



Alameda CTC Commission Agenda Thursday, April 22, 2021, 2:00 p.m.

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

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

Chair: Pauline Russo Cutter,
Mayor City of San Leandro

Vice Chair: John Bauters,
Councilmember City of Emeryville

Executive Director: Tess Lengyel

Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/95685564810?pwd=Vk5XSTY1cTZUWGk4M1ZCMVRFMzd3UT09>
Webinar ID: 956 8556 4810
Password: 382774

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 956 8556 4810
Password: 382774

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar Page/Action

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

- | | | |
|---|----|---|
| 6.1. Approve March 25, 2021 Commission Meeting Minutes | 1 | A |
| 6.2. I-580 Express Lanes Operations Update | 7 | I |
| 6.3. Southern Alameda County Rail Study (SoCo Rail) Update | 27 | I |
| 6.4. South Bay Connect Project Update | 31 | I |
| 6.5. Approve Measure B, Measure BB and Vehicle Registration Fee Programs Update and Interim Policy Updates | 39 | A |
| 6.6. Approve Contract Amendment for E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project | 51 | A |
| 6.7. Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project | 67 | A |
| 6.8. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 79 | I |
| 6.9. Approve the Professional Services Agreement (A21-0025) with Nelson\Nygaard Consulting Associates for Paratransit Coordination Services | 85 | A |
| 6.10. Approve administrative amendment to Alameda CTC agreement (A16-0027) in support of the Alameda CTC Affordable Student Transit Pass Program (STPP) | 89 | A |
| 6.11. Approve the State Transit Assistance (STA) County Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23 | 93 | A |

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

- | | | |
|--|-----|---|
| 7.1. Paratransit Advisory and Planning Committee | 103 | I |
|--|-----|---|

8. Planning, Policy and Legislation Committee Meeting

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

- | | | |
|--|-----|-----|
| 8.1. Affordable Student Transit Pass Program Update | 117 | I |
| 8.2. Federal, state, regional, and local legislative activities update | 121 | I/A |

9. Zero-Emission Drayage Truck and Infrastructure Pilot Program

- | | | |
|--|-----|---|
| 9.1. Approve Grant Matching Funds for Hydrogen Fuel Drayage Trucks and Fueling Pilot Program | 131 | A |
|--|-----|---|

10. Commission Member Reports

11. Adjournment

Next Meeting: May 27, 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, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).



Alameda CTC Schedule of Upcoming Meetings April through May 2021

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

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

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Councilmember Rochelle Nason

City of Berkeley

Councilmember Lori Droste

City of Dublin

Mayor Melissa Hernandez

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor Bob Woerner

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Councilmember Jen Cavanaugh

City of Pleasanton

Mayor Karla Brown

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	May 10, 2021
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission Meeting	May 27, 2021

Advisory Committee Meetings

9:30 a.m.	Paratransit Program Plan Review Subcommittees	April 26-27, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	May 6, 2021
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	May 27, 2021

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.



Alameda County Transportation Commission Commission Meeting Minutes Thursday, March 25, 2021, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

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

Commissioner Cox attended as an alternate for Commissioner Chan.

Subsequent to the roll call:

Commissioners Miley and Thao arrived during item 4. Commissioner Mei arrived during item 6.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Cutter acknowledged March as Women's History Month and began the meeting by celebrating and recognizing Commissioners for their accomplishments during Women's History Month. She stated that on March 10, 2021, AC Transit was recognized as the Employer of the Year by the Women's Transportation Seminar (WTS). On March 12, 2021, Commissioners Mei and Thao were recognized at the 12th Annual Powerful Women of The Bay Awards Luncheon; and Commissioner Cutter stated that she is scheduled to speak at a Women in Transportation event hosted by Secretary of Transportation Pete Buttigieg.

Chair Cutter stated that Alameda CTC continues to deliver projects and implement programs despite the pandemic. She noted that the Commission will continue to do its part in the economic recovery by getting projects into construction and keeping a continued focus on project development and program delivery for ongoing investments throughout the county.

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

5. Executive Director Report

Tess Lengyel, Executive Director, congratulated Chair Cutter for her leadership at Alameda CTC as well of Commissioner's Mei, Thao and Ortiz for their recognitions.

Ms. Lengyel noted that Alameda CTC is fully committed to continuing to support the promise to the voters for high quality planning and project delivery and for helping with economic recovery and access. Ms. Lengyel highlighted the progress and key efforts

made by staff on various projects and programs and stated that the key initiatives set last year included safety, equity, clean and sustainable transportation, and accountability. Ms. Lengyel noted that the quick build bicycle and pedestrian projects, which resulted in approximately \$1.8 million worth of bicycle and pedestrian investments throughout the County, are being implemented by jurisdictions by the end of March. In regards to seniors and people with disabilities, Ms. Lengyel stated that Alameda CTC is working with Supervisor Miley's office, Alameda County Department of Public Health, Wheels in East County, and East Bay Paratransit to coordinate the best way to get senior and the disabled community members to vaccination sites. Ms. Lengyel announced that on March 29, 2021, Alameda CTC will hold a Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee meeting that will have presenters from the health department, ADA providers and city programs, and a representative from Vancouver British Columbia to talk about COVID response. She concluded her report by stating that Alameda CTC received reaffirmation by Fitch Ratings on the agency's AAA rating.

6. Recognition of Safe Routes to Schools Golden Sneaker Award Recipient

6.1. Alameda County Safe Routes to Schools Program: Recognition of Golden Sneaker Contest Winner

Chair Cutter noted that the Golden Sneaker Contest is a countywide contest between classrooms that encourages students and their families to use active and shared transportation and to exercise both indoors and outdoors to stay active. She stated that 60 schools and 7,500 students participated in the contest, and each school will have a Golden Sneaker winner. One school will receive the Platinum Sneaker award, representing the school with the highest participation countywide and going above and beyond in the contest.

Chair Cutter extended congratulations on behalf of Alameda CTC's Commission and staff, to Sunset Elementary School in Livermore as the winner of the Platinum Sneaker Award. She thanked the School's Parent Champion Tiffany Godfrey and her son, Brody Godfrey, for joining Alameda CTC and for their hard work.

Ms. Godfrey and Brody shared their enthusiasm for participating and winning the Platinum award. Sunset Principal, Tom Jones, expressed his appreciation for Alameda CTC for recognizing their school.

Commissioner Woerner, Mayor of Livermore, stated that the Golden Sneaker Contest is great and he is pleased that the winner is a Livermore school.

7. Consent Calendar

7.1. Approve February 25, 2021 Commission Meeting Minutes

7.2. FY2020-21 Second Quarter Report of Claims Acted Upon Under the Government Claims Act

7.3. Approve the Alameda CTC FY2020-21 Second Quarter Investment Report

7.4. Approve the Alameda CTC FY2020-21 Second Quarter Consolidated Financial Report

7.5. Approve the FY2020-21 Mid-Year Budget Update

- 7.6. Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates
- 7.7. Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project, Phase-1
- 7.8. Approve Contract Amendment No. 4 to Professional Services Agreement A18-0030 with WMH Corporation for State Route 84 Widening and State Route 84 / Interstate 680 Interchange Improvements Project
- 7.9. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 7.10. Federal, state, regional, and local legislative activities update
- 7.11. Approve Amendment to On-call Planning and Programming Technical Services Contract

Commissioner Ezzy Ashcraft moved to approve the consent calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Brown, Carson, Cavanaugh, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Hernandez, Kaplan, Mei, Miley, Nason, Ortiz, Saltzman, Thao, Valle, Woerner

No: None

Abstain: None

Absent: None

8. Community Advisory Committee Written Reports

8.1. Independent Watchdog Committee Summary Minutes

Tess Lengyel stated that the written report was included in the packet.

9. Planning, Policy and Legislation Committee

9.1. Approve Programming Strategy for Metropolitan Transportation Commission's Call for Project Nominations for the Safe and Seamless Mobility Quick-Strike Program

Tess Lengyel stated that last month the Metropolitan Transportation Commission (MTC) released a call for project nominations and Guidelines for the Safe and Seamless Mobility Quick-Strike Program, a one-time, competitive grant program within its One Bay Area Grant program (OBAG 2) framework. She noted that there is approximately \$10 Million that may be available to Alameda CTC to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Vivek Bhat recommended that the Commission approve the following programming strategy for nominating projects for the Metropolitan Transportation Commission (MTC) Safe and Seamless Quick-Strike Program:

- Authorize staff to nominate projects from the pool of applications received for the Alameda CTC's 2022 Comprehensive Investment Plan (2022 CIP) that align with the guidelines and requirements of MTC's Safe and Seamless Quick-Strike Program; and
- Authorize staff to nominate projects from the regionally significant and countywide projects and programs identified in the staff report that aligns

with the guidelines and requirements of MTC's Safe and Seamless Quick-Strike Program.

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

Yes: Bauters, Brown, Carson, Cavanaugh, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Hernandez, Kaplan, Mei, Miley, Nason, Ortiz, Saltzman, Thao, Valle, Woerner
No: None
Abstain: None
Absent: None

10. Closed Session

10.1. Pursuant to California Government Code section 54956.9 (d)(1) Conference with General Counsel regarding current litigation with Union Pacific Railroad for the 7th Street Grade Separation East Project, Union Pacific Railroad Company, Plaintiff, v. Alameda County Transportation Commission, et al., Defendants, filed in Federal District Court.

10.2 Pursuant to California Government Code section 54956.9 (d)(4) Conference with General Counsel on potential litigation regarding the GoPort Project

10.3. Report on Closed Session

Alameda CTC General Counsel Zack Wasserman stated that a motion was made for items 10.1 and 10.2 to direct staff not to file an appeal with the Ninth Circuit Court of Appeals of the Federal District Court, and not to pursue a petition with the Surface Transportation Board. This decision was based on an analysis that those filings will not be effective in time to save the state funding for the project and based on the final language of the order from the Federal District Court preempting the Commission's eminent domain action. The motion included directing staff to continue its aggressive efforts to secure additional funds for the GoPort 7th Street Grade Separation East Project (7SGSE). Mr. Wasserman stated that further direction was given to staff to work with the Statewide Coalition relative to challenges posed by Union Pacific Railroad and other railroads in connection with implementing public projects. The motion was made by Vice Chair Bauters and seconded by Commissioner Woerner. The motion was unanimously approved by the 22 members that were present.

11. Hearing to Rescind Resolution of Necessity

11.1. Approve Resolution 21-007 of the Alameda County Transportation Commission Rescinding Previously Adopted Resolution of Necessity No. 20-011 (Go Port--7th Street Grade Separation East Project)

Amara Morrison, Legal Counsel, provided a brief overview of the previously-adopted Resolution of Necessity and the basis for its rescission. Ms. Morrison recommended that the Commission conduct a hearing on a recommendation to adopt Resolution No. 21-007 Rescinding Previously Adopted Resolution of Necessity No. 20-011 related to the 7th Street Grade Separation East ("7SGSE") Project ("Project") as outlined in

the report. It was recommended that the Commission adopt, by at least a four-fifths vote of the membership of the Commission (i.e., at least 18 members), Resolution No 21-007 Rescinding Previously Adopted Resolution of Necessity No. 20-011 related to the GoPort --7th Street Grade Separation East Project.

Chair Cutter open the public hearing and asked for public comment. There were no public comments on this item. Chair Cutter closed the public hearing.

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

Yes: Bauters, Brown, Cavanaugh, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy
 Ashcraft, Freitas, Halliday, Haubert, Hernandez, Mei, Nason, Ortiz,
 Saltzman, Thao, Valle, Woerner
No: None
Abstain: None
Absent: Carson, Kaplan, Miley

12. Commission Member Reports

Commissioner Ezzy Ashcraft thanked Commissioner Ortiz for assisting the City of Alameda in getting posters for racial awareness for Asian Americans displayed on AC Transit buses.

Commissioner Dutra-Vernaci stated that at the MTC meeting on March 24, 2021, the Board approved the creation of a pilot program called FasTrak Start, which is a means based program that will benefit low-income commuters. She noted that the I-880 Express Lanes has been chosen for the pilot.

Commissioner Ortiz stated that on March 11, 2021, the state moved AC Transit front line workers to the priority list for vaccinations. She expressed her appreciation to Supervisor Haubert for writing a letter to the state to assist in this change.

Commissioner Halliday expressed her appreciation for Alameda CTC Executive Director Tess Lengyel and Commissioner Woerner for including her in the conversation on moving hydrogen fuel forward.

Commissioner Cutter commented that there are many complex issues regarding adapting to working from home as well as transitioning workers back into the office. She expressed her appreciation to Alameda CTC leadership and staff for their work to make this a seamless process.

Commissioner Mei commented on the level of violence that is occurring in the country and she expressed her appreciation for all the Mayors in Alameda County who are joining together in terms of letting communities know that hate is not tolerated. Commissioner Haubert also expressed the importance of incorporating kindness in everyday interactions as part of creating more positive communities.

13. Adjournment

The next meeting is Thursday, April 22, 2021 at 2:00 p.m.

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Ashley Tam, Associate Transportation Engineer

SUBJECT: I-580 Express Lanes Operations Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes for the second quarter of fiscal year 2020-2021. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes for the second quarter of fiscal year 2020-2021 (October through December 2020). The express lanes continue to provide higher speeds and lower average lane densities than the general purpose lanes, as well as travel reliability along the corridor. See Attachment A for more detail.

Background

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles using a FasTrak® flex toll tag may enjoy the benefits of toll-free travel in the express lanes. Efforts are underway to modify the toll system to implement the 50% toll discount for Clean-Air Vehicles (CAV) in accordance with the new policy adopted in June 2020; implementation of the policy is expected in late 2021 with prior outreach to notify the public of the change.

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

Due to the COVID-19 public health crisis and state and regional Shelter-in-Place (SIP) orders, express lane use decreased significantly in spring 2020. As of December 2020, express lane traffic volumes are rebounding, but still lower overall than traffic prior to the pandemic. The recovery is characterized by directional nuances; however, it is too early to assess potential long-term traffic impacts.

FY 2020-2021 Q2 Operations Update:

Performance of the I-580 Express Lane for the second quarter (Q2) of fiscal year 2020-2021 are highlighted below. See Attachment A for more details.

- Motorists made over 1,620,000 express lane trips during operational hours in Q2. Daily express lane trips averaged 25,700, a 23% decrease from the same quarter in the prior fiscal year.
 - Paid trips totaled 849,000, or 13,500 trips per day. This is 20% lower than the same quarter in the previous fiscal year.
 - Toll-free trips made up 48% of all trips, which is just shy of the 49% observed in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 73 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 62 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for SOV motorists was \$1.84 and \$2.99 for westbound and eastbound, respectively.
- CHP performed 671 hours of enforcement services and made 709 enforcement contacts during Q2.

Q2 COVID-19 Impacts:

After SIP orders were issued in March 2020, traffic volumes in the express lane decreased by approximately 60 percent. In response to the decreased usage, toll rates were rolled back to January 2018 levels, with maximum tolls of \$13 for westbound travel and \$9.50 for eastbound travel, which are lower than the pre-COVID maximums of \$14 and \$13, respectively.

Express lane usage in Q2 of fiscal year 2020-2021 has rebounded to reflect a decrease of 17% in average daily traffic volumes compared to Q2 of the previous fiscal year, but there are directional disparities. Westbound I-580 express lane traffic during the peak period is

still 30% lower than pre-COVID levels, while eastbound express lane peak period traffic has returned to pre-COVID levels. Traffic speeds remain elevated above pre-COVID levels in both directions, which accounts for the relative improvement in eastbound traffic density from pre-COVID levels despite comparable volumes.

Staff increased the eastbound dynamic pricing cap back to the January 2019 maximum of \$12 in early 2021 to manage rebounding express lane congestion. Staff continues to monitor traffic volumes and manage congestion in both directions.

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

Attachment:

- A. I-580 Express Lane Operations Update (FY 2020-21 Q2)

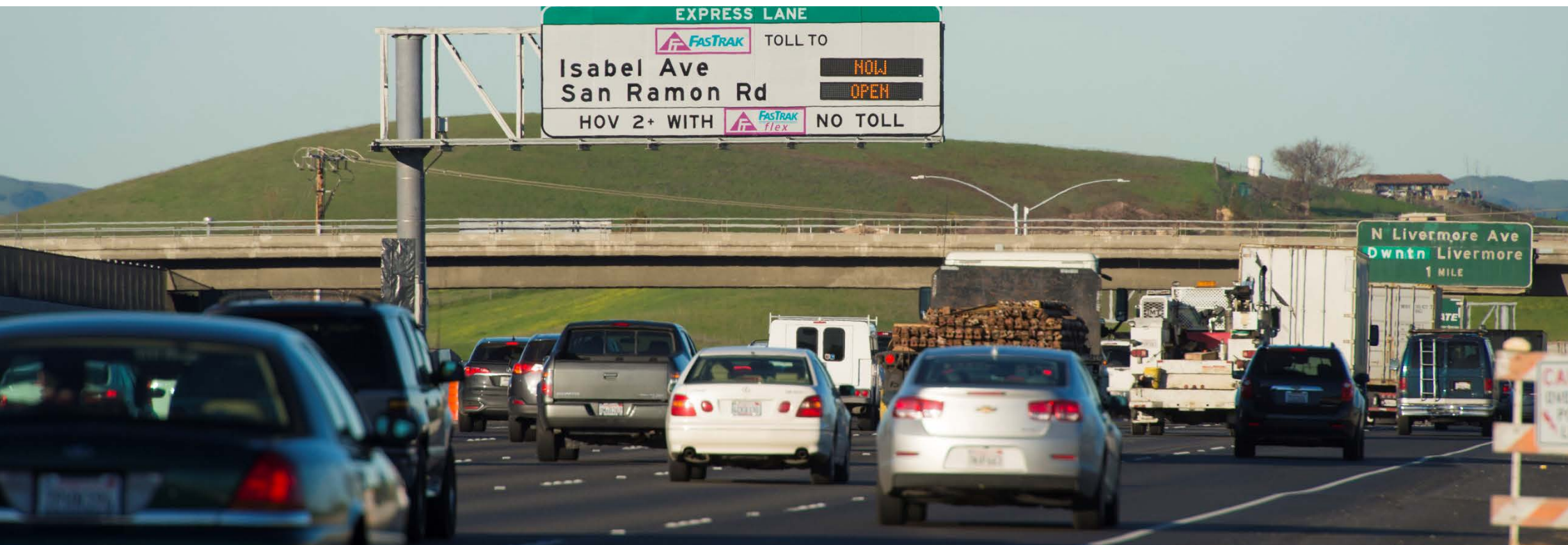
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ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes

Quarterly Operations Update

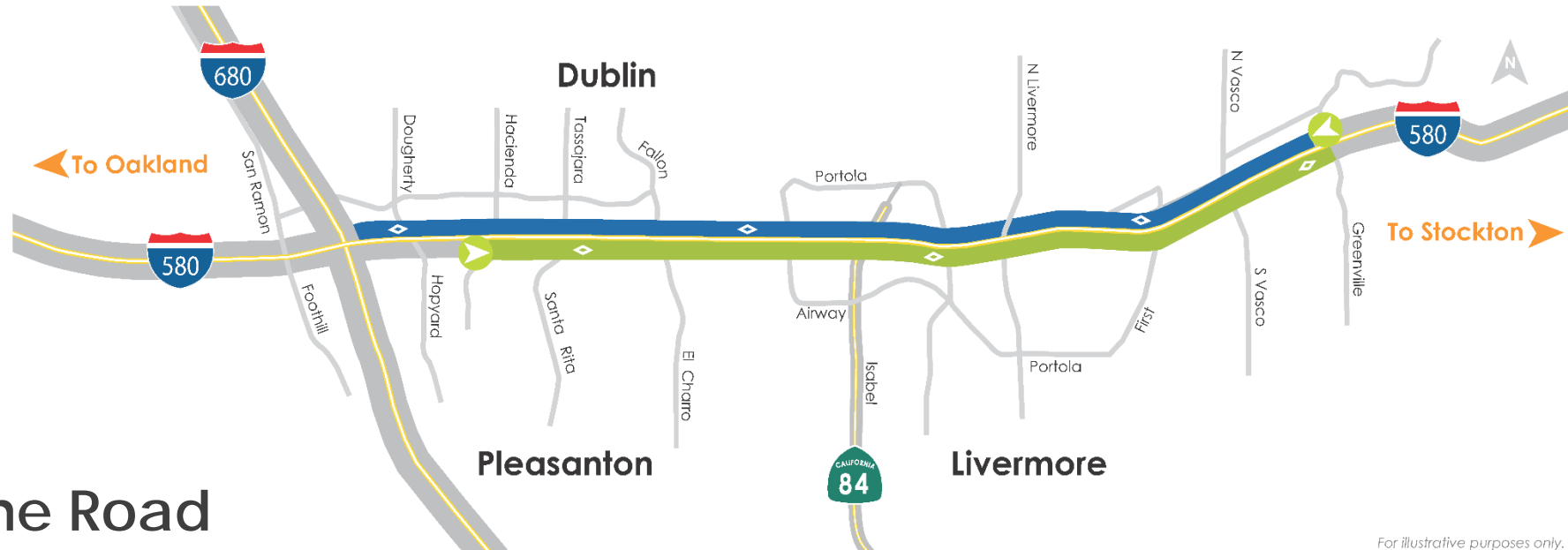


TOLL-PAYING
VEHICLES



TRANSIT

I-580 Express Lane Overview



Rules of the Road

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

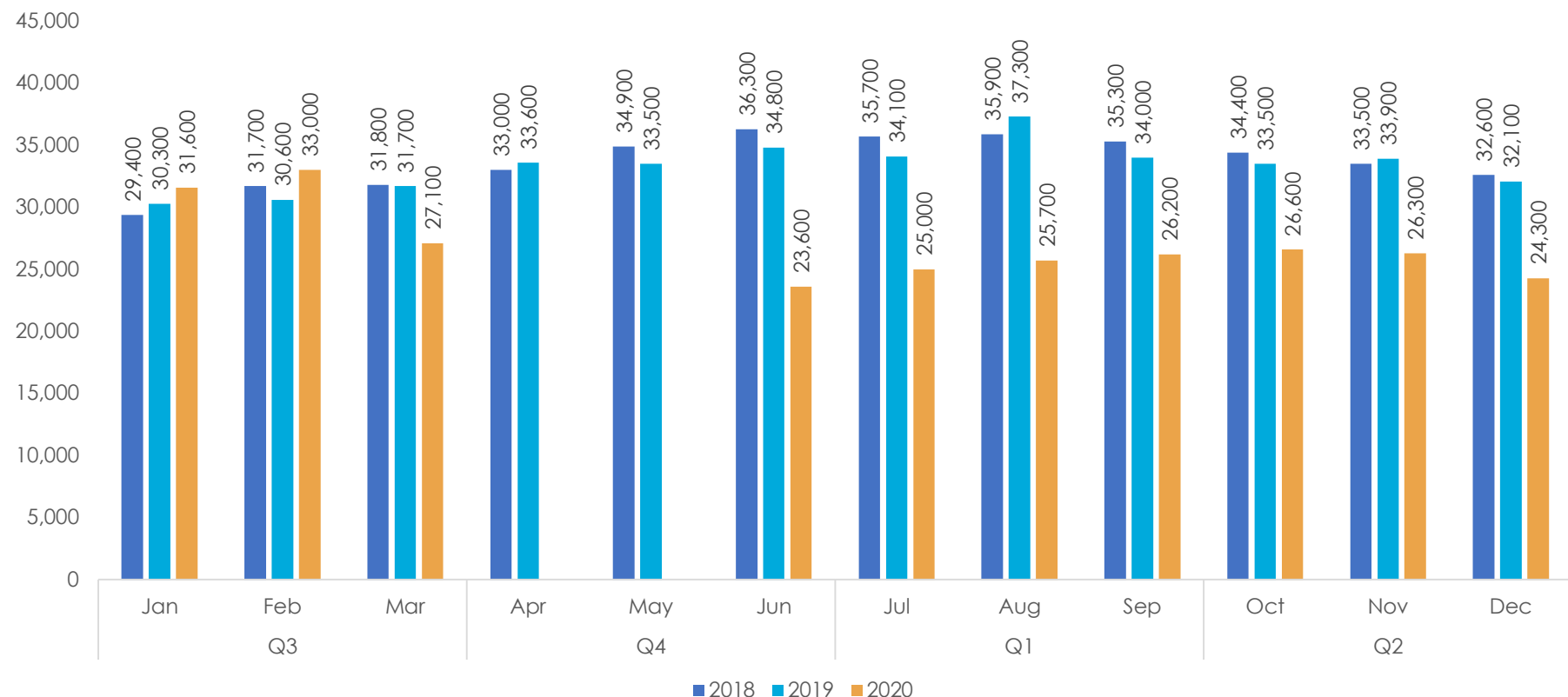
* Policy to charge single-occupant CAVs a 50% toll will be implemented later in 2021 with prior outreach to notify the public of the change.

FY 20-21 Q2 Performance Highlights

- Motorists made over 1,620,000 express lane trips during operational hours in Q2. Daily express lane trips averaged 25,700, a 23% decrease from the same quarter in the prior fiscal year. The average number of daily express lane users has slowly decreased during Q2, from a high of 26,600 trips per day in October 2020.
 - Paid trips totaled 849,000, or 13,500 trips per day, which is a 20% decrease from the same quarter in the previous fiscal year.
 - Toll-free trips made up 48% of all trips, which is just shy of the 49% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 73 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 62 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$1.84 and \$2.99 for westbound and eastbound, respectively.
- CHP performed 671 hours of enforcement services and made 709 enforcement contacts during Q2.

Average Daily Express Lane Trips

Through FY 2020-2021 Q2



Q2 of FY 2020-2021

1,620,000
Trips

Avg. Daily Trips compared to
Q2 of FY 2020-2021

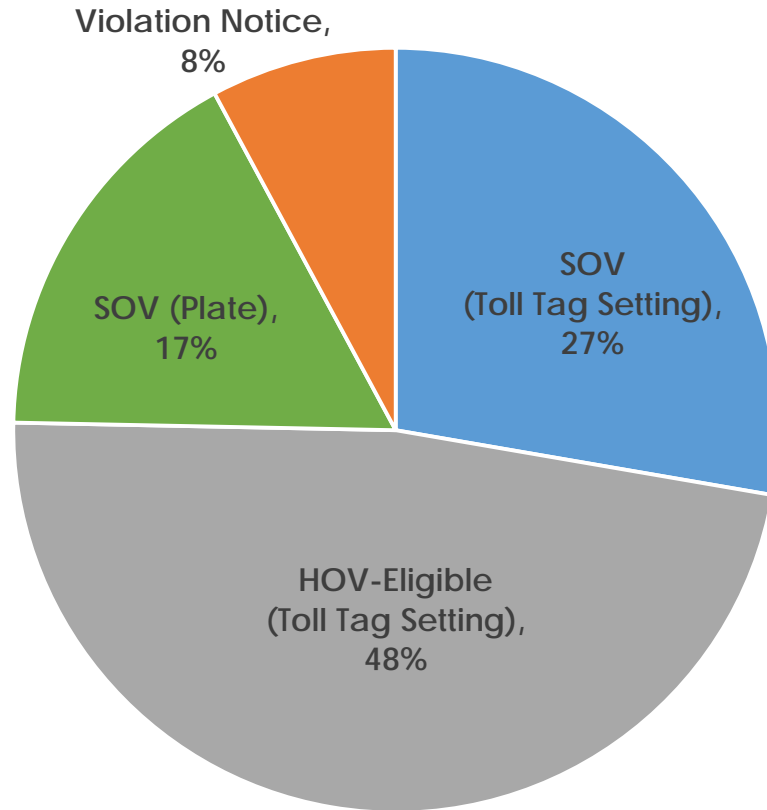
-23%

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

Over 37.5 million trips have been taken since the I-580 Express Lane opened in February 2016. There were a total of 1,620,000 trips during tolling hours in Q2 of FY 2020-2021. Express Lanes saw an average of 25,700 trips per day, which is approximately 22.5% fewer trips compared to Q2 of the prior FY.

Typical Express Lane Trip User Breakdown

FY 2020-2021 Q2

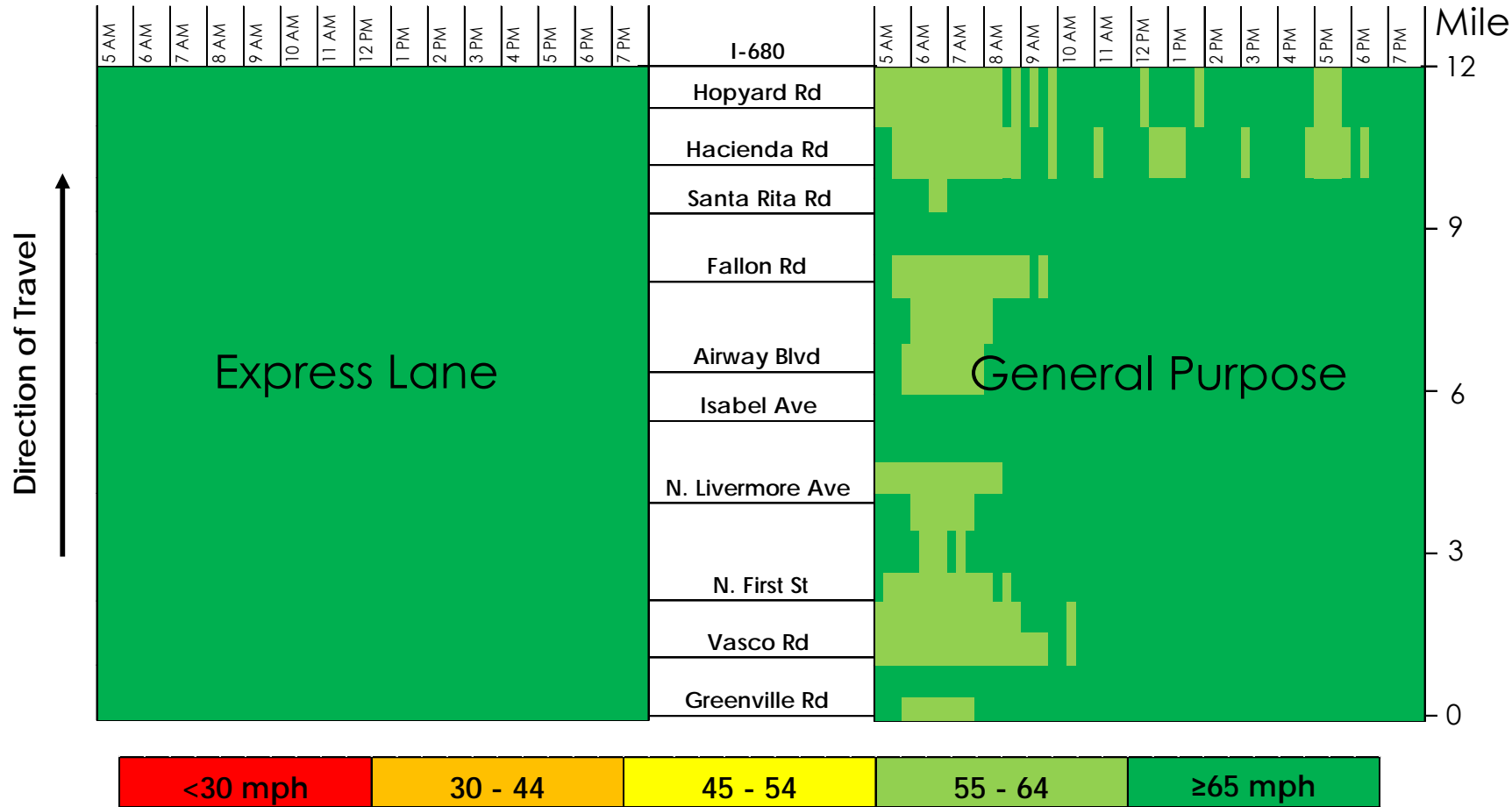


Toll-free trips made up 48% of all trips in Q2, a 1% reduction from Q2 of the previous fiscal year. It is not yet clear if the pandemic will have a lasting impact on carpooling in the region.

During Q2, 68% of all trips taken by users without a toll tag were assessed tolls via FasTrak account. All others were issued violation notices.

Westbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q2

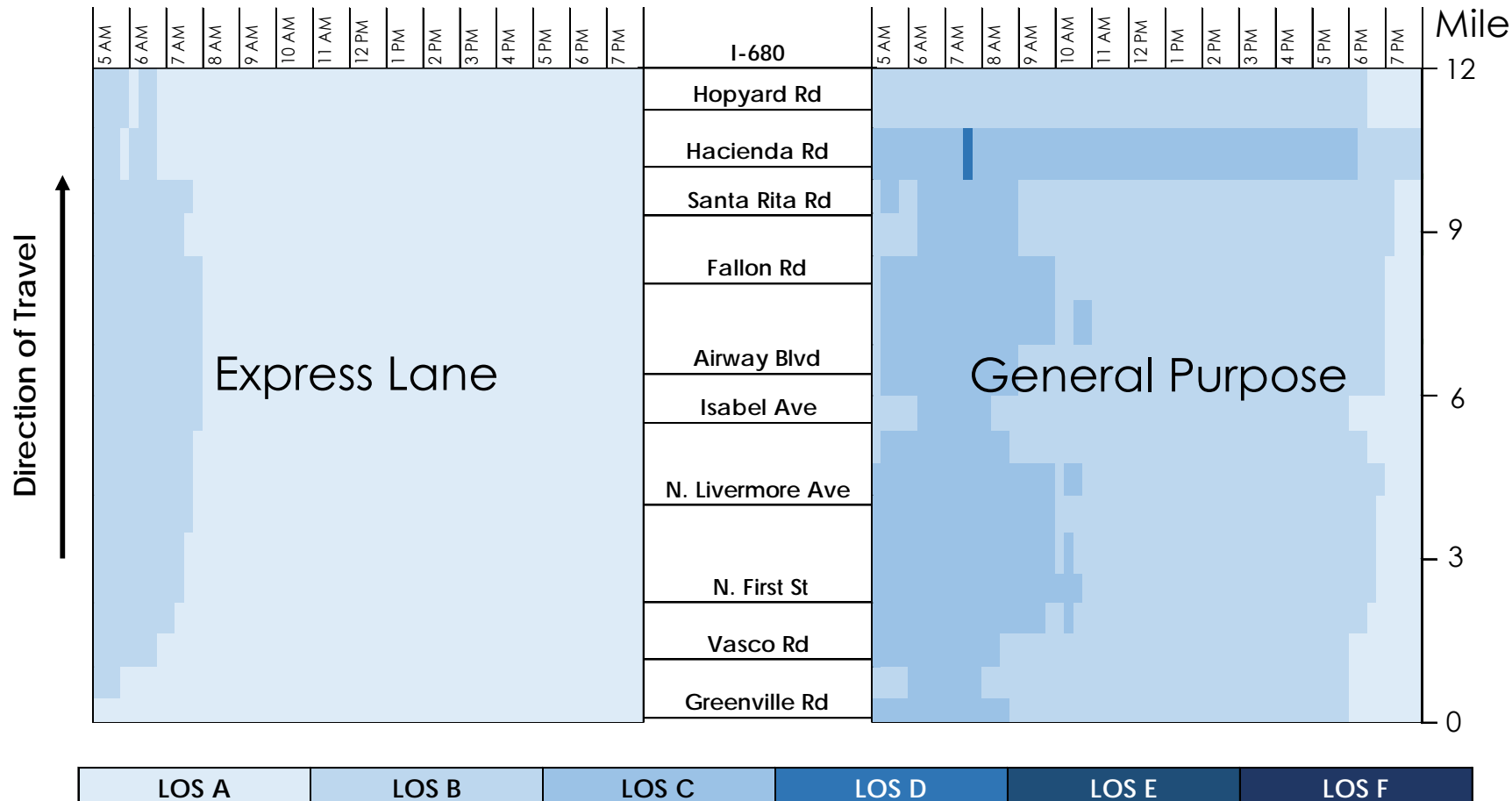


Express lanes average 6 – 9 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Express Lane speeds average 73 mph during the morning commute period, and remain above 70 mph at all times throughout the corridor.

Westbound I-580 Corridor LOS Heat Maps

FY2020-2021 Q2

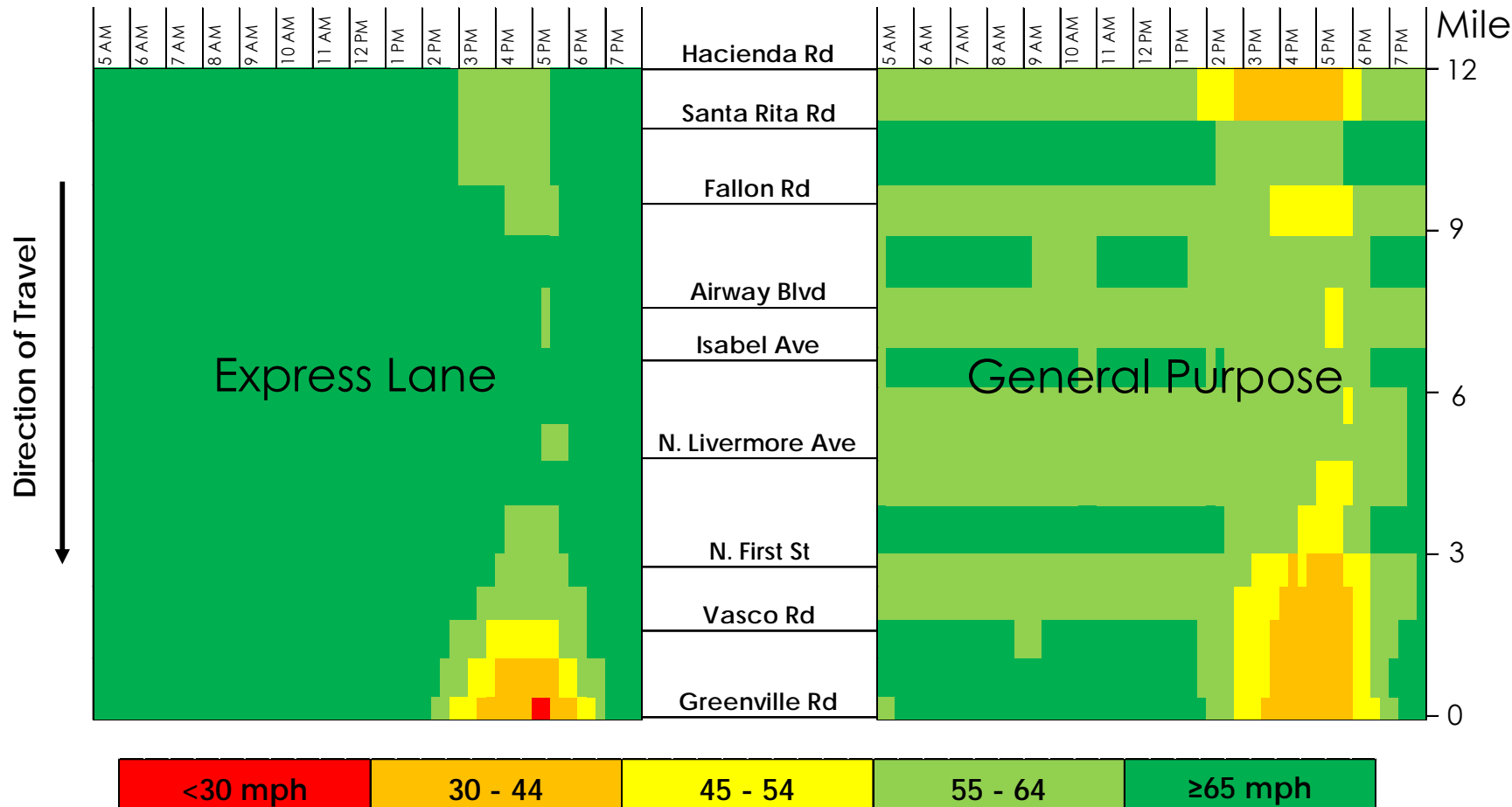


The westbound express lane generally performed at LOS A, except for the early morning hours when the lanes performed at LOS B. Comparatively, the general purpose lanes performed at LOS C for large segments during the morning peak.

Increased speeds during the pandemic, as visualized on the previous slide, contribute to low levels of congestion.

Eastbound I-580 Corridor Speed Heat Maps

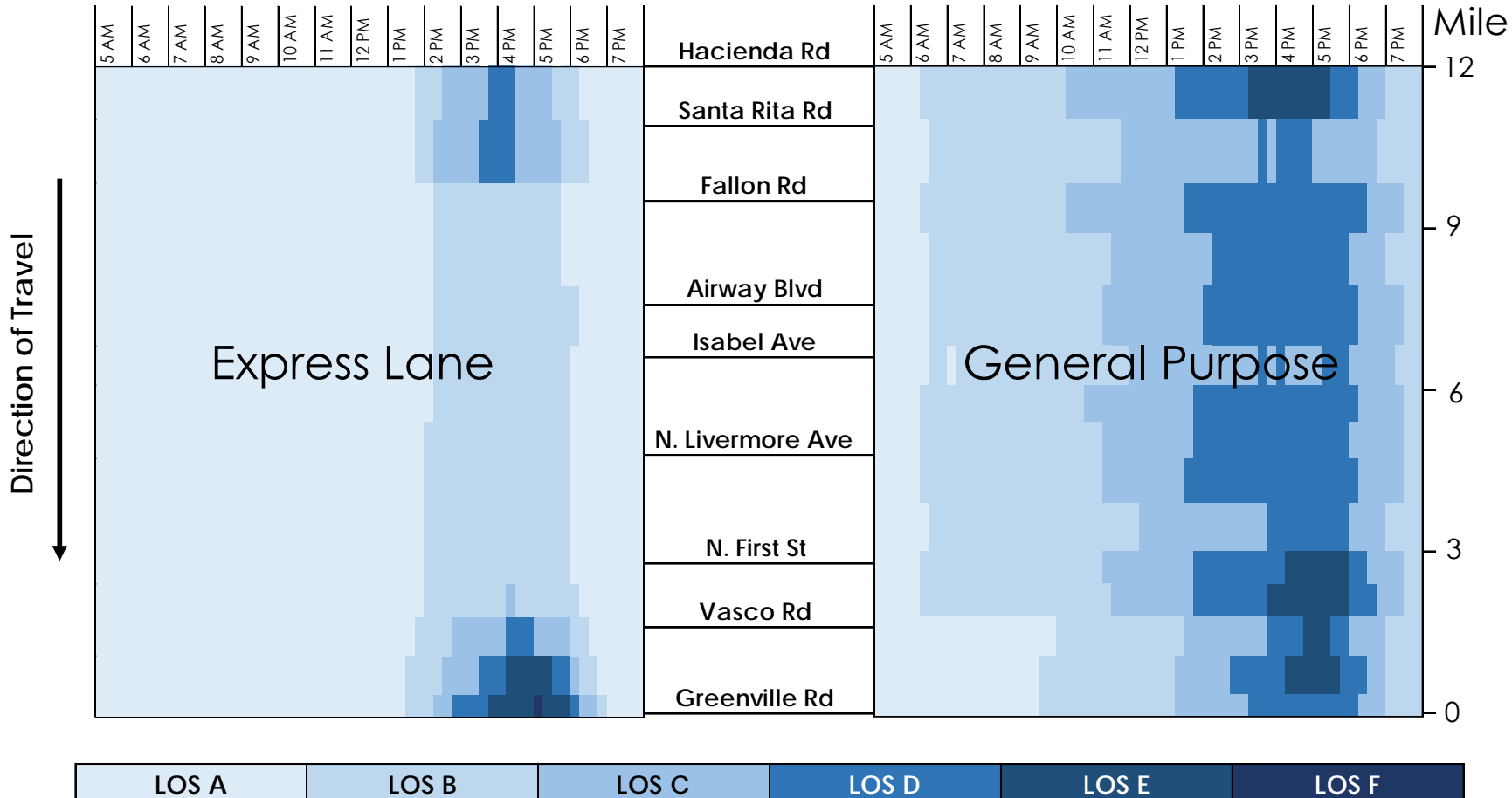
FY2020-2021 Q2



Express lanes average 6 – 11 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Low speeds at Greenville Road result from congestion over the Altamont Pass that extends back along I-580 into the express lane corridor.

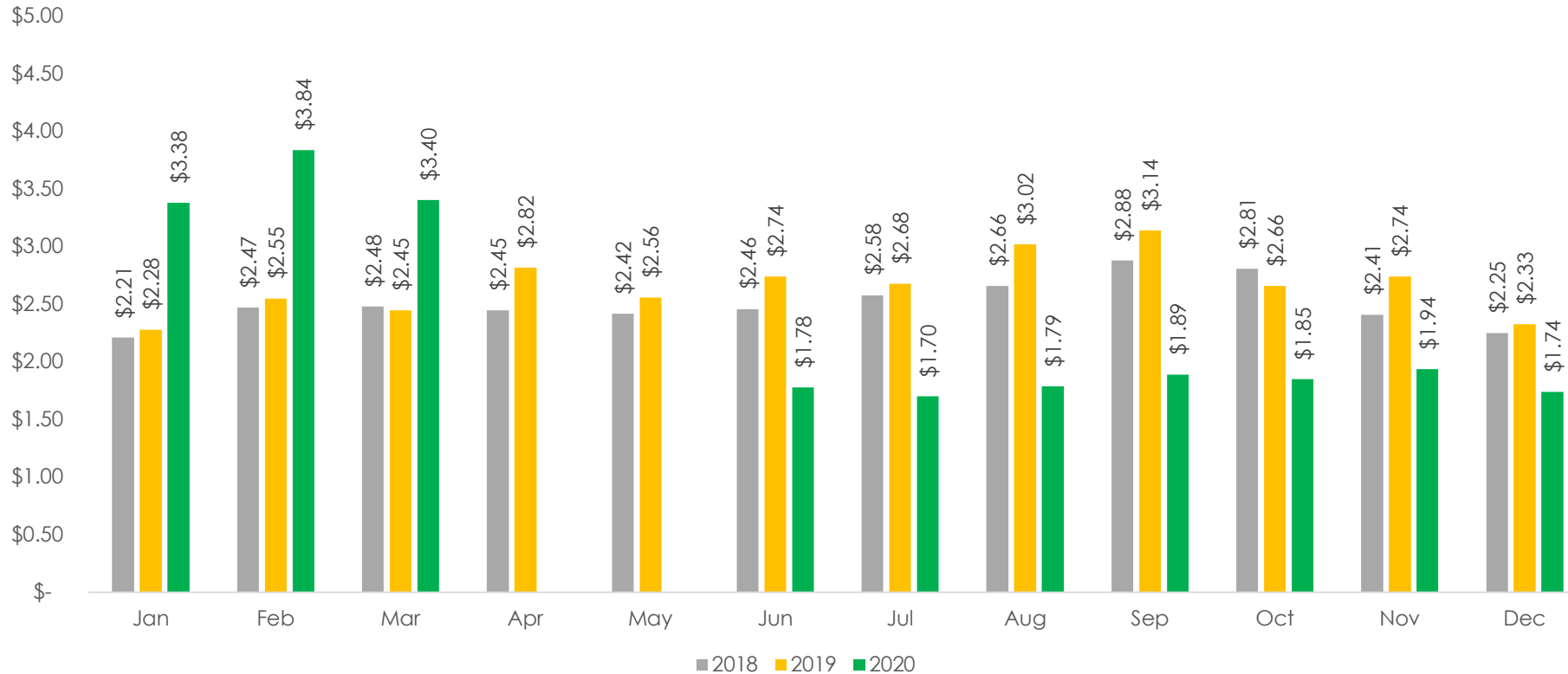
FY2020-2021 Q2



Express lanes performed at LOS C on average during the peak commute period.

Eastbound traffic volumes approached pre-COVID levels during Q2, while speeds remain heightened during the pandemic. This results in comparable or slightly improved traffic congestion, as visualized on heat maps, when compared to pre-COVID express lane density.

I-580 Westbound Assessed Toll



Average tolls paid during Q2 of FY 20-21 remain lower than previous years, with an average assessed toll of \$1.84. Although the pricing cap on the maximum westbound toll is \$13, the dynamic pricing algorithm did not reach this cap in Q2.

FY 20-21 Q2:

Toll Cap:

\$13.00

Maximum Posted Toll Rate:

\$12.25

(1 of 63 days)

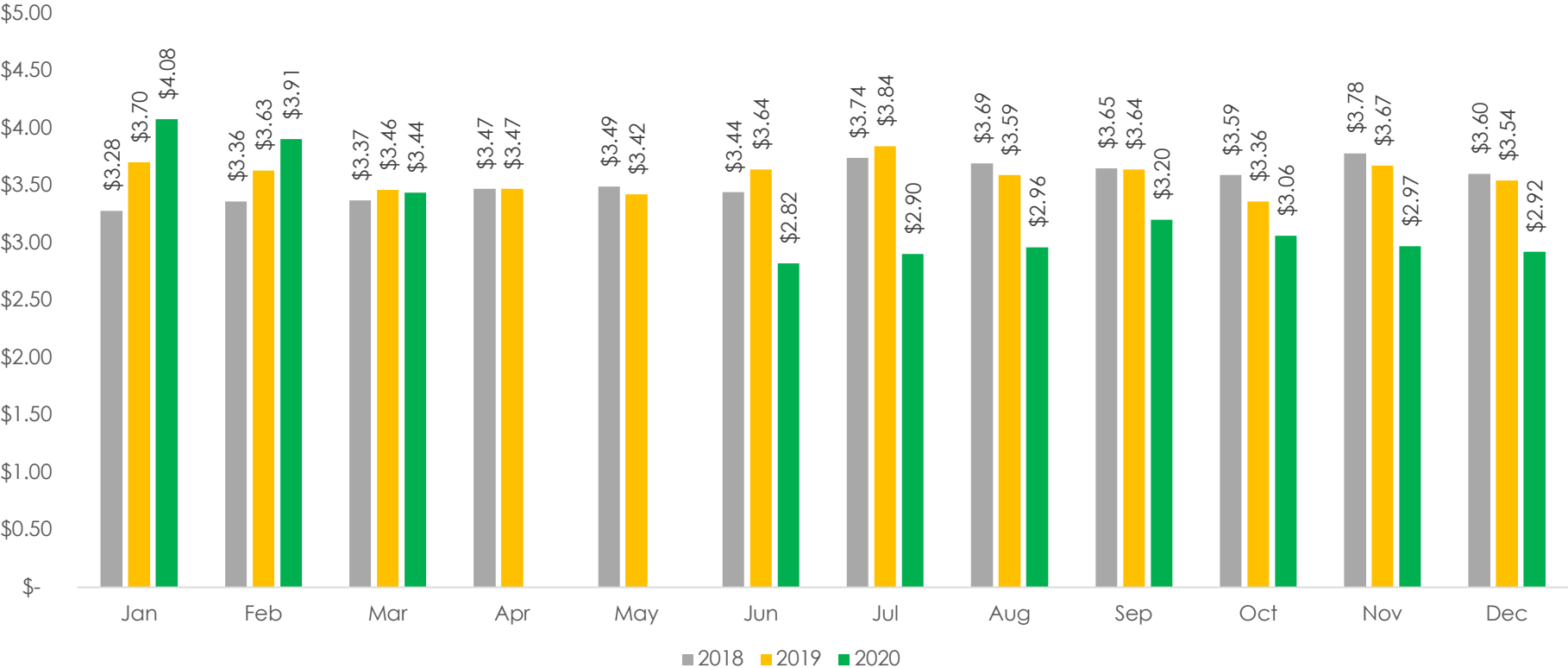
Percent paying \$12.25
(Maximum Toll):

0.03%

Average Assessed Toll:

\$1.84

I-580 Eastbound Assessed Toll



Average tolls paid declined slightly from a high of \$3.20 in September 2020. The average assessed toll was \$2.99. The pricing cap on eastbound tolls is \$9.50; just 2.5% of toll-paying users paid this rate in Q2.

FY 20-21 Q2:

Toll Cap:

\$9.50

Maximum Posted Toll Rate:

\$9.50

(43 of 63 days)

Percent paying \$9.50
(Maximum Toll):

2.5%

Average Assessed Toll:

\$2.99

I-580 CHP Enforcement

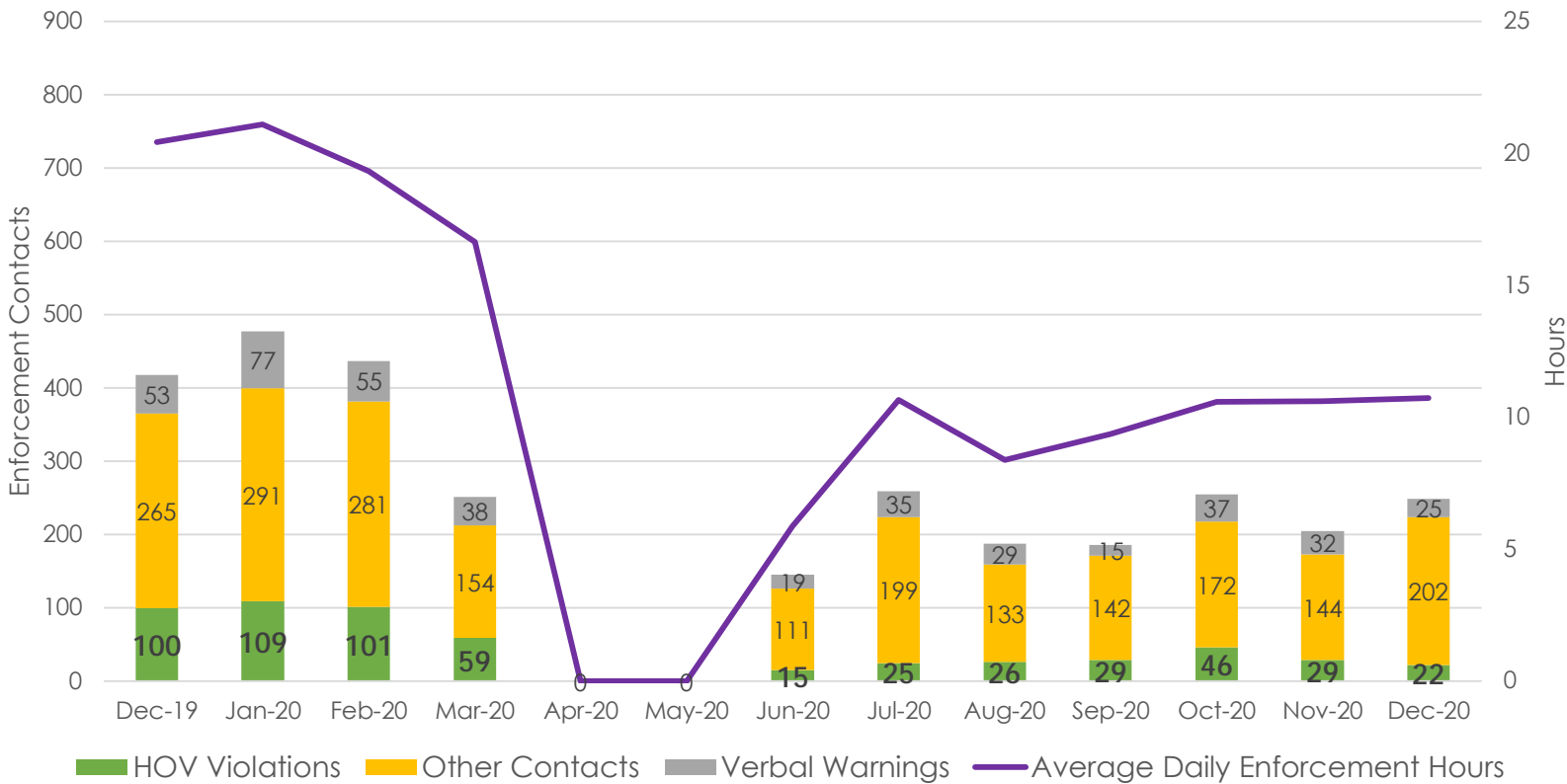
December 2019 – December 2020



Average cost
per CHP contact in Q2:

\$99

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. CHP recorded 709 enforcement contacts in FY 20-21 Q2, 14% of which resulted in toll evasion violations.



Note: Enforcement activities were put on hold when tolling operations were suspended due to the COVID-19 public health crisis, and resumed with the resumption of tolling in June.

COVID-19 Impacts: Daily Trips & Tolls

Averages	Pre COVID-19 (Q2 FY2019-2020)	Mid-COVID-19 (Q2 FY2020-2021)	% Change
Avg. Daily EL Traffic Volume	309,700	256,700	-17%
Avg. Daily EL Trips	33,200	25,700	-23%
Share of Toll-Free Trips	49%	48%	-1%
Average Assessed Toll	\$2.58 WB \$3.52 EB	\$1.84 WB \$2.99 EB	-29% -15%
Maximum Posted Toll	\$13.00 WB \$12.00 EB	\$12.25 WB \$9.50 EB	-6% -21%

The I-580 Express Lanes average daily traffic continues to rebound from Q1 – when traffic was 27% lower year-over-year – to a deficit of 17% over Q2 of FY 19-20. The recovery of traffic volume outpaces trips, suggesting a decrease in fragmented express lane trips.

Pricing caps for maximum tolls remain lowered in response to reduced demand. Toll-free trips continue to make up roughly half of all trips during the pandemic, which combined with reduced traffic and lower fares has resulted in a significant decrease in average assessed tolls for both directions.

COVID-19 Impacts: Traffic

Averages	Westbound Peak Period (6-9 AM)			Eastbound Peak Period (3-6 PM)		
	Pre COVID-19 (Q2 2019-2020)	Q2 FY2020-2021	% Change	Pre COVID-19 (Q2 2019-2020)	Q2 FY2020-2021	% Change
EL Speed (mph)	64	73	+13%	58	62	+7%
EL Volumes (veh/hr)	1,000	700	-30%	1,600	1,600	0%
GP Speed (mph)	58	65	+12%	50	53	+6%
GP Volume (veh/hr)	5,300	5,300	0%	5,100	5,300	+4%

Westbound EL peak morning traffic has decreased 30% from Q2 of the previous fiscal year, while GP traffic has recovered to be consistent with pre-COVID levels. However eastbound EL traffic is on par with pre-COVID-19 evening commute traffic levels, and GP traffic volumes have actually increased by 4%.

Speeds remain elevated in both directions, which accounts for the relative improvement in eastbound traffic density from pre-COVID levels, despite comparable volumes.

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



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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Cathleen Sullivan, Director of Planning

SUBJECT: Southern Alameda County Rail Study (SoCo Rail) Update

Recommendation

This item is to provide the Commission with an update on the Southern Alameda County Rail Study (SoCo Rail) led by the Metropolitan Transportation Commission (MTC) in partnership with Alameda CTC.

Summary

In 2018, the State provided \$5 million to the Metropolitan Transportation Commission to explore a rail hub in Southern Alameda County, including conducting passenger rail planning and feasibility analysis, evaluation of station locations, and conceptual engineering and initial design focused on intermodal connectivity. This study is designed to further define the East Bay Rail Hub identified in the 2040 Integrated Rail Network Vision of the 2018 State Rail Plan.

Background

In 2018, the State awarded \$5 million to the Metropolitan Transportation Commission to explore a rail hub in Southern Alameda County. An East Bay Rail Hub was identified as part of the 2040 Integrated Rail Network Vision of the 2018 State Rail Plan (see Figure 1). The grant included funding for passenger rail planning and feasibility analysis, evaluation of station locations, and conceptual engineering and initial design focused on intermodal connectivity. The study has provided an opportunity to explore how rail connectivity could be improved via a new East Bay rail hub.

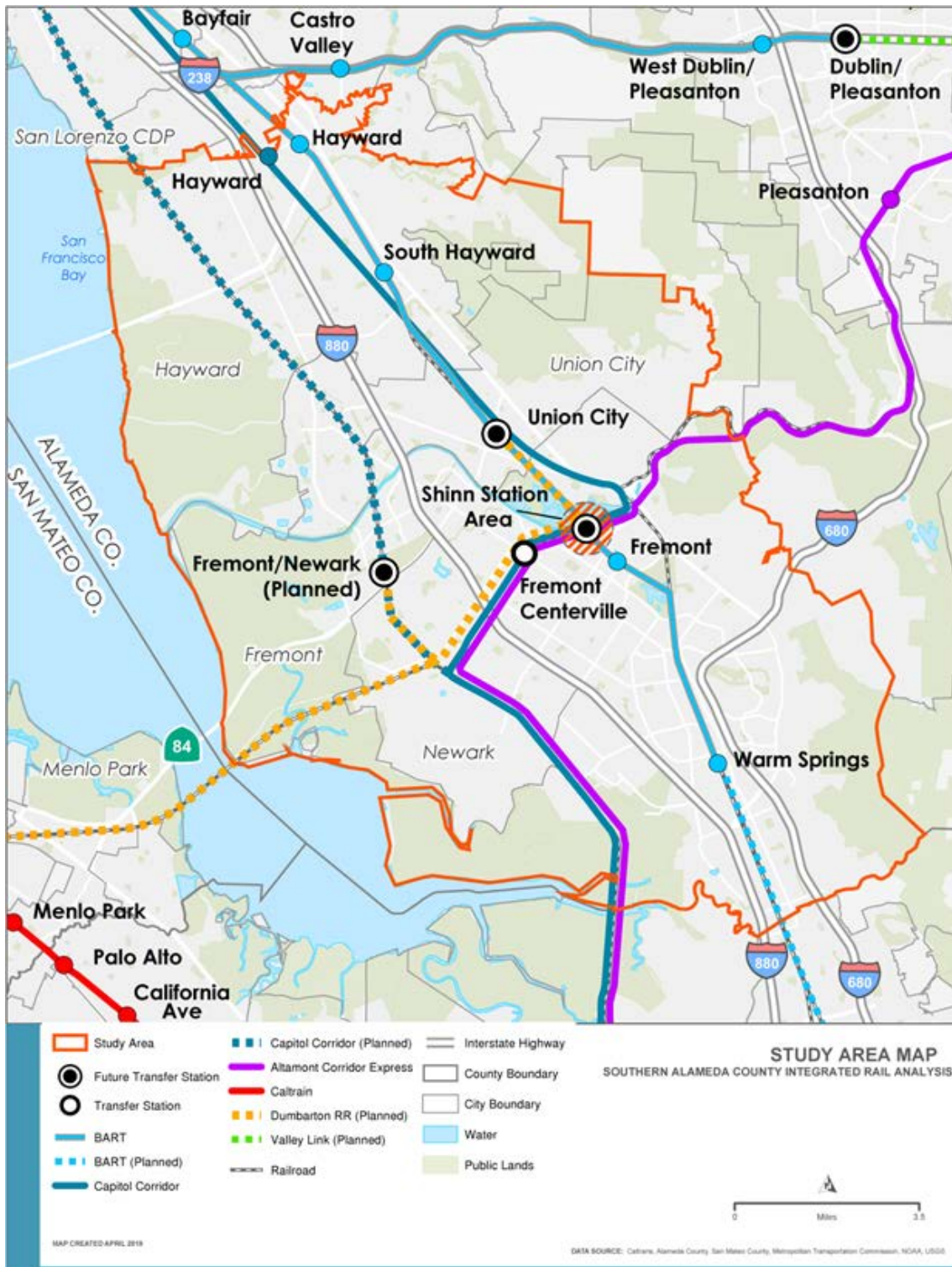
There are three primary rail services currently operating in Southern Alameda County – Altamont Corridor Express, Capitol Corridor (Amtrak), and BART. Currently, there are no direct connections between the ACE and BART, whereas there are two connections between the Capitol Corridor service and BART, at Richmond and Oakland Coliseum. The study's primary purpose was to explore the potential for connecting ACE to BART in Southern Alameda County, including consideration of a station at Shinn junction where BART and ACE tracks

cross, and/or at several other potential station locations including Union City BART, Centerville, Ardenwood and Newark Junction. The study area is shown in Figure 2.

Figure 1 2018 California State Rail Plan 2040 Vision Network



Figure 2 SoCo Rail Study Area



The study considered a mid-term planning horizon (approximately 10 years, ~2030) and a long-term planning horizon (20+ years, ~2040). As such, SoCo Rail considered and coordinated with several other rail planning efforts to ensure recommendations for the mid-term do not preclude opportunities that may arise in the long-term. This approach allows mid-term recommendations to advance, while a number of long-term efforts proceed, many with high degrees of uncertainty. The intent of the SoCo study is not to identify a long-term vision for regional rail services. The focus of the study was near-term connectivity and

resiliency, that provides benefits for a range of uncertain futures. Some examples of ongoing initiatives in the area considered include:

- Dumbarton Rail Planning
- Dumbarton Forward
- Altamont Corridor Vision
- CCJPA South Bay Connect
- Link 21
- Caltrain Business Plan
- Diridon Station Planning
- Valley Link
- MTC's Transit Oriented Development Policy update
- Plan Bay Area 2050
- Local city land use planning and economic development efforts

Work Completed to Date

A consultant team began work in 2019, and the following study elements have been completed to date:

- A review of existing conditions in the study area and an analysis of existing and future travel markets to help inform development and analysis of potential hub options.
- An initial feasibility analysis of a potential rail hub station at Shinn (where BART and Niles Canyon Subdivision/ACE route cross).
- An analysis of rail service planning for the mid- (~10 years) and long-term (~20 years) planning horizons within the Northern California Megaregion through, within, or with destinations/origins in central and southern Alameda County. This analysis provided key information about the planned frequency of rail services, infrastructure barriers to achieving the service vision, as well as how potential new services (such as Valley Link, Dumbarton Rail, Link21) will affect connectivity in the mid- and long-term. This was conducted as a joint effort involving MTC, Alameda CTC, ACE, Capitol Corridor, Caltrain, High Speed Rail, and Caltrans/CalSTA.
- An assessment of both mid- and long-term rail hub options based on existing and future travel markets, mid- and long-term service planning, and a conceptual operations analysis.

Key findings to date and next steps for the study will be presented at the April MMC meeting.

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



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

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

SUBJECT: South Bay Connect Project Update

Recommendation

This item is to provide the Commission with an update on the South Bay Connect Project, led by Capitol Corridor Joint Powers Authority (CCJPA).

Summary

CCJPA, the managing agency of the Capitol Corridor intercity passenger rail service, is leading the South Bay Connect project to enhance transit connections and access for Capitol Corridor riders, reduce train congestion between Oakland and San Jose, and improve operations for both passenger and freight rail services in Northern California. CCJPA staff will provide an update on the project at the April Multi-modal Committee (MMC) meeting. At the October 2020 MMC meeting CCJPA staff presented an overview of the project and project schedule. Commissioners raised concerns at that meeting, and during development of the 2020 Countywide Transportation Plan, regarding the South Bay Connect project. To facilitate a dialogue with the Commission on the project, CCJPA staff have agreed to provide regular updates to the Commission. The MMC last received an update on this project in October 2020.

Background

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

The proposed relocation of Capitol Corridor passenger rail service from the Union Pacific Railroad (UPRR) Niles Subdivision to the UPRR Coast Subdivision between Oakland and Newark was listed within the *CCJPA 2014 Vision Plan Update* and *2016 Vision Implementation*

Plan, as well as the 2018 California State Rail Plan and Plan Bay Area 2040. These rail improvements are also consistent with Alameda CTC's Goods Movement Plan, Countywide Transit Plan and 2018 Rail Safety Enhancement Program, and the 2017 Dumbarton Transportation Corridor Study and Dumbarton Forward Design Alternatives Assessment.

There are potential railroad improvements included as part of the project to maintain UPRR's ability to operate freight trains efficiently today and in the future, and those improvements are currently being discussed with UPRR. The South Bay Connect Project is not expected to result in any changes to current levels or routing of freight train service in the project area. Any railroad improvements finalized with UPRR will be included in the draft Environmental Impact Report (EIR).

Project Status

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

During the Scoping Period, over 5,000 people visited the project website and almost 2,000 people visited the online scoping meeting. There were 40 live chat conversations and 227 people attended the two telephone town halls. In total, CCJPA received over 400 comments during scoping, including comments on noise, vibration, air quality, traffic/congestion, property impacts/values, and others. The comments received will guide the environmental analysis for the draft EIR. The project team continues to create educational materials about various aspects of the project to communicate to the public.

At the October 2020 MMC meeting CCJPA staff presented an overview of the project and project schedule. Commissioners raised concerns at that meeting, and during discussions regarding the 2020 Countywide Transportation Plan, regarding the South Bay Connect project. To facilitate a dialogue with the Commission on the project, the CCJPA staff have agreed to provide regular updates to the Commission. At the October MMC meeting, Commissioners expressed concerns, including regarding a lack of benefits to central and southern Alameda County, the loss of a station in Hayward, potential changes to freight rail routing, and impacts of sea level rise. Commissioners also noted a joint comment letter that the cities of Hayward, Union City, and San Leandro had submitted to CCJPA regarding the project as part of the environmental process, and requested that it be included in future materials shared with the Commission; this letter is included here for information as Attachment A.

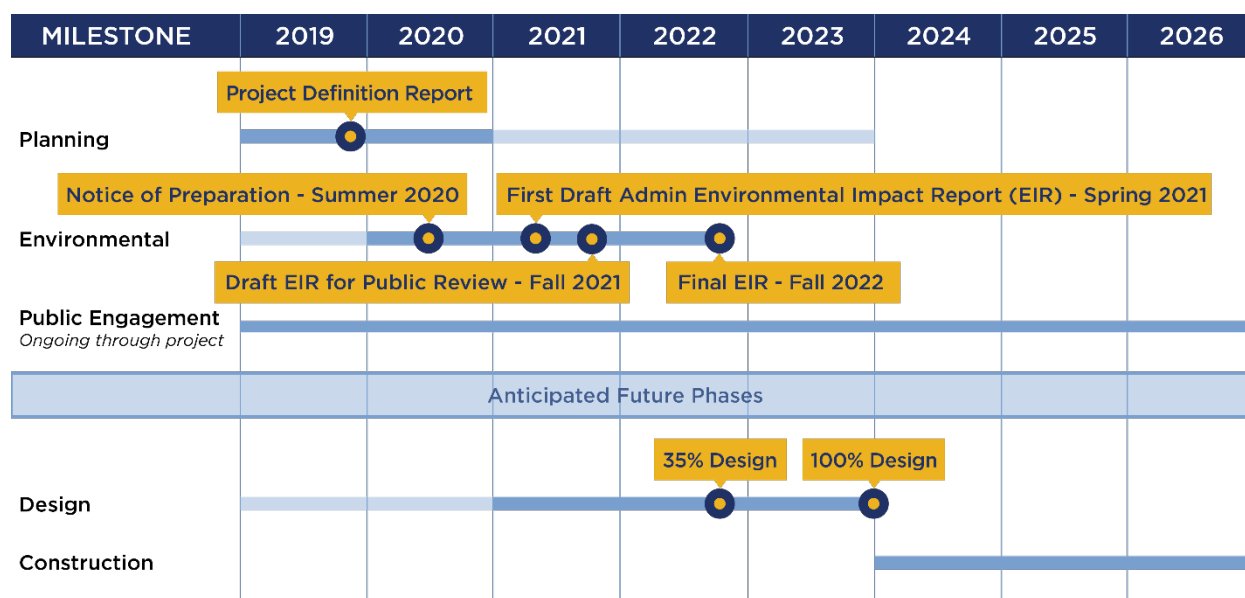
Since the October 2020 last presentation to the MMC, the CCJPA created Community Working Groups (CWGs) and to engage local communities and proactively bring information about the project to community groups in the form of meeting presentations during the environmental phase. The objective of the CWGs is to create diverse focus groups to come

together several times over the span of the environmental phase to share information and identify/address community concerns. The CWGs include a variety of community representatives including businesses, residents, civic services, advocacy groups and more. With the assistance of the Project Development Team and partner agencies, two CWGs have been formed for the project: Fremont CWG and Corridor CWG. South Bay Connect has potential impacts to three distinct areas within the City of Fremont, which makes a targeted Fremont CWG important in order to understand their diverse concerns. The Corridor CWG incorporates a variety of community representatives throughout the remaining project study area. The Fremont CWG consists of nine members and the Corridor CWG has twelve members (additional members may be added as outreach continues).

The goal of the CWGs is to create a community-based forum that promotes opportunity for diverse viewpoints to be heard within a safe and open space, allowing education about the project complexity and informed public input in the planning process. The first set of CWG meetings occurred at the end of February 2021, and the next set of meetings is expected to occur in May 2021.

The current project schedule is shown in Figure 1 below. The release of a draft EIR may be delayed beyond Fall 2021 as discussions with UPRR continue about railroad improvements. Meanwhile, technical studies for the draft EIR will continue.

Figure 1 South Bay Connect Project Schedule



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

Attachment:

- A. Comment letter to the CCJPA from the cities of Hayward, Union City and Fremont

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August 13, 2020

Capitol Corridor Joint Powers Authority
 Attention: South Bay Connect
 300 Lakeside Drive, 14th Floor
 Oakland, CA 94612
info@southbayconnect.com

RE: South Bay Connect NOP Comments

To Whom It May Concern:

Speaking as the Mayors of the cities of Hayward, San Leandro, and Union City, we would like to see the following issues addressed in the environmental review and in the description of the South Bay Connect project.

1. The project does not serve established Priority Development Areas (PDAs). MTC Resolution 3434 states that new passenger rail projects need to serve PDAs with specified minimum zoning densities.
 - Describe the impact on established PDA communities in San Leandro, Hayward Union City, and Fremont no longer being served by Capitol Corridor, and why the project is proposing to bypass established PDAs.
 - Describe why the project will not be serving any established or proposed PDAs along the Coast Subdivision in San Leandro, Hayward, and Union City.
2. Describe the projected sea level rise along the Coast Subdivision and the mitigation measures proposed by Union Pacific Railroad and Capitol Corridor to enable Capitol Corridor to operate on the Coast Subdivision between Oakland and Fremont.
3. The project proposes to divert freight service from the Coast Subdivision to the Niles and Oakland Subdivisions to facilitate the project. The project describes that impacts on

traffic delay is the only criteria to be weighed in justifying the construction of grade separations.

- Describe why there is no criteria for constructing grade separations to address safety issues and pedestrian conflicts due to the increased freight service on a rail line that will be crossed daily by pedestrians walking to school, to work, and to or from BART.
 - Include analysis regarding diesel pollutants and greenhouse gases generated by the Capitol Corridor on the Niles Subdivision in communities of concern in San Leandro, Hayward, and Union City; and total hours per 24 hour day Capitol Corridor spends in each community – and contrast with projected diesel pollutants and greenhouse gases generation by increased freight service through communities of concern in San Leandro, Hayward, and Union City; and total hours per 24 hour day freight will spend each day in the communities of concern in the three respected cities.
4. Describe the outreach program to communities of concern along the proposed freight realignment in San Leandro, Hayward, and Union City. How will the project be described, how can residents communicate their concerns, particularly if there is no or limited internet access and language barriers?
 5. Describe the impact of increased freight service through established Priority Development Areas in San Leandro, Hayward, and Union City reviewing at a minimum the impacts to safety, delay, emissions and noise.
 6. The proposed transfer station for Capital Corridor in Ardenwood is designed only for car commuters. The pedestrian boarding area for passengers boarding on Dumbarton Express is in the middle of the Route 84 freeway.
 - Describe the air-quality impacts on passengers walking to the bus transfer facility and waiting for the bus.
 - Describe zoning policies, minimum housing density, and number of housing units within a ½ mile circumference of the Dumbarton Express boarding platform, the Capitol Corridor boarding platform, the established safe pedestrian path from the housing units to both the Dumbarton Express boarding platform and Capitol Corridor boarding platform, and the distance of the safe pedestrian path from the housing to the rail and bus boarding platforms.
 7. We regret the potential loss of an existing Capital Corridor station in Hayward and respectfully request the evaluation of a station within Central Alameda County be conducted as part of this project's environmental review process.

Thank you for this opportunity to comment on the South Bay Connect Notice of Preparation.

Respectfully,



Pauline Cutter
Mayor, City of San Leandro
Chair, ACTC



Barbara Halliday
Mayor, City of Hayward
ACTC Commissioner



Carol Dutra-Vernaci
Mayor, City of Union City
ACTC Commissioner
MTC Commissioner

cc: Rebecca Saltzman, CCJPA/BART
Robert Raburn, CCJPA/BART
Therese McMillian, MTC
Tess Lengyel, Alameda CTC
Jeff Kay, San Leandro City Manager
Joan Malloy, Union City City Manager
Kelly McAdoo, Hayward City Manager

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Measure B, Measure BB and Vehicle Registration Fee Programs Update and Interim Policy Updates

Recommendation

It is recommended that the Commission approve the Measure B, Measure BB, and Vehicle Registration Fee Programs and Interim Policy Updates.

Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 Vehicle Registration Fee (VRF) Program. The programs generate over \$320 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Grant funded Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

This is a DLD and discretionary programs status update that includes a discussion on the DLD program historical revenues, geographic funding equity distribution methodologies, and staff recommendations to modify DLD policies and implementation guidelines to respond to the Coronavirus (COVID-19) impacts on Alameda County's transportation needs. Alameda CTC staff recommends a one-year extension to the DLD timely use of funds policy requirements, and temporary modification to the Seniors and People with Disabilities (Paratransit) implementation guidelines to expand expenditure eligibilities on essential transportation services.

Background

Direct Local Distributions (DLD) Programs Update

The Measure B and Measure BB sales tax, and Vehicle Registration Fee (VRF) Programs provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are distributed to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements.

From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs through the end of Fiscal Year (FY) 2019-20, Alameda CTC distributed approximately \$1.6 billion in DLD funds to local recipients. Alameda CTC estimates an additional \$157 million in DLD funds for FY 2020-21 (Attachment A – Historical Direct Local Distributions by Fund Program).

The DLD funds are distributed to eligible jurisdictions per a prescribed formula in the respective voter approved Transportation Expenditure Plans. DLD recipients include the fourteen incorporated cities in Alameda County, County of Alameda, and five transit agencies (Alameda-Contra Costa Transportation Authority, Bay Area Rapid Transit District, Livermore Amador Valley Transportation Authority, San Francisco Water Emergency Transportation Authority, and the San Joaquin Regional Rail Commission).

Measure B/BB DLDs are flexible funding sources that allow Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects.

Alameda CTC requires DLD recipients to submit separate annual Audited Financial Statements and Program Compliance Reports that summarize the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements to monitor program compliance. The reports for the FY 2019-20 reporting period (July 1, 2019 through June 30, 2020) were due at the end of December 2020 and are currently under review by Alameda CTC staff and the Independent Watchdog Committee (for Measure B/BB programs). In June 2021, the Commission will receive a full Annual Program Compliance Summary Report that includes the summary of recipient expenditures and accomplishments.

Measure BB DLD Distribution Analysis

The 2014 Measure BB Transportation Expenditure Plan (2014 TEP) requires Alameda CTC to perform a periodic geographic equity analysis to ensure Measure BB funds are distributed in accordance with TEP requirements. The Measure BB DLD program represents 53.55% of the annual net revenues generated from the sales tax program.

Per the 2014 TEP, the DLD funding formula is to be consistent with the 2000 Measure B Transportation Expenditure Plan distribution formula methodology for each DLD program as follows:

1. Transit Program: TEP identified percentages to each transit agency.
2. Local Streets/Roads: Jurisdiction's (50%) population and (50%) lane miles share within their respective planning area.
3. Bicycle/Pedestrian: Jurisdiction's population share of the total population.
4. Paratransit: TEP identified percentages to AC Transit and BART, and city shares based on the jurisdiction's eligible age population share within their respective planning area.

The DLD distribution formula parameters takes into consideration the diverse population spread within Alameda County, and each program formula parameter is derived based on commonly used industry formula factors.

The Measure BB DLD programs represents the majority of entire 2014 TEP investments, and serves to maintain the overall 2014 TEP distributions to all jurisdictions by planning area population. Alameda CTC will continue to distribute Measure BB DLD program funds based on the TEP formulas, to maintain the distribution balance and to provide DLD recipients the immediate ability to address their local community's transportation needs.

Interim DLD Policy Updates Recommended Due to Coronavirus Impact

The COVID-19 pandemic has altered the sales tax and VRF program revenues, available local staff resources, and reshaped near-term transportation needs. In response, on June 25, 2020 the Commission approved interim policy changes to DLD program requirements that granted an extension to the DLD Timely Use of Funds requirements and expanded expenditure eligibilities for the Seniors and People with Disabilities (Paratransit) Program through June 30, 2021. In consideration of the continuing COVID-19 impact in Alameda County and the need for essential transportation services, staff recommends extending the previously approved provisions, and expanding the Paratransit DLD program use of funds eligibilities, as described in detail below.

- Timely Use of Funds: Staff recommends a one-year extension of the current timely use of funds policy requirements to provide DLD recipients additional time to draw down their fund balances. Under the current policy, Alameda CTC monitors fund balances against the current Alameda CTC's Timely Use of Funds Policy in which the policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for

that year, for four consecutive years, starting with FY 2016-17. DLD recipients originally had to meet this policy with FY 2019-20 ending balances until the Commission granted an additional year (FY 2020-21) last June due to the COVID-19 impacts.

At this juncture, all recipients are currently in compliance with this policy, however, given the past year of recipients reprioritizing resources during the COVID-19 environment, staff recommends a second one-year extension. This would provide recipients the opportunity to strategize expenditures to meet the policy requirements with FY 2021-22 ending balances. Alameda CTC will continue to review potential modifications to Timely Use of Funds Policy to ensure the policy is feasible and effective at achieving the intended goal of encouraging the expeditious use of DLD funds.

- Meal Delivery Program Cost Eligibilities: Staff recommends a continued one-year extension of meal delivery program eligibility under the Seniors and People with Disabilities (Paratransit) Program Implementation Guidelines for FY 2021-22. Last June, the Commission approved an interim change to the Implementation Guidelines to allow any DLD Paratransit fund recipient the option to use their DLD funds for transportation costs related to meal delivery program operations for FY 2020-21. Previously, the Implementation Guidelines limited eligibility to DLD recipients with previously established programs.

This extension will allow all DLD recipients the option to use their DLD Paratransit funds for transportation costs related to meal delivery program operations, which have become a critical service priority for seniors and people with disabilities within Alameda County.

- Same-Day Transportation Services and Specialized Accessible Van Service Cost Eligibilities: Staff recommends an additional interim change to the Seniors and People with Disabilities (Paratransit) Program's Implementation Guidelines to reduce the minimum age eligibility requirement from 70 to 60 years old for Same-Day Transportation Services and Specialized Accessible Van Service for trips to receive the COVID-19 vaccine for all programs. Some programs had grandfathered clauses allowing the 60-year age requirement. This change would allow this eligibility across all city-based programs. This change expands the transportation service options to COVID-19 vaccination sites for a larger at-risk age group and population who may be experiencing mobility limitations due to age and disability during COVID. DLD use of fund eligibility for this age group and transportation services are recommended with an effective date of March 1, 2021 through June 30, 2022 to coincide with recent rollouts of the vaccination program.

Staff will bring forward additional recommendations to modify or extend these policies beyond FY 2021-22 as required.

Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. Discretionary funds are awarded to Project Sponsors on a competitive basis. Successful applicants are required to enter into project funding agreements with Alameda CTC and funds are paid on a reimbursement basis upon successful completion of the agreed upon scope of work.

To streamline the programming and allocation of discretionary program funds, Alameda CTC consolidated the programming of all Alameda CTC administered funds into one single process and document known as the Comprehensive Investment Plan (CIP). A CIP covers a five-year programming horizon with the first two-years of funding allocated and available for immediate use by the Project Sponsors. Alameda CTC's programming and allocation process considers project sponsor's readiness, leveraging of external funds, project needs, performance, and equity across Alameda's CTC administered funds.

Since the last Commission approved CIP in May 2020, the Alameda CTC released several funding opportunities that will be consolidate and recommended for inclusion to the 2022 CIP expected this May 2021. This includes:

1. Measure B Bicycle/Pedestrian COVID-19 Rapid Response Grant Program
On November 19, 2020, the Commission approved \$904,000 In Measure B Bicycle/Pedestrian Countywide Discretionary funds to support thirteen (13) transportation access improvements projects to business and community areas. Recipients are required to complete the quick-build projects by the end of March 31, 2021.
2. 2022 CIP Measure B, VRF, TFCA Call for Projects
On December 7, 2020, Alameda CTC released the 2022 CIP call for projects with a total programming capacity of \$26M consisting of \$23M from Measure B and VRF funds, and \$3M from the Transportation for Clean Air Program. Available funding will be prioritized towards bicycle/pedestrian and transit improvements that can be implemented and/or demonstrate construction readiness within the first two years of the 2022 CIP (FY 2021-22 and 2022-23).

On February 1, 2021, Alameda CTC received thirty-five (35) applications requested approximately \$38M for range of bicycle/pedestrian and transit improvements (Attachment B – 2022 CIP Application Summary). Alameda CTC staff is currently reviewing and evaluating the applications.
3. Safe Routes to School Mini-Grant Program
On February 4, 2021, Alameda CTC released a non-competitive, formula-based call for projects for the Alameda CTC's Safe Routes to Schools (SR2S) Mini-Grant Program. The program includes \$1.7M in Measure B/Congestion

Management Agency Transportation Improvement Program (CMATIP) funds for the implementation of recommended improvements from School Site Assessments. The aim is to enhance the travel conditions for pedestrians, cyclists, and transit riders traveling to and from school in Alameda County. Alameda CTC received eleven (11) applications requesting approximately \$1.5M, which are currently under review to confirm program eligibility (Attachment C – SR2S Mini-Grant Application Summary).

In May 2021, Alameda CTC will present the 2022 CIP to the Commission which will include the consolidation of approved programming actions since the last CIP update, and additional programming recommendations from the 2022 CIP and SR2S funding opportunities. No action is required at this time related to the discretionary programs update.

Fiscal Impact: There is no fiscal impact from the requested actions.

Attachments:

- A. Historical Direct Local Distributions by Fund Program
- B. 2022 CIP Application Summary
- C. SR2S Mini-Grant Application Summary

Measure B/Measure BB/Vehicle Registration Fee

Fiscal Year	Historical Direct Local Distributions ¹			Total
	Measure B	Measure BB		
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18	\$81,030,004	\$78,118,871	\$7,429,111	\$166,577,986
FY 18/19	\$87,708,370	\$84,886,228	\$7,601,315	\$180,195,912
FY 19/20	\$81,490,405	\$78,839,935	\$7,394,401	\$167,724,741
FY 20/21 ²	\$76,052,893	\$73,796,184	\$6,840,000	\$156,689,077
Total	\$1,248,841,232	\$471,140,990	\$73,113,878	\$1,793,096,099

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2020-2021.

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2022 Comprehensive Investment Plan Application Submittals (2/1/21)**Sort by Sponsor**

No.	Organization Name	Application Title	Amount Requested	Total Project Cost
1	Alameda County Public Works Agency	Anita Avenue Streetscape Improvements	\$ 2,000,000	\$ 5,550,000
2	Alameda County Public Works Agency	East Lewelling Blvd Streetscape Improvements Phase II	\$ 1,950,000	\$ 9,233,000
3	Alameda County Public Works Agency	Mission Boulevard Phase III Corridor Improvements	\$ 1,950,000	\$ 30,943,000
4	Alameda-Contra Costa Transit District	Oakland Traffic Management Center	\$ 375,000	\$ 500,000
5	Alameda-Contra Costa Transit District	Quick Builds	\$ 954,000	\$ 1,272,000
6	Alameda-Contra Costa Transit District	Tempo Quick Build Transit Lane Delineation	\$ 300,000	\$ 400,000
7	City of Alameda	Cross Alameda Trail Gap-Closing Connectors	\$ 292,000	\$ 450,000
8	City of Albany	Lower Codornices Creek Restoration Project Phase IV	\$ 825,084	\$ 1,445,603
9	City of Berkeley	Adeline Street Transportation Improvements	\$ 495,000	\$ 660,000
10	City of Berkeley	Ohlone Greenway Modernization & Safety	\$ 1,271,000	\$ 1,696,000
11	City of Berkeley	Telegraph Avenue Multimodal Corridor	\$ 290,000	\$ 460,000
12	City of Dublin	Downtown Dublin Streetscape Plan Implementation	\$ 267,040	\$ 356,054
13	City of Dublin	Safe Routes to School Improvements Dublin	\$ 2,000,000	\$ 5,311,228
14	City of Dublin	Tassajara Rd Widening from N. Dublin Ranch Drive to City Limit	\$ 1,995,040	\$ 8,216,000
15	City of Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	\$ 2,000,000	\$ 16,803,000
16	City of Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	\$ 2,000,000	\$ 21,635,086
17	City of Emeryville	Village Greens and Greenways Program Shared Doyle Street (Phase 3)	\$ 385,000	\$ 385,000
18	City of Fremont	East Bay Greenway Trail Study (City of Fremont)	\$ 100,000	\$ 200,000
19	City of Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	\$ 1,415,000	\$ 2,124,000
20	City of Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$ 1,271,000	\$ 1,865,000
21	City of Livermore	First and Scott Street Crossing Improvements	\$ 292,500	\$ 390,000
22	City of Livermore	Robertson Park/Concannon and Epton/Concannon Crossing Improvements	\$ 322,500	\$ 430,000
23	City of Newark	Cherry Street Class IV Separated Bikeways	\$ 453,000	\$ 755,000
24	City of Oakland	14th Street Complete Streets Project	\$ 1,000,000	\$ 14,031,998
25	City of Oakland	East Bay Greenway Segment II	\$ 1,000,000	\$ 5,740,000
26	City of Oakland	West Oakland Transit Improvements	\$ 1,924,000	\$ 2,697,000
27	City of Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	\$ 867,000	\$ 1,156,000
28	City of San Leandro	Class IV Protected Bike Lanes on Hesperian Boulevard and on Fairmont Drive	\$ 1,479,000	\$ 1,983,000
29	City of San Leandro	LINKS Shuttle	\$ 1,180,000	\$ 4,232,000
30	City of San Leandro	MacArthur Boulevard Roundabout, Streetscape, and Park & Ride	\$ 1,500,000	\$ 3,613,000
31	City of Union City - Union City Transit	Union City Electric Bus Infrastructure	\$ 1,500,000	\$ 2,000,000
32	Livermore Amador Valley Transit Authority	Atlantis O&M Facility Bridging Documents	\$ 541,000	\$ 902,000
33	Livermore Amador Valley Transit Authority	Passenger Facilities Enhancements	\$ 2,000,000	\$ 2,918,000
34	San Joaquin Regional Rail Commission	Newark-Albrae Siding Connection Project	\$ 2,000,000	\$ 9,800,000
35	University of California, Berkeley	Ultra Light Rail Freight and Transit Feasibility Study	\$ 100,000	\$ 200,000

TOTAL	\$ 38,294,164	\$ 160,352,969
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Alameda County Transportation Commission

Safe Routes to School Mini-Grant Program

Application Summary

No.	Project Sponsor	Project Title	Formula Amount	SR2S Funds Requested	Local Match	Total Project Cost
1	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	\$ 136,000	\$ 136,000	\$ 589,000	\$ 725,000
2	Alameda	Implement 8 School Safety Assessments in Alameda	\$ 84,000	\$ 84,000	\$ 266,000	\$ 350,000
3	Albany	<i>Sponsor did not submit an application due to project not ready.</i>	\$ 27,000	\$ -	\$ -	\$ -
4	Berkeley	Washington Elementary – Bancroft Way Project	\$ 74,000	\$ 74,000	\$ 74,000	\$ 148,000
5	Dublin	Safe Routes to School - Crosswalk Improvements Project	\$ 94,000	\$ 94,000	\$ 121,000	\$ 215,000
6	Emeryville	<i>Sponsor did not submit an application due to project not ready.</i>	\$ 15,000	\$ -	\$ -	\$ -
7	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	\$ 267,000	\$ 267,000	\$ 1,081,000	\$ 1,348,000
8	Hayward	Cesar Chavez Middle School – Safe Routes to School	\$ 175,000	\$ 161,210	\$ 161,210	\$ 322,420
9	Livermore	Lawrence Elementary School Safe Routes to School Improvements	\$ 103,000	\$ 101,000	\$ 101,000	\$ 202,000
10	Newark	Newark Safe Routes to School Improvements	\$ 43,000	\$ 43,000	\$ 43,000	\$ 86,000
11	Oakland	Lincoln Elementary Safe Routes to School	\$ 386,000	\$ 385,000	\$ 400,000	\$ 785,000
12	Pleasanton	<i>Sponsor did not submit an application due to project not ready.</i>	\$ 112,000	\$ -	\$ -	\$ -
13	Piedmont	Oakland Avenue Pedestrian Enhancement Project	\$ 19,000	\$ 19,000	\$ 380,000	\$ 399,000
14	San Leandro	<i>Sponsor did not submit an application due to project not ready.</i>	\$ 84,000	\$ -	\$ -	\$ -
15	Union City	Enhancements of Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	\$ 81,000	\$ 81,000	\$ 98,000	\$ 179,000

\$ 1,700,000	\$ 1,445,210	\$ 3,314,210	\$ 4,759,420
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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Approve Contract Amendment for E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project

Recommendation

It is recommended that the Commission authorize the Executive Director or a designee to negotiate and execute Amendment No. 4 to Professional Services Agreement No. A18-0024 with Kittelson and Associates, Inc. to add \$1,388,000 for a total, not-to-exceed amount of \$2,588,000 and extend the contract to December 31, 2023 to complete Phase II of the E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project.

Summary

The purpose of the E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project (Project) is to improve multimodal mobility, efficiency and safety to sustainably meet current and future transportation needs, support planned growth and economic development, improve connectivity between transportation modes, and provide flexibility for future changes in transportation technology along this critical north-south corridor in central and southern Alameda County.

Phase I of the Project began in December 2017 and concluded in fall 2020. Phase I covered 30 miles along E. 14th Street, Mission Boulevard, Decoto Road, and Fremont Boulevard from downtown San Leandro to Warm Springs Blvd at State Route 262 and along Mission Boulevard to Ohlone College in Fremont. The Phase I effort resulted in a multimodal long-term vision for the corridor and recommended near and mid-term improvements that would serve as building blocks towards implementation of the long-term vision. The Phase I long-term vision was adopted by Commission in July 2020. The final Phase I report was completed in fall 2020 and can be found on the project webpage: <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/e14th-st-mission-blvd-and-fremont-blvd-multimodal-corridor/>.

Since this time, staff have conducted numerous discussions with jurisdictions along the corridor as well as with AC Transit, BART, and Caltrans to inform the scope of Phase II and identify where corridor-level support from Alameda CTC would have the most benefit. This was determined to be the segment from downtown San Leandro to South Hayward BART station. South of Hayward, the cities of Fremont and Union City have recently progressed the recommendations of Phase I through separate, but consistent efforts, such as the Decoto Road Multimodal Corridor Concept Plan and complete street designs along Fremont Blvd.

Phase II of the Project will advance transit priority and bicycle improvements in central Alameda County (downtown San Leandro to southern Hayward) in coordination with local jurisdictions. Phase II will include development and evaluation of conceptual plans for bus-only lanes between San Leandro and Bay Fair BART stations as well as conceptual plans and coordination support for implementing a connected and high-quality bicycle facility along E. 14th Street, Mission Blvd. and to/from BART stations. Phase II will also develop recommendations for infrastructure enhancements for overall safety and improvements that can support broader economic development goals of the jurisdictions in central Alameda County, particularly around the planned Bay Fair Transit-Oriented Development and fronting E. 14th St./Mission Blvd. in unincorporated Alameda County through to downtown Hayward. Supporting economic development was identified as a need coming out of Phase I that now has a strengthened emphasis to support post-pandemic recovery.

Phase I was successfully completed with Professional Services Agreement No. A18-0024 with Kittelson and Associates, Inc. The requested amendment to A18-0024 would extend the agreement with Kittelson and Associates, Inc. to December 31, 2023 and would add \$1,388,000 to the agreement for completion of the Phase II scope of work.

Background

Corridor Description and Goals

The Project corridor is a major 30-mile, multi-jurisdictional, north-south corridor in central and southern Alameda County spanning the cities of San Leandro, Hayward, Union City and Fremont as well as parts of unincorporated Alameda County. Caltrans has jurisdiction over some segments of the corridor and AC Transit, BART and Union City Transit provide transit service for the diverse communities within the study area. Capitol Corridor, Amtrak, ACE, VTA, and a variety of public and private shuttles also provide service at selected stops on the corridor increasing regional accessibility for the study area.

The project goals are to identify a package of multimodal improvements that support and accommodate the anticipated growth and economic development in the area through the next 20 years, improve multimodal safety and connectivity, provide flexibility for future changes in transportation technology and integrate multimodal planning efforts and capital project development led by local jurisdictions along the corridor.

Phase I Summary

The scoping phase of the Project began in December 2017, concluded in the summer of 2020 and detailed improvements that are consistent with the Project's multimodal goals.

Extensive outreach was held throughout this phase to obtain buy-in with agency partners and with community members through focus group meetings, workshops, and online methods. Staff presented the project to the Alameda CTC Bicycle and Pedestrian Advisory Committee on three occasions and briefed Commissioners whose jurisdictions are part of the corridor at key milestones during two working sessions.

The project team, working closely with the local jurisdictions and transit agencies via a project Technical Advisory Committee (TAC), developed a long-term vision for the corridor, as well as near and mid-term infrastructure improvements that would be the building blocks for the implementation of the long-term vision. The long-term vision was adopted by the Commission in July 2020 and includes:

- Bus-only lanes between San Leandro BART and South Hayward BART stations
- Rapid bus Improvements south of South Hayward BART station
- Mobility hubs at BART stations in the corridor, Amtrak/Capitol Corridor station, and at the intersection of Decoto Rd. and Fremont Blvd.
- Micro-transit/Flex in the Fremont area
- Protected bike lanes along entire corridor
- Multipurpose trails/extension of East Bay Greenway south of South Hayward BART station
- Safety and operational improvements throughout

Phase I acknowledged that these treatments are long-term in nature and thus recommended a phased approach for implementation that includes a range of potential near-term improvements emphasizing different levels of bus priority depending on strength of transit market, safety improvements particularly at crosswalks, opportunities for better multimodal station access, and potential implementation of protected (e.g. Class IV) bike lanes along the corridor. Attachment A includes the Phase I Executive Summary, which provides an overview of the work completed during Phase I. The final Phase I report can be found on the project webpage: <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/e14th-st-mission-blvd-and-fremont-blvd-multimodal-corridor/>.

Phase II Scope of Work

Upon Phase I completion, Alameda CTC staff met with each agency of the Project TAC to discuss the status of current and ongoing projects and identify potential elements that could be included in the second phase of the project as a corridor-effort led by Alameda CTC. Unique to this corridor, local jurisdictions are actively implementing several planned projects along the corridor, which are currently in design or construction phases. These projects include pedestrian safety and bicycle improvements in the central and southern segments of the corridor as well as transit improvements along the southern segments of the corridor. In particular, the City of Fremont has led a design effort along Decoto Road with the City of Union City called the Decoto Road Multimodal Corridor Concept Plan and is actively designing and working to construct complete street elements for Fremont Blvd.

Since Phase I adoption, staff developed a scope of work for Phase II based on Phase I recommendations and took into consideration current conditions. With these elements in mind, the scope is focused on potential projects that would achieve the following outcomes for the corridor over the next 10 years:

- Increase bus ridership and improve bus performance where the bus transit market is the strongest.
- Close the gaps in the bicycle network to achieve continuous protected bike lanes along E. 14th St./Mission Blvd. and to/from BART stations.
- Explore opportunities to enhance economic development through transportation investment.

Given the active planning and design efforts being led by Union City and Fremont, and the need for corridor-level integration between several ongoing project development efforts in central Alameda County, staff will focus Phase II on project development in San Leandro, Ashland, Cherryland, and Hayward.

Phase II will include planning, conceptual engineering, traffic and intersection operations analysis, transit operation modeling, topographic surveys and other work needed to prepare elements of the Project for subsequent environmental and PS&E (design and construction) phases. It will also include public and stakeholder engagement and regular coordination with jurisdictions, transit agencies and Caltrans. Subsequent phases will be recommended at the end of Phase II.

The contract is funded with Measure BB funds and has made progress toward Local Business Contract Equity Program Goals. Funds added through this amendment will exceed the local business goal and meet the small local business goal.

Levine Act Statement: Kittelson and Associates and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$1,388,000 in previously allocated Measure BB funds to the Project. The funding is included in the Alameda CTC adopted FY2020-21 budget. The total addition to contract A18-0024 with Kittelson and Associates, Inc. is \$1,388,000 for a total not-to-exceed amount of \$2,588,000.

Attachment:

- A. Phase I Executive Summary

East 14th St./ Mission Blvd. and Fremont Blvd. Multimodal Corridor Project: **SCOPING PHASE EXECUTIVE SUMMARY**

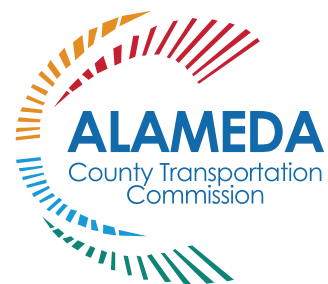
Fall 2020



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

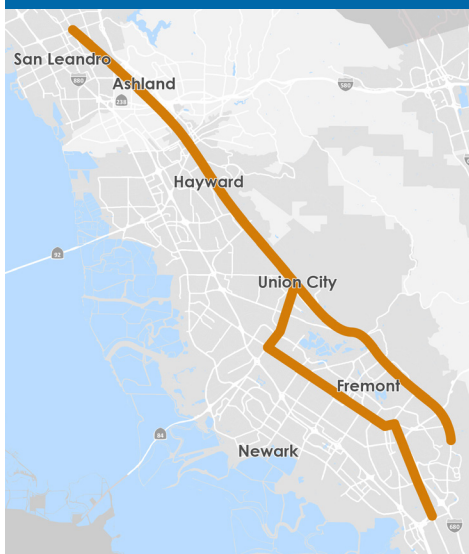
EXECUTIVE SUMMARY

Fall 2020



Project Overview

Project Corridor



East 14th Street, Mission Boulevard, and Fremont Boulevard connect the communities of central and southern Alameda County with regional transportation facilities, employment areas, and activity centers. The corridor extends through five jurisdictions (San Leandro, unincorporated Alameda County, Hayward, Union City, and Fremont) and provides connections throughout the inner East Bay paralleling Interstate 880 and BART.

The E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project (Project) identifies specific near-, mid-, and long-term multimodal mobility improvements for implementation. The Project Corridor extents include the following:

- **E. 14th St. and Mission Blvd.** from Davis St. in San Leandro to Ohlone College (south of I-680) in Fremont
- **Decoto Rd.** from Mission Blvd. in Union City to Fremont Blvd. in Fremont
- **Fremont Blvd.** from Decoto Rd. in Fremont to Washington Blvd. and the planned Irvington BART station
- **Osgood Rd. and Warm Springs Blvd.** in Fremont from the planned Irvington BART station to SR 262 (south of Warm Springs BART)

Study Area at a Glance

5 local jurisdictions

314,000 residents

90,000 employees

14 Priority Development Areas

120 signalized intersections

16,800 to 36,000 vehicles per day

2/3 of corridor with bike lanes

7 transit providers plus public and private shuttles

7 BART stations, 2 Capitol Corridor stations, 1 ACE station (shared with Amtrak)

Project Goals

Multimodal improvements for the Study Area have been developed to advance the following goals:

- Support planned long-term growth and economic development
- Address the range of mobility needs for those living and working in the Study Area
- Move people more efficiently within the corridor
- Increase use of alternate travel modes
- Improve connectivity between transportation modes
- Provide a safe and convenient environment for pedestrians, bicyclist, and transit users
- Provide flexibility for future changes in transportation technology

Project Work to Date

The Project's work completed to date is part of the scoping phase to identify long-term improvements and near- and mid-term projects that achieve the overall Project's multimodal goals, are technically feasible, and are supported by agency and community stakeholders.

Next Steps

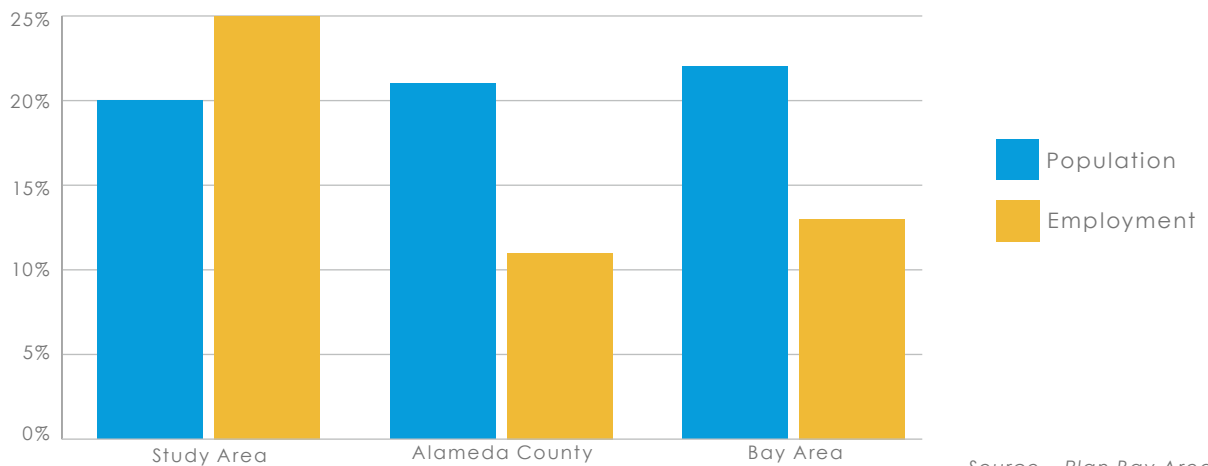
Next steps for the Project focus on advancing the recommended improvements to implementation and construction. These next steps include project development, environmental clearance, final design, and funding.

Demographics

Significant Employment Growth Projected

Total employment in the Study Area is projected to grow by 25 percent between 2020 and 2040, double the rate for Alameda County as a whole and for the nine-county Bay Area region. Population in the Study Area is projected to grow at a rate comparable to the rest of the county and region.

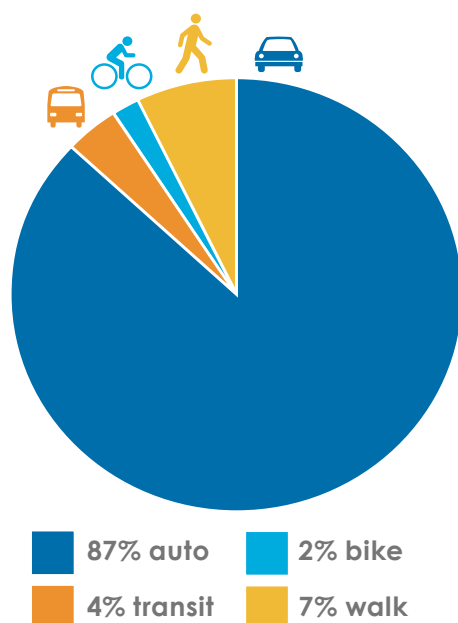
STUDY AREA GROWTH 2020 TO 2040



Travel Markets

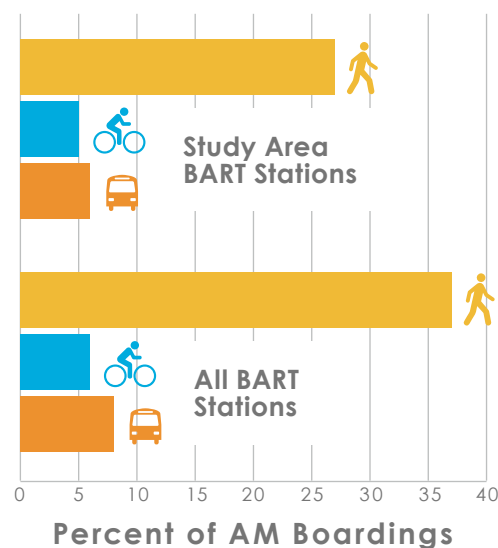
Most trips made by auto

Trips by auto (including drive-alone plus rideshare) make up almost 90 percent of trips for the Study Area.



BART mode of access

Within the Study Area, a smaller share of BART passengers walk and take the bus to reach the station as compared to the BART system as a whole.



Trip Length

28% of trips in the Study Area trips are two miles or less

55% of trips are five miles or less

These shorter trips in the Study Area can benefit from pedestrian, bicycle, and transit improvements.

Safety

Fatal and Severe Injury Collisions

84 fatal or severe injury collisions over five years



32 involving pedestrians



10 involving bicyclists

Between June 2012 and May 2017, half of fatal and severe collisions involved a pedestrian or bicyclist.

Countywide High-Injury Network



40% of the corridor is part of the high-injury PEDESTRIAN network



25% of the corridor is part of the high-injury BICYCLIST network

The 2019 Countywide Active Transportation Plan identifies several portions of the corridor as part of the countywide high-injury network.

Traffic Operations

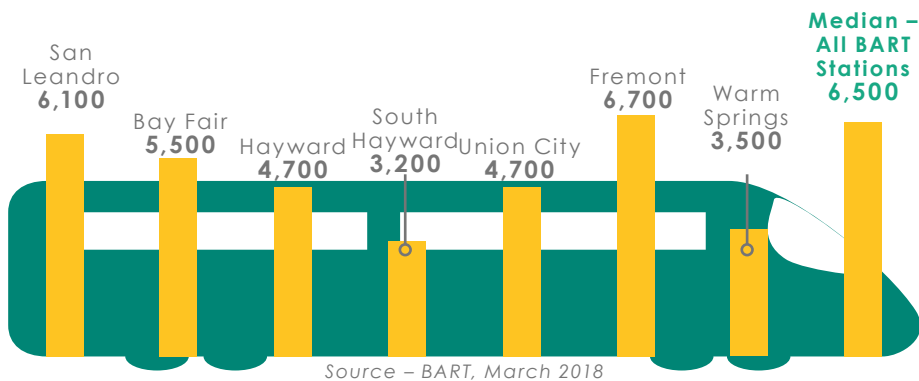
Six intersections currently operate over capacity:

- Foothill Blvd. and A St.
- Mission Blvd. and Niles Canyon Rd./Niles Blvd.
- Mission Blvd. and Mowry Ave.
- Mission Blvd. and I-680 southbound ramps
- Fremont Blvd. and Decoto Rd.
- Fremont Blvd. and Automall Pkwy.

Transit

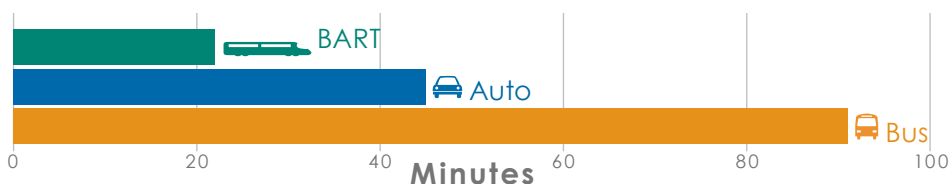
BART ridership

Ridership at BART stations in the Study Area is generally lower than for the BART system as a whole.



Travel Time Comparison – San Leandro to Fremont

BART is currently twice as fast as driving for end-to-end travel during the PM peak. This highlights the need for strong connections to BART to leverage its travel time advantage.



Bus Ridership Facts

- Bus service frequencies along the corridor are as high as 13 buses per hour, accounting for multiple transit providers and service types.
- AC Transit Lines 10 and 99 have the highest bus ridership in the Study Area. Each carries more than 3,000 riders per day.
- 40% of bus passengers in the Study Area board at a BART station.



Agency Outreach and Coordination

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC consisted of staff from local jurisdictions and transportation agencies along the Project Corridor. TAC members included agency staff from the City of San Leandro, County of Alameda, City of Hayward, City of Union City, Union City Transit, City of Fremont, Caltrans, AC Transit, and BART.

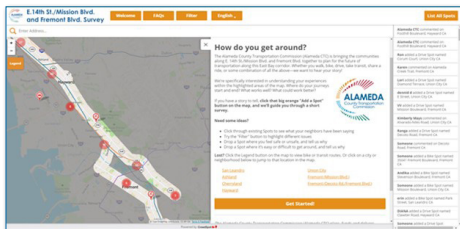
POLICY ADVISORY COMMITTEE (PAC)

The PAC consisted of elected officials representing the local jurisdictions and transportation agencies along the Project Corridor. PAC members included commissioners from each of the local jurisdictions plus AC Transit.

Throughout the Project period, outreach and engagement activities were held with partner agencies and community stakeholders through a combination of one-on-one, small group, large group, and online formats.

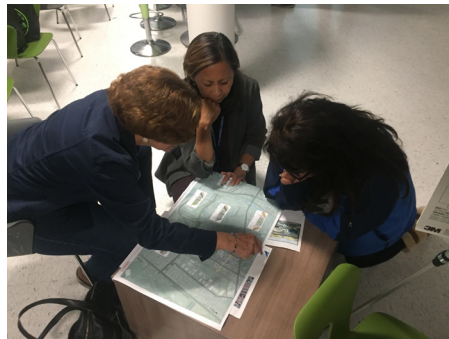
These activities were essential for gathering input and feedback from those who live, work, and travel along the Project Corridor, and for shaping the Project's recommendations.

Community Outreach



ONLINE MAP SURVEY

The first phase of stakeholder outreach occurred from May to July 2018 and included an online map-based survey that allowed community members to identify transportation issues and needs along the Project Corridor. The comments provided by community members were used to inform the technical analysis of existing conditions and to identify needed improvements for the Study Area.



FOCUS GROUP MEETINGS

The second phase of stakeholder outreach occurred from January to March 2019 and included focus group meetings with community stakeholders. The meetings were used to solicit input on the draft improvement concepts and identify additional project improvements to be incorporated. Seven focus group meetings were held, with the meetings representing a combination of geographic focus groups for specific cities plus topic-specific groups for transit riders, bicyclists, and pedestrians.



OPEN HOUSE WORKSHOPS

The third phase of stakeholder outreach occurred during October and November 2019 and included a series of in-person open house workshops combined with an interactive online workshop. The workshops were used to receive broad feedback on the draft long-range concept and recommended projects and to establish support for future project implementation. Five in-person open house meetings were held.

Long-Term Concepts

Two long-term improvement concepts were developed and analyzed to understand multimodal benefits and potential tradeoffs. The concepts included combinations of the following improvements:

- Bus-Only Lanes/Bus Rapid Transit
- Rapid Bus
- Microtransit/Flex
- Mobility Hubs
- East Bay Greenway Extension
- On-Street Protected Bike Lanes

Both long-term improvement concepts addressed the transportation goals for the Project Corridor and Study Area, but were developed to reflect a range of infrastructure investment levels and potential benefits. Concept #1 represented a higher level of investment, while Concept #2 represented a lower level of infrastructure investment.

Evaluation Process

The evaluation of the long-term concepts was completed through three tiers.

Tier 1 Analysis: This analysis was a high-level engineering feasibility assessment that focused on existing right of way widths and other physical constraints that could impact project improvement costs and implementation timeframes.

Tier 2 Analysis: This analysis quantified demographic and accessibility benefits associated with the long-term concepts, in addition to community priorities and preferences.

Tier 3 Analysis: This analysis quantified the long-term (year 2040) multimodal system performance.



Evaluation Results



Transit

- Both bus-only lanes/bus rapid transit and Rapid Bus result in increased transit ridership.
- Bus-only lanes result in higher transit ridership than Rapid Bus, particularly in Communities of Concern.
- All mobility hub locations show potential increases in transit ridership due to first- and last-mile improvements, with the highest transit ridership increases are forecast at San Leandro, Fremont, and Warm Springs BART stations.



Bicycle and Pedestrian

- Bicyclist volumes in the Study Area are projected to more than double by 2040, with the greatest increase in bike volumes forecast in Union City and Fremont.
- Community focus groups stated a preference for both the East Bay Greenway Extension and on-street protected bike lanes



Demographics

- For Year 2040 conditions, the highest population totals are projected around the Bay Fair BART and Fremont Capitol Corridor/ACE stations.
- The highest employment totals for Year 2040 conditions are projected around the Warm Springs and San Leandro BART stations.

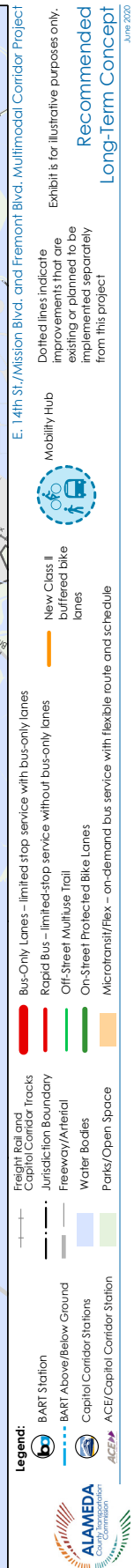


Sustainability

- Given that the proposed improvements focus on facilitating non-auto travel options, both concepts are projected to reduce vehicle miles traveled (VMT), which will in turn result in reduced greenhouse gas emissions.
- For long-term conditions, Bus-Only Lanes result in a greater VMT reduction than Rapid Bus.

FINAL

For illustrative purposes only



Bus-Only Lanes and Rapid Bus

FEATURES OF BUS-ONLY LANES

Bus-only lanes are a long-term recommendation the Project Corridor between San Leandro BART and South Hayward BART, extending through San Leandro, Ashland, Cherryland, and Hayward.

- Part of BRT (bus rapid transit) system
- Buses have a speed advantage compared to automobiles
- Raised bus stop platform
- Tickets are purchased on the platform, not on the bus
- Traffic signal technology reduces traffic delays
- Bus stops have real time arrival data for the next bus
- Separate stops for BRT and local bus service
- Amenities like wifi, cushioned seats, and space for luggage

Bus-only lanes may be in the center of the street or along the outside curb.



Source – Kittelson & Associates

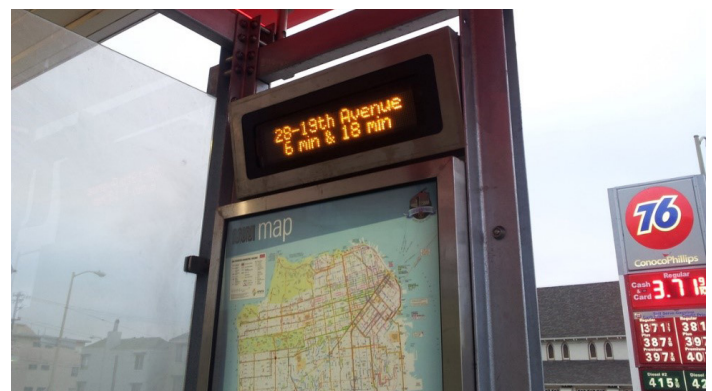


Source – Kittelson & Associates

FEATURES OF RAPID BUS

Rapid Bus is recommended along the Project Corridor between South Hayward BART and Warm Springs BART, extending through the communities of Hayward, Union City, and Fremont. Rapid Bus improvements are also a potential first step in implementing bus-only lanes from San Leandro BART to South Hayward BART.

- Express bus service with fewer stops to speed up buses
- Local routes continue to operate at all stops to maintain coverage
- Low-floor buses to help riders get on and off faster
- Traffic signal technology reduces traffic delays
- Boarding islands so that buses do not block bike lanes
- Bus stops have real time arrival data for the next bus
- Rapid bus stops can be shared with local routes



Source – AC Transit



Source – AC Transit

Microtransit

Microtransit is recommended as long-term improvement in Fremont to support shorter trips in the area. Microtransit is also recommended as part of the mobility hub improvements described later.

FEATURES OF MICROTRANSIT

- On-demand service
- Flexible route and schedule
- Uses small shuttles or vans
- Examples include AC Transit Flex

Protected Bike Lanes

Protected bike lanes provide a physical separation between bicyclists and moving traffic using one or more of the following:

- landscaping
- concrete separators
- on-street parking
- flex posts



Source – Kittelson & Associates

LONG-TERM VISION - 2040

On-street protected bike lanes are recommended throughout the Project Corridor from San Leandro to Fremont to improve connectivity and encourage shorter-distance bike trips.



Source – Kittelson & Associates

PROJECTS UNDERWAY AND PROPOSED

- Alameda County, Hayward, and Fremont have projects underway that will add protected bike lanes to the corridor.
- Additional near-term improvements provide new or improved bike lanes in areas that are part of the County-wide High Injury Network.



Source – Alameda County Public Works Agency

Pedestrian and Bicyclist Safety

Pedestrian safety treatments throughout the corridor will provide safer, higher-quality travel for pedestrians. Bike safety treatments along the corridor and at intersections will make it more comfortable for people to bike.

Projects Underway and Proposed

Pedestrian projects:

- Sidewalk gap closures
- ADA pedestrian improvements
- Pedestrian signal phasing
- Crosswalk improvements
- Streetscape improvements

Bicycle projects:

- Signalized intersection improvements
- Bike lane restriping
- Facilities on parallel and connecting streets
- Driveway consolidation
- Streetscape improvements
- Wayfinding

ADA Ramp Improvement



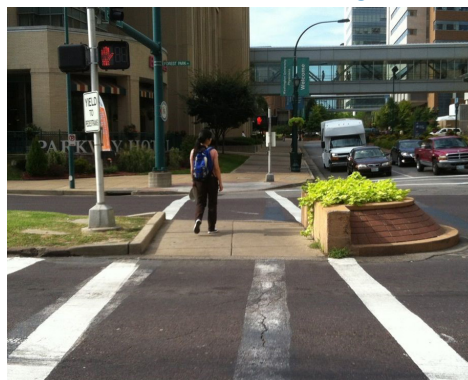
Source – Kittelson & Associates

Pavement Resurfacing



Source – Kittelson & Associates

Mid-block Pedestrian Refuge



Source – Alameda CTC

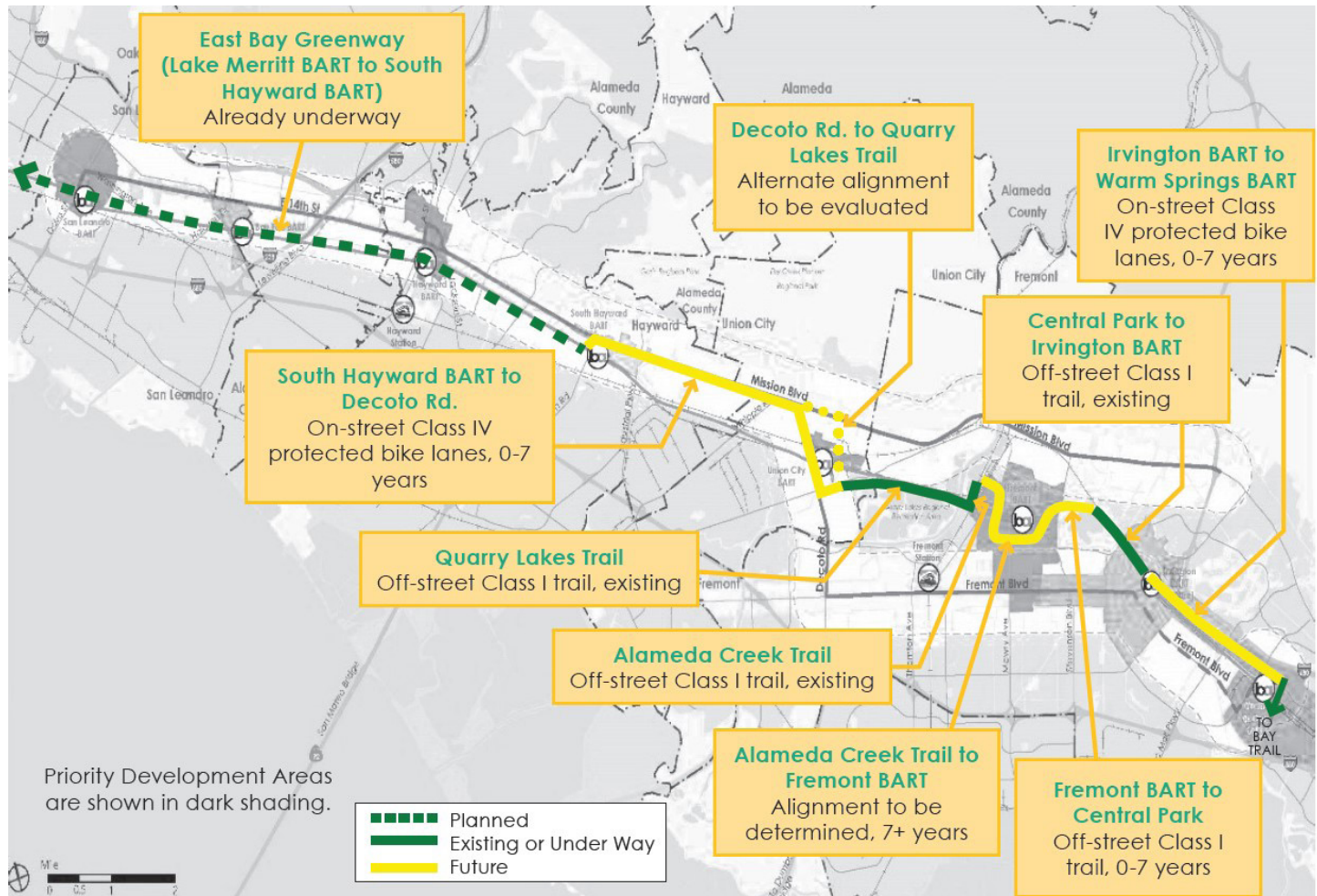
Leading Pedestrian Phase



Source – Kittelson & Associates

East Bay Greenway Extension

An extension of the East Bay Greenway bicycle and pedestrian trail is recommended from South Hayward BART to Warm Springs BART. The extension will use existing trails and planned bikeways, and provide safer, more comfortable travel for people walking and biking.



ALREADY UNDERWAY: EAST BAY GREENWAY FROM LAKE MERRITT BART TO SOUTH HAYWARD BART

The East Bay Greenway Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for 16 miles through the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland.

East Bay Greenway Extension

Existing Trails

- Quarry Lakes Trail – Alvarado Niles Rd. to Alameda Creek Trail
- Alameda Creek Trail – Decoto Rd. to Mission Blvd.
- East Bay Greenway – Central Park to Irvington BART

New Trails and Trail Connections

- South Hayward BART to Quarry Lakes Trail
- Alameda Creek Crossing: New bike/ped bridge
- East Bay Greenway, Alameda Creek Bridge to Fremont BART: Class I trail (further feasibility assessment is required).
- East Bay Greenway, Fremont BART to Central Park: Class I trail



Source – Alameda CTC



Source – Alameda Magazine

Mobility Hubs

Mobility Hubs will be developed around major transportation hubs and may include:

- Bike station/bike lockers
- Real-time transit information
- Informational signage
- On-demand rideshare/carpooling
- Microtransit services

- Shared vehicle options (carshare, bikeshare, scooters)
- Electric vehicle charging stations
- Real-time parking information
- Pedestrian and bike access infrastructure
- Supporting land uses (package delivery, convenience retail, etc.)

POTENTIAL MOBILITY HUB IMPROVEMENTS



LEGEND

- 1 Elevated Rail Transit Station
- 2 Bus Transfer Facility
- 3 Wayfinding Signage
- 4 Bike Station / Bike Lockers
- 5 Real-time Transit Information
- 6 Bikeshare
- 7 Scooter share
- 8 Shared Electric Moped Parking
- 9 Real-time Parking Information*
- 10 Rapid Bus Station
- 11 Transit Signal Priority/ Bus-Only lanes
- 12 Class IV Bikeway

*Real-time parking information also available through an app

Advanced Multimodal Signal Technology

VISION FOR THE FUTURE - 2040

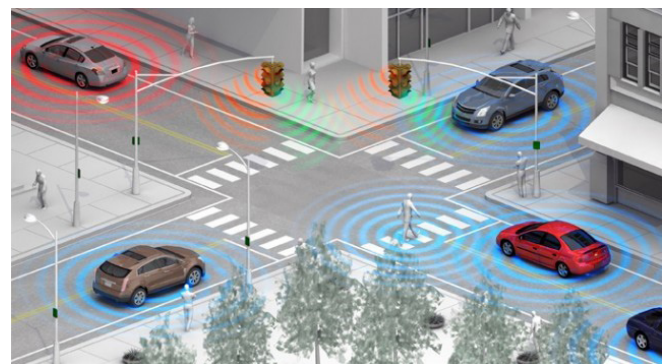
The long-term vision for the corridor accommodates technology related to connected vehicles. Connected vehicles are able to “talk” to roadway infrastructure and/or other vehicles.

Vehicle to infrastructure communication – Information shared between vehicles and roadway infrastructure (cameras, traffic lights, lane markers, and signage).

Vehicle to vehicle communication enables vehicles to exchange information about their speed and location to help avoid collisions.

WHAT'S HAPPENING SOON?

Fremont Blvd. Safe and Smart Corridor – This project uses technology to move traffic efficiently and improve safety and circulation for pedestrians, bicyclists, and transit users.



Improved Safety and Collision Avoidance

Adaptive Signal Control (Hayward and Alameda County) – Adaptive signal systems use real-time traffic information from video cameras or road sensors to determine when a traffic light should be red or green.

Pedestrian Detection (San Leandro and Fremont) – Caltrans is in the process of completing pedestrian signal improvements along E. 14th St. in San Leandro and Mission Blvd. in Fremont.

Areas for Further Refinement

This phase of the Project has identified what recommended long-term, near-term, and mid-term improvements that can be implemented along the Project Corridor to improve multimodal travel and support anticipated growth and economic development.

Specific details regarding how and when to implement the recommended improvements will be analyzed further and defined during subsequent project development and stakeholder engagement activities.

BUS-ONLY LANES/BUS RAPID TRANSIT

Both median-running and side-running bus-only lanes were evaluated for feasibility within the existing right of way conditions. Additional traffic operations and bus operations analyses and stakeholder outreach are required to identify the appropriate configuration(s) for the Project Corridor. Additionally, the alignment for bus-only lanes through North Hayward (either Mission Blvd. or Mattox Rd. and Foothill Blvd.) requires further evaluation.

RAPID BUS

Locations for transit priority treatments such as intersection queue jumps will be defined during subsequent project development activities. Additionally, Rapid Bus may be implemented in San Leandro, Ashland, Cherryland, and Hayward as a first step toward bus-only lanes. This phased implementation approach requires further evaluation.

MOBILITY HUBS

While a suite of improvement types has been identified for mobility hubs, specific improvement projects for each hub will require additional coordination with partner agencies and community hubs, in particular for shared mobility services (e.g., bikeshare and carshare) and traveler information and data (e.g., real-time apps). Further agency and stakeholder coordination is also required to identify the location for a mobility hub pilot project that will serve as a model for implementation at other locations in the Study Area.

MICROTRANSIT/FLEX

Additional analyses and stakeholder coordination are required to identify program elements including the service structure, responsible parties, and infrastructure components.

EAST BAY GREENWAY EXTENSION

Additional analysis is required to define portions of the alignment in Union City and Fremont. In Union City, alignment options along the planned Quarry Lakes Parkway and Decoto Rd. will be evaluated during subsequent environmental phases. In Fremont, engineering and environmental analyses are required to define the location of the planned Alameda Creek bridge crossing and the alignment for the connection to Fremont BART.

ON-STREET PROTECTED BIKE LANES

The physical separation between bicycle lanes and moving traffic may be implemented using raised landscape strips, flex posts, or on-street parking. The type of physical separation may vary based on the corridor context and requires further analysis during subsequent phases. Location-specific intersection treatments to address bicycle/vehicle conflict points also require further analysis.

NEAR-TERM SAFETY AND OPERATIONAL IMPROVEMENTS

A draft list of recommended improvement projects has been developed as part of this project phase. While conceptual design plans have been completed for some projects, other projects require additional engineering analysis for concept development.



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project

Recommendation

It is recommended that the Commission approve the following actions related to the construction phase of the I-80 Gilman Interchange Improvements Project:

1. Approve allocation of \$10,101,800 of Measure BB funds from the Congestion Relief, Local Bridge, Seismic Safety program (TEP-26) for the Project (\$5,864,300 capital, \$4,237,500 support); and
2. Authorize the Executive Director or designee to execute Amendment No. 7 to Professional Services Agreement No. A15-0034 with Parsons Transportation Group, Inc. (PTG) for an additional amount of \$2,200,000 for a total not-to-exceed amount of \$13,873,000 to complete the design for Phase 2 of the Project, inclusive of right-of-way (R/W) acquisition and bid support services, and to provide design support services during construction (DSDC) for Phase 1 and Phase 2.
3. Authorize the Executive Director or designee to enter into all necessary agreements to achieve Project commitments.

Summary

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project (Project), a named capital project in the 2014 Transportation Expenditure Plan. The Project proposes to reconfigure the I-80 Gilman Interchange, located in northwest Berkeley near its boundary with the City of Albany to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. The project fact sheet is provided as Attachment A.

The Project is proposed to be constructed in two phases to deliver the improvements as quickly as possible and to comply with the funding delivery requirements. Phase 1 will construct the Pedestrian/Bicycle bridge over I-80 and Phase 2 will construct two roundabouts

at the Gilman Interchange and the associated connecting elements. Phase 2 will also include two partnership elements: a City of Berkeley sewer line and an East Bay Municipal Utility District (EBMUD) recycled water line.

The recent significant Phase 1 capital cost increase has prompted a reassessment of the Project budget and additional needs in both capital and support costs have been identified.

A total need of \$5,864,300 in capital needs have been identified: (1) The Phase 2 capital construction estimate has been updated to reflect the current bidding environment. The revised Phase 2 estimate is \$25,456,100 and exceeds the available capital construction budget of \$20,848,000. The City of Berkeley and EBMUD have increased their respective commitments for their share of work by \$643,800, leaving a remaining need of \$3,964,300; (2) Capital risks, including utility relocations performed by PG&E and Union Pacific Railroad (UPRR) safety improvements, have been quantified and totals \$1,900,000.

A total need of \$4,237,500 in support needs have been identified: (1) Additional resources to complete Phase 2 design. This need is estimated to be \$895,500. EBMUD has contributed \$54,500, leaving a remaining need of \$841,000; (2) In the event agreements cannot be finalized with the remaining owners, additional support, including fees and deposits, will be required to implement the eminent domain process. This need is estimated to be \$500,000; (3) Cooperative agreement 04-2763 with Caltrans was executed in June 2020 to perform the advertisement, award and administration for both Phase 1 and Phase 2. As a result of the extended gap between the start of Phase 1 and Phase 2 and the increase to the overall length of the construction phase duration, an additional budget of \$1,672,000 is recommended; (4) The DSDC budget is recommended to be increased by \$1,304,500. EBMUD has contributed \$80,000, leaving a remaining need of \$1,224,500.

Alameda CTC, through a competitive selection process, selected and awarded contract A15-0034 for design phase services to PTG in April 2018. Authorization of Amendment No. 7 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$2,200,000, for a total not-to-exceed amount of \$13,873,000 will provide the resources and time necessary to complete the design package and support the R/W acquisition process for Phase 2 and provide DSDC for the Project through project completion which is anticipated in 2023. A summary of all contract actions related to Agreement No. A15-0035 is provided in Attachment B.

Approval of the requested actions will allow Phase 2 to receive \$19,258,000 of construction capital STIP funding at the June California Transportation Commission (CTC) meeting and ensure construction progress is not hindered once construction activities begin. Both Phase 1 and 2 are scheduled be completed in 2023.

Background

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to

improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

The main project features include a pair of roundabouts and a new pedestrian/bicycle bridge (POC) over I-80. In total, the project will provide approximately 2.0 miles of new or improved bicycle/pedestrian components. These include Class I, II, III, and IV bike lanes that provide access to and from the overcrossing to the Bay Trail, nearby recreational facilities and surrounding businesses.

Alameda CTC is the implementing agency for the environmental, design, right-of-way acquisition, and utility phases of the project and is supported by the PTG team. Caltrans will Advertise, Award and Administer the construction work for this project. To deliver the improvements as soon as possible, the project will be delivered in two phases. Phase 1 will construct the POC over I-80 and Phase 2 will construct the two roundabouts at the Gilman Interchange and the associated connecting elements including the safety improvements at the UPRR crossing on Gilman Street and the Golden Gate extension roadway.

Capital Budget Analysis

In May 2020, the capital phase estimates were \$19,071,000 and \$20,848,000 for Phase 1 and Phase 2 respectively. Phase 1 bids, which opened on January 20, 2021, resulted in a revised capital phase estimate of \$22,850,000, for an increased need of \$3,779,000 or approximately 20 percent of the original Phase 1 capital cost. This has prompted the need to reassess the Project budget for both capital and support needs.

Increased materials costs (e.g. concrete, steel, and oil for asphalt) and the continued expectation of COVID inefficiencies were a significant reason for the cost increase. On March 25, 2021, the Commission authorized the additional construction funds necessary to award Phase 1. Phase 1 is scheduled to begin construction in late April.

Requests for allocation consideration at the June 2021 CTC meeting are due May 3, 2021. The allocation requests must demonstrate a full funding plan and be supported by the appropriate funding agreements. The Phase 2 estimated capital cost is \$25,456,100 and the current approved Phase 2 capital construction budget is \$20,848,000, representing an increase of \$4,608,100 or approximately 22% of original Phase 2 capital cost. The City of Berkeley and EBMUD have increased their respective capital funding by \$319,500 and \$324,300 respectively, leaving a remaining balance of \$3,964,300.

Other capital project costs totaling \$1.9M are also anticipated to see an increase due to the extended COVID impacts and the current bidding environment as follows:

- On March 30, 2021, PG&E issued a revised estimate for the cost to relocate the existing PG&E lines in conflict with the Phase 2 design. Phase 2 cannot begin until PG&E completes its work. An amendment to the current PG&E Utility Agreement will be required for PG&E to move forward with its work. The Project has 100% liability for cost increases. The estimated potential risk is \$1.8M.

- The estimated costs in the Construction and Maintenance agreement with UPRR were prepared a year ago and UPRR does not expect to begin its procurement process until September 2021. The Project has 100% liability for cost increases. The estimated potential risk is \$100K.

The total estimated capital need for the Phase 2 capital increase and PG&E/UPRR risks totals \$6,508,100 as shown below in Table 1. The City of Berkeley and EBMUD will provide an additional \$643,800 in funding towards this shortfall. It is recommended that the remaining balance of \$5,864,300 be funded by 2014 MBB TEP-26 funds.

TABLE 1: PHASE 2 CONSTRUCTION CAPITAL FUNDING SUMMARY

		Construction Capital Current	Construction Capital Proposed Addition	Total **
Fund Source	State -STIP	\$19,258,000	\$0	\$19,258,000
	City of Berkeley*	\$290,000	\$319,500	\$609,500
	EBMUD	\$1,300,000	\$324,300	\$1,624,300
	MBB (TEP 26)	\$0	\$5,864,300	\$5,864,300
	Total	\$20,848,000	\$6,508,100	\$27,356,100

* Funding from Measure T1 FY21 and FY23.

** Does not reflect an additional \$4.0M in utility work under various contracts.

Support Budget Analysis

In addition to the capital costs, cooperative agreement 04-2763, executed in June 2020 between Alameda CTC and Caltrans, included \$4,607,000 in STIP funding for Caltrans to perform the advertisement, award and administration for both Phase 1 and Phase 2. This amount represented a budget of approximately 11.5% of the May 2020 capital cost estimate of \$39,919,000. Industry standard for these services vary between 13%-18% of capital costs dependent upon size and complexities of a project. A lower budget was established based upon the expectation that Phase 1 and Phase 2 contracts would begin within months of each other and create the opportunity for efficiencies. The efficiency of having the same Caltrans staff manage both contracts will not be possible due to the extended gap between the start of Phase 1 and Phase 2, which could be as much as a year. Additionally, Caltrans rates will resume to the full rate beginning July 1, 2022 when the current furlough program ends. The current capital cost estimate is \$50,206,100. A budget of \$6,279,000 is recommended, resulting in an additional need of \$1,672,000.

In February 2021, the Commission approved Resolutions of Necessity for three properties. The process has been initiated with one property and staff is still continuing to finalize an acceptable agreement with the two remaining properties. In order to obtain Order of

Possession in advance of construction, the process may need to be initiated for the two remaining properties including the submission of court filings, fees and deposits. The estimated potential risk is \$500,000.

Phase 2 work includes many unique and challenging elements including:

- railroad safety elements at Gilman Street
- an architectural curtain wall underneath I-80 at Gilman
- two roundabouts (first double roundabout in the Bay Area off of a major highway)
- the relocation/protection/installation of utilities with five different owners
- hardscape and landscape
- bioswales
- one mile of bicycle/pedestrian facility improvements to connect the many businesses and public facilities in the area
- complex staging plan consisting of eight stages

In September 2020, Amendment No. 6 to Agreement A15-0034 with PTG was requested in the amount of \$1,453,000. Several unforeseen conditions have materialized resulting in an increased level of effort from the PTG team as follows:

- Increased bid support for Phase 1 due to significant interest from bidders. The PTG team responded to 35 bidder inquiries, prepared 5 contract addenda and evaluated 11 bids.
- Increased and extended length of R/W support. R/W activities have extended five months longer than originally anticipated. Shelter in Place restrictions hindered the negotiations process which relies heavily upon face-to-face interactions and field visits to discuss and assess project impacts. The PTG team also supported actions for three Resolutions of Necessity (only two were anticipated). Additionally, on-going support will be required during construction to ensure compliance with the final R/W terms and conditions.
- Increased support for EBMUD final design preparation (this effort to be funded by EBMUD).
- Increased PG&E coordination to ensure PG&E relocation work is completed in advance of the construction activities.
- Additional UPRR coordination and design modifications to amend GO-88B application to reflect recent upgrades installed and funded by UPRR and fees for field investigative activities.
- Additional soil and groundwater testing to mitigate costly contract change orders.
- Increased support for maintenance agreement between City of Berkeley and Caltrans including preparation of exhibits for new POC and roundabouts.
- Identification and preparation of 81 non-standard special provisions which are at various stages of approval.

The estimated effort to complete the Phase 2 design package and provide R/W engineering and support is \$895,500. EBMUD will fund \$54,500 of this effort.

An initial DSDC budget of \$500,000 was requested. Due to the risks that have materialized with UPRR and PG&E and the intricacies of the finalized staging plan for both Phase 1 and Phase 2, a higher level of support will likely be needed from the PTG team. A DSDC budget of \$1,804,500, equating to approximately 3.6% of capital costs, would be more prudent based on the Project complexities and needs. EBMUD will fund \$80,000 of the DSDC budget.

The proposed amendment for a total of \$2,200,000 will provide the resources necessary to complete the Phase 2 and provide continued design support services through construction and project completion. The basis of the amendment request is summarized below and reflects the project complexities and anticipated risks. A summary of all related contract actions is provided as Attachment B.

TABLE 2: BASIS OF AMENDMENT NO. 7 TO A15-0034

Budget	September 2020 Estimate	Proposed Contract Amendment No. 7	Total
Phase 2 Ready To List package (Final design and R/W)	\$953,000	\$895,500	\$1,848,500*
DSDC Phase 1 and 2 (Bid support, submittal reviews, change orders, R/W closeout and asbuilt)	\$500,000	\$1,304,500	\$1,804,500*
Total	\$1,453,000	\$2,200,000	\$3,653,000

* An estimated total of \$134,500 (\$54,500 design and \$80,000 DSDC) to be funded by EBMUD for PTG's services.

The total estimated support need is \$4,372,000 and EBMUD will provide \$134,500 in funding. It is recommended that the remaining \$4,237,500 be funded from 2014 MBB TEP-26 funds. While the identified risks may not fully materialize, it is recommended that these funds be allocated to allow staff to respond swiftly and keep the construction schedule intact. Staff will continue to look for opportunities to mitigate the risks and work with its funding partners to firm up funding commitments.

Despite the many challenges encountered, the project team has been able to maintain the overall schedule and the project will meet the funding deadline of June 2021.

Phase 2 Delivery Milestone	Status - September 2020	Status - April 2021
R/W Certification	December 2020	May 2021
Ready To List	January 2021	May 2021
Seek CTC construction allocation	March 2021	June 2021
Construction Contract Award	July 2021	November 2021
Construction Anticipated Complete	Summer 2023	Summer 2023

Phase 1 is scheduled to begin construction by late April and preparations are underway for a virtual groundbreaking event in May 2021. The approval of the recommended

actions will support the allocation of \$19,258,000 in STIP funding at the June 2021 CTC meeting and allow Phase 2 to begin construction in late 2021. Both phases are anticipated to be completed by Summer 2023.

Levine Act Statement: The PTG team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$10,101,800 in Measure BB funds and other local funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC adopted FY 2020-2021 Capital Program Budget.

Attachments:

- A. I-80 Gilman Interchange Improvement Project Fact Sheet
- B. Summary of Contract Actions

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PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street

This project will be constructed in two phases:

Phase 1: Pedestrian and Bicycle Overcrossing

Phase 2: Interchange Improvements and Local Street Improvements; pedestrian and bicycle Improvements through interchange; Bay Trail gap closure; safety improvements at the Gilman/Union Pacific Railroad at-grade crossing

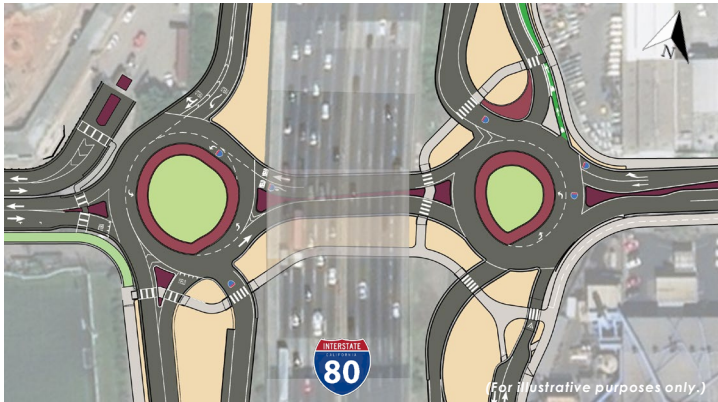


PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design/Pre-Construction

- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019.
- Construction funding for Phase 1 approved by the California Transportation Commission in August 2020.
- Phase 1 contract awarded and construction to begin in spring 2021.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

COST ESTIMATE BY PHASE¹ (\$ X 1,000)

Planning/Scoping	\$794
PE/Environmental	\$4,819
Final Design (PS&E)	\$7,950
Right-of-Way/Utility	\$2,950
Construction	\$59,091
Total Expenditures	\$75,604¹

¹ Does not include separate construction items funded by partner agencies, estimated at \$2.467 million.

FUNDING SOURCES² (\$ X 1,000)

Measure BB	\$15,987
Federal	\$1,079
State (ATP) ³	\$4,152
State (STIP) ⁴	\$42,921
Other (Local, State and EBMUD) ⁵	\$1,364
TBD	\$10,101
Total Revenues	\$75,604

² Does not include separate construction items funded by partner agencies, estimated at \$2.467 million.

³ Active Transportation Program.

⁴ State Transportation Improvement Program.

⁵ City of Berkeley and East Bay Municipal Utility District (EBMUD).

SCHEDULE BY PHASE⁶

	PHASE 1		PHASE 2	
	Begin	End	Begin	End
Scoping	Spring 2012	Fall 2014	Spring 2012	Fall 2014
Preliminary Engineering/Environmental	Fall 2015	Summer 2019	Fall 2015	Summer 2019
Final Design	Fall 2018	Fall 2020	Fall 2018	Spring 2021
Right-of-Way	Fall 2018	Fall 2020	Fall 2018	Spring 2021
Construction	Spring 2021	2023	Fall 2021	2023

⁶ Schedule subject to funding availability.

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

<u>Table A: Summary of Agreement No. A15-0034</u>			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with PTG (A15-0034) <i>July 2015</i>	Environmental phase services	NA	\$ 2,600,000
Amendment No. 1 <i>June 2017</i>	Provide a 12-month time extension to September 30, 2018	\$ 0	\$ 0
Amendment No. 2 <i>December 2017</i>	Provide additional budget for preliminary design services	\$1,000,000	\$ 3,600,000
Amendment No. 3 <i>May 2018</i>	Provide additional budget for final environmental and design services and a 3-year time extension to September 30, 2021	\$ 5,270,000	\$ 8,870,000
Amendment No. 4 <i>February 2020</i>	Provide additional budget for the Final PS&E & bid support (Phase 1)	\$1,350,000	\$10,220,000
Amendment No. 5 (Administrative Amendment) <i>Executed July 2020</i>	Update indemnification and insurance requirement provisions	N/A	N/A
Amendment No. 6 <i>September 2020</i>	Provide additional budget for design services (Phase 2), DSDC and a 30-month time extension to March 21, 2024.	\$1,453,000	\$11,673,000
<i>Proposed Amendment No. 7 April 2021 (This Agenda Item)</i>	Provide additional budget to complete the design for Phase 2 of the Project, inclusive of right-of-way (R/W) acquisition and bid support services, and to provide DSDC for Phase 1 and Phase 2.	\$2,200,000	\$13,873,000
Total Amended Contract Not-to-Exceed Amount			\$13,873,000

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Chris G. Marks, Associate Transportation Planner

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

Recommendation

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

Summary

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

Since the last update on March 8, 2021, Alameda CTC reviewed one NOP included as Attachment A.

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

Attachments:

- A. Response to the Notice of Preparation of a DEIR for the Union City Station District Specific Plan

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March 5, 2021

Carmela Campbell, AICP
Economic and Community Development Director
34009 Alvarado-Niles Road
Union City, CA 94587

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report for the Union City Station District Specific Plan

Dear Ms. Campbell,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Union City Station District Specific Plan. The proposed Plan would guide future development on an approximately 470-acre area around the Union City BART station. The planning area is roughly bound by Decoto Road and H Street to the north, 7th street to the east, Alvarado Niles Road to the west, and the Union City-Fremont border to the south. The planning area has four subareas: The Core, Station East, Gateway, and Civic Center.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project may generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include: I-880, Alvarado Niles Road, and Decoto Rd

- For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts. Note that automobile delay cannot be deemed a significant environmental impact under current CEQA guidelines, however this analysis is required pursuant to the 2019 CMP. This impacts analysis may be included in an EIR appendix or separate document provided to Alameda CTC.
- The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information).
- Please see the changes made to the CMP Land Use Analysis Program made in response to SB743 here: https://www.alamedactc.org/wp-content/uploads/2020/07/Amendment_Land_Use_Analysis_Program_SB743.pdf
- The DEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: BART, AC Transit, Union City Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the [Countywide Active Transportation Plan](#).
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Cath", with a long, horizontal, slightly wavy line extending to the right.

Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Maisha Everhart, Director of Government Affairs and Communications
Krystle Pasco, Associate Program Analyst

SUBJECT: Approve the Professional Services Agreement (A21-0025) with
Nelson\Nygaard Consulting Associates for Paratransit Coordination
Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement (A21-0025) with Nelson\Nygaard Consulting Associates for a negotiated amount, not-to-exceed \$500,000, for an initial two years starting July 1, 2021, with the option to extend for an additional term of three years for a not-to-exceed amount of \$806,361 for a total budget of \$1,306,361.

Summary

In October 2020, a Request for Proposal (RFP) R21-0002 was released for professional services to provide paratransit coordination services. One proposal was received and was determined to be responsive. An independent selection panel composed of Alameda CTC staff and an external partner reviewed the proposal. The panel determined that the Nelson\Nygaard Consulting Associates (Nelson\Nygaard) team was qualified to perform the required services and recommended proceeding with negotiating the terms and conditions of the contract.

Alameda CTC negotiated 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 were negotiated. Additionally, the Nelson\Nygaard team has indicated that they will meet or exceed the 70% Local Business Enterprise (LBE) and 30% Small Local Business Enterprise (SLBE) goals.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement (A21-0025) with Nelson\Nygaard Consulting Associates for a negotiated amount, not-to-exceed \$500,000 for an initial two years starting

July 1, 2021, with the option to extend for an additional term of three years for a not-to-exceed amount of \$806,361 for a total budget of \$1,306,361.

Background

The Alameda County Transportation Commission (Alameda CTC) contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of general administration services, including, but not limited to, general counsel, media and public relations, outreach, technical assistance, and project and program management. The transportation for seniors and people with disabilities (Paratransit) Program similarly relies on professional services consultant firms to carry out the various programmatic activities noted in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans (TEPs) for funding related to transportation for seniors and people with disabilities. The current Paratransit Coordination Services contract is due to expire at the end of the current fiscal year, FY 2020-21.

Alameda CTC has a robust and multi-faceted Paratransit Program that funds and manages a range of services. The 2000 Measure B TEP allocates 10.45 percent of net revenues and the 2014 Measure BB TEP allocates 10 percent of net revenues to the Paratransit Program. Approximately 9 percent of net revenues from each TEP is distributed to agencies on a monthly basis as Direct Local Distribution (DLD) funding for ADA-mandated services and City paratransit programs. The remaining funding is distributed as grants on a discretionary basis as part of the agency's Comprehensive Investment Plan (CIP).

As set forth in the expenditure plans, the Paratransit Advisory and Planning Committee (PAPCO), a 23-member committee of seniors and people with disabilities, is responsible for providing recommendations to the Commission related to all funding for transportation for seniors and people with disabilities. The Paratransit Technical Advisory Committee (ParaTAC), comprised of City and transit operator staff, mostly program sponsors who receive agency funds, also provides input to Alameda CTC staff related to management of direct ADA-mandated services and City paratransit programs. Alameda CTC staff strategically collaborates and coordinates with PAPCO and ParaTAC with the support of the professional services consultant to deliver the full breadth of the paratransit program.

Professional Services Contract

Alameda CTC intends to retain a professional services consultant or consultant team with expertise in the management and oversight of transportation services and programs targeted towards seniors and people with disabilities, including: public meeting facilitation and coordination; administration and coordination of local, regional, state and federal grant funding; outreach and information services; coordination with partner agencies; development and management of countywide initiatives; and technical assistance.

Under the direction of and in close coordination with Alameda CTC staff, this consultant team is responsible for a range of activities. The team coordinates, monitors, conducts

reporting activities, researches, and advises Alameda CTC staff on funding programs for seniors and people with disabilities, including Measure B and Measure BB Paratransit Program funding, and any other local, regional, state and federal funds or funding programs, including the Federal 5310 program. The team is also responsible for facilitating, providing materials for and documenting Paratransit Program meetings (i.e., plans, coordinates, documents, and staffs PAPCO and ParaTAC meetings), as well as meetings with other organizations, as necessary. The team is also responsible for performing technical studies, conducting research on best practices, and other technical assistance to support implementation of the Paratransit Program.

On September 24, 2020, the Commission authorized the release of an RFP and directed staff to proceed with contract procurement activities to obtain a professional services consultant firm to provide paratransit coordination services. RFP 21-0002 was released on October 6, 2020.

One proposal was received and was determined to be responsive. An independent selection panel composed of Alameda CTC staff and an external partner reviewed the proposal. The panel determined that the Nelson\Nygaard team was qualified to perform the required services and recommended proceeding with negotiating the terms and conditions of the contract. The Nelson\Nygaard team has indicated that they will meet or exceed the 70% Local Business Enterprise (LBE) and 30% Small Local Business Enterprise (SLBE) goals.

Based upon the thorough review of Nelson\Nygaard's cost proposal, Alameda CTC's independent cost estimate, and discussions with Nelson\Nygaard, a contract is being negotiated to provide the services necessary to complete the required scope of work to provide paratransit coordination services for an amount not-to-exceed \$500,000 for an initial two years. Staff anticipates that a contract will be ready for execution no later than June 2021.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement (A21-0025) with Nelson\Nygaard Consulting Associates for a negotiated amount, not-to-exceed \$500,000 for an initial two years starting July 1, 2021, with the option to extend for an additional term of three years for a not-to-exceed amount of \$806,361 for a total budget of \$1,306,361.

Levine Act Statement: The Nelson\Nygaard Consulting Associates team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize \$1,306,361 of local measure funding for subsequent encumbrance and expenditure. Upon approval, contract funding will be included in the agency's fiscal year budget.

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Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 15, 2020

TO: Alameda County Transportation Commission

FROM: Maisha Everhart, Director of Government Affairs and Communications
Kate Lefkowitz, Associate Transportation Planner

SUBJECT: Approve administrative amendment to Alameda CTC agreement (A16-0027) in support of the Alameda CTC Affordable Student Transit Pass Program (STPP)

Recommendation

It is recommended that the Commission approve the administrative amendment to Alameda CTC agreement (A16-0027) in support of the Alameda CTC Affordable Student Transit Pass Program (STPP). This amendment will extend the schedule to allow the seamless completion of the STPP expansion at all eligible middle and high schools in Alameda County.

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 request shown in Table A has been reviewed and it has been determined that the request will not compromise program deliverables.

Staff recommends that the Commission approve and authorize the administrative amendment request 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/program needs for scope, cost, and schedule. Throughout the life of a project/program, 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/program delays; and (2) extended phase project/program closeout activities.

Requests are evaluated to ensure that project/program deliverables are not compromised. The administrative amendment request identified in Table A has been evaluated and is recommended for approval.

Levine Act Statement: Nelson\Nygaard Consulting Associates Inc. and 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	Nelson\Nygaard Consulting Associates, Inc.	Affordable Student Transit Pass Program	A16-0027	A1: Time extension from 11/30/2019 to 11/30/2020 A2: Modification of insurance requirements provisions of agreement A3: Budget increase and 24-month time extension from 11/30/2020 to 11/30/2022 for Student Transit Pass Program implementation and expansion support A4: Time extension of 12 months from 11/30/2022 to 11/30/2023	2	None

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

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Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the State Transit Assistance (STA) County Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23

Recommendation

It is recommended the Commission approve Resolution 21-008 (Attachment A), regarding the Alameda County State Transit Assistance (STA) Block Grant Program and funding distribution formula for Fiscal Years (FYs) 2021-22 and 2022-23.

Summary

STA is the State's flexible transit funding program which may be used for capital or operating purposes and is an important source of transit funding. Traditionally, MTC has directed its share of STA to transit operators through various discretionary and formula-based programs. Starting in FY 2018-19 MTC changed the way it distributes a portion of its STA funding, directing it to the region's County Transportation Agencies through a new STA County Block Grant Program (Program). The county-level programs, identifying the total Program funding by operator, are due annually to MTC by May 1st. For FYs 2021-22 and 2022-23, staff is recommending a continuation of the same program structure approved since 2018-19, with an update to the Means-based/Lifeline Transportation category to update the funding distribution by operator percentages. The updates reflect the latest estimated participation by operator for the Affordable Student Transit Pass Program and updated survey data from MTC. The overall formula distribution of the FY 2021-22 STA Block Grant fund estimate for all Program categories is detailed in Attachment B.

Background

The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while

the Population-Based program distributes funds to the State's regional transportation planning agencies, including MTC, based on their share of California's population.

On February 28, 2018, MTC approved Resolution 4321 which established a new policy for the distribution of STA Population-Based funds in the nine-county Bay Area region. Under MTC Resolution 4321, County Transportation Agencies are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program: small and north county operator minimum shares, mobility management program requirements, MTC approval for STA fund exchanges, coordinated claim process, submission deadline, performance measures, and annual reporting requirements.

Additionally, through SB1, the level of STA funding generated was raised by an increase in the diesel sales tax rate of 3.5 percent. These funds augmented the existing STA program and comprise roughly 50% of the total STA funding now directed by MTC to the STA County Block Grant Program.

Alameda County's STA Block Grant Program

Now in its fourth year, MTC's STA County Block Grant Program allows each county to determine how best to invest in transit operating needs, including paratransit and lifeline transit services. Each county's share of the STA County Block Grant Program is based on a county's total share of each of the three program categories in MTC's original STA Resolution 3837 formula: Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program. Alameda County's total share of MTC's fund estimate for the STA County Block Grant Program is 17.68%. The STA revenue estimates can vary widely from the actual revenue received, so MTC requires the County Block Grant Programs to identify a total percentage of funding by operator.

In April 2018, the Commission approved directing the annual STA Block Grant funds to three distinct STA Block Grant program categories, Small Operator Guarantee (24%), Regional Paratransit/ Mobility Management (25%) and Means-based/Lifeline Transportation (51%). For the Small Operator Guarantee and Regional Paratransit/Mobility Management categories, the approved funding distribution by operator remained consistent with the level of funding these operators received previously under the corresponding categories of MTC's prior STA program. For the Lifeline/Means-based category, half of the funds were directed towards the Alameda County Affordable Student Transit Pass Program (STPP), and half are directed by formula to transit operators for Lifeline projects serving MTC-defined Communities of Concern (COCs) or other disadvantaged communities. In summary:

- Small Operator Guarantee (24% of total program)
 - MTC's STA County Block Grant program requires the continuation of the small operator guarantee and sets the minimum for Alameda County at 24% of total funds, consistent with MTC's prior program,
- Regional Paratransit/Mobility Management (25% of total program),
 - Alameda County's program continues provision of STA funds for ADA-mandated service consistent with MTC's prior program.
- Lifeline/Mean-based Program (51% of total program); which is further divided into two sub-categories, as follows:
 - 50% to Affordable Student Transit Pass Program (STPP) (25.5% of total program)
 - Distribution is based on operators' estimated share of ASTPP program participation.
 - The STA funds are intended to augment the Measure BB funding identified in the MBB Expenditure Plan for this program, extending the life of the program.
 - 50% to Lifeline Transportation Program (LTP) (25.5% of total program)
 - Distribution is based on share of low-income ridership.
 - Operators to use funds for Lifeline transit service and capital projects serving communities of concern and other disadvantaged communities.

Funding Distribution for FYs 2021-22 and 2022-23

For FYs 2021-22 and 2022-23, no changes are proposed to the Program's established categories or to the percentage of total funding distributed to each category. Within the Means-based/Lifeline category (51% of funds), an update is proposed to the Lifeline Transportation sub-category, which distributes funding based on by an operator's share of the county's low-income ridership, as identified by MTC onboard rider surveys. MTC has released new survey data since the last time the STA block grant distribution formula was adopted in 2019 and the percentage of funds by operator has been updated accordingly. The update received this year includes data from surveys completed during 2016-2018.

Per MTC's initial FY 2021-22 STA Fund Estimate, adopted February 2021, Alameda County's estimated new revenue for the STA Block Grant is \$ 6,630,338. This estimate may change depending on the actual STA revenue generated. Attachment B applies the distribution formula to the FY 2021-22 STA Block Grant estimated revenue and identifies each transit operators total share of STA Block Grant funding. For FY 2022-23 revenue, the proposed distribution formula will be applied to the estimated Program revenue once MTC releases its FY 2022-23 STA Fund Estimate, anticipated February 2022.

Alameda CTC is to report changes in operators' shares to MTC by May 1st of each year. The prior STA Block Grant Program distribution formula was approved for a two-year period and it's proposed that updates to the distribution formula continue on a two-year cycle and where possible be coordinated with the adoption of the biennial Comprehensive Investment Plan (CIP), when programming schedules align.

Next Steps

An approved STA Block Grant resolution establishing the distribution percentages by operator for FYs 2021-22 and 2022-23 is due to MTC by May 1, 2021. Transit operators will have additional time in late spring/early summer to submit the required FY 2021-22 STA funding claims to MTC and identify projects for each program category. Alameda CTC will continue to coordinate with transit operators and MTC to fulfill the required program reporting.

Fiscal Impact: There is no fiscal impact associated with the requested action. Transit operators will work directly with MTC to access the identified STA funding.

Attachments:

- A. Alameda CTC Resolution 21-008, Alameda County STA Block Grant Program
- B. Alameda County STA Block Grant Program Distribution Formula Detail

**Commission Chair**

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

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

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Councilmember Rochelle Nason

City of Berkeley

Councilmember Lori Droste

City of Dublin

Melissa Hernandez, Mayor

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor Bob Woerner

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Councilmember Jen Cavanaugh

City of Pleasanton

Mayor Karla Brown

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 21-008

Approval of the Distribution Formula for Alameda County's STA County Block Grant Program Fiscal Years 2021-22 and 2022-23

WHEREAS, Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Authority (RTPA) for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a new policy framework for the distribution and use of State Transit Assistance (STA) Population-Based (Public Utilities Code § 99313) funds in the MTC region (MTC Resolution No. 4321); and

WHEREAS, MTC Resolution 4321 reserves 70 percent of MTC's STA Population-Based funding for a new transit-focused, OBAG-style STA County Block Grant Program that is to be administered by the region's Congestion Management Agencies (CMAs); and

WHEREAS, MTC Resolution 4321 established the percentage of the funds reserved for the STA County Block Grant Program that each CMA is to receive and identified 17.68 percent as Alameda County's share of funding; and

WHEREAS, MTC requires each CMA to submit annually by May 1st, a proposed distribution of STA County Block Grant Program funding to STA-eligible transit operators in the county, as a percentage of the county's total STA share; and

WHEREAS, MTC annually adopts the region's Fund Estimate for STA Population-Based (Public Utilities Code § 99313) funds, which estimates the total funding available for the STA County Block Grant Program.

WHEREAS, Alameda CTC's 2014 Transportation Expenditure Plan includes funding for an Affordable Student Transit Pass Program (ASTPP). Alameda CTC is responsible for seeking and securing funding to expand the program. STA County Block Grant funds for the ASTPP will supplement and not displace any Measure BB funds. Funding for the ASTPP will not be backfilled with STA funds and transit operators are not responsible for funding additional needs of the ASTPP.

WHEREAS, in April 2018, the Alameda CTC adopted Resolution 18-004, establishing Alameda County's STA Block Grant Program with a distribution formula which annually directs 24% of the funds to Small Operators, 25% to Regional Paratransit, 51% to Lifeline/Mean-based category, as follows: 50% (i.e., 25.5% of total funds) each to Lifeline projects and the Affordable Student Transit Pass Program.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will continue to administer Alameda County's STA County Block Grant Program in accordance with MTC Resolution 4321.

BE IT FURTHER RESOLVED, the Alameda CTC approves the Distribution Formula for Alameda County's STA County Block Grant Program, for FYs 2021-22 and 2022-23, as detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, April 22, 2021 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

EXHIBIT A

Alameda County STA Block Grant Program - Funding Distribution		
<u>Program Category</u>	<u>% of STA Program</u>	<u>% of Category</u>
Small Operator Guarantee	24%	100%
LAVTA		74%
Union City Transit		26%
Regional Paratransit / Mobility Management	25%	100%
AC Transit (For East Bay Paratransit Service)		91%
LAVTA		5%
Union City Transit		4%
Lifeline / Means-based Program	51%	100%
Affordable Student Transit Pass Program:	25.5%	50% of Category, as follows:
AC Transit		88%
BART (not currently participating in the ASTPP)		0%
LAVTA		8%
Union City Transit		4%
Lifeline Transportation Program:	25.5%	50% of Category, as follows:
AC Transit		59%
BART		38%
LAVTA		2%
Union City Transit		1%
Total STA Funding Distribution	100%	

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STA County Block Grant Funding Distribution for Alameda County

PROPOSED Funding Distribution Formula for FYs 2021-22 & 2022-23, April 2021

Alameda County Share of FY 2021-22 STA Fund Estimate ¹

\$ 6,630,338

Program Categories and Operators	% of Total Program	\$ by Category & Operator	% of Category
Small Operator Guarantee²	24%	\$ 1,591,281	100%
LAVTA		\$ 1,177,548	74%
Union City Transit		\$ 413,733	26%
Regional Paratransit / Mobility Management²	25%	\$ 1,657,585	100%
AC Transit (For East Bay Paratransit Service)		\$ 1,511,717	91%
LAVTA		\$ 87,852	5%
Union City Transit		\$ 58,015	4%
Lifeline/Mean-based Program (50% reserved for STPP; 50% to Lifeline Program)	51%	\$ 3,381,472	100%
Affordable Student Transit Pass Program (STPP)^{3,4}	25.5%	\$ 1,690,736	50%
AC Transit		\$ 1,487,848	88%
BART (not currently participating in STPP)		\$ -	0%
LAVTA		\$ 135,259	8%
Union City Transit		\$ 67,629	4%
Lifeline Program^{5,6}	25.5%	\$ 1,690,736	50%
AC Transit		\$ 997,534	59%
BART		\$ 642,480	38%
LAVTA		\$ 33,815	2%
Union City Transit		\$ 16,907	1%
Total STA Fund Distribution	100%	\$ 6,630,338	

Proposed Total by Operator, FYs 2021-22 & 2022-23		
Transit Agency	\$ FY 2021-22 ¹	% Total
AC Transit	\$ 3,997,099	60.29%
BART	\$ 642,480	9.69%
LAVTA	\$ 1,434,474	21.64%
UC Transit	\$ 556,285	8.39%
Total	\$ 6,630,338	100%

Notes:

- Source: STA County Block Grant Program FY 2021-22 Estimated New Revenue, MTC Draft FY 2021-22 Fund Estimate, Resolution 4450, released February 2021. Alameda County's share is 17.68%.
- Small Operator shares per MTC Resolution 4450; Regional Paratransit shares by operator are consistent with MTC's prior STA distribution formula for these funds.
- Sets aside 50% of the Lifeline/Mean-based program category for the Affordable Student Transit Pass Program (STPP).
- Formula Distribution to Operators for STPP is based on estimated STPP participation for 2021-22.
- Sets aside 50% of the Lifeline/Mean-based program category for the Lifeline Program.
- Formula Distribution to Operators for Lifeline is based on operators' share of low income ridership; Source: MTC compiled survey data, 2016-2018.

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1. Call to Order

Sylvia Stadmire, PAPCO Chair, requested Krystle Pasco to facilitate the meeting via Zoom. Ms. Pasco called the meeting to order at 1:30 p.m.

Ms. Pasco provided instructions to the Committee regarding the Zoom technology procedures, including instructions on administering public comments during the meeting.

2. Roll Call

A roll call was conducted and all members were present with the exception of Larry Bunn, Bob Coomber, Carmen Rivera-Hendrickson, Will Scott, Linda Smith, and Cimberly Tamura.

3. Public Comment

There were no public comments.

4. Approval of Consent Calendar

- 4.1. Approve the November 18, 2019 PAPCO Meeting Minutes
- 4.2. Approve the February 24, 2020 Joint PAPCO and ParaTAC Meeting Minutes
- 4.3. Receive the FY 2019-20 PAPCO Meeting Calendar
- 4.4. Approve the FY 2020-21 PAPCO Meeting Calendar
- 4.5. Receive the PAPCO Roster

Esther Waltz moved to approve this item. Michelle Rousey seconded the motion. The motion passed with the following votes:

Yes: Barranti, Behrens, Costello, Hastings, Johnson, Lewis, Orr, Ross, Rousey, Stadmire, Waltz, Zukas

No: None

Abstain: None

Absent: Bunn, Coomber, Rivera-Hendrickson, Scott, Smith, Tamura

5. Election of Officers

5.1. Approve the Election of PAPCO Chair and Vice Chair for FY 2020-21

Krystle Pasco facilitated this item and reviewed the PAPCO officers' roles and responsibilities and referenced the memo in the agenda packet. Krystle commenced the nomination process.

PAPCO members nominated Herb Hastings and Sylvia Stadmire for Chair. All nominees accepted the nomination. The three "No" votes below were "Yes" votes for Mr. Hastings and the vote failed. Ms. Stadmire was re-elected as Chair with the following "Yes" votes:

Yes: *Barranti, Johnson, Lewis, Orr, Ross, Rousey, Stadmire, Waltz, Zukas*

No: *Behrens, Costello, Hastings*

Abstain: *None*

Absent: *Bunn, Coomber, Rivera-Hendrickson, Scott, Smith, Tamura*

PAPCO members nominated Shawn Costello, Herb Hastings, Sandra Johnson, and Michelle Rousey for Vice Chair. All nominees accepted the nomination. Four of the "No" votes below were "Yes" votes for Ms. Rousey and the vote failed. Mr. Costello and Mr. Hastings received one vote each and both votes failed. Ms. Johnson was re-elected as Vice Chair with the following "Yes" votes:

Yes: *Behrens, Johnson, Orr, Ross, Stadmire, Zukas*

No: *Barranti, Costello, Hastings, Lewis, Rousey, Waltz*

Abstain: *None*

Absent: *Bunn, Coomber, Rivera-Hendrickson, Scott, Smith, Tamura*

5.2. Approve the Appointment of a PAPCO Representative to IWC for FY 2020-21

PAPCO members nominated Shawn Costello, Herb Hastings, and Esther Waltz for the PAPCO representative to the Independent

Watchdog Committee (IWC). All nominees accepted the nomination. Four of the below "No" votes were "Yes" votes for Mr. Hastings and the vote failed. Three of the "No" votes below were "Yes" votes for Mr. Costello and the vote failed. Ms. Waltz was elected as the representative for the IWC with the following "Yes" votes:

Yes: Lewis, Ross, Rousey, Waltz, Zukas

No: Barranti, Behrens, Costello, Hastings, Johnson, Orr, Rousey

Abstain: None

Absent: Bunn, Coomber, Rivera-Hendrickson, Scott, Smith, Tamura

5.3. Approve the Appointment of a PAPCO Representative to the East Bay Paratransit Service Review Advisory Committee for FY 2020-21

PAPCO members nominated Herb Hastings and Michelle Rousey for the representative to the East Bay Paratransit (EBP) Service Review Advisory Committee (SRAC). All nominees accepted the nomination. The four "No" votes below were "Yes" votes for Mr. Hastings and the vote failed. Ms. Rousey was re-elected as the representative for SRAC with the following "Yes" votes:

Yes: Barranti, Behrens, Lewis, Orr, Ross, Rousey, Waltz, Zukas

No: Costello, Hastings, Johnson, Stadmire

Abstain: None

Absent: Bunn, Coomber, Rivera-Hendrickson, Scott, Smith, Tamura

6. Paratransit Programs and Projects

6.1. Approve the FY 2020-21 Paratransit Direct Local Distribution (DLD) Program Plans Recommendation

Naomi Armenta provided an update on this item. Ms. Armenta stated that staff recommends full approval of the FY 2020-21 paratransit Direct Local Distribution (DLD) program plans.

Herb Hastings asked for information on AC Transit tie downs. Ms. Armenta stated that tie downs are available; however, the passenger must request securement. Michelle Rousey confirmed

staff's response. AC Transit informed the Committee that securements are not an ADA requirement; however, during the pandemic, tie downs are available upon request. There is more information on AC Transit's website.

Yvonne Behrens asked for clarification of Door-Through-Door/ Volunteer Driver Programs not being accessible when provided in private cars. Michelle Rousey responded that private vehicles cannot handle the power chairs.

Yvonne Behrens asked if the incidents mentioned in AC Transit's report that included a fatality and an accident with property damage equal to or exceeding \$7,500 are different incidents or the same incident. Ms. Armenta stated that staff cannot provide a response to this question today. Krystle Pasco stated that it appears they were separate incidents in different fiscal years. Ms. Pasco stated that staff will follow up with East Bay Paratransit to provide further clarification if needed.

Shawn Costello moved to approve staff's recommendation. Herb Hastings seconded the motion. The motion passed with the following votes:

Yes: Barrantti, Behrens, Costello, Hastings, Johnson, Lewis,
 Orr, Ross, Rousey, Stadmire, Waltz, Zukas

No: None

Abstain: None

Absent: Bunn, Coomber, Rivera-Hendrickson Scott, Smith,
 Tamura

7. Committee and Transit Reports

7.1. Independent Watchdog Committee (IWC)

There was no committee report.

7.2. East Bay Paratransit Service Review Advisory Committee (SRAC)

Michelle Rousey confirmed that the last SRAC meeting was held in 2019 and she does not have anything new to report.

7.3. Other ADA and Transit Advisory Committees

Herb Hastings confirmed that the last Tri-Valley Accessibility Advisory Committee meeting was held in 2019 and the next meeting is scheduled for July 1, 2020.

Shawn Costello stated that the Human Services Commission has approximately \$300,000 in grant money for usage.

Herb Hastings stated that the BART Accessibility Task Force had their first meeting in June 2020 and he provided a report.

8. Member Reports

Michelle Rousey informed the committee that the state budget hearings are available by phone if anyone is interested.

Shawn Costello stated that the Human Services Commission provided funds to the Meals on Wheels program. The Mayor of Dublin included people under age 60 to receive meals due to the pandemic.

9. Staff Reports

Naomi Armenta stated that staff is keeping track of the discretionary grant programs and she will provide a progress report to the committee this fall.

10. Adjournment

The meeting adjourned at 3:00 p.m. The next PAPCO meeting is scheduled for September 28, 2020 at 1:30 p.m.

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Paratransit Advisory and Planning Committee
Meeting Minutes
Monday, October 26, 2020, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Call to Order

Sylvia Stadmire, PAPCO Chair, requested Krystle Pasco, Alameda CTC staff, to facilitate the meeting via Zoom. Ms. Pasco called the meeting to order at 1:30 p.m.

Ms. Pasco provided instructions to the Committee regarding the Zoom technology procedures, including instructions on administering public comments during the meeting.

2. Roll Call

A roll call was conducted and all members were present with the exception of Larry Bunn, Bob Coomber, Carolyn Orr, Carmen Rivera-Hendrickson, Will Scott, Linda Smith, Cimberly Tamura, Esther Waltz, and Hale Zukas. A quorum was not present.

3. Public Comment

There were no public comments.

4. Approval of Consent Calendar

4.1. Approve the June 29, 2020 PAPCO Meeting Minutes

4.2. Receive the FY 2019-20 PAPCO Meeting Calendar

4.3. Receive the PAPCO Roster

A quorum was not present and a vote did not take place. Ms. Pasco recapped for the committee the items on the consent calendar.

5. Paratransit Programs and Projects

5.1. Paratransit Discretionary Grant Program Progress Report

Naomi Armenta stated that staff provides a biannual update on the Paratransit Discretionary Grant Program. Ms. Armenta noted that due to the pandemic, staff was unable to provide an update to PAPCO at the March meeting since it was cancelled; however, the information regarding the grant program's progress reports were collected. She reiterated that the 2000

Measure B Transportation Expenditure Plan (2000 TEP) allocates 10.45 percent (10.45%) of net revenues to the paratransit program. The 2014 Measure BB Transportation Expenditure Plan (2014 TEP) allocates 10 percent (10%) of net revenues. These revenues fund operations for Americans with Disabilities Act (ADA)-mandated services and City paratransit programs through Direct Local Distributions (DLD). Measures B and BB allocate 1.45% and 1.00% of net revenues to the Paratransit Discretionary Grant Program. PAPCO provides recommendations to the Commission for items related to paratransit funding, including the discretionary grant program.

Michelle Rousey noted that East Bay Paratransit has adapted its services during the pandemic and she asked if other programs did something similar. Ms. Armenta stated that some programs have adjusted to more online training and she noted that it appeared that this approach to more virtual offerings highly depended on the capacity of the organization. Ms. Armenta also stated that some programs did not have the staff to revamp their programs into virtual formats.

Yvonne Behrens stated that the Center for Independent Living's (TheCIL) numbers appear to be high for travel training. She asked how did TheCIL do training for non-seniors. Ms. Armenta stated that their training could have been done in the first nine months of the year (starting on July 1, 2019) and they also provide trainings in group settings. Ms. Armenta confirmed that TheCIL is not doing any in-person training during this time.

Herb Hastings clarified that LAVTA adapted their services by not charging their patrons for approximately three months.

Tony Lewis asked how does staff justify the number, for example, 99 for TheCIL. Ms. Armenta stated that the figure can be 99 individual people or 99 people in a group travel training.

5.2. Paratransit Program Implementation Guidelines and Performance Measures Update

Krystle Pasco stated that staff will provide an overview of this item; however, action can not be taken because a quorum is not present.

Naomi Armenta stated that PAPCO is requested to review, provide input, and approve the revised Implementation Guidelines and Performance Measures for the Paratransit Program for FY 2021-22. Ms. Armenta stated that these guidelines are periodically reviewed and updated. The Implementation Guidelines for the Paratransit Program identifies the types of services that are eligible to be funded with Alameda County Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution (DLD) revenues. She noted that the Implementation Guidelines and Performance Measures are incorporated by reference into the Master Program Funding Agreements and also apply to all paratransit discretionary grant funded programs that are included in the agency's Comprehensive Investment Plan. Ms. Armenta stated that staff is recommending a few revisions, which she reviewed and mentioned that the revisions are in the packet.

Tony Lewis asked if the Meals on Wheels program policy was updated recently. Ms. Pasco stated that the Alameda CTC Commission took action on this policy during the summer to allow all Measures B and BB fund recipients to use the funding for transportation costs related to meal delivery. This action was in response to an increased need for meals to be delivered to homebound individuals as a result of the Shelter in Place orders brought by the pandemic.

Yvonne Behrens asked for clarification on the Department of Housing and Urban Development (HUD) threshold versus the Alameda County data. Ms. Armenta stated that the HUD data is for Alameda County specifically versus the area median income. Marvin Randalson provided additional information related to the HUD guidelines.

Tony Lewis asked if the new policy reaches a broader group with the HUD recommendation versus what the policy currently stipulates. Mr. Randalson stated that the HUD data takes into consideration all members of the household unlike the current area median income data. Mr. Randalson noted that this change will broaden eligibility criteria, which will allow more people to qualify for services based on income.

5.3. Mobility Management Update – National Center for Mobility Management, Integrating Emergency Management and Mobility Management

Naomi Armenta presented this item and noted that more detailed information can be found in the agenda packet.

Shawn Costello noted that he has been running for City Council and this year mobility management came up in the debate. He noted that there is a need to make more disabled vehicles and buses available in his city.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Krystle Pasco stated that the IWC representative from PAPCO is not present and an update will be provided at the next PAPCO meeting.

6.2. East Bay Paratransit Service Review Advisory Committee (SRAC)

Michelle Rousey stated that SRAC had meetings on August 4, 2020 and October 6, 2020. She stated that East Bay Paratransit discussed how they adjusted their program to deliver meals to their patrons at the beginning of the pandemic.

6.3. Other ADA and Transit Advisory Committees

Shawn Costello stated that the Human Services Commission meeting will have its last meeting of the year in November. The Committee distributed \$200,000 in grants to non-profits in Dublin. Mr. Costello noted that he signed up to be a member of the Committee for another three years.

Herb Hastings provided an update for LAVTA. He reiterated that LAVTA adapted their services by not charging their patrons for approximately three months during the pandemic. He mentioned that he was re-elected as Chair of the Tri-Valley Accessibility Advisory Committee (TAAC) in June. Mr. Hastings also noted that the LAVTA Dial-A-Ride drivers were delivering meals to their patrons.

7. Member Reports

Herb Hastings gave an update on the Alameda County Developmental Disabilities Council. He noted that the Council gave a presentation on the 2020 Elections and winter preparedness at their last meeting.

Shawn Costello asked for clarification on how PAPCO members can perform outreach during the pandemic. Ms. Pasco stated that some agencies have transitioned their informational fairs and outreach activities to virtual formats. She noted that if there are virtual events that PAPCO members are interested in participating in, send them to her so she can determine whether the event qualifies as an outreach event.

Sandra Johnson commented that it's sad that there was not a quorum for this meeting. She requested that staff contact with PAPCO members in advance to determine if a quorum will be met prior to the next meeting. Ms. Johnson announced that United Seniors of Oakland and Alameda County will have their 29th Annual Convention virtually on November 13, 2020.

Yvonne Behrens asked if anyone has heard from Carmen Rivera-Hendrickson. Herb Hastings stated that he'll reach out to Carmen. Michelle Rousey stated that she has tried to reach her but with no success.

Ms. Pasco asked if any of the members attended the virtual Healthy Living Festival and to provide an update. Ms. Johnson shared that she attended the virtual event and noted that it was fun and it was presented well with many participants in attendance even though it was virtual.

Sylvia Stadmire stated that the Committee will meet again in the new year and she wished the members to stay healthy and safe during the holidays.

8. Staff Reports

Ms. Armenta informed the committee that staff will ask the ParaTAC members for updates to their programs and then staff will update the website.

Richard Wiener discussed and requested input from the PAPCO members for possible topics for the upcoming Joint PAPCO and ParaTAC meeting. He noted that the paratransit team has brainstormed and are considering the following topics:

- Returning from COVID and what will transportation options look like for seniors and people with disabilities.
- What role will emerging mobility, Transportation Network Companies (TNCs) have after the November elections.

Mr. Lewis asked what impact the November election propositions will have on emerging mobility. Mr. Wiener stated that he heard a presentation regarding this and he noted that he is not sure if and how the costs for using TNCs like Lyft and Uber will increase. Ms. Pasco stated that this item is a recurring item on the ParaTAC agenda and staff will share any pertinent updates with PAPCO.

Mr. Lewis commented that it will be important that voices for the people with disabilities communities are involved in the meetings and discussions around training TNC drivers on the different types of disabilities and how to handle the clients. Ms. Pasco stated that staff will share any pertinent updates and information related to this topic with PAPCO.

John Suter suggested the use of autonomous vehicles as a potential Joint meeting topic.

Ms. Pasco encouraged the members to reach out to her or a member of the Nelson\Nygaard team for other topics of interest for the Joint meeting.

Mr. Costello asked if PAPCO members can present items at the Joint meeting. Ms. Pasco stated that topics have yet to be decided and staff will consider this request during that time.

9. Adjournment

The meeting adjourned at 3:00 p.m. The next Joint PAPCO and ParaTAC meeting is scheduled for March 22, 2021 at 1:30 p.m. The next PAPCO meeting is scheduled for June 28, 2021 at 1:30 p.m.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2020-2021**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Board of Supervisors, District 3	Sep-07	Jul-19	Jul-21
2	Ms.	Johnson, Vice Chair	Sandra	San Leandro	Alameda County Board of Supervisors, District 4	Sep-10	Jul-19	Jul-21
3	Mr.	Barranti	Kevin	Fremont	City of Fremont	Feb-16		Feb-18
4	Mr.	Bunn	Larry	Union City	Union City Transit	Jun-06	Feb-19	Feb-21
5	Mr.	Coomber	Robert	Livermore	City of Livermore	May-17	May-19	May-21
6	Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Jun-16	Jun-18
7	Mr.	Hastings	Herb	Dublin	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	Oct-20
8	Mr.	Lewis	Anthony	Alameda	City of Alameda	Jul-18		Jul-20
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland	Oct-05	Jan-14	Jan-16
10	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09	Apr-19	Apr-21
11	Ms.	Ross	Christine	Hayward	Alameda County Board of Supervisors, District 2	Oct-17	Dec-19	Dec-21

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
12	Ms.	Rousey	Michelle	Oakland	BART	May-10	Jan-16	Jan-18
13	Mr.	Scott	Will	Berkeley	Alameda County Board of Supervisors, District 5	Mar-10	Jun-16	Jun-18
14	Ms.	Smith	Linda	Berkeley	City of Berkeley	Apr-16		Apr-18
15	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro	Dec-15	Mar-19	Mar-21
16	Ms.	Waltz	Esther Ann	Livermore	LAVTA	Feb-11	Jun-16	Jun-18
17	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Feb-16	Feb-18



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Kate Lefkowitz, Associate Transportation Planner

SUBJECT: Affordable Student Transit Pass Program Update

Recommendation

Receive an update on the Affordable Student Transit Pass Program (STPP). This item is for information only.

Summary

This memorandum includes an update on the STPP 2019-2020 evaluation report, program implementation for the current 2020-2021 school year, and STPP program plans for fall 2021. Given the uncertainties for school districts in Alameda County during the COVID-19 pandemic, the STPP has been actively working with schools to support students and families to modify program offerings and proactively prepare for the evolving developments of the school year.

Currently, we are more than halfway through the second year of the expanded program. For this 2020-2021 school year, the STPP has expanded into three new school districts and 21 new schools. The Program now serves 14 school districts and 84 schools within Alameda County. Key programmatic changes that have been implemented due to COVID-19 impacts include the transition to online applications for the STPP.

Background

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

2019-20 School Year and Evaluation

In 2019-2020, 27 new schools from returning districts and 14 schools in 4 new school districts joined the program, bringing the program to a total of 62 schools in 11 school districts.

About 42 percent of all eligible students applied for a free bus pass; by March 2020, over 13,500 students signed up for the program. Participation rates varied from about 14 percent to 83 percent between school districts. As in the program's pilot years, this variation in participation across school districts is likely due to multiple factors, including differences in transit service coverage and quality, demographics, land use, and urban form throughout the county.

During the portion of the 2019-2020 school year for which Clipper data is available (August-March), participating students took over 800,000 bus trips. Most bus boardings were on AC Transit (about 730,000 or 89 percent). Almost 67,000 boardings (about 8 percent) were on LAVTA/Wheels, and approximately 21,500 boardings (about 3 percent) were on Union City Transit. During the core months of the school year (November-February), participating students took an average of 11 bus trips per month.

The full evaluation report on ridership and participation for the 2019-2020 school year is available on the [STPP website](#).

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

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

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

In light of COVID-19, and the uncertainties that are presented for the current school year with all schools beginning the school year with remote learning, the STPP team introduced an online STPP application to ensure that program benefits reach students and families quickly. Applications have been submitted on a weekly basis by students and families since the beginning of the program launch. Currently, over 2,200 students have submitted applications throughout Alameda County. STPP cards are being generated by our transit agency partners on a weekly basis and mailed to school sites for dedicated school staff to distribute to students.

Table 1 shows the 14 school districts that are participating in the program.

Table 1 2020-2021 STPP Participating School Districts

Planning Area	School District	Model	# Qualifying Schools	All vs. Subset
North/ Central	Alameda Co. Office of Ed.	Free/Universal	5	All
North	Alameda USD	Means-Based/Free	3	Subset
North	Berkeley USD	Means-Based/Free	3	Subset
North	Emery USD	Free/Universal	2	All
North	Oakland USD	Free/Universal	18	Subset
North	Castro Valley USD	Means-Based/Free	4	All
Central	Hayward USD	Means-Based/Free	9	All
Central	San Leandro USD	Means-Based/Free	4	All
Central	San Lorenzo	Means-Based/Free	7	All
South	Fremont USD	Means-Based/Free	5	Subset
South	New Haven USD	Means-Based/Free	5	All
South	Newark USD	Means-Based/Free	4	All
East	Livermore USD	Free/Universal	9	All
East	Pleasanton USD	Means-Based/Free	6	All
Grand Total*	14 Districts		84	

*Dublin USD is part of the Commission-approved program but deferred launching the program due to COVID-19. It is anticipated Dublin USD will participate in the 2021-22 school year, as previously approved by the Commission.

Finally, the STPP team has been working closely with our transit agency partners (AC Transit, LAVTA and Union City Transit) to ensure program implementation is coordinated and seamless. This will allow students to already have cards on hand should schools transition to on-campus learning. Alameda CTC continues to actively monitor our partner transit agencies' service levels, bus crowding due to capacity constraints, and financial situations, which are likely to impact the program.

2021-2022 School Year Plan

As a result of significant COVID-19 impacts on school districts and transit agencies in Alameda County, the STPP team recommends continuing the program as previously approved and not expanding to new schools in fall 2021. This provides continuity for currently participating school districts and will allow close coordination with the transit agencies and schools as we monitor program implementation in an uncertain environment.

Comprehensive outreach at all STPP schools and coordination with transit agency partners will continue through fall 2021 to ensure processes are seamless and flexible while students return to in-person learning. Key coordination efforts include working with transit agency partners to inform schools of COVID-19 safety protocols while using transit as schools reopen in fall 2021.

The STPP team will continue to implement the Commission-approved program and look to expand to the remaining 56+ eligible schools in the county by 2023/2024. An update on any future expansions would come before the Commission in 2022.

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



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Maisha Everhart, Director of Government Affairs and Communications

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

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities. Staff recommends the Commission approve positions on five bills, as detailed in Table 1.

Background

The Commission approved the 2021 Legislative Program in January 2021. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC 2021 adopted Legislative Program.

Federal Update

On March 11, 2021, President Biden signed into law the American Rescue Plan. Specific highlights of note for the Commission include approximately \$30 billion in much-needed aid for transit providers, as well as \$362.5 billion in direct state and local assistance. The Biden Administration is developing a "Build Back Better" plan, which will help lay the foundation for a large infrastructure package to pass before the end of the year. Meetings are being scheduled with members of the Biden Administration and federal delegation in the Spring.

Discussions are underway regarding two requests from Congress for nominations for Congressionally directed funding (earmarks). Alameda CTC is coordinating closely with local partners, MTC and Caltrans regarding potential earmark requests. Individual members of Congress are in the process of releasing guidelines with

requests due in the first half of April. Projects and programs Alameda CTC submitted for consideration were based on key priorities in the 2021 Legislative Program, focused on safety, multimodal improvements, and emissions reduction. In addition, requests were based on guidance regarding estimated level of funding available and spending deadlines associated with the earmarks. The process is extremely dynamic, and staff will provide an update to the Commission at its April meeting. Projects under consideration for submittal by Alameda CTC include:

- Safe Routes to Schools Program
- San Pablo Avenue Near-term Safety Improvements
- Clean Vehicles Implementation
- Strategy to Advance Hydrogen Fuel Cell Technologies and Support the Green Economy
- Rail Safety Enhancement Program
- Oakland/Alameda Access Project
- I-880 Interchanges supporting goods movement: Whipple/Industrial Parkway Southwest and Industrial Parkway West
- Bay Bridge Forward (co-sponsored with the Metropolitan Transportation Commission)

In addition, Alameda CTC submitted letters of support to partner agencies.

State Update

The state legislature reconvened on January 11, 2021. The deadline for bills to be introduced was February 19, 2021. Our core priorities will continue to focus on securing capital and operating funding to ensure delivery of projects and programs throughout the county and support our transit agencies in the current Covid-19 pandemic. In addition, we will prioritize issues including: safety, multimodal transportation, climate, and COVID-19 relief.

Based on discussions at previous Committee and Commission meetings, and per the adopted 2021 Legislative Program, the following bills are recommended for the Commission to take a position. Staff will continue to monitor and bring forward additional bills as the legislative session progresses.

Table 1. Recommended Bill Positions

Bill Number	Bill Information	Analysis	Recommended Position
<u>AB 43</u> <u>(Friedman D)</u> Traffic safety.	Current law establishes various default speed limits for vehicles upon highways. Current law authorizes state and local authorities to adjust these default speed limits based upon certain findings	AB 43 will support the Commission's goal of enhancing transportation safety by allowing Caltrans to convene a committee to enhance safety designs. This legislation will support	Support

	<p>determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified. (Amended: 3/22/2021)</p>	<p>investments in active transportation, including improved safety, and advance Vision Zero strategies to reduce speeds and protect communities. Specifically, this bill would allow local flexibility to set safer speed limits, and require pedestrian and bicycle safety to be considered when setting speed limits, which aligns with the Countywide Transportation Plan and the 2021 Legislative Program goals for advancing safety.</p>	
<p>AB 455 (Bonta D)</p> <p>Bay Bridge Fast Forward Program.</p>	<p>AB 455 focuses on prioritizing transit on the Bay Bridge corridor and would provide authority to the Bay Area Toll Authority, in consultation with Caltrans, to designate transit-only traffic lanes on the Bay Bridge. The bill also notes the Legislature's intent that tolls, vehicle occupancy improvements, and capital investment priorities are established in order to achieve fast and reliable bus transit within the corridor. (Amended: 3/25/2021)</p>	<p>The 2021 Legislative Program supports efforts to increase transit priority throughout the transportation system. Alameda CTC is working in partnership with MTC on delivery of the Bay Bridge Forward suite of near-term projects to improve bus reliability and speed on the approaches to the bridge. Potential amendments would focus on streamlining project development for the Bay Bridge Forward program to advance transit priority on the Bay Bridge corridor.</p>	<p>Support and seek amendments</p>
<p>AB 550 (Chiu D)</p> <p>Vehicles: speed safety system pilot program.</p>	<p>This bill would develop and adopt guidelines for the implementation of pilot programs that, in the judgment of the secretary, are designed to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries by authorizing the limited use of speed safety systems, as defined.</p>	<p>The 2021 Legislative Program calls for the support of legislation that enhances transportation safety. This legislation will support efforts to enable pilot programs that include automated speed enforcement to reduce speed related fatalities.</p>	<p>Support</p>
<p>AB 917 (Bloom D)</p>	<p>This bill would provide that a public transit operator, as</p>	<p>The 2021 Legislative Program calls for the expansion of</p>	<p>Support</p>

Vehicles: video imaging of parking violations.	defined in Section 99210 of the Public Utilities Code, may install automated forward-facing parking control devices on city-owned or district-owned public transit vehicles, as defined by Section 99211 of the Public Utilities Code, for the purpose of video imaging of parking violations occurring in transit-only traffic lanes.	multimodal systems, shared mobility and safety and advance equity. It specifically supports efforts to allow automated parking enforcement of parking or stopping in bus stops. This bill would allow transit operators to use cameras to collect images of parking violations to ensure that buses have increased access to bus stops and transit only lanes.	
<u>SB 18 (Skinner D)</u>	Senate Bill 18 clarifies that the California Public Utilities Commission, Air Resources Board, and Energy Commission should consider green electrolytic hydrogen in any plans developed to help California reach 100% zero carbon electricity by 2045.	SB 18 will support the Commission's legislative goal of addressing climate change and technology. Specifically, this legislation will support emerging technologies such as alternative fuels including hydrogen and technology to reduce GHG emissions.	Support

Climate Action Plan for Transportation Infrastructure

The California State Transportation Agency (CalSTA) is leading development of the Climate Action Plan for Transportation Infrastructure (CAPTI). The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's ambitious climate goals.

The [Draft Plan](#) was released in March, with comments due on May 4th. CalSTA expects to adopt a final version no later than July 15, 2021, followed by submission to the Legislature and Governor in July.

The draft investment framework includes a focus on many policy elements that are consistent with our 2020 Countywide Transportation Plan and Commission priorities. the Guiding Principles included in the Draft Plan are to deploy the State's transportation infrastructure investments to create new clean transportation options for all Californians as well as for goods movement by:

- Building toward an integrated statewide rail and transit network
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure Strengthening our commitment to social and racial equity by

reducing public health and economic harms and maximizing community benefits

- Making safety improvements to reduce fatalities and severe injuries of all users towards zero
- Assessing physical climate risk
- Promoting projects that do not significantly increase passenger vehicle travel
- Promoting compact infill development while protecting residents and businesses from displacement
- Developing a zero-emission freight transportation system
- Protecting natural and working lands

The Draft Plan also identifies seven strategies for the state to pursue to help advance a slate of projects that meet climate goals, ensure that these projects are prioritized for state funding, and promote project construction and operations that minimize emissions and impacts from climate change.

1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments
2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments
3. Elevate Community Voices in How We Plan and Fund Transportation Projects
4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships
5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands
6. Support Local and Regional Innovation to Advance Sustainable Mobility
7. Strengthen Transportation-Land Use Connections

The Guiding Principles and Strategies will serve as the framework for transportation funding programs that state agencies play a role in, totaling over \$5 billion of transportation funding each year. This includes competitive programs funded by SB 1, such as the Active Transportation Program and Solutions for Congested Corridors, as well as the SHOPP and the state's major competitive goods movement and transit funding programs. Going forward, new guidelines will be developed for each individual program following the normal guideline development process of the relevant agency.

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

Attachment:

- A. Alameda CTC 2021 Legislative Program

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2021 Alameda County Transportation Commission Legislative Program

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www.AlamedaCTC.org

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

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Seek COVID-19 state and federal recovery and operations funding and waive federal cost sharing requirements for transit.• Support means-based fare programs while being fiscally responsible.• Leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies.• Oppose efforts to repeal transportation revenue streams enacted through SB1.• Support efforts that protect against transportation funding diversions.• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.• Support the implementation of more stable and equitable long-term funding sources for transportation.• Ensure fair share of sales tax allocations from new laws and regulations.• Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support legislative efforts that increase funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support efforts that streamline financing and delivery of transportation projects and programs.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.

Multimodal Transportation, Land Use, Safety and Equity	Expand multimodal systems, shared mobility and safety and advance equity	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes while ensuring privacy is protected. • Support efforts to allow automated parking enforcement of parking or stopping in bus stops. • Support policies that enhance equity and transportation access. • Support means-based fare programs while being fiscally responsible. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county including express bus on shoulder opportunities. • Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes. • Engage in legislation and regulation of new/shared mobility technology with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy that enhance the economy, local communities, and the environment. • Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.
	Enhance Transportation Safety	<ul style="list-style-type: none"> • Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities. • Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions. • Support efforts to enable automated speed enforcement. • Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule). • Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emission transit fleets and trucks consistent with and supportive of Governor Newsome's Executive order N-79-20. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and technology to reduce GHG emissions. • Support efforts to address sea level rise adaptation including planning, funding and implementation support. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations and station infrastructure for buses. • Support for safer vehicles and telecommuting.

		<ul style="list-style-type: none">• Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.• Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs.• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none">• Support expanded opportunities for HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.• Support innovation and managed delivery of lane conversions.• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.• Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs).• Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none">• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings.• Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

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Memorandum

9.1

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• www.AlamedaCTC.org

DATE: April 15, 2021

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Approve Grant Matching Funds for Hydrogen Fuel Drayage Trucks and Fueling Pilot Program

Recommendation

It is recommended the Commission approve the following actions associated with the Hydrogen Fuel Drayage Trucks and Fueling Pilot Program:

1. Approve allocation of \$3.64 million Measure BB Countywide Freight Corridors funds (TEP-27) as grant matching funds, and
2. Authorize Executive Director or designee to execute all necessary agreements.

Summary

The vision and goals of the Alameda CTC's Good's Movement Plan are to reduce and mitigate impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for people most impacted by goods movement. Consistent with this vision, in April 2017 through the 2018 Comprehensive Investment Plan (CIP), the Alameda CTC approved programming of \$6 million of Measure BB Countywide Freight Corridor funds (TEP-27) towards Goods Movement Emission Reduction initiatives.

Over the past several months, Alameda CTC staff has been working closely with the Center for Transportation and the Environment (CTE) on a Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage) grant application which involves deploying 30 fuel cell trucks in Northern California. The project will also install a high-capacity hydrogen fueling station near the Port of Oakland. This is a very significant project and will provide Alameda County, the City of Oakland, and the West Oakland neighborhood the opportunity to take on a leadership role in advancing zero emission truck technology to reduce harmful emissions severely impacting Environmental Justice (EJ) Disadvantaged Communities.

In February 2021, the CTE applied for a \$21.8 million statewide competitive grant administered jointly by the California Air Resources Board (CARB) and the California Energy Commission (CEC). The application included a local match of \$7 million with the Bay Area Air Quality Management District (BAAQMD) and Alameda CTC as funding partners. On April 5, 2021, CARB and CEC released their programming recommendations which includes \$17.1 million for the NorCAL Drayage project (Attachment A). Further information on CARB and CEC's grant solicitation and award details can be accessed at: <https://www.energy.ca.gov/solicitations/2020-11/gfo-20-606-zero-emission-drayage-truck-and-infrastructure-pilot-project>

Alameda CTC was notified on April 13, 2021 that per the program guidelines, CARB needs to finalize and execute their grant agreements by May 15, 2021 and also requires formal funding commitments from all funding partners no later than May 10, 2021.

Staff recommends the Commission to approve an allocation of \$3.64 million MBB TEP-27 funds as Alameda CTC's share of grant matching funds. Staff also recommends authorizing the Executive Director or designee to execute all necessary agreements.

Next Steps

Upon Commission approval staff will coordinate with CTE and BAAQMD to encumber the MBB funds into a funding agreement.

Fiscal Impact: The action will authorize the encumbrance of \$3.64 million Measure BB funds to the Project. The funding will be included in the Alameda CTC's FY 2021-22 budget.

Attachments:

- A. CARB and CEC's Notice of proposed awards



**California Energy Commission - Clean Transportation Program
California Air Resources Board - Clean Transportation Incentives**

GFO-20-606

Zero-Emission Drayage Truck and Infrastructure Pilot Project

**Notice of Proposed Awards
April 5, 2021**



Proposal Number	Applicant	Type of Zero-Emission Fueling Technology	Project Title	CEC Funds Requested	Proposed CEC Award	CEC Match Amount	CARB Funds Requested	Proposed CARB Funds to be Awarded	CARB Match Amount	Score ¹	Recommendation ²
Proposed Awards											
1	South Coast Air Quality Management District	Battery Electric	California Joint Electric Truck Scaling Initiative	\$10,964,955	\$10,964,955	\$19,872,059	\$16,019,316	\$16,019,316	\$26,952,625	81.05%	Awardee
6	Center for Transportation and the Environment	Hydrogen Fuel Cell	NorCAL Drayage	\$9,898,218	\$9,185,045	\$3,500,000	\$11,979,914	\$7,980,684	\$29,203,821	76.72%	Awardee ³
TOTAL FUNDING RECOMMENDED				\$20,863,173	\$20,150,000⁴	\$23,372,059	\$27,999,230	\$24,000,000	\$56,156,446		
<p>1 The highest scoring, passing application will be recommended for funding. The remaining funds will then be allocated to the next overall highest scoring application(s) in ranked order until all funds available under this solicitation are exhausted.</p> <p>2 Proposed Awardees will enter into two grant agreements: one with the CEC to fund the zero-emission infrastructure and workforce training and development, and one with CARB to fund the trucks.</p> <p>3 The California Energy Commission will work with the Awardee to negotiate a modified scope of work based on the proposed award.</p> <p>4 Up to \$100,000 is available per project for workforce development and training.</p>											
Passed But Not Funded											
5	San Joaquin Valley Air Pollution Control District	Battery Electric	South-Central Fresno Pepsi Delivery Truck Electrification	\$4,550,710	\$0	\$4,553,000	\$8,600,000	\$0	\$8,600,000	75.21%	Finalist
2	San Joaquin Valley Air Pollution Control District	Battery Electric	Grocery Operations for Carbon Emission Reductions	\$10,348,873	\$0	\$11,800,864	\$13,073,425	\$0	\$17,073,425	75.09%	Finalist
7	California Hispanic Chamber of Commerce Foundation	Battery Electric	GLI Electrification	\$8,555,037	\$0	\$9,770,368	\$14,199,977	\$0	\$14,342,319	71.80%	Finalist
Did Not Pass											
4	San Diego County Air Pollution Control District	Battery Electric and Hydrogen Fuel Cell	San Diego Zero-Emission Drayage Truck and Infrastructure Pilot Project	\$6,230,470	\$0	\$6,497,630	\$8,048,139	\$0	\$8,888,139	65.54%	Did Not Pass
3	University of California at Riverside	Hydrogen Fuel Cell	Fully Zero: Achieving a Zero-Emissions Future in Goods Movement	\$12,091,556	\$0	\$18,508,220	\$17,035,852	\$0	\$17,023,102	62.42%	Did Not Pass
TOTAL PROPOSALS RECEIVED				\$62,639,819		\$74,502,141	\$88,956,623		\$122,083,431		

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