beginning of the planning process in 2020. It is our understanding that the Quarry Lakes Parkway has always been a part of the planning process.

SJRRRC has been working with the City of Union City, Fremont, and Newark to investigate the potential for having some future additional ACE service terminate in the Tri-City area. A potential ACE station at Union City would provide a direct connection between ACE and Union City BART and has been strongly supported by the City of Union City, and has also received support from the City of Fremont. Quarry Lakes Parkway will provide bicyclists and pedestrians a safer alternative for access to the proposed rail platform that could be used by ACE adjacent to Union City BART, than the existing overly congested Decoto Road.

Quarry Lakes Parkway will provide a reliver to Decoto Road. Fremont will be taking the lead on the design and construction of the Decoto Multimodal Corridor which would provide transit priority for the buses that could service ACE and BART passengers.

Thank you for your support of Quarry Lakes Parkway,

Sincerely,

Stacy Mortensen
Executive Director

Cc: Tess Lengyel tlengyel@alamedactc.org
Mayor Carol Dutra Vernaci carold@unioncity.org
Mark Evanoff MarkE@unioncity.org



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October 30, 2020

Pauline Cutter
Commission Chair
Alameda County Transportation Commission

Sent via E-Mail: pcutter@sanleandro.org
Copy to Tess Lengyel: tlengyel@alamedaactc.org

RE: Letter of Support for Quarry Lakes Parkway Project (previously the I-880 to Mission Boulevard East-West Connector Project)

Dear Ms. Cutter:

The East Bay Regional Park District (Park District) appreciates Union City's willingness to coordinate work on the Quarry Lakes Parkway Project (project). The proposed project is located adjacent to the entrance of the Park District's Quarry Lakes Regional Recreation Area. In the Park District's 2013 Master Plan, a Class I regional trail connection is identified from Ardenwood to Quarry Lakes. The Park District owns and manages over 125,000 acres of open space, more than 1,300 miles of trails and nearly 150 miles of active transportation Regional Trails in both Alameda and Contra Costa counties. Additionally, the Park District supports local and regional planning efforts including the development of active transportation facilities which connect transit to regional parks and trails. Trails often provide safer, shorter and more direct bicycle and pedestrian access for users. Accordingly, the Park District supports the proposed project.

The Park District is interested in expanding trail access and protection of natural resources in this area – including from Quarry Lakes to Ardenwood, Garin, and Coyote Hills Regional Parks, and the Alameda Creek Regional Trail. We look forward to working together to accomplish these mutual goals. We appreciate the City's consideration of avoiding or minimizing potential impacts to park visitors, park entrances, and biological resources in the project's planning, design and construction phases.

The Park District appreciates the City's ongoing coordination with community stakeholders. The coordination on this project will improve access to Quarry Lakes Regional Park, surrounding regional parks, and connections to the Alameda Creek Regional Trail. We also look forward to continued review and participation throughout the public process.

If you have any questions or comments, please contact Chief of Planning/GIS & Trails at (510) 544-2623, or by e-mail at bholt@ebparks.org.

Sincerely,

Kristina Kelchner

Kristina Kelchner
Assistant General Manager
Acquisition | Stewardship | Development Division

Board of Directors

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President
Ward 4

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Vice President
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Colin Coffey
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Ward 6

Elizabeth Echols
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Dennis Waespi
Ward 3

Ayn Wieskamp
Ward 5

Robert E. Doyle
General Manager

James C. Ghielmetti

October 23, 2020

Ms. Pauline Cutter
Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Quarry Lakes Parkway – Letter of Support

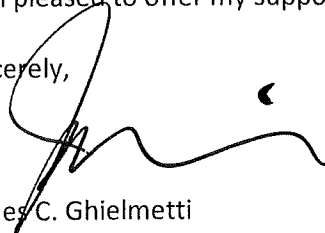
Dear Chair Cutter:

While serving on the California Transportation Commission, I participated in several meetings with Union City Mayor Carol Dutra-Vernaci and Deputy City Manager Mark Evanoff. The purpose of these meetings was to provide my input on the ability of Union City to purchase the excess right-of-way on what was to be State Route 84.

My recommendation now, as a private citizen, would be for the Alameda County Transportation Commission to release funding to complete the design and secure regulatory permits. The proceeds from this sale would allow funds for transportation projects in South Alameda County that have been identified in the LATIP Plan that was approved by the California Transportation Commission.

I am pleased to offer my support for the Quarry Lakes Parkway.

Sincerely,



James C. Ghielmetti

cc: Tess Lengyel



October 29, 2020

Ms. Pauline Cutter, Chairperson
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Quarry Lakes Parkway

Dear Chair Cutter:

I am writing to support Union City's plan for the Quarry Lakes Parkway. The Quarry Lakes Parkway is an essential connection to improve bicycle, pedestrian and vehicle access to and from the Station District. This section of Union City was formerly a blighted industrial area with few connections to the rest of the City. As the Station District becomes a vibrant new neighborhood, next to BART, it deserves better access for bicyclists, pedestrians and vehicles to and from the surrounding community.

Windflower Properties is the residential developer for almost six acres of land in the Station District. Our completed first phase, the Union Flats, has won recognition for its design, density, sustainability and innovation. Our second phase is scheduled to begin construction by the end of 2021. In total, Windflower Properties will add almost 750 units of housing to the Station District. At completion, the Station District will be a mixed-use neighborhood of approximately 1,500 homes and 3,000 residents.

The Quarry Lakes Parkway will provide better circulation and a second point of access for the Station District. The Class 1 bicycle and pedestrian path will provide much safer, shorter access to Quarry Lakes Regional Park and the Alameda Creek Trail. Moreover, it will provide an alternate route for emergency vehicles than the congested Decoto Road, which now is the only major road to the Station District, and which is shut down when there is a railroad crossing arms malfunction.

We have been working for many years with Union City to improve the circulation plan and transit service so that the Station District can truly thrive as a mixed-use, transit-oriented neighborhood. By improving the connections to and from the rest of Union City and neighboring Fremont, the Quarry Lakes Parkway gives more options and access for commuters, residents and visitors. We hope you will support this necessary and worthy project.

Sincerely,

V. Fei Tsen
President



30520 Hoylake Street
Hayward CA 94544-7314

October 30, 2020

Pauline Cutter
Commission Chair
Alameda County Transportation Commission

Sent via E-mail: pcutter@sanleandro.org
Copy: Tess Lengyel – tlengyel@alamedaactc.org

Re: Letter in Support of Quarry Lakes Parkway Project

Ms Cutter:

I live in Hayward between the South Hayward and the Union City BART Stations. I use both stations frequently. I have to say that, while being a long-time Hayward resident, I am far more impressed with the plan Union City has developed for its PDA; the Station District surrounding their station compared to the South Hayward Plan. Union City is demonstrating to all of the cities within Plan Bay Area how transit-oriented development can be done.

The remaining transportation element for this plan is construction of Quarry Lakes Parkway completing the local circulation system serving the district. This roadway has been a part of the Station District plan for more than 20 years and has always been envisioned as necessary to serve all modes of transportation within and through the development and connecting to BART. I understand from a recent presentation by the City that funding remains from the original 1986 Measure B Program and once this project is funded it will finally close the book on the original measure. Also, I understand that Union City is working with Caltrans to develop the remaining parcels originally reserved for Route 84 that will help fund the project. As is often the case for projects of this scope, it has taken decades for the current plan to reach your commission. During that time, it has been downgraded from a state highway to a regional connector to the current proposal as a landscaped 4-lane local street with bikeways for both recreational bike riders and experienced riders.

The proposed plan, while modified and enhanced, appears to meet the current and expected demand for all modes. I am an active bicyclist and look forward to the exceptional facilities for cyclists, with on-road buffered lanes and a separated trail. I will also appreciate the connections for transit this parkway provides through a grade-separated roadway and the transit priority re-design of Decoto Road for its entire length in both Union City and Fremont.

Now that the city has an agreement with Caltrans for the ROW, I strongly encourage the commission to support this long-anticipated local project.

Cordially

Glenn Kirby



October 30, 2020

Alameda County Transportation Commission
Attn: Chair Pauline Cutter
1111 Broadway, Suite 800
Oakland, CA 94607

Via email: pcutter@sanleandro.org

RE: Quarry Lakes Parkway - Support Letter

Dear Chair Cutter,


Thank you for the opportunity for the public to provide comments on the proposed Quarry Lakes Parkway improvements. MidPen Housing is one of the nation's leading non-profit developers, owners, and managers of high-quality affordable housing and onsite resident services. Since MidPen was founded in 1970, we have developed over 100 communities and 8,000 homes for low-income families, seniors and those with supportive housing needs throughout Northern California.

Built in 2012, Station Center is a 157-unit affordable housing development located within Union City's Station District and provides low-income individuals and families with a place that they can call home. The City's Station District envisioned a revitalized, mixed-use, mixed-income community on what was a former Pacific States Steel Corporation plate site. We are proud that the affordable housing we provide at Station Center helped contribute to the City's vision and transformed this underused industrial and commercial facility to create an activated transit-oriented center. As the developer, owner, and manager of the first housing development in the Station District, we are eager to see the remaining elements of the Station District completed. These include a second point of access for emergency vehicles and a grade separated alternative than the existing congested Decoto Road, which shuts down when the railroad crossing arms malfunction.

Furthermore, the Class I bicycle and pedestrian path proposed as a part of the Quarry Lakes Parkway improvements will provide safer, shorter, and quicker access to Quarry Lakes Regional Park and the Alameda Creek Trail than what is currently available. This addition will benefit MidPen's residents living at Station Center in addition to the broader community.

Thank you for your consideration.

Sincerely,

DocuSigned by:

347EADD892374C7...

Abby Potluri
Director of Housing Development

cc:

Matthew O. Franklin, President/CEO
Tess Lengyel, Alameda County Transportation Commission Executive Director



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 9, 2020

TO: Programs and Projects Committee

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

SUBJECT: Approve the Professional Services Agreement with Acumen Building Enterprise, Inc. for Project Management / Project Controls Services

Recommendation

It is recommended that the Commission authorize the Executive Director to execute a Professional Services Agreement with Acumen Building Enterprise, Inc. for a negotiated amount, no-to-exceed \$8,700,000, to provide project management and project controls services beginning in early 2021.

Summary

In July 2020, a Request for Proposal (RFP) R20-0002 was released for professional services to provide project management and project controls services. Five proposals were received and all were determined to be responsive. An independent selection panel composed of Alameda CTC staff reviewed the proposals, and the panel chose to interview two top ranked firms. Based on those interviews, the panel determined that the Acumen Building Enterprise, Inc. (Acumen) team was the most qualified to perform the required services and recommended proceeding with negotiations. In addition, the Acumen team will meet or exceed the 11% Disadvantaged Business Enterprise (DBE) goal.

Alameda CTC has begun negotiating the contract with the consultant after a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions. An agreement on anticipated hours to complete the required scope of work, escalations, and direct costs will be negotiated.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A21-0010 with Acumen for a negotiated amount, not-to-exceed \$8,700,000 for an initial 18 months, to provide project management and project controls services.

Background

Since the initiation of the 1986 Measure B sales tax measure to present day, Alameda CTC and its predecessor agencies have contracted with numerous engineering consultant firms to provide support services in the area of project management (when the Agency leads the implementation and delivery of a project) and project controls services (when the Agency provides funding to projects delivered by others). These engineering consultant contracts provide Alameda CTC with the quality resources necessary to support staff during the work program “peaks” and eliminates the need for staff reductions during the work program “valleys”. Alameda CTC staff periodically conducts assessments of its consultant resource plan to ensure that the Agency is adequately supported to administer and deliver its projects and programs.

Currently these services are provided through multiple different contracts. By consolidating these tasks in a single contract, Alameda CTC will be able to be more responsive to project development and delivery needs that require consulting services, providing staff with additional flexibility in acquiring consulting services, thereby improving staff's ability to deliver projects for the Commission in a timely manner, while also ensuring that quality projects are delivered within budget, scope, and schedule. The selected consultant will also support the Programming and Project Controls needs of the agency.

Funding for the work provided by this contract will be provided from a variety of funding sources, including federal funds. The contract was therefore federalized, and staff worked with Caltrans to determine an appropriate DBE goal, which was set at 11%.

On March 2, 2020, the Commission authorized the release of a RFP and directed staff to proceed with contract procurement activities to obtain one or more professional services consultant firms to provide project management and project controls services. RFP 20-0001 was released on July 30, 2020, and a pre-proposal meeting was held on August 13, 2020.

Five proposals were received and all were determined to be responsive. Proposals were received from:

1. Acumen Building Enterprise, Inc.
2. Advanced Mobility Group
3. Ghirardelli Associates, Inc.
4. Michael Baker International, Inc.
5. Stantec Consulting Services, Inc. in association with VSCE Inc.

An independent selection panel composed of Alameda CTC staff reviewed the proposals, and the panel chose to interview the two top ranked firms. Based on those interviews, the panel determined that the Acumen Building Enterprise, Inc. team was the most qualified to perform the required services and recommended proceeding with negotiations. In addition, the Acumen team will meet or exceed the 11% DBE goal.

Based upon the review of Acumen's cost proposal, Alameda CTC's independent cost estimate, and discussions with Acumen, a fee is being negotiated to provide the services necessary to complete the required scope of work to provide program management and project controls services, along with other on-call services, for an amount not to exceed \$8,700,000 for an initial 18 months. Staff anticipates that a contract will be ready for execution no later than January 2021.

Acumen is a well-established small, local firm, and in addition to its team being comprised of several DBES, their team is also comprised of several certified local and small local firms.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A21-0010 with Acumen for a negotiated amount, not-to-exceed \$8,700,000 for an initial 18 months, to provide project management and project controls services.

Fiscal Impact: The action will authorize a combination of \$8,700,000 of Federal, State and Local Measure funding for subsequent encumbrance and expenditure. Upon approval, project budgets will be reflected in the Alameda CTC's FY 2020-2021 Capital Program Budget update and future annual Capital Program Budgets, and included in the respective Project funding plans.

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Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 2, 2020

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery
Susan Chang, Project Manager

SUBJECT: Approve Oakland Alameda Access Project Actions to complete the Environmental Phase

Recommendation

It is recommended that the Commission approve the following actions related to the Oakland Alameda Access Project:

1. Allocate \$800,000 of Measure BB funds from Transportation Expenditure Plan Project 37(TEP-37), the Oakland Alameda Access project, to the Project Approval and Environmental Document phase and
2. Authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$800,000 for a total not-to-exceed amount of \$10,293,000 to complete PA&ED phase services.

Summary

Alameda CTC is the project sponsor for the Oakland Alameda Access Project (Project). The Project, previously known as the I-880 Broadway-Jackson Interchange Project, has been in the planning stages for nearly 30 years due to the lack of consensus between key stakeholders. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plan (TEP) and has a combined earmark of \$83,101,000 in Measure funds. To date, the Commission has approved a total allocation of \$13,101,000 of Measure funds for the Project as shown in Table A (Project Funding Summary).

The Project is located along I-880 between Oak Street and Washington Street in Oakland, including the Webster Tube and Posey Tube, up to Atlantic Avenue in Alameda. The Project proposes to construct a new horseshoe ramp, add approximately 3.0 miles of new bicycle/pedestrian facilities, remove and modify existing freeway ramps, modify the Posey tube exit and implement various safety and complete streets improvements. The Project is currently in the Project Approval & Environmental Document (PA&ED) phase

and the draft environmental document (Environmental Impact Report/ Environmental Assessment) was released on September 29, 2020. The 60-day public comment period will end on November 30, 2020 and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by mid-2021. For additional project details, refer to Attachment A - Project Fact Sheet.

In December 2014, HNTB was selected through a competitive process to provide PA&ED phase services to obtain environmental clearance. Building stakeholder consensus for a preferred alternative has increased the scope of the services necessary to identify, develop and obtain agreement upon the improvements necessary to meet the Project's purpose and need. The additional services required for the delivery of the Project include (1) preparation of additional technical studies, (2) preparation of American Disability Act (ADA) compliant project documents, (3) expanded level of stakeholder coordination and (4) expanded development of detailed design features.

Authorization of Amendment No. 3 to Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$800,000 for a total not-to-exceed amount of \$10,293,000 will provide the resources and time necessary to respond to comments and complete any additional environmental and preliminary engineering services required through the completion of the PA&ED phase. A summary of all contract actions related to Agreement No. A14-0051 is provided in Table B.

Background

The Oakland Alameda Access Project, previously known as the I-880 Broadway Jackson Project, has been in the planning stages for nearly 30 years. The Project was initially introduced as part of the 2000 Measure B TEP as the I-880 Jackson/Broadway Interchange Project. Due to the lack of consensus between the various stakeholders, agencies and Caltrans on an acceptable solution, previous iterations of this project have not advanced beyond the Scoping phase. The most recent Project Study Report developed for this project was approved by Caltrans in March 2011. The recommended alternative did not move forward as it did not have the support of the local community, particularly key stakeholders in Chinatown.

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements.

To date, the Commission has approved a total allocation of \$8,101,000 of Measure B funds for the Planning/Scoping and PA&ED phases and \$5,000,000 of Measure BB funds for the PA&ED phase. An allocation of \$800,000 of Measure BB funding for the PA&ED phase is recommended to allow the project to complete the PA&ED phase. A summary of all project funding actions is provided as Table A.

<u>Table A: Summary of Project Funding Actions</u>		
<u>Oakland Alameda Access Project</u> <u>(formerly known as I-880 Broadway-Jackson Interchange Project)</u>		
Description	Amount	Balance
2000 Measure B (ACTIA No.10)	\$8,101,000	\$8,101,000
2000 Measure B Allocation to Date – Planning/Scoping (\$3.201M) and PA&ED (\$4.9M)	(\$8,101,000)	\$0
Remaining Balance		\$0
2014 Measure BB (TEP No. 37)	\$75,000,000	\$75,000,000
2014 Measure BB Allocation – PA&ED Phase	(\$5,000,000)	\$70,000,000
2014 Measure BB Recommended Allocation – PA&ED Phase November 2020 – <i>(This agenda item)</i>	(\$800,000)	\$69,200,000
Remaining Balance		\$69,200,000

The Alameda CTC is the Project Sponsor and Caltrans is the lead agency for environmental review under NEPA and CEQA. In December 2014, under a competitive selection process, Alameda CTC selected HNTB to provide preliminary engineering and environmental studies. The resulting Professional Services Agreement No. A14-0051, as approved by the Commission, authorized HNTB to provide services for the PA&ED phase.

Throughout the environmental process, Alameda CTC has worked closely with Caltrans, the cities of Oakland and Alameda, and local stakeholders in Chinatown, Downtown Oakland, Jack London District, and Alameda, to evaluate over a dozen alternatives and to identify additional project alternatives that all stakeholders could support. In late 2019, consensus was achieved and a class of action was approved allowing the environmental document to proceed as an EIR/EA.

The purpose of the Project is to:

- Improve multimodal safety and reduce traffic congestion for travelers between I-880, the City of Alameda, and downtown Oakland neighborhoods;
- Reduce freeway-bound regional traffic on local roadways and within area neighborhoods;
- Reduce conflicts between regional and local traffic; and
- Enhance bicycle and pedestrian accessibility and connectivity within the project area.

The Project improvements include:

- Removal and modification of existing freeway ramps;
- Construction of a new horseshoe ramp from Posey Tube that would connect to the existing I-880;
- Modification of the Posey Tube exit in the City of Oakland; and
- Construction of approximately 3.0 miles of new bicycle/pedestrian facility;
- Implementation of various safety and “complete streets” improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

On September 29, 2020 the draft Environmental Impact Report/ Environmental Assessment was made available for public review. A Virtual Public Hearing was held on October 20, 2020 and with nearly 200 participants in “attendance”, numerous comments have been received via mail, email, online forms, event chat function and phone. The 60-day public comment period will end on November 30, 2020 and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by mid-2021. The approval of the final environmental document will require additional budget to:

- Address all comments submitted in response to the draft environmental document.
- Update the environmental document and technical studies to be ADA compliant.
- Refine and finalize additional technical studies that were not originally anticipated including the following:
 - new FHWA safety analysis for design exceptions
 - energy study
 - tree survey study
 - parking impacts study
 - sea-level rise study
- Respond and address concerns and questions from an actively engaged group of stakeholders.
- Provide events and outreach materials in four different languages.
- Refine design elements that address pedestrian/bicycle safety and connectivity (e.g. lighting improvements, sidewalks, bulb-outs and signal pre-emption).

Staff has negotiated the contract amendment with HNTB based on the level of effort anticipated to be required to conduct the additional work scope. With the proposed modifications, the contract would continue to exceed the Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise. The Project's funding plan includes budget from Measure BB funds for this effort.

Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and the HNTB. Table B summarizes the contract actions related to Agreement No. A14-0051.

Table B: Summary of Agreement No. A14-0051			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with HNTB (A14-0051) <i>December 2014</i>	Professional engineering services for the PA&ED phase	N/A	\$4,900,000
Amendment No. 1 <i>October 2018</i>	Provide additional budget and 36-month time extension to December, 31 2021 to complete the PA&ED phase	\$4,593,000	\$9,493,000
Amendment No. 2 <i>October 2020</i>	Administrative amendment to update insurance provisions and contract requirements.	\$0	\$0
<i>Proposed Amendment No. 3</i> <i>November 2020 – (This Agenda Item)</i>	Provide additional budget for the PA&ED phase	\$800,000	\$10,293,000
Total Amended Contract Not-to-Exceed Amount			\$10,293,000

Levine Act Statement: HNTB did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize an additional \$800,000 in Measure BB funding for subsequent encumbrance and expenditure. Upon approval, budget will be reflected in the Alameda CTC's FY 2020-2021 Capital Program Budget update and included in the Project's funding plan.

Attachment

- A. Project Fact Sheet

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PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been identified and being environmentally reviewed to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.

PROJECT NEED

- Access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect and access to/from the cities of Oakland and Alameda is circuitous
- Oakland Chinatown has a high volume of pedestrian activity and experiences substantial vehicle-pedestrian conflicts
- The I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District



PROJECT BENEFITS

- Improves multimodal safety and reduces conflicts between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity within the project study area
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods, and the City of Alameda
- Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods



Aerial view of Oakland-Alameda Access Project.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering and Environmental Document (EIR/Complex EA)

Environmental Document: Environmental Impact Report/Environmental Assessment

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011
- Public scoping meeting on September 28, 2017
- Reaching consensus on one alternative in late 2019
- Draft Environmental Document/Draft Project Report (DED/DPR) completed on September 29, 2020
- Virtual public hearing held on October 20, 2020
- Public Comment Period, which began September 29, 2020, ends on November 30, 2020
- Final Project Approval and Environmental Document (PA&ED) in mid-2021

PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Alameda, Chinatown and Jack London District

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$10,929
Final Design (PS&E)	\$9,000
Right-of-Way	\$5,096
Construction	\$92,706
Total Expenditures	\$119,920

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$75,000
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$34,119
Total Revenue	\$119,920

SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Mid 2021
Final Design	Mid 2021	Late 2022
Right-of-Way	Mid 2021	Late 2022
Construction	Mid 2023	Mid 2026

Note: Information on this fact sheet is subject to periodic updates.
Schedule assumes just-in-time funding.



Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 2, 2020

TO: Programs and Projects Committee

FROM: John Pulliam, Director of Project Delivery
Scott Shepard, Senior Transportation Engineer

SUBJECT: Approve actions necessary to facilitate project advancement and delivery of the Rail Safety Enhancement Program (RSEP)

Recommendation

It is recommended that the Commission approve the following actions related to the Rail Safety Enhancement Program (RSEP):

1. Allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds; and
2. Authorize the Executive Director to execute all necessary agreements for the delivery of the Environmental Clearance; Plans, Specifications, and Estimate (PS&E); Permits; Right-of-Way; and Construction Contract Documents.

Summary

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

In July 2020, the Commission approved the award for two professional services agreements--one for Program Management Oversight (PMO) of the RSEP and a separate contract for Environmental and Design Services.

The RSEP is currently in the Preliminary Engineering and Environmental phase. In order to continue towards progression of Environmental approval and preparation of the PS&E package, it is recommended the commission approve the following actions:

1. Allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds; and
2. Authorize the Executive Director to execute all necessary agreements for the delivery of the Environmental Clearance; Plans, Specifications, and Estimate (PS&E); Permits; Right-of-Way; and Construction Contract Documents.

Background

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

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

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

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

- Addresses existing safety issues, particularly near schools,
- Achieves project development efficiencies through one point of contact and streamlined efforts with California Public Utilities Commission (CPUC) and Union Pacific Railroad (UPRR), and also allows for grouped environmental clearance of project sites,
- Well-positions grade crossing projects to compete for funding such as Regional Measure 3 and the State Trade Corridors Enhancement Program, and
- Achieves delivery efficiencies through one program manager strategically coordinating environmental and design contracting services and construction management.

The Environmental and Design phases of the RSEP will be delivered through two separate contracts in response to the complexity of implementing rail projects in Alameda County and the required expertise for successful and expedient project delivery with multiple project partners. Those two contracts are as follows:

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

In February 2019, the Commission approved the necessary actions to advertise for the two RSEP contracts and allocated \$5.5 million of Measure BB Freight and Economic Development Program (TEP-41) to the RSEP. In February 2020, Alameda CTC released Request for Proposals (RFP) for two professional services agreements for the RSEP, one for Program Management Oversight (PMO) and a separate one for Design and Environmental Services. Staff received four proposals for each agreement. An independent selection panel comprised of engineers with rail safety experience from the City of Emeryville, City of Pleasanton, and Alameda CTC reviewed the proposals. Each panel decided to interview the top two teams. Each panel then determined the top-ranked firm for each of the RFPs through an independent scoring.

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

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

In order to move forward with the environmental approval and PS&E, prepare contract documents, and move forward into construction, additional agreements are necessary including, but not limited to; Construction and Maintenance Agreements, Preliminary Engineering Agreements, Right-of-Way, Permits, and Cooperative Agreements.

Staff recommends that the Commission approve the following actions:

1. Allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds; and

2. Authorize the Executive Director to execute all necessary agreements for the delivery of the Environmental Clearance; Plans, Specifications, and Estimate (PS&E); Permits; Right-of-Way; and Construction Contract Documents.

Fiscal Impact: Approval of the recommended action will allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the Alameda CTC FY 2020-21 Capital Program Budget update.

Attachment:

- A. Rail Safety Enhancement Program Fact Sheet

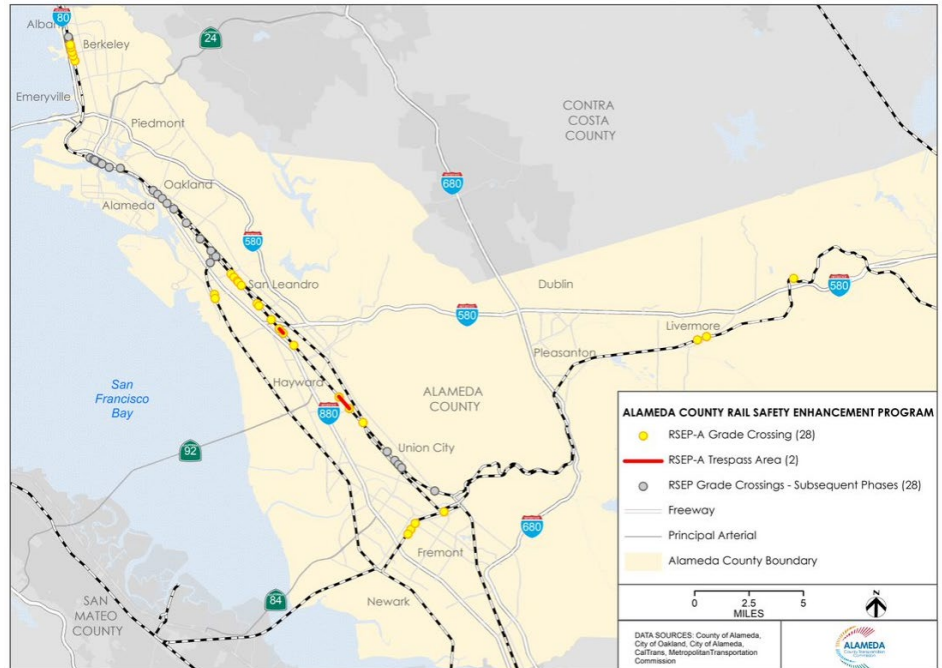
PROJECT OVERVIEW

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

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

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

The Alameda County Transportation Commission (Alameda CTC) approved the RSEP to advance safety and reduce impacts throughout the County. Implementation of the program will be a two-phased approach, RSEP-A and RSEP-B. The first phase, RSEP-A, is comprised of crossings that are likely candidates for expedited implementation. These near-term upgrades will have significant and immediate positive safety impacts for local communities.



PROJECT NEED

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

PROJECT BENEFITS

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



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

STATUS

Implementing Agency: Alameda CTC

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

PARTNERS AND STAKEHOLDERS

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

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

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

FUNDING SOURCES (\$ X 1,000)

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

SCHEDULE BY PHASE: RSEP-A

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

SCHEDULE BY PHASE: RSEP-B

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

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

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

DATE: November 9, 2020

TO: Programs and Projects Committee

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

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

Recommendation

It is recommended that the Commission approve the following actions related to the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (RRGP):

1. Allocate \$874,000 of Measure B Bicycle and Pedestrian Discretionary funds to thirteen quick-build RRGp projects; and
2. Authorize the Executive Director or designee to enter into streamlined project funding agreements with the Project Sponsors.

Summary

In July 2020, Alameda CTC released a Call for Projects for the Measure B COVID-19 Rapid Response Bicycle and Pedestrian Grant Program. Approximately \$1.125M in Measure B Bicycle/Pedestrian Countywide Discretionary funds were made available on a non-competitive basis to support local jurisdiction efforts to implement quick-build transportation access and safety measures in light of the coronavirus pandemic.

Alameda CTC received thirteen funding requests totaling \$874,000 for quick-build transportation improvements such as slow streets, bicycle lanes, signage, and bike/ped access projects (Attachment A). It is recommended that the Commission approve the COVID-19 RRGp requests and authorize Alameda CTC's Executive Director or designee to enter into streamlined project funding agreements with the Project Sponsors that facilitate quick implementation and delivery of proposed improvements.

Background

The Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, has reshaped the daily lifestyles of Alameda County residents

and their transportation needs. Social distancing is a new standard requirement among the traveling public to minimize the virus spread and associated health risks.

On July, 23, 2020, the Commission approved the release of the Measure B COVID-19 Rapid Response Bicycle and Pedestrian Grant Program to support local jurisdiction efforts to implement quick-build transportation measures to serve the present need for greater bicycle and pedestrian access through local community areas and businesses districts in light of social distancing guidelines. Eligible projects included but were not limited to traffic calming efforts, roadway closures, temporary repurposing of streets, bicycle and pedestrian access improvement and new facilities. The Program's purpose is to increase travel access and wider berth to local businesses, community centers, and residential facilities.

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

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

This Program was established as a non-competitive funding opportunity with an application deadline of October 31, 2020. Jurisdictions that proposed projects with the required one-to-one matching funding requirement and met program requirements, were eligible to receive program funding. All unclaimed Program funds remaining will be reprogrammed through Alameda CTC's future discretionary processes.

Alameda CTC received (13) thirteen funding applications, requesting \$874,000 against the \$1.125M in Program funds available. Project Sponsors committed an additional \$874,922 in local matching funds to leverage against their funding requests as summarized below.

Program Funding Summary	Measure B COVID-19 RRGF	Local Match	Total Project Cost
13 Projects	\$874,000	\$874,922	\$1,748,922

Upon review, Alameda CTC found the applicants' proposed quick build improvements met the Program's eligibility and implementation requirements. Attachment A includes a detailed COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Summary of proposed improvements and the recommended funding awards.

It is recommended that the Commission approve the COVID-19 RRGP and allocate \$874,000 of Measure B Bicycle and Pedestrian Discretionary funds to thirteen quick-build projects identified on Attachment A. Additionally, it is recommended the Commission authorize the Executive Director or her Designee to enter into streamlined project funding agreements with the Project Sponsors that facilitate quick implementation and delivery of proposed improvements. Project sponsors are committed to implementing their proposed improvements by Spring 2021.

Fiscal Impact: This action will result in the encumbrance of \$874,000 in Measure B Bicycle/Pedestrian Countywide Discretionary funds that will be reflected in the Alameda CTC's Fiscal Year 2020-21 mid-year budget update.

Attachment:

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

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Alameda County Transportation Commission

COVID-19 Rapid Response Bicycle/Pedestrian Grant Program

Application Summary

No.	Project Sponsor	Project Title	Project Description	Measure B COVID RRG	Local Match	Total Project Cost
1	Alameda County	Unincorporated Alameda County Bicycle Route Signage	Implementation of bicycle routes signage from the 2019 Bicycle/Pedestrian Master Plan for Unincorporated Alameda County. Various project locations include Ashland/Cherryland Communities of concern local, collector, and arterial roadways.	\$ 10,000	\$ 10,000	\$ 20,000
2	Alameda	Alameda Commercial and Slow Streets Program	Enhance and expand both the Commercial and Slow Streets program by installing more substantial and, as appropriate, semi-permanent infrastructure; to repair, maintain and replace signs and barricades; to expand the Slow Streets program to more streets by purchasing additional barricades and signs; to make striping adjustments to Park and Webster Streets, as needed; and other similar efforts.	\$ 75,000	\$ 75,000	\$ 150,000
3	Albany	Solano and Marin Ave Sidewalk Improvements	Implement sidewalk improvements on Solano and Marin Avenues repair sidewalk conditions and accessibility. This will improve pedestrian access to local businesses, restaurants, and employment centers by reducing trip hazards and increasing ADA mobility throughout the corridor.	\$ 75,000		\$ 75,000
4	Berkeley	Berkeley Healthy Streets Program Expansion	Expand Berkeley's Healthy Streets Program which entails installing signs and barricades to divert motor vehicle traffic away from certain streets in order to provide space for physical distancing and essential travel.	\$ 52,000	\$ 52,000	\$ 104,000
5	Dublin	Regional Street Improvement Project	Install buffered bike lanes on Regional Street within the Downtown Dublin area. Goal of the project is to design Regional Street as a "slow street" with an emphasis on bicycle and pedestrian infrastructure.	\$ 75,000	\$ 75,000	\$ 150,000
6	Emeryville	Shared Doyle Street Quick-Build Project	Installed permanent traffic calming measures along Doyle Street to meet increased outdoor recreation demand. This includes street closures, lane reconfiguration, and open space concepts.	\$ 75,000	\$ 150,000	\$ 225,000
7	Fremont	Centerville Complete Streets Pilot Road Diet	Improvements on Fremont Boulevard from Parish Avenue to Thornton Avenue and include removal of one northbound vehicle lane, with the resulting additional space allocated to the enhanced on-street bicycle facilities, such as parking protected bicycle and buffered bicycle lanes. The project will also include creation of pop up patios that will allow adjacent restaurants and retail businesses to provide expanded dining and retail areas.	\$ 75,000	\$ 75,000	\$ 150,000
8	Hayward	Patrick Avenue Traffic Calming Improvement Project	install three (3) Rectangular Rapid Flashing Beacons (RRFBs), safe-hit delineator posts on both sides of Patrick Avenue for a class IV separated bicycle facility, and green bike lanes. The proposed project is located in a Community of Concern (COC) and Priority Development Area (PDA).	\$ 75,000	\$ 75,922	\$ 150,922
9	Livermore	Downtown Livermore Bicycle Parking Project	Install new bike parking (bike racks and bike lockers) and replacing single post bike rack in Livermore's Downtown Priority Development area. Bike parking will be installed along most blocks of First and Second Streets, portions of Third Street adjacent to Carnegie Park and at the Transit Center. This will increase the available number of available bike parking from 39 to 214 to support bike access in Downtown Livermore businesses and retail shops.	\$ 75,000	\$ 75,000	\$ 150,000
10	Newark	Jarvis Avenue Class II Buffered Bike Lanes	Upgrade existing Class II bike lanes to Class II buffered bike lanes in both directions of Jarvis Avenue between Newark Boulevard and Gateway Boulevard. Safety improvements will also be installed at various transition and conflict zones by incorporating high visibility "green" pavement markings to improve access and safety to businesses and community areas.	\$ 75,000	\$ 75,000	\$ 150,000
11	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	Enhance existing, temporary safety installations with more durable improvements, including signage, striping, markers and modular curb to build on Oakland's Slow Streets "Essential Places" and "Rapid Response" programs.	\$ 75,000	\$ 75,000	\$ 150,000
12	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	Install a two-way cycle track and buffer bike lanes on Division Street/St. Mary's Street between Hopyard Road and downtown Pleasanton to help mitigate the temporary downtown parking loss, provide direct improvements for those traveling to the downtown from the west, and encourages residents and visitors to come to downtown Pleasanton and support local business.	\$ 62,000	\$ 62,000	\$ 124,000
13	Piedmont	No Application Submitted.	City stated no available near-term improvements.	\$ -	\$ -	\$ -
14	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	Install Rectangular Rapid Flashing Beacons (RRFBs) at the following three intersections with Lewelling Blvd – Calgary Street, Dewey Street and Andover Street. Improved pedestrian safety at these particular intersections will increase access to nearby businesses.	\$ 75,000	\$ 75,000	\$ 150,000
15	Union City	No Application Submitted.	City stated no available near-term improvements by expenditure deadline.		\$ -	\$ -
Total				\$ 874,000	\$ 874,922	\$ 1,748,922

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