



Programs and Projects Committee Meeting Agenda Monday, April 12, 2021, 10:00 a.m.

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

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

Committee Chair: Carol Dutra-Vernaci, City of Union City
Vice Chair: Rebecca Saltzman, BART
Members: Jen Cavanaugh, David Haubert, Lily Mei,
Nate Miley, Sheng Thao, Richard Valle,
Bob Woerner
Ex-Officio: Pauline Russo Cutter, John Bauters

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

Location Information:

Virtual Meeting Information: <https://zoom.us/j/94482511975?pwd=K29qUkJPLORiR2tzN0tlcWtabFNGUT09>
Webinar ID: 944 8251 1975
Password: 549902

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 944 8251 1975
Password: 549902

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

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar		Page/Action
4.1.	Approve March 8, 2021 PPC Meeting Minutes	1 A
5. Regular Matters		
5.1.	Approve Measure B, Measure BB and Vehicle Registration Fee Programs Update and Interim Policy Updates	5 A
5.2.	Approve Contract Amendment for E. 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project	17 A
5.3.	Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project	33 A
6. Committee Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Monday, May 10, 2021

Notes:

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



Alameda CTC Schedule of Upcoming Meetings April 2021 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
2:00 p.m.	Alameda CTC Commission Meeting	April 22, 2021 May 27, 2021
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)	

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.

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Programs and Projects Committee
Meeting Minutes
Monday, March 8, 2021, 10:00 a.m.

4.1

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

1. Call to Order

2. Roll Call

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

Commissioner Salwan was present as the alternate for Commissioner Mei.

Subsequent to the roll call:

Commissioner Miley arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve February 8, 2021 PPC Meeting Minutes

4.2. Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

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

Yes: Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Saltzman, Salwan, Thao, Valle, Woerner
No: None
Abstain: None
Absent: Miley

5. Regular Matters

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

Tess Lengyel, Executive Director, stated that 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.

A public comment was made by Derek Sagehorn of East Bay Transit Riders Union stating that he supports the staff recommendation for the Safe and Seamless Quick Strike Program, except for including the Gilman I-80 Interchange as an eligible project. He noted that he supports the new bicycle pedestrian bridge component of the I-80 Gilman Project to be included in this item.

Commissioner Cutter asked if there is a way to incentivize the funds to match smaller projects/programs for jurisdictions. Ms. Lengyel stated that the 2022 Comprehensive Investment Plan (CIP) has a fund estimate of \$26 Million for bicycle, pedestrian and transit projects. All projects submitted for the 2022 CIP are being evaluated for federal funding eligibility. Alameda CTC can only submit projects to MTC that are eligible for the Quick Strike federal program funds. Ms. Lengyel noted that staff will provide a list recommending projects at the March Commission meeting.

Commissioner Saltzman requested staff to send the public comment staff received to the Commissioners. Ms. Lengyel stated that the public comment submitted by Dave Campbell and Derek Sagehorn was addressed to the ACTAC Committee and was distributed at the March 4, 2021 meeting.

Commissioner Saltzman requested additional information on the potential projects and their timelines. She stated her concerns about Phase 2 of the I-80 Gilman Interchange Project and questioned if the agency will dismiss smaller projects to potentially implement this larger project.

Commissioner Saltzman asked if there is a way for staff to prioritize the projects for MTC to ensure the smaller projects are selected and if funds are remaining from the \$10 Million to use those funds for the larger project. Ms. Lengyel stated that the agency will need to determine the projects that are eligible first and staff will provide the Commission with a list at the March meeting. If there is a priority that the Commission wants to advance, staff will follow their direction and provide MTC with a prioritized list.

Commissioner Bauters stated that it is important to establish a list of eligible projects and strategically decide what is feasible and prudent, especially when the agency receives federal funds.

Commissioner Bauters stated that the I-80 Gilman Interchange Project has an estimated \$4 million shortfall for the bicycle pedestrian bridge that will link to the Bay Trail.

Commissioner Dutra-Vernaci asked for more information on the role of the Bay Area Partnership Board since MTC will submit their project list to them for evaluation. Ms. Lengyel stated that the Bay Area Partnership Board is hosted by MTC and consists of representatives from all transit operators across the region, as well as the nine counties' Executive Directors. She noted that some of the largest cities are also on the Partnership Board. The intent of the Partnership Board is to provide information and updates about policy issues that are going before the Metropolitan Transportation Commission and to allow partners to weigh in before final decisions are made by MTC. She noted that the Partnership Board will meet in April and the representatives will get an opportunity to see the submissions from all counties.

Commissioner Salwan made a motion to approve this item. Commissioner Woerner seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Miley, Saltzman,
 Salwan, Thao, Valle, Woerner
No: None
Abstain: None
Absent: None

5.2. Approve actions associated with the Construction Phase of the I-80 Gilman Interchange Improvements Project, Phase-1

Trinity Nguyen recommended that the Commission approve the following actions related to the I-80 Gilman Interchange Improvements Project, Phase-1:

- Approve allocation of \$1,587,100 of Measure BB funds from the Congestion Relief, Local Bridge, Seismic Safety program (TEP-26), to the construction phase of this project; and
- Authorize the Executive Director or Designee to execute all necessary agreements.

Commissioner Cutter made a motion to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Miley, Saltzman,
 Salwan, Thao, Valle, Woerner
No: None
Abstain: None
Absent: None

5.3. 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

Trinity Nguyen recommended that the Commission authorize the Executive Director to execute Amendment No. 4 to the Professional Services Agreement No. A18-0030 with WMH Corporation for an additional amount of \$2,000,000 for a total not-to-exceed amount of \$18,300,000 to provide design support during construction

services for the State Route 84 (SR 84) Expressway and SR 84 / Interstate 680 Interchange Improvements Project.

Commissioner Woerner expressed his appreciation for the support over the years for the connection on SR 84 and he stated that the connection has made a big difference to Livermore.

Commissioner Miley made a motion to approve this item. Commissioner Salwan seconded the motion. The motion passed with the following roll call votes:

Yes: *Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Miley, Saltzman, Salwan, Thao, Valle, Woerner*

No: *None*

Abstain: *None*

Absent: *None*

6. Committee Reports

Commissioner Saltzman thanked Commissioner Haubert and everyone that signed his letter calling for the state to prioritize vaccinations for transit workers.

7. Staff Reports

Ms. Lengyel stated that at the end of February, Alameda CTC received a reaffirmation by Fitch Ratings on the agency's AAA rating. She expressed her appreciation to the Commission and Alameda CTC's financial team.

Ms. Lengyel stated that Alameda CTC's partners are implementing Alameda CTC's quick build projects that are approximately \$2 Million of investments by March 31, 2021.

Ms. Lengyel mentioned that Alameda CTC has several projects under construction this year valued at over \$500 million and the agency is continuing to move forward with economic recovery and delivery of projects and programs as approved by voters.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, April 12, 2021 at 10:00 a.m.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 5, 2021

TO: Projects and Programs Committee

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

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 5, 2021

TO: Programs and Projects Committee

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

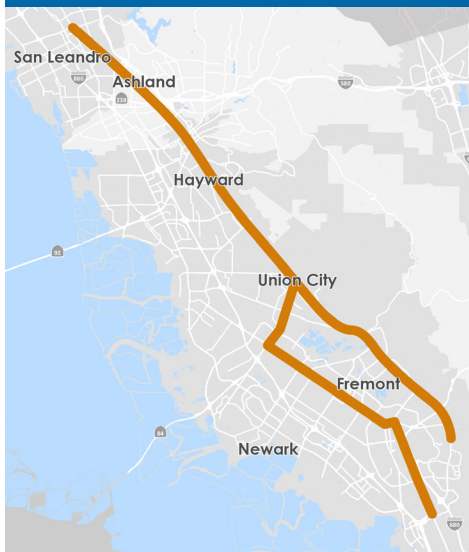
EXECUTIVE SUMMARY

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

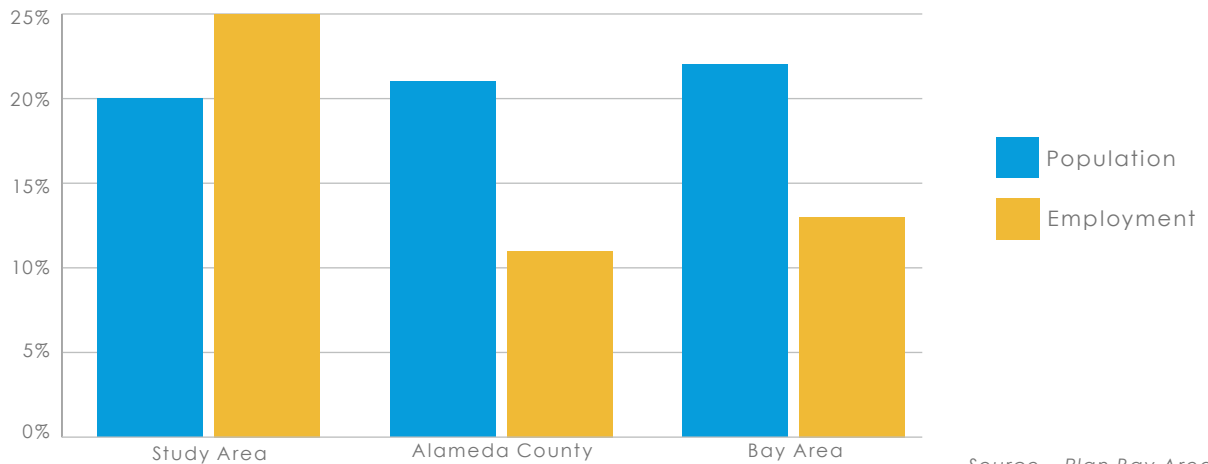
Next steps for the Project focus on advancing the recommended improvements to implementation and construction. These next steps include project development, environmental clearance, final design, and funding.

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.

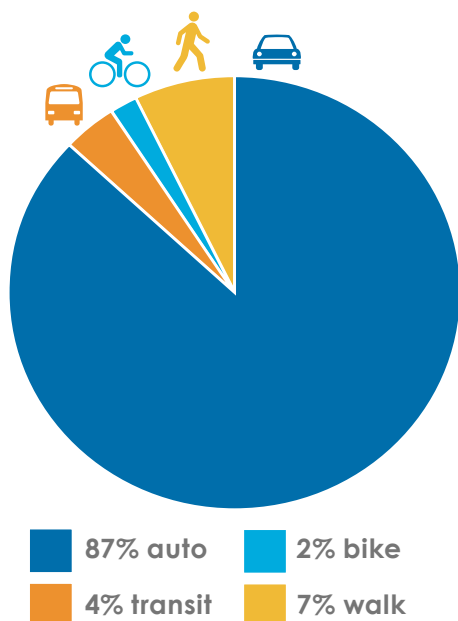
STUDY AREA GROWTH 2020 TO 2040



Travel Markets

Most trips made by auto

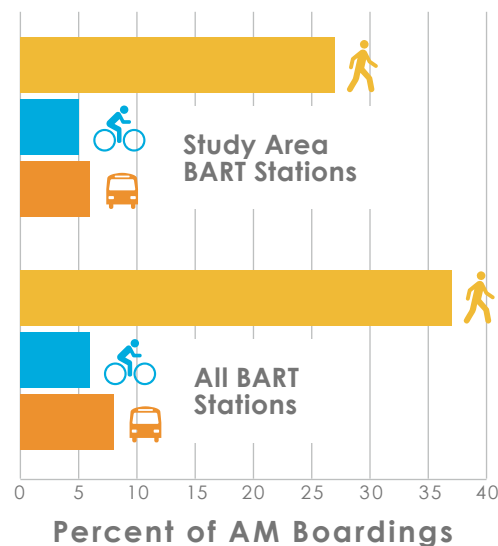
Trips by auto (including drive-alone plus rideshare) make up almost 90 percent of trips for the Study Area.



Source – Alameda Countywide Model, 2018

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.



Source – 2015 BART Customer Satisfaction Survey

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

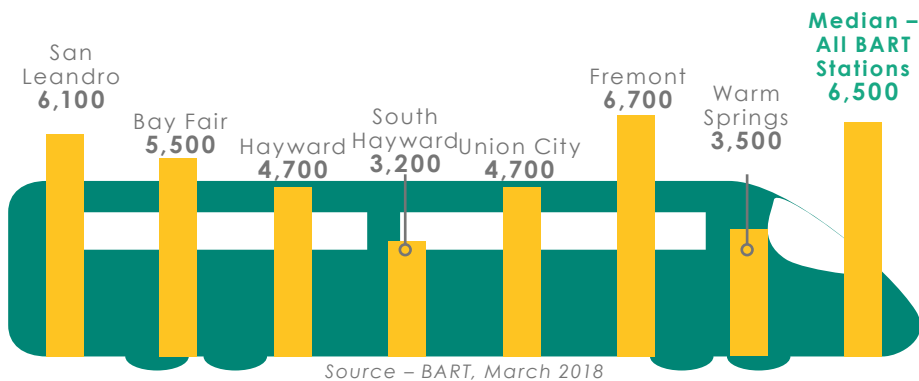
Six intersections currently operate over capacity:

- 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

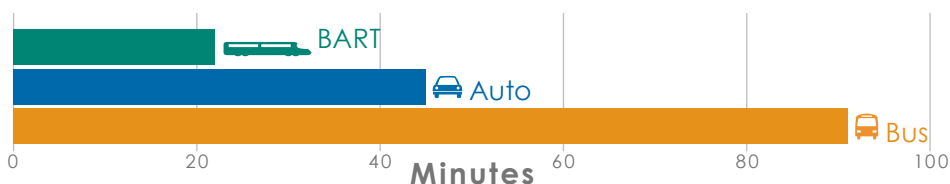
BART ridership

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.

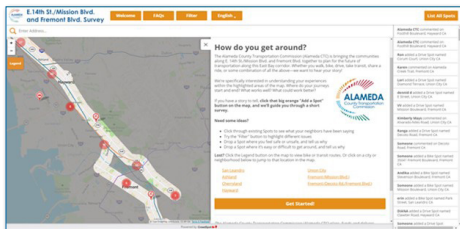
POLICY ADVISORY COMMITTEE (PAC)

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.

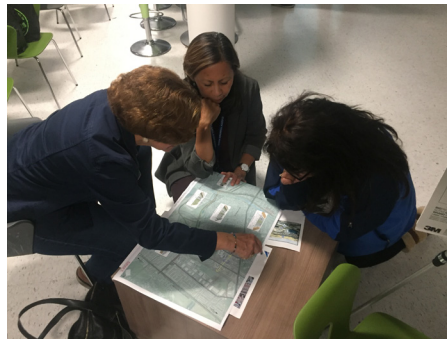
These activities were essential for gathering input and feedback from those who live, work, and travel along the Project Corridor, and for shaping the Project's recommendations.

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.

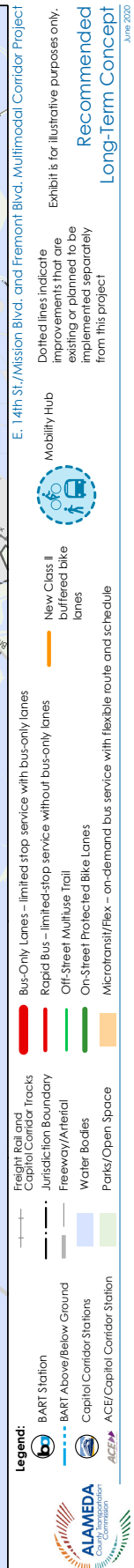


Sustainability

- 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

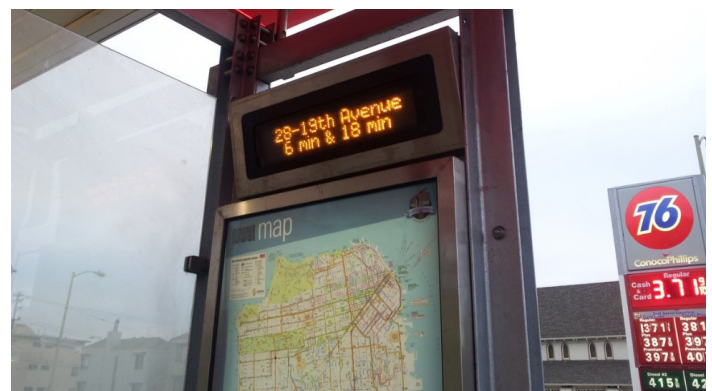


Source – Kittelson & Associates

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



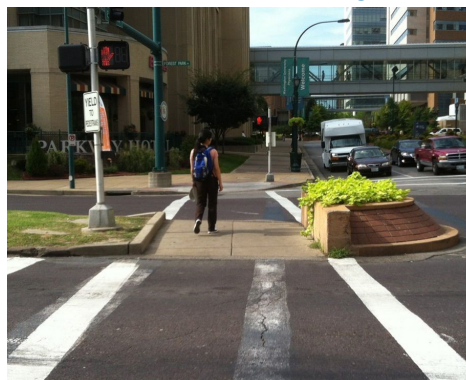
Source – Kittelson & Associates

Pavement Resurfacing



Source – Kittelson & Associates

Mid-block Pedestrian Refuge



Source – Alameda CTC

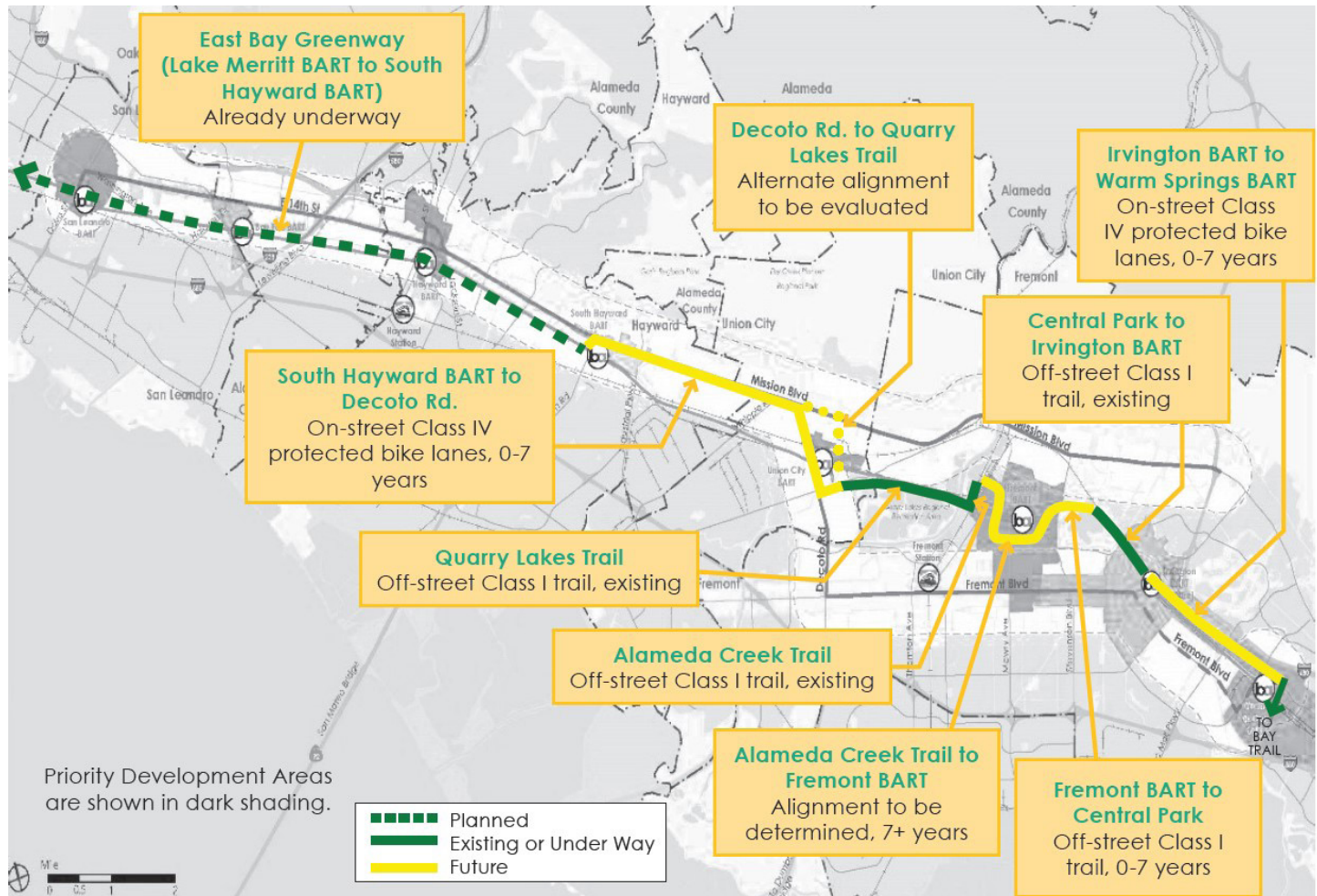
Leading Pedestrian Phase



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

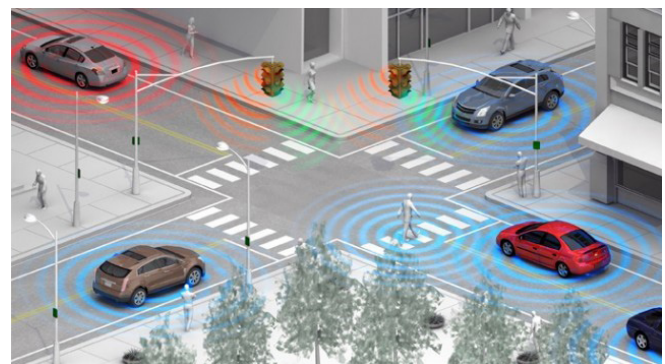
The long-term vision for the corridor accommodates technology related to connected vehicles. Connected vehicles are able to "talk" to roadway infrastructure and/or other vehicles.

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

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DATE: April 5, 2021

TO: Programs and Projects Committee

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

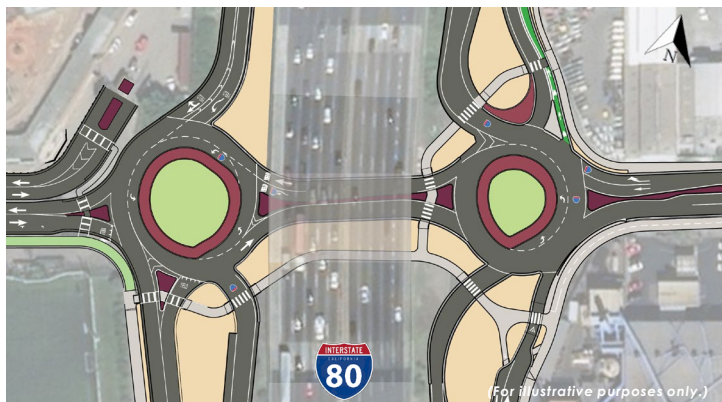


PROJECT NEED

- 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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