



Programs and Projects Committee Meeting Agenda Monday, May 10, 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/96362636411?pwd=NTRRbldhTm5XSnlBZEhsMjBSWGhTdZ09>
Webinar ID: 963 6263 6411
Password: 461150

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 963 6263 6411
Password: 461150

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 April 12, 2021 PPC Meeting Minutes	1	A
4.2.	Approve Cost Reimbursement Agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority	5	A
5. Regular Matters			
5.1.	Metropolitan Transportation Commission's Safe and Seamless Mobility Quick-Strike Program Update	7	I
5.2.	Approve Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement Program	31	A
5.3.	Approve actions associated with allocation of Regional Measure 2 funds for Livermore Amador Valley Transit Authority's Rapid Bus Stop Improvement project	45	A
5.4.	Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Right of Way Phases for Ready to List package for the Oakland Alameda Access Project	81	A
6. Committee Member Reports			
7. Staff Reports			
8. Adjournment			

Next Meeting: Monday, June 14, 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 May through June 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	May 27, 2021 June 24, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	June 14, 2021
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
1:00 p.m.	Alameda CTC Audit Committee	

Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	May 27, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 10, 2021
1:30 p.m.	Paratransit Advisory and Planning Committee	June 28, 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.

This page intentionally left blank



Programs and Projects Committee Meeting Minutes Monday, April 12, 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 Commissioners Miley and Thao.

Subsequent to the roll call:

Commissioner Miley joined during item 5.2. Commissioner Valle left the meeting during item 5.3.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve March 8, 2021, PPC Meeting Minutes

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

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

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

5. Regular Matters

5.1. Approve Measure B, Measure BB, and Vehicle Registration Fee Programs Update and Interim Policy Updates

Tess Lengyel stated that this item is to approve Measure B, Measure BB, and Vehicle Registration Fee (VRF) program updates and interim policy updates. She noted that the policy updates are to provide additional responsiveness to address COVID-19 related transportation needs. Ms. Lengyel introduced John Nguyen to present the item. Mr. Nguyen noted that staff recommends that the Commission approve the following policy updates:

- Timely use of Funds - Staff recommends a one-year extension of the current timely use of funds policy requirements to provide Direct Local Distribution (DLD) recipients additional time to draw down their fund balances.
- 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.
- 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 for the Paratransit program.

Mr. Nguyen noted that for the discretionary programs update, several funding opportunities will be incorporated into the 2022 Comprehensive Investment Plan (CIP) later this Spring including a Measure B Bicycle/Pedestrian COVID-19 Rapid Response Grant Program, a 2022 CIP Measure B, VRF, Transportation Fund for Clean Air Call for Projects and a Safe Routes to School (SR2S) Mini-Grant Program.

Commissioner Cutter commented that San Leandro appreciates the ability to use their DLD paratransit funds for senior trips to/from vaccination sites.

Commissioner Mei expressed her appreciation of Alameda CTC for helping the cities in their time of need. She noted that the City of Fremont has benefited from the DLD funds and the policy and program modifications.

Commissioner Haubert stated that it came to his attention that In-Home Supportive Services (IHSS) workers rely on public transit to get to/from their clients and he suggested that IHSS workers can benefit greatly from a free transit pass.

Commissioners Mei made a motion to approve this item. Commissioner Bauters seconded the motion. The motion passed with the following roll call votes:

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

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

Tess Lengyel stated that last summer, the Commission adopted the overall vision for the E. 14th St./Mission Blvd. and Fremont Blvd Multimodal Corridor project and the action today will move this project into Phase II. Ms. Lengyel introduced Aleida Andrino-Chavez to provide a brief overview of this item. Ms. Andrino-Chavez 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.

A public comment was made by Dave Campbell, Bike East Bay, supporting closing the gaps for the many bike projects in this corridor.

Commissioner Saltzman commented that she is excited to see that BRT is being considered for Bay Fair BART. She offered BART's support to help with elements of this phase like the BRT extension and bike/ped connections to BART stations.

Commissioner Mei stated that she is supportive of the amendment and noted that continued funding support for all projects on the corridor, including Decoto Blvd

and Fremont Blvd in the cities of Union City and Fremont, will be important for implementation.

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

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

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

Tess Lengyel stated that this action is expected to complete all the funding and contracting needs on the Gilman Interchange Project for phases one and two. She noted that last month, the Commission took an action for a final funding amount for the construction contract for this project, which will be awarded to the lowest bidder this month in April, and phase two will be advertised after approval of the state funds by the California Transportation Commission (CTC).

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

- 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
- 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.
- Authorize the Executive Director or designee to enter into all necessary agreements to achieve Project commitments.

Commissioner Bauters questioned how users of the Bay Trail will be able to continue to navigate North to South along the Gilman Tom Bates Fields to Albany during construction of the first stage of the Bicycle Pedestrian Bridge. Ms. Nguyen stated that the existing Bay Trail will remain open during construction with a clearance of 16-feet and proper width to allow for complete navigation of the trail. She stated that signage will be in place as well.

Commissioner Bauters asked for confirmation that the Measure BB funding will be used for Phase 2 of the project to construct the round-about. Ms. Nguyen said yes, the primary capital portion is for Phase 2.

Commissioner Bauters asked what is the core driving factor for the change in cost for this project. Ms. Nguyen stated that costs in Phase 1 were due to COVID-19 inefficiencies, staffing and materials costs, specifically the costs of steel and concrete. In Phase 2 the driver of costs is due to changes in the project delivery schedule, utilities and right of way needs.

Commissioner Bauters asked which source of funding is refunded first. Ms. Lengyel stated that Measure BB gets refunded first.

Commissioner Woerner commented that he supports this project and complimented staff on figuring out how to get the project done with its many complexities.

A public comment was made by Dave Campbell, Bike East Bay, who noted that he is in support of this project and is looking forward to working with Caltrans and Alameda CTC to make sure the public knows about potential closures during construction.

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

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

6. Committee Reports

There were no committee reports.

7. Staff Reports

Tess Lengyel noted that the California Energy Commission (CEC) approved initial funding for a hydrogen fuel grant that will support hydrogen fuel drayage trucks and a fueling station in Alameda County. Ms. Lengyel stated that the funding was \$4 million short of what was proposed in the grant application and the agency is working with the CEC and CARB to close the funding gap.

Ms. Lengyel stated that on March 29, 2021, Alameda CTC held a Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee meeting that included presenters from the health department, ADA providers and city programs, and a representative from Vancouver British Columbia to talk about COVID response.

Ms. Lengyel noted that a Save-the-Date will be provided for the I-80 Gilman Interchange project groundbreaking event, which will take place on May 20, 2021.

8. Adjournment/ Next Meeting

The next meeting is:

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



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 3, 2021

TO: Programs and Projects Committee

FROM: Gary Huisingsh, Deputy Executive Director of Project Delivery

SUBJECT: Approve Cost Reimbursement Agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority

Recommendation

It is recommended that the Commission approve and authorize the Executive Director or designee to execute a Cost Reimbursement Agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA).

Summary

TVSJVRRA is a new transit agency established by state law AB 758, which was effective January 1, 2018, and proposes to design and construct a section of the Valley Link rail route within the median of Interstate I-580 that would include a transfer station facility between Valley Link and BART at the Dublin/Pleasanton BART Station.

Alameda CTC has informed TVSJVRRA that the installation of the Valley Link route within the I-580 corridor would require modifications to the existing express lanes and related tolling equipment within the I-580 corridor between the I-580/I-680 Interchange and Greenville Road in Livermore, which Alameda CTC operates. TVSJVRRA recognizes that the design of the project within the I-580 corridor needs to meet Caltrans and Alameda CTC design standards and requirements for the roadway improvements and tolling equipment, and to address any impacts the Valley Link system may have on the existing roadway, I-580 express lanes, and tolling facilities.

TVSJVRRA has been engaged with Alameda CTC in the review of the proposed project and has agreed to provide \$992,000 to Alameda CTC for its participation in the development of the proposed project.

Staff recommends the Commission authorize the Executive Director or designee to execute a Cost Reimbursement Agreement with TVSJVRRA. The anticipated Alameda CTC consultant costs to be reimbursed through this agreement include preliminary engineering and design review and related support, as well as consultant support for

procurement/contracting of toll system integrator to ensure the next phase of the project (final design and construction) is not delayed.

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3, 2021

TO: Programs and Projects Committee

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

SUBJECT: Metropolitan Transportation Commission's Safe and Seamless Mobility Quick-Strike Program Update

Recommendation

This item is to provide the Commission with an update on the Metropolitan Transportation Commission's Safe and Seamless Mobility Quick-Strike Program. This item is for information only.

Background

On February 5, 2021, the Metropolitan Transportation Commission (MTC) released a call for project nominations for the Safe and Seamless Mobility Quick-Strike Program (Program), a one-time, competitive grant program within its One Bay Area Grant Cycle 2 (OBAG 2) program framework.

To encourage community-based project investments and address local needs throughout the region, MTC had requested County Transportation Agencies (CTAs) to submit project nominations for their county area by March 30, 2021. County targets provided were to be used as a guide based on the OBAG 2 county program distribution, and Alameda County's funding target was 19.9% (approximately \$9.8 million).

In response, Alameda CTC staff submitted 12 project nominations requesting a total of \$15.1 million (Attachment A). MTC received a total of 71 project nominations from the nine Bay Area CTA's for a total amount requested of more than \$108 million. MTC staff has released an initial staff recommendation that includes nine (9) projects from Alameda County for a total of approximately \$9.6 million (Attachment B). A final recommendation is scheduled for consideration and approval by MTC in June 2021.

In order for projects to be included in the final recommendation for MTC's approval in June, all supporting documentation (complete application material) for the recommended projects is due to MTC (via Alameda CTC) by May 21, 2021. The required

items are: a resolution of local support and, as applicable, a resolution for Surplus Lands Act compliance; completion of the Local Compliance Checklist; Complete Streets Checklist(s) and summarized responses to any comments received from the Bicycle and Pedestrian Advisory Committee; and a complete Transportation Improvement Program (TIP) application.

Potential Program Augmentation

At its May meeting, MTC will consider the distribution of an additional \$34 million available through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway infrastructure funds. MTC staff's recommendation includes augmenting the Program with the CRRSAA funds as follows:

- \$17.2 million directed to fund additional projects nominated by CTAs – primarily, this would be projects remaining from the original pool of nominations, but for counties that limited their nominations to within their county target, a limited number of new projects may be submitted; and
- \$17.2 million directed to safe and seamless mobility projects of regional significance – projects that were co-nominated by CTAs and MTC as part of the call for project nominations process will be shifted over to this category, creating capacity to fund additional CTA nominated projects.

MTC staff plans to present the final recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Next Steps

Sponsors of nominated projects are to continue finalizing the required project application material due to MTC (via Alameda CTC) by May 21, 2021. This includes completing TIP applications in MTC's online Fund Management System (FMS) by May 14th so they may be reviewed and submitted by Alameda CTC staff by the May 21st deadline. Following approval by MTC in June and federal TIP approval in summer 2021, project sponsors will have until September 30, 2022 to obligate the awarded federal funding.

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

Attachments:

- A. Alameda CTC's Project Nominations
- B. MTC Safe and Seamless Mobility Quick-strike Program - Initial Staff Recommendations

Projects Nominated for MTC's Safe and Seamless Mobility Quick Strike Program

Index #	Jurisdiction	Project / Program	Requested Amount
1	Alameda CTC	Countywide Safe Routes to School Operations	\$1,500,000
2	AC Transit	Quick Builds	\$954,000
3	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000
4	Alameda County	Anita Avenue Streetscape Improvements	\$2,000,000
5	Bike East Bay	Various youth and adult bicycle promotion and education programs	\$160,000
6	City of Dublin	Safe Routes to School Improvements in Dublin	\$2,000,000
7	City of Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000
8	City of Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	\$1,415,000
9	LAVTA	Passenger Facilities Enhancements	\$2,000,000
10	MTC	Bay Bridge Forward, I-580 WB HOV Lane Extension	\$1,500,000
11	City of Oakland	14th Street Complete Streets Project	\$1,000,000
12	City of Oakland	East Bay Greenway Segment II	\$1,000,000
Total			\$15,100,000

This page intentionally left blank

Bay Area Partnership Board

April 23, 2021

Agenda Item 4a

Safe and Seamless Mobility Quick-Strike Program

Subject: Discussion of staff recommendations for the Safe and Seamless Mobility Quick-Strike program within the One Bay Area Grant (OBAG 2) program framework.

Background: On February 5, 2021, MTC staff released a call for project nominations for the Safe and Seamless Mobility Quick-Strike program. The materials distributed through the call for project nominations is provided as **Attachment A**.

This memo provides an overview of the project evaluation and prioritization process, and the staff recommended program of projects. Staff seeks feedback from the Board on this recommendation. Final recommendations will be presented for consideration and approval at the Programming and Allocations Committee meeting, June 9, 2021.

Project Prioritization Process

To encourage community-based project investments and address local needs throughout the region, County Transportation Agencies (CTA's) were invited to nominate projects for their county area. Funding targets were provided to guide the CTA's in developing nominations; however, final funding levels for each county are not guaranteed to correspond exactly to the initial targets. The final program of projects is based on the evaluation of individual projects and reflect regional priorities.

On March 30, 2021, MTC received 71 project nominations from CTA's for a total grant request of more than \$108 million. MTC staff evaluated projects against the six evaluation criteria established in the program guidelines:

- Alignment with the Connected Mobility Framework Values and Goals.
- Relationship to priority planning areas including, but not limited to, Priority Development Areas (PDAs) and Communities of Concern (CoCs).
- Inclusion of community engagement.
- Addressing a gap in transit connectivity.
- Demonstration of partnership among multiple partners.
- Ability to deliver the project quickly while meeting all federal funding requirements.

Each project was evaluated and scored individually by an MTC staff evaluation team. Following the initial evaluation, the committee took into consideration any tiering or prioritization communicated by a CTA. The full list of projects nominated by CTAs, including project scoring, is provided as **Attachment B**.

Recommendation

With the \$49.4 million currently available within the Quick-Strike framework, staff recommends funding 40 projects across the region (including 2 projects with partial funding recommendations). The list of projects recommended for funding is included as **Attachment C**.

	Initial Nomination Targets		Staff Recommendation	
	%	\$	%	\$
Alameda	19.9%	\$9.8	19.4%	\$9.6
Contra Costa	14.6%	\$7.2	15.2%	\$7.5
Marin	2.8%	\$1.4	2.4%	\$1.2
Napa	2.1%	\$1.0	2.4%	\$1.2
San Francisco	12.5%	\$6.2	13.8%	\$6.8
San Mateo	8.4%	\$4.1	8.2%	\$4.1
Santa Clara	27.0%	\$13.3	26.1%	\$12.9
Solano	5.5%	\$2.7	6.1%	\$3.0
Sonoma	7.2%	\$3.6	6.3%	\$3.1
Total	100%	\$49.4	100%	\$49.4

Notes: Amounts shown in millions. Totals may not add due to rounding. Total does not include \$5 million set aside for BRTRTF early implementation.

Potential Program Augmentation

At their May meeting, the Commission will consider the distribution of \$34 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway infrastructure funds.¹ Staff recommends augmenting the Quick-Strike program with these funds as follows:

- Half of the funds (\$17.2 million) directed to fund additional projects nominated by CTAs; and
- The remaining half of augmented funds (\$17.2 million) directed to safe and seamless mobility projects of regional significance – including projects that were co-nominated by CTAs and MTC as part of the call for project nominations process. Capacity created by shifting CTA and MTC co-nominated projects to this category will be made available for additional CTA nominated projects.


Pending Commission approval of the program augmentation described above, staff will revise its recommended program of projects.

Staff anticipates presenting the recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Issues: None.

Recommendation: Information.

Attachments: Attachment A: Call for Project Nominations
Attachment B: Recommended Program of Projects
Attachment C: List of All Project Nominations Received


Therese W. McMillan

¹ An additional \$31 million in CRRSAA highway infrastructure program funds will be distributed by the CTC through the regional portion of the STIP.



February 5, 2021

Scott Haggerty, Chair
Alameda County

Alfredo Pedroza, Vice Chair
Napa County and Cities

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Damon Connolly
Marin County and Cities

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

TO: CTA Executive Directors

RE: Safe and Seamless Mobility Quick-Strike Program – Call for Nominations

Dear CTA Executive Directors:

On January 27, 2021, the Metropolitan Transportation Commission (MTC) approved MTC Resolution No. 4202, Revised, which included the policy framework for the Safe and Seamless Mobility Quick-Strike program. The detailed program guidelines, located in Appendix A-11 to the One Bay Area Grant (OBAG 2) program resolution, are provided as an attachment (**Attachment 1**). OBAG 2 policies, procedures, and requirements apply to the Safe & Seamless program unless specified otherwise in Appendix A-11.

The purpose of this letter is to release the call for project nomination letters for the Safe & Seamless grant program and provide additional guidance on the solicitation process. Project nomination letters for projects submitted as part of county targets are to be submitted by the Bay Area County Transportation Agencies (CTAs). Project sponsors and interested stakeholders are encouraged to work with the applicable CTA (or multiple CTAs for multi-county projects) for submittal of project nominations. This call does not include the projects to be identified by the Blue Ribbon Transit Recovery Task Force, which will follow a different process.

Project Nominations

CTAs are invited to submit project nomination letters to MTC for projects located within their counties, as well as multi-county and regional projects for the respective county target. Letters should describe the CTA's process to identify and prioritize projects for this competitive grant opportunity. CTAs should also list, in narrative form or in a table, the projects being nominated, along with brief project descriptions and the amount of funds requested for each project.

Attached to the project nomination letters, CTAs must also provide completed project information forms for each project (**Attachment 2**).

In addition to these materials required to be submitted directly by the CTAs, project sponsors must submit a Complete Streets checklist for each nominated project into MTC's Complete Streets Database: <https://completestreets.mtc.ca.gov/>.

Nomination letters, project information forms, and Complete Streets checklists must be submitted no later than Tuesday, March 30, 2021. Nomination letters and project information forms should be sent to Mallory Atkinson at matkinson@bayareametro.gov. Complete Streets checklists should be uploaded directly into the online database, linked above.

Project Evaluation & Final Project Applications

In April, MTC staff will evaluate project nominations using the established program criteria, funding eligibility, and focus areas. Staff will consider each CTA's nominations independently as well as in relation to other county submissions and regional priorities to develop its initial funding proposal. Staff will share its initial funding proposal with the Bay Area Partnership Board for discussion and feedback.

CTAs and project sponsors will be notified of MTC staff's funding recommendation by May 3, 2021. Project sponsors recommended for funding must submit the final application materials to MTC by May 21, 2021.

Final application materials include:

- ❖ Project submission in MTC's Financial Management System (FMS) <https://fms.mtc.ca.gov/fms/home.ds>, which will include detailed information on project scope, funding, and performance metrics.
- ❖ Written response to any remaining project-specific questions from MTC's evaluation team.
- ❖ Project map with sufficient detail to clearly identify the location and extent of the project.
- ❖ A signed Local Agency Compliance Checklist (**Attachment 3**). CTAs and local agencies should review this checklist carefully. Although these requirements were included in the OBAG 2 County Program, additional actions will be required for sponsors to satisfy the requirements for the Safe & Seamless grant program. These requirements include a review of the project's Complete Streets checklist by the appropriate Bicycle and Pedestrian Advisory Council, submission of the Housing Element annual progress report for 2020, and adoption of a Resolution of Local Support for the project. In addition, sponsors that have not yet adopted a resolution affirming compliance with California's Surplus Lands Act must now do so. This final requirement will primarily affect charter cities, which were not required to adopt such a resolution at the time of the OBAG 2 County Program adoption.

Please note that project sponsors have only *two weeks* to submit the final required materials to MTC. To meet this aggressive timeline, project sponsors are encouraged to submit their project into FMS in advance of being notified of MTC staff's funding recommendation. Additionally, sponsors should seek early Council or Board approvals of the resolutions required in the Local Agency Compliance Checklist.

The responses to project-specific questions, project maps, and the completed Local Agency Compliance Checklist must be submitted no later than Friday, May 21, 2021. Project data should be uploaded directly into FMS, linked above. Responses to project questions, project maps, and checklists should be sent to Mallory Atkinson at matkinson@bayareametro.gov.

Program Approval

Staff anticipates presenting its recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Sincerely,



Theresa Romell
Funding Policy and Programs

Attachments

Attachment 1: Safe & Seamless Mobility Quick-Strike Program – MTC Resolution No. 4202,
Revised, Appendix A-11

Attachment 2: Project Information Form

Attachment 3: Local Agency Compliance Checklist

TR:MA

<J:\PROJECT\Funding\T5-FAST\STP-CMAQ\FHIP - STP-Bump\Safe & Seamless Quick-Strike>

Appendix A-11: Safe and Seamless Mobility Quick-Strike Program

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Project Eligibility & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic

- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities.

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table at right). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to coordinate on co-nominations for regional projects.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

County Nomination Targets (\$ millions, rounded)

	%
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100.0%

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).
- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are

requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.

- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
 - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than September 30, 2022.
 - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
 - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
 - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.
 - Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
 - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
 - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
 - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.

- Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
- Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
- CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.

Basic Project Information		
Project Name:	<i>Project name</i>	
Project Sponsor:	<i>Project sponsor</i>	
Sponsor Contact Information:	<i>Contact name</i>	
	<i>Contact phone</i>	
	<i>Contact email</i>	
Project Location:	<i>Project location</i>	
Brief Project Description: Please limit to 100 word maximum	<i>Project description</i>	
Program Focus Areas & Evaluation Criteria		
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input type="checkbox"/> Bicycle and/or pedestrian safety improvement <input type="checkbox"/> Local safe & seamless mobility improvement <input type="checkbox"/> Safe & seamless mobility improvement in a corridor 	<ul style="list-style-type: none"> <input type="checkbox"/> Improved connections to transit <input type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Priority Development Area (PDA) <input type="checkbox"/> Transit Priority Area (TPA) <input type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <p><i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i></p>	
Connected Mobility Framework: Please limit to 200 word maximum	<p>Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework:</p> <p><i>Project alignment with Connected Mobility Framework</i></p>	
Community Engagement & Planning Processes:	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g.</p>	

<p>Please limit to 200 word maximum</p>	<p>community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p><i>Community engagement & planning processes</i></p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p><i>Coordination and outreach with transit operators</i></p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p><i>Transit connectivity</i></p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p><i>Project partnerships</i></p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p><i>Project readiness, right-of-way, environment</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p><i>Caltrans approvals status and timeline; level of support</i></p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline.</p> <p><i>Project timeline, status, and obligation deadline</i></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p><i>Project risks and mitigation strategies</i></p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies, and describe CTA's role in delivery and monitoring.</p> <p><i>Project sponsor ability to meet delivery and monitoring requirements</i></p>

Fund exchange:	<input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects. <i>Fund exchange description</i>
Grant minimum:	<input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. <i>Exception request to minimum grant size</i>
Supplanting of existing funds:	<input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. <i>Exception request to fund supplanting requirement</i>
Toll credit request:	<input type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase			Project Status by Phase
		Safe & Seamless (Grant Request)	Other Funds		% Complete
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete
Design Engineering (PS&E)	\$	\$	\$	Fund source; notes	% complete
Right-of-way	\$	\$	\$	Fund source; notes	% complete
Construction	\$	\$	\$	Fund source; notes	% complete
Total	\$	\$	\$		

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	%
Bicycle/Pedestrian	%
Other	%
Total	100%

Local Compliance Checklist	
Jurisdiction:	<i>Local jurisdiction</i>
MTC's Complete Streets Policy:	<p><input type="checkbox"/> Jurisdiction complies with MTC's Complete Street Policy, either by:</p> <ol style="list-style-type: none"> 1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008. <p><input type="checkbox"/> Complete Streets checklist for project was reviewed by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to May 21, 2021. Provide the date of BPAC review, describe any comments that were received, and the jurisdiction's response to feedback.</p> <p><i>Date of BPAC review & discussion of BPAC comments</i></p>
Resolution of Local Support:	<input type="checkbox"/> Jurisdiction has adopted a Resolution of Local Support by May 21, 2021.
Housing Element:	<p><input type="checkbox"/> Jurisdiction's Housing Element has been certified by California Department of Housing and Community Development (HCD). Note: all Bay Area jurisdictions satisfied this requirement prior to the One Bay Area Grant (OBAG 2) County Program adoption.</p> <p><input type="checkbox"/> Jurisdiction's Housing Element annual progress report for calendar year 2020 has been submitted to HCD.</p>
Surplus Lands Act:	<p><input type="checkbox"/> Jurisdiction has met MTC's Surplus Land Requirements prior to May 21, 2021, through the adoption of a resolution demonstrating compliance with the State's Surplus Land Act.</p> <p><u>Note for Charter Cities:</u> At the time of the adoption of the OBAG 2 County Program, this requirement applied only to general law cities and counties. However, as a final court decision has now been rendered confirming that the Act does apply to charter cities, funding eligibility through the Safe & Seamless Mobility Quick-Strike program is contingent upon the adoption, by <i>all</i> cities and counties, of a resolution affirming the jurisdiction's compliance with the Surplus Lands Act.</p>

This checklist was approved for submission by:

Signature

Date

Signature

Date

Name (print)

City Manager/Administrator or designee

Safe & Seamless Mobility Quick-Strike Grant Program

List of Project Nominations (Sorted by County, Sponsor, Project)

Total available = \$49,400,000

County	Sponsor	Project Title	Funds Requested
Alameda	AC Transit	Quick Builds Transit Lanes	\$954,000
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000
Alameda	ACTC	Alameda County Safe Routes to Schools	\$1,500,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	\$2,000,000
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	\$2,000,000
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	\$1,415,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000
Alameda	LAVTA	Passenger Facilities Enhancements	\$2,000,000
Alameda	MTC / ACTC	I-580 Westbound High Occupancy Vehicle Lane Extension	\$1,500,000
Alameda	Oakland	14th Street Complete Streets Project	\$1,000,000
Alameda	Oakland	East Bay Greenway Segment II	\$1,000,000
Alameda	TBD	Various Youth and Adult Bicycle Promotion & Education Programs	\$160,000
Contra Costa	BART	Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART	\$1,510,000
Contra Costa	BATA	RSR Forward: I-580 WB Open Road Tolling & HOV Lane Extension	\$2,000,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$2,164,000
Contra Costa	Danville	Diablo Road Trail	\$2,000,000
Contra Costa	Lafayette / BART	Lafayette Town Center Pathway and BART Bike Station Project	\$1,825,000
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	\$350,000
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	\$4,792,000
Contra Costa	Richmond	13th Street Complete Streets Project	\$2,821,000
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	\$6,000,000
Marin	Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	\$600,000
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	\$500,000
Marin	Marin Transit	Marin County Bus Stop Improvements	\$1,200,000
Marin	Mill Valley	East Blithedale Pathway to Transit	\$1,000,000
Marin	SMART	SMART Pathway - San Rafael (McInnis Pkwy to Smith Ranch Rd)	\$2,158,026
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	\$250,000
Napa	MTC	Napa Forward SR 29 Safety and Operational Improvements	\$11,000,000
Napa	NVTA	Napa Valley Safe Routes to School	\$100,000
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	\$3,144,302
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	\$200,000
San Francisco	SFMTA	Folsom Streetscape Project	\$5,000,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program	\$2,100,000
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	\$850,000

County	Sponsor	Project Title	Funds Requested
San Mateo	Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$200,000
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility projects	\$200,000
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$350,000
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	\$223,591
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	\$347,250
San Mateo	Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000
San Mateo	San Bruno	Transit Corridor Pedestrian Connection Phase 4	\$385,000
San Mateo	San Mateo	Delaware Street Quick-Build Bike Improvements*	\$610,007
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	\$808,562
San Mateo	San Mateo County	San Mateo County Broadmoor SRTS Pedestrian Safety & Mobility Imps	\$1,418,412
San Mateo	South San Francisco	East of 101 Transit Expansion Project	\$480,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	\$2,120,000
Santa Clara	Los Altos	St. Joseph Avenue Mobility Connector	\$950,000
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	\$5,097,400
Santa Clara	Mountain View	Stierlin Road Bicycle and Pedestrian Improvements	\$4,007,000
Santa Clara	San Jose	Bascom Avenue Protected Bike Lanes & Complete Street	\$690,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	\$1,325,000
Santa Clara	San Jose	Julian Street & McKee Road Vision Zero Complete Street	\$705,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	\$4,025,000
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	\$1,800,000
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	\$1,900,000
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	\$2,200,000
Santa Clara	VTA	Electronic Locker Upgrade and Replacement	\$1,940,060
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	\$200,000
Solano	BAIFA	FasTrak START Means-Based Managed Lanes Pilot Evaluation	\$900,000
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	\$1,000,000
Solano	STA	STA Mobility Planning	\$200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	\$1,800,000
Sonoma	Cotati	Downtown and Civic Center Connectivity and Safety Project	\$1,250,000
Sonoma	Healdsburg	Healdsburg Bike Share	\$250,000
Sonoma	Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$522,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	\$868,230
Sonoma	SCTA	Countywide Active Transportation Plan	\$200,000
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	\$476,310
Sonoma	SMART	SMART Pathway - Payran to Lakeville in Petaluma	\$806,000

Total Funding Request:	\$108,649,150
Applications Received:	71

Safe & Seamless Mobility Quick-Strike Grant Program

Initial Staff Recommendation (Sorted by County, Sponsor, Project)

Recommendations are pending further review. Final recommended program of projects and specific grant amounts subject to change.

Color Key:

Initial Staff Recommended Program of Projects

Total available = \$49,400,000

County	Sponsor	Project Title	Funds Requested	Cumulative Funding Recommendation
Alameda County			<i>Initial Fund Target:</i>	\$9.8M
Alameda	AC Transit	Quick Builds Transit Lanes	\$954,000	\$954,000
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000	\$1,254,000
Alameda	ACTC	Alameda County Safe Routes to Schools	\$1,500,000	\$2,754,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	\$2,000,000	
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	\$2,000,000	
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	\$1,415,000	\$4,169,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000	\$5,440,000
Alameda	LAVTA	Passenger Facilities Enhancements	\$2,000,000	\$7,440,000
Alameda	MTC/ACTC	I-580 Westbound High Occupancy Vehicle Lane Extension	\$1,500,000	
Alameda	Oakland	14th Street Complete Streets Project	\$1,000,000	\$8,440,000
Alameda	Oakland	East Bay Greenway Segment II	\$1,000,000	\$9,440,000
Alameda	TBD	Various Youth and Adult Bicycle Promotion & Education Programs*	\$160,000	\$9,600,000
Contra Costa County			<i>Initial Fund Target:</i>	\$7.2M
Contra Costa	BART	Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART	\$1,510,000	\$1,510,000
Contra Costa	BATA	RSR Forward: I-580 WB Open Road Tolling & HOV Lane Extension**	\$2,000,000	\$3,510,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$2,164,000	\$5,674,000
Contra Costa	Danville	Diablo Road Trail	\$2,000,000	
Contra Costa	Lafayette / BART	Lafayette Town Center Pathway and BART Bike Station Project	\$1,825,000	\$7,499,000
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	\$350,000	
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	\$4,792,000	
Contra Costa	Richmond	13th Street Complete Streets Project	\$2,821,000	
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	\$6,000,000	
Marin County			<i>Initial Fund Target:</i>	\$1.4M
Marin	Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	\$600,000	
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	\$500,000	
Marin	Marin Transit	Marin County Bus Stop Improvements	\$1,200,000	\$1,200,000
Marin	Mill Valley	East Blithedale Pathway to Transit	\$1,000,000	
Marin	SMART	SMART Pathway - San Rafael (McInnis Pkwy to Smith Ranch Rd)	\$2,158,026	
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	\$250,000	
Napa County			<i>Initial Fund Target:</i>	\$1.0M
Napa	MTC	Napa Forward SR 29 Safety and Operational Imps. (\$1.1M partial funding)***	\$11,000,000	\$1,100,000
Napa	NVTA	Napa Valley Safe Routes to School	\$100,000	\$1,200,000
San Francisco County			<i>Initial Fund Target:</i>	\$6.2M
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	\$3,144,302	
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	\$200,000	\$200,000
San Francisco	SFMTA	Folsom Streetscape Project	\$5,000,000	\$5,200,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program (\$1.8M partial funding)***	\$2,100,000	\$7,002,710
San Mateo County			<i>Initial Fund Target:</i>	\$4.1M
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000	
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	\$850,000	
San Mateo	Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$200,000	
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility projects	\$200,000	\$200,000

County	Sponsor	Project Title	Funds Requested	Cumulative Funding Recommendation
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$350,000	
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	\$223,591	
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	\$347,250	
San Mateo	Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000	\$955,000
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000	
San Mateo	San Bruno	Transit Corridor Pedestrian Connection Phase 4	\$385,000	\$1,340,000
San Mateo	San Mateo	Delaware Street Quick-Build Bike Improvements****	\$610,007	
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	\$808,562	
San Mateo	San Mateo County	San Mateo County Broadmoor SRTS Pedestrian Safety & Mobility Imps	\$1,418,412	
San Mateo	South San Francisco	East of 101 Transit Expansion Project	\$480,000	\$1,820,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	\$2,120,000	\$3,460,000
Santa Clara County			<i>Initial Fund Target:</i>	\$13.3M
Santa Clara	Los Altos	St. Joseph Avenue Mobility Connector	\$950,000	
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	\$5,097,400	
Santa Clara	Mountain View	Stierlin Road Bicycle and Pedestrian Improvements	\$4,007,000	\$4,007,000
Santa Clara	San Jose	Bascom Avenue Protected Bike Lanes & Complete Street	\$690,000	\$4,697,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	\$1,325,000	\$6,022,000
Santa Clara	San Jose	Julian Street & McKee Road Vision Zero Complete Street	\$705,000	\$6,727,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	\$4,025,000	\$10,752,000
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	\$1,800,000	
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	\$1,900,000	
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	\$2,200,000	
Santa Clara	VTA	Electronic Locker Upgrade and Replacement	\$1,940,060	\$12,692,060
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	\$200,000	\$12,892,060
Solano County			<i>Initial Fund Target:</i>	\$2.7M
Solano	BAIFA	FasTrak START Means-Based Managed Lanes Pilot Evaluation	\$900,000	
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	\$1,000,000	\$1,000,000
Solano	STA	STA Mobility Planning	\$200,000	\$1,200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	\$1,800,000	\$3,000,000
Sonoma County			<i>Initial Fund Target:</i>	\$3.6M
Sonoma	Cotati	Downtown and Civic Center Connectivity and Safety Project (\$0.9M partial funding)***	\$1,250,000	\$900,000
Sonoma	Healdsburg	Healdsburg Bike Share	\$250,000	\$1,150,000
Sonoma	Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$522,000	\$1,672,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	\$868,230	\$2,540,230
Sonoma	SCTA	Countywide Active Transportation Plan	\$200,000	\$2,740,230
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	\$476,310	
Sonoma	SMART	SMART Pathway - Payran to Lakeville in Petaluma	\$806,000	\$3,546,230

Total Funding Request: **\$108,649,150**

Cumulative Funding Recommendation: **\$49,400,000**

*Recommendation contingent upon identification of an eligible project sponsor.

**Recommendation pending further review.

***Project recommended to receive partial funding.

****Project recommended to receive Regional ATP funds, pending Commission approval.

This page intentionally left blank



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3, 2021

TO: Programs and Projects Committee

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

SUBJECT: Approve Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement Program

Recommendation

It is recommended that the Commission approve the following actions related to the mid-cycle augmentation of the Alameda County 2020 State Transportation Improvement Program (2021 Mid-Cycle STIP):

1. Approve Resolution 21-010 (Attachment A) regarding the approval of a 2021 Mid-Cycle STIP program of projects, which identifies a total of \$6.308 million of new 2021 Mid-Cycle STIP funding;
2. Approve Resolution 21-011 (Attachment B), the required resolution of local support for new STIP projects; and
3. Authorize the Executive Director or designee to enter into any necessary agreements.

Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2020 STIP was approved by the CTC in Spring 2020 and covers Fiscal Years (FYs) 2020-21 through 2024-25. Through the approval of the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), \$912 million of COVID-19 relief funds were apportioned to the State. From this amount, the CTC authorized \$243 million to be distributed through the STIP as a mid-cycle augmentation to the 2020 STIP (2021 Mid-cycle STIP Program), as follows: seventy-five (75%) percent through the Regional Improvement Program (\$182 million) and twenty-five percent (25%) through the Interregional Improvement Program (\$61 million).

Alameda County's share of the State's 2021 Mid-cycle STIP Fund Estimate is \$6.308 million of new programming capacity for projects. The Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2021 Mid-Cycle Regional STIP program (2021 Mid-Cycle RTIP). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

Staff is recommending Commission approval of the Alameda County 2021 Mid-cycle STIP Program (Attachment A). Due to the short programming timeline, draft 2021 Mid-Cycle STIP project lists were due to MTC by April 19, 2021. A final draft project list and supporting documentation is due to MTC by May 1, 2021, with concurrent approval of the proposed project lists by Alameda CTC, MTC and CTC all scheduled during the month of May. The MTC and CTC approvals will be contingent upon Alameda CTC's action.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is administered by the CTC and funded with revenues from the State Highway Account and other State and federal funding sources, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP).

Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to the local level and allows the Congestion Management Agencies/County Transportation Agencies (CMAs/CTAs) to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities.

For each STIP cycle, Alameda CTC adopts and forwards a program of STIP projects to MTC. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

The 2020 STIP was approved by the CTC in Spring 2020 and covers Fiscal Years (FYs) 2020-21 through 2024-25. On March 24, 2021, the CTC adopted the 2021 Mid-Cycle STIP schedule and Share Distribution and released draft Mid-Cycle STIP Guidelines.

2021 Mid-Cycle STIP Program

Through the approval of the 2021 federal CRRSAA, \$912 million of COVID-19 relief funds were apportioned to the State. From this amount, the CTC authorized \$243 million to be distributed through the STIP as a mid-cycle augmentation to the 2020 STIP (2021 Mid-Cycle STIP), as follows: seventy-five (75%) percent through the Regional Improvement Program (\$182 million) and twenty-five percent (25%) through the Interregional Improvement

Program (\$61 million). Alameda County's share of the State's 2021 Mid-Cycle STIP Fund Estimate is \$6.308 million of new programming capacity for projects. MTC staff released draft 2021 Mid-Cycle RTIP Guidelines and Fund Estimate on April 8, 2021. Unlike regular STIP cycles, the mid-cycle funding can be programmed in any Fiscal Year within the existing 2020 STIP period, starting with FY 2021-22.

I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project

The I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project (Project) is currently in the Design phase and scheduled to go into construction by fall 2021. The delivery of the Project is being coordinated with a Caltrans pavement rehabilitation SHOPP project within the same limits, resulting in delivery efficiencies and cost savings. In February 2021, the Commission approved an amendment to the 2020 STIP to program up to \$40 million of future STIP funding to the Project for CTC's consideration in June 2021.

The availability of CRRSAA funding through the STIP provides the opportunity to program \$5.793 million of STIP funds to the project in FY 2021-22. Additional STIP funding will be programmed in June if additional unused STIP capacity is identified by either MTC or CTC. The project has a mix of Competitive and Formula-based Senate Bill 1 Local Partnership Program (SB-1 LPP) funding totaling \$37 million that requires a full funding plan in June in order for the funds to remain programmed to the project. Additionally, MTC has committed \$90 million of regional funds. In July 2021, staff will update the Commission regarding the availability, amount and timing of the STIP funds and other related Project actions.

New projects proposed for 2021 Mid-Cycle Program

The 2021 Mid-Cycle Fund Estimate for Alameda County includes \$315,000 of for ongoing STIP Planning, Programming and Monitoring (PPM) activities. Staff is also recommending the remaining \$200,000 to be programmed to four Alameda CTC-implemented projects currently in the Environmental phase, as follows:

Index	Project	Amount x \$1,000			
		Total Cost	Identified Funding	TBD	STIP amount recommended
1	Oakland/Alameda Access (I-880 Broadway-Jackson)*	129,900	79,991	49,909	50
2	I-80 Ashby Interchange Improvements*	117,174	52,000	65,174	50
3	I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Ind. Parkway West) Improvements*	220,000	104,000	116,000	50

4	I-880 Interchanges Winton Avenue and A Street Improvements	114,308	5,308	109,000	50
	Total	\$581,382	\$241,299	\$340,083	\$200

* Named project in 2014 MBB Transportation Expenditure Plan

These four projects included in the 2014 Transportation Expenditure Plan have a collective need of approximately \$340 million. Alameda CTC's strategic project delivery vision includes leveraging local sales tax investments with external grant opportunities. In order to allow the projects to compete for future federal funding opportunities, staff is working towards obtaining federal National Environmental Policy Act (NEPA) clearance for the above four projects. Caltrans has indicated that in order to perform its review and approval of the NEPA documents, the projects first need to have federal funds programmed. The 2021 Mid-Cycle STIP provides an opportunity to include federal funds on these projects.

Staff recommends the Commission approve the following actions related to the 2021 Mid-Cycle STIP:

1. Approve Resolution 21-010 regarding the approval of a 2021 Mid-Cycle STIP program of projects, which identifies a total of \$6.308 million of new 2021 Mid-Cycle STIP funding;
2. Approve Resolution 21-011, the required resolution of local support for new STIP projects; and
3. Authorize the Executive Director or designee to enter into any necessary agreements.

Next Steps

Due to the condensed programming schedule for the 2021 Mid-Cycle STIP Program, MTC and CTC approvals of the Alameda County 2021 Mid-Cycle STIP project list are also scheduled to occur in May 2021, contingent upon the Commission's action.

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

Attachments:

- A. Resolution 21-010, Alameda County 2021 Mid-Cycle STIP Program
- B. Resolution 21-011, Resolution of Local Support for new STIP projects



ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 21-010

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 Ezy 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

Approval of the Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement (STIP) Program

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program (RIP) funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) for inclusion in the MTC Regional Transportation Improvement Program (RTIP) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, projects recommended for inclusion in the 2020 STIP must be consistent with the Commission-approved 2020 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the CTC authorized federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds apportioned to the State to be distributed through the STIP as a mid-cycle augmentation to the 2020 STIP (2021 Mid-cycle STIP Program);

WHEREAS, the funding identified in the 2021 Mid-Cycle STIP Program Fund Estimate for Alameda County of \$6.308 million includes \$5.993 million of new STIP funding for projects and \$315,000 for Planning, Programming and Monitoring (PPM).

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2021 Mid-Cycle STIP Program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 27, 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 2021 Mid-cycle STIP Program**

Index #	Project	Recommended 2021 Mid-Cycle STIP Funding
1	I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project ¹	\$5,793,000
2	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	\$315,000
3	Oakland/Alameda Access (I-880 Broadway-Jackson)	\$50,000
4	I-80 Ashby Interchange Improvements	\$50,000
5	I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Industrial Parkway West) Improvements	\$50,000
6	I-880 Interchanges (Winton Avenue and A Street)	\$50,000
Total		\$6,308,000
Table Notes: 1. In February 2021, the Alameda CTC approved the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project to be amended into the 2020 STIP.		

This page intentionally left blank



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 No. 21-011

Resolution of Local Support for Oakland/Alameda Access (I-880 Broadway-Jackson); I-80 Ashby Interchange Improvements; I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Industrial Parkway West) Improvements; I-880 Interchanges at Winton Avenue and A Street Projects

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the projects

WHEREAS, Alameda County Transportation Commission (Alameda CTC) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for up to \$200,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Oakland/Alameda Access (I-880 Broadway-Jackson); I-80 Ashby Interchange Improvements; I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Industrial Parkway West) Improvements; I-880 Interchanges at Winton Avenue and A Street Projects (herein referred to as PROJECTS) for the 2021 Mid-Cycle RTIP (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code § 182.6, § 182.7, and § 2381(a)(1), and California Government Code § 14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECTS will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECTS as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECTS will have adequate staffing resources to deliver and complete the PROJECTS within the schedule submitted with the project application; and
- that the PROJECTS will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECTS will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and

- in the case of a highway project, the PROJECTS will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECTS be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECTS; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECTS, or the ability of APPLICANT to deliver such PROJECTS; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECTS as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECTS for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECTS will be implemented as described in the complete application

and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECTS and has adequate staffing resources to deliver and complete the PROJECTS within the schedule submitted with the project application; and be it further

RESOLVED that PROJECTS will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECTS is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECTS; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECTS, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECTS as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECTS described in the resolution, and if approved, to include the PROJECTS in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 27, 2021 in Oakland, California, by the following vote:

ABSENT:

ATTEST:

Vanessa Lee
Clerk of the Commission

This page intentionally left blank



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: May 3, 2021

TO: Programs and Projects Committee

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

SUBJECT: Approve actions associated with allocation of Regional Measure 2 funds for Livermore Amador Valley Transit Authority's Rapid Bus Stop Improvement project

Recommendation

It is recommended that the Commission approve the following actions associated with the Livermore Amador Valley Transit Authority's (LAVTA) Rapid Bus Stop Improvement project:

1. Approve Resolution 21-012 (Attachment A) that approves the Regional Measure 2 (RM2) Initial Project Report (IPR) and designates LAVTA as the Implementing Agency for the design and construction phases of the LAVTA Rapid Bus Stop Improvement project (Project), under RM2 Capital Project #32 (I-580 Tri Valley Rapid Transit Corridor Improvements; Sponsor Alameda CTC).
2. Approve LAVTA's RM2 allocation request of \$2.3 million (Attachment B) to the Metropolitan Transportation Commission (MTC) for the Plans Specifications and Estimates (PS&E) and Construction phases of the Project.

Summary

Alameda CTC is the sponsor of the I-580 Tri Valley Rapid Transit Corridor Improvements (RM2 Capital Project #32). In December 2020, MTC notified LAVTA that a balance of approximately \$5 million remained on RM2 Capital Project #32 and is available for allocation to eligible transit related projects in the corridor and requested proposal(s) from LAVTA that could utilize the funds. LAVTA proposes to request \$2.3 million of these funds towards the PS&E and Construction phases of the LAVTA Rapid Bus Stop Improvement project (Project).

As the project sponsor of RM2 Capital Project #32, Alameda CTC is required to submit allocation request paperwork to MTC. In order to reduce administrative burden for both agencies and create efficiencies, Alameda CTC requested MTC if there was a pathway for LAVTA to access the RM2 funds directly. MTC notified staff this was possible if Alameda

CTC was supportive of LAVTA's allocation request and provided a Commission Resolution (Attachment A) that approves the RM2 IPR and designates LAVTA as the Implementing Agency for the design and construction phases of the Project.

Background

In 2004, Senate Bill 916 established the Regional Traffic Relief Plan, including a list of projects eligible to receive funding authorized by Regional Measure 2, which increased tolls on the seven state-owned toll bridges in the Bay Area by \$1 to fund various traffic relief programs and projects in eligible bridge corridors. SB 916 identified the Alameda CTC as the project sponsor of \$65 million in anticipated revenues to be allocated for RM2 Project #32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County. To date \$60 million has been allocated in the corridor on construction of the I-580 High Occupancy Toll (HOT) lanes and other HOV improvements, improvements to the I-580/I-680 interchange, and to the construction phase of the Dublin/Pleasanton BART Parking Garage.

In December 2020, MTC notified LAVTA that a balance of approximately \$5 million remained on RM2 Capital Project #32 that is available for allocation to eligible transit related projects in the corridor that could utilize the funds. In response to MTC's notification, LAVTA's proposal includes \$2.3 million towards the PS&E and Construction phases of the Project.

The initial project scope calls for design, construction and installation of Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger amenities for Rapid bus stops that are yet to receive them following realignment of the Rapid routes in 2016. The proposed amenities will bring consistency to the corridors served and continue to grow ridership. The project includes work on 47 bus stops, including equipment and installation costs for 47 Rapid signs, 9 Rapid-style shelters (including solar real time signage and lighting), 36 Rapid-style benches and trash receptacles and 18 Rapid-style bike loops for shelter locations and other high-use areas.

Of the 47 stops, 30 are on the Route 30R and 17 are on the 10R focused in the following locations:

- 26 in Livermore (notably the East Avenue and Portola Avenue corridors)
- 13 in Pleasanton (Stanley Blvd. and First St. corridors)
- 6 in Dublin (Dublin Blvd. corridor)
- 2 in Alameda County (Stanley Blvd. at Shadow Cliffs)

MTC staff has evaluated LAVTA's initial proposal and confirmed its eligibility for RM2 Capital Project #32 funds. Per MTC's RM2 Policies and Procedures (MTC Resolution No. 3636) project sponsors must submit a governing-board certification of compliance with RM2 provisions in order to receive allocations. Because the RM2 legislation identifies Alameda CTC as the project sponsor of RM2 Capital Project #32, Alameda CTC must also submit a resolution of local support for the project.

In coordinating with MTC and LAVTA on this request, it was determined that an efficient way to deliver this project would be if LAVTA had direct access to the funds from MTC, rather than being passed through via Alameda CTC. MTC notified staff this was possible if Alameda CTC was supportive of LAVTA's allocation request and provided a Commission Resolution that designates LAVTA as the Implementing Agency for the design and construction phases of the Project.

LAVTA Board will be considering this RM2 allocation request approval at their May 3, 2021 meeting (Attachment B). RM2 Policies and Procedures require each allocation to fund a minimum useable segment and/or deliverable. LAVTA's initial allocation will request \$230,000 for the Project's design phase only. Pending acceptance of 100% PS&E for the Project, MTC will consider LAVTA's \$2.07 million construction phase allocation request at a later date.

Staff has reviewed LAVTA's request and is recommending Commission approve the following actions associated with the Project:

1. Approve Resolution 21-012 that approves the RM2 IPR and designates LAVTA as the Implementing Agency for the design and construction phases of Project, under RM2 Capital Project #32.
2. Approve and support LAVTA's RM2 allocation request of \$2.3 million to the MTC for the PS&E and Construction phases of the Project.

Next Steps

Upon approvals by the Alameda CTC and LAVTA Board, MTC will consider this allocation request at their next Commission meeting. Alameda CTC will continue to work with BART and LAVTA to identify eligible transit capital needs on the remaining balance of RM2 Capital Project #32 funds.

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

Attachments

- A. Alameda CTC Resolution 21-012
- B. LAVTA staff report

This page intentionally left blank



ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 21-012

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 Ezy 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

Approval of the Regional Measure 2 Initial Project Report for the Livermore Amador Valley Transit Authority (LAVTA) Rapid Bus Stop Improvement Project and for LAVTA to serve as the RM2 Implementing Agency

RM2 Sponsor: Alameda County Transportation Commission

**RM2 Implementing Agency: Livermore Amador Valley Transit Authority
(LAVTA)**

RM2 Project Title: LAVTA Rapid Bus Stop Improvements

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) and Livermore Amador Valley Transit Authority (LAVTA) are each an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the LAVTA Rapid Bus Stop Improvements Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, LAVTA has prepared the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, which lists the project, purpose, schedule, budget, expenditure and cash flow plan for which LAVTA is requesting that MTC allocate Regional Measure 2 funds; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP); and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA approves the cash flow plan, attached to this resolution; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(c); and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that there is no legal impediment to LAVTA making allocation requests for Regional Measure 2 funds; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and

WHEREAS, LAVTA has passed LAVTA Resolution No. 14-2021, which states that LAVTA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; now, therefore, be it

RESOLVED, that Alameda CTC approves the Initial Project Report, attached to this resolution as Exhibit A; and be it further

RESOLVED, that Alameda CTC designates LAVTA as the implementing agency for the design and construction phases of the LAVTA Rapid Bus Stop Improvement project, under RM2 Project 32, I-580 (Tri Valley) Rapid Transit Corridor Improvements; and be it further

RESOLVED, that Alameda CTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds; and be it further

RESOLVED, that Alameda CTC authorizes LAVTA to execute and submit allocation requests for the design and construction phases with MTC for Regional Measure 2 funds in the amount of \$2.3 million, for the project, purposes and amounts included in the project application attached to this resolution as Exhibit A; and be it further

RESOLVED, that LAVTA is hereby authorized to make non-substantive changes or minor amendments to the IPR as LAVTA deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the LAVTA application referenced herein.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 27, 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

RESOLUTION NO. 14-2021

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AS IMPLEMENTING AGENCY FOR REGIONAL MEASURE 2 FUNDING FOR THE
RAPID BUS STOP IMPROVEMENT PROJECT**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Streets and Highways Code Section 30914(c) and (d) identifies the Alameda County Transportation Commission as Project Sponsor for RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County; and

WHEREAS, the Alameda County Transportation Commission plans to designate the Livermore Amador Valley Transit Authority (LAVTA) as implementing agency for the design and construction of the Rapid Bus Stop Improvement Project, an eligible project under RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements; and

WHEREAS, LAVTA is an eligible implementing agency for transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Rapid Bus Stop Improvement Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which LAVTA is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

RESOLVED, that LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that LAVTA approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that LAVTA approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that LAVTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that LAVTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that LAVTA is authorized to submit an application for Regional Measure 2 funds for the Rapid Bus Stop Improvement Project in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that LAVTA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to LAVTA making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further

RESOLVED, that LAVTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that LAVTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that LAVTA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that LAVTA authorizes its Executive Director or his/her designee to execute and submit an allocation request for the design phase with MTC for Regional Measure 2 funds in the amount of two hundred thirty thousand dollars (\$230,000), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the LAVTA application referenced herein; and be it further

RESOLVED, that allocation of Regional Measure 2 funding for the Rapid Bus Stop Improvement Project is contingent upon action by the Alameda County Transportation Commission designating LAVTA as implementing agency for the Project and the Metropolitan Transportation Commission's approval of this designation with the allocation request.

PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 3rd day of May 2021.

Bob Woerner, Chair

Attest:

Michael Tree, Executive Director

Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2 Initial Project Report (IPR)

Project Title:

LAVTA Rapid Bus Stop Improvement Project

RM2 Project No.**Allocation History:**

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$**Current Allocation Request:**

IPR Date	Amount Being Requested	Phase Requested
February 24, 2021	\$230,000	PS&E
February 24, 2021	\$2,070,000	Construction

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

Livermore Amador Valley Transit Authority (LAVTA)

B. Project Purpose

In 2008 LAVTA introduced its first Rapid route (10R) with 15-minute all day service in an effort to attract choice riders commuting within the Tri-Valley and throughout the Bay Area. The introduction of the Rapid service coincided with an \$8 million investment by the FTA in Rapid bus stops, that included upgraded shelters and amenities, such as lighting, signage, real time information, displays, etc.

LAVTA initiated a comprehensive operational analysis in 2014 of the Wheels system and focused on attracting choice riders, adding an additional Rapid route (30R) that doubled the amount of 15-minute all day service in the Wheels system. The 30R began service in 2016 and today the Rapid routes account for 55% of all riders in the Wheels system, with the majority of Rapid passengers boarding and alighting at the two BART stations in the LAVTA service area. The increase in ridership on the Rapid routes since implementation has a positive impact at reducing congestion on I-580 as Tri-Valley residents forgo their mostly single occupancy commute vehicles for the Rapid, which connects them with BART for travel throughout the Bay Area, including transbay trips to San Francisco and the Peninsula.

The purpose of the LAVTA Rapid Bus Stop Improvement Project is to construct and install Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger amenities for Rapid bus stops that are yet to receive them. Such amenities will bring consistency to the corridors served and continue to grow ridership.

C. Project Description (please provide details)

☒ **Project Graphics to be sent electronically with This Application**

This project includes Rapid bus stops on the 10R and 30R that have yet to receive Rapid-branded signage, shelters, benches, trash receptacles and other amenities. It includes work on 47 bus stops as detailed in the attached project scoping plan, including:

- 47 Rapid signs and installation costs
- 9 Rapid style shelters (including solar real time signage and lighting) and installation costs
- 36 Rapid style benches and trash receptacles and installation costs
- 18 Rapid style bike loops for shelter locations and other high-use areas, and installation costs

The total cost for the Rapid Bus Stop Improvement Project is \$2,300,000, which includes \$230,000 in project design and engineering work, and \$2,070,000 in construction costs (including equipment acquisition and installation and any necessary concrete improvements), escalated to 2022 dollars, the year it is assumed construction will take place. The project can be completed within 15 months of authorization.

D. Impediments to Project Completion

None identified.

Regional Measure 2 – INITIAL PROJECT REPORT

E. Operability

The maintenance costs associated with the Rapid bus stops are included in the annual LAVTA Operating and Maintenance budget. Maintenance includes regular removal of trash and cleaning of shelters, as well as immediate repair of Rapid shelters when damaged, as well as less-frequent ongoing maintenance such as painting.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: ☐ Yes ☒ No

N/A – these improvements should qualify for Categorical Exclusion.

G. Design –

LAVTA currently has an on-call engineering contract in place with Kimley-Horn and Associates. It is anticipated that upon allocation of RM2 funding, LAVTA would execute a Task Order with Kimley-Horn to prepare 100% PS&E documents ready to advertise for construction and equipment acquisition, based on the quantities and locations specified in the attached project scoping plan. Equipment design of the Rapid bus stop signage, shelters and amenities has been selected by the member agencies in collaboration with LAVTA, and would be selected to match branding of existing facilities in each jurisdiction.

H. Right-of-Way Activities / Acquisition –

All Rapid bus stop improvements are located in the public right-of-way. Permits with applicable agencies will provide easements for the bus stop improvements as well as LAVTA's ongoing maintenance responsibilities.

I. Construction / Vehicle Acquisition -

At multiple Rapid bus stops in the project area, minor concrete improvements will be required to support installation of the bus stop improvements. Accordingly, 5,000 sq ft of concrete flatwork has been assumed and budgeted for the project, among other ancillary construction costs associated with typical contracts for similar improvements, including mobilization, demo/salvage, etc. Additionally, bus stop signage, shelters, benches and other amenities will need to be procured from available manufacturers before installation. The anticipated lead time for delivery of customized equipment is 4-6 months. Additional details are provided in the Work Plan in Section P below.

Regional Measure 2 – INITIAL PROJECT REPORT

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$230
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,070
Total Project Budget (in thousands)	\$2,300

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$225
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,023
Total Project Budget (in thousands)	\$2,248

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$230
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,070
Total Project Budget (in thousands)	\$2,300

M. Project Budget – Deliverable Segment(De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$225
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,023
Total Project Budget (in thousands)	\$2,248

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	N/A	N/A
Final Design - Plans, Specs. & Estimates (PS&E)	June 2021	November 2021
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	March 2022	October 2022

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

Amount being requested (in escalated dollars)	\$2,300,000
Project Phase being requested	PS&E / CON
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	April 5, 2021
Month/year being requested for MTC Commission approval of allocation	April 2021

O. Status of Previous Allocations (if any)

N/A

P. Workplan

Workplan in Alternate Format Enclosed ☐

Regional Measure 2 – INITIAL PROJECT REPORT

TASK NO	Description	Deliverables	Completion Date
1.	Award Design Engineering Contract	Board resolution authorizing design-engineering contract/scope of work	June 2021
2.	Design completion/ready to advertise/procure equipment	100% Plans, Specifications & Estimates	November 2021
3.	Award third-party equipment procurement/construction contracts	Board resolution(s) authorizing contracts for equipment-purchase and construction contracts	March 2022
4.	Delivery of all required equipment	Equipment delivered per specifications, vendor invoices paid	April 2022
5.	Completion of all construction and equipment installations	Construction contract acceptance/closeout	October 2022

Q. Impediments to Allocation Implementation

Circumstances surrounding COVID-19 could potentially delay in manufacture of equipment, depending on circumstances of individual vendors.

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

☒ The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated RM2 Allocation Request.

LAVTA does not anticipate future RM2 expenditure requests for Rapid bus stop improvements at this time.

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ Governing Board Resolution attached

☒ Governing Board Resolution to be provided on or before: April 5, 2021

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Michael Tree

Phone: 925-455-7555

Title: Executive Director

E-mail: mtree@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Regional Measure 2 – INITIAL PROJECT REPORT

Information on Person Preparing IPR

Name: Jennifer Yeamans

Phone: 925-455-7561

Title: Senior Grants & Management Specialist

E-mail: jyeamans@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Applicant Agency's Accounting Contact

Name: Tamara Edwards

Phone: 925-455-7566

Title: Director of Finance

E-mail: tedwards@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Revised IPR 120905.doc

LAVTA Rapid Bus Stops Improvement Project

Initial Equipment/Materials/Labor Cost Estimates

Equipment	Unit Cost	Unit	Qty	Total
12' Passenger shelter-Livermore Style	\$ 36,900	EA	5	\$ 184,500
12' Passenger shelter-D/P style	\$ 8,700	EA	4	\$ 34,800
Rapid benches - Livermore Style	\$ 3,300	EA	18	\$ 59,400
Rapid benches - Dublin/Pleasanton Style	\$ 650	EA	18	\$ 11,700
Trash & Recycling Receptacle Pair - Livermore Style	\$ 2,800	EA	16	\$ 44,800
Trash & Recycling Receptacle Pair - D/P Style	\$ 2,900	EA	18	\$ 52,200
RT signs	\$ 7,000	EA	9	\$ 63,000
Bicycle Rack	\$ 360	EA	18	\$ 6,480
Rapid Flag Sign	\$ 12,500	EA	47	\$ 587,500
Schedule holders	\$ 550	EA	9	\$ 4,950
Equipment Subtotal				\$ 1,049,000

Construction	Unit Cost	Unit	Qty	Total
Mobilization	\$ 40,000	LS	1	\$ 40,000
Demo/Disposal	\$ 17,000	LS	1	\$ 17,000
Minor concrete (SW)-SF	\$ 27	SF	4,000	\$ 108,000
<u>Equipment Installation</u>				
Passenger Shelter w/solar system	\$ 11,600	EA	9	\$ 104,400
RT info signs	\$ 11,200	EA	9	\$ 100,800
Bike racks	\$ 750	EA	18	\$ 13,500
Bench	\$ 750	EA	36	\$ 27,000
Waste Receptacles	\$ 770	EA	34	\$ 26,180
Rapid flag sign	\$ 5,000	EA	47	\$ 235,000
Schedule holders	\$ 500	EA	9	\$ 4,500
Construction Subtotal				\$ 676,000
CM Services (@10% of subtotals)	\$ 172,500	LS	1	\$ 172,500
Contingency (@ 10% of subtotals)	\$ 172,500	LS	1	\$ 172,500
GRAND TOTAL (rounded to nearest 1000)				\$ 2,070,000

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Resolution in Support of Allocation Request for Regional Measure 2 Funding for the Rapid Bus Stop Improvement Project

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: April 27, 2021

Action Requested

Staff requests the Finance and Administration Committee recommend the Board of Directors approve Resolution 14-2021 in support of an allocation request to the Metropolitan Transportation Commission (MTC) for \$230,000 for the design phase of the Rapid Bus Stop Improvement Project. This resolution is required to request an allocation of this funding from MTC.

Background

In 2004, Senate Bill 916 established the Regional Traffic Relief Plan, including a list of projects eligible to receive funding authorized by Regional Measure 2, which increased tolls on the seven state-owned toll bridges in the Bay Area by \$1 to fund various traffic relief programs and projects in eligible bridge corridors. SB 916 identified the Alameda County Transportation Commission (CTC) as the project sponsor of \$65 million in anticipated revenues to be allocated for RM2 Project 32, *I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County*. To date funds have been allocated in the corridor on construction of the I-580 High Occupancy Toll (HOT) lanes and other HOV improvements, improvements to the I-580/I-680 interchange, and construction of the Dublin/Pleasanton BART Parking Garage.

In late 2020, MTC notified LAVTA staff that a balance of approximately \$5 million remained on the Project available for allocation to eligible transit-related projects in the corridor and requested proposal(s) from LAVTA that could utilize the funds. In December 2020, Alameda CTC approved the update to the Countywide Transportation Program, which included several LAVTA priority projects, including \$3 million for systemwide passenger facilities rehabilitation and enhancements, and \$2 million for capital costs related to Phase 2 deployment of the Shared Autonomous Vehicle (SAV) project. LAVTA initiated formal requests to MTC for RM2 capital funding for both projects. To date, MTC staff has only approved the allocation request submitted for Rapid Bus Stop Improvements, as discussions continue regarding the SAV proposal.

Discussion

Per MTC Regional Measure 2 Policies and Procedures (MTC Resolution 3636), project sponsors must submit a governing-board certification of compliance with RM2 provisions (Attachment 1) in order to receive allocations. Because the RM2 legislation identifies Alameda CTC as the project sponsor, Alameda CTC must also submit a resolution of local support for the project. At its May 27 meeting, Alameda CTC intends to approve its resolution and in doing so designate LAVTA as the project's Implementing Agency, delegating responsibility to LAVTA for compliance with all RM2 Policies and Procedures. MTC's approval of the allocation request is anticipated on May 26 and will be contingent up actions by both the LAVTA Board on May 5 and Alameda CTC on May 27.

RM2 Policies and Procedures require each allocation to fund a minimum useable segment and/or deliverable. Thus MTC's initial allocation will fund \$230,000 budgeted for the project's design phase only. Pending acceptance of 100% plans, specifications, and estimates for the project, MTC will consider allocating an additional \$2.07 million for the construction phase as described in the Initial Project Report (IPR), shown in Attachment 2.

The initial project scope defined in the IPR calls for design, construction and installation of Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger amenities for Rapid bus stops that are yet to receive them following realignment of the Rapid routes in 2016. Such amenities will bring consistency to the corridors served and continue to grow ridership. The project includes work on 47 bus stops as detailed in the attached project scoping plan (Attachment 3), including equipment and installation costs for:

- 47 Rapid signs
- 9 Rapid-style shelters (including solar real time signage and lighting)
- 36 Rapid-style benches and trash receptacles
- 18 Rapid-style bike loops for shelter locations and other high-use areas

Of the 47 stops, 30 are on the Route 30R and 17 are on the 10R focused in the following locations:

- 26 in Livermore (notably the East Avenue and Portola Avenue corridors)
- 13 in Pleasanton (Stanley Blvd. and First St. corridors)
- 6 in Dublin (Dublin Blvd. corridor)
- 2 in Alameda County (Stanley Blvd. at Shadow Cliffs)

Budget

The total project budget is funded 100% by RM2 funds as follows by phase.

	RM2
PS&E (<i>current allocation</i>)	\$230,000
Construction (<i>future allocation</i>)	\$2,070,000
Total	\$2,300,000

Next Steps

Following MTC and Alameda CTC approval of the RM2 allocation in late May, LAVTA will initiate a Task Order Request with its on-call design-engineering firm, Kimley-Horn, and

bring a detailed scope of work for design-engineering services to the Projects & Services Committee for review and approval. LAVTA will continue to work with MTC staff to allocate the remaining available balance to eligible project(s), including SAV Phase 2 Deployment activities.

Because the proposed corridor-level Rapid Bus Stops Improvements Project funded by RM2 complements MTC's proposed programming of \$2 million in available federal Safe and Seamless Quick-Strike funds (Agenda item 9) for the node-based Passenger Facilities Enhancements Project, staff will consult with MTC on the feasibility of combining the two projects to the maximum extent possible in order to achieve cost-efficiencies in design-engineering and project-management effort, while still satisfying the requirements of all individual fund sources involved.

Recommendation

Staff recommends Finance & Administration Committee refer Resolution 14-2021 to the Board of Directors for approval in support of an allocation request to the Metropolitan Transportation Commission for \$230,000 for the design phase of the Rapid Bus Stop Improvement Project.

Attachments:

1. Resolution 14-2021
2. Initial Project Report: LAVTA Rapid Bus Stop Improvement Project
3. Rapid Bus Stop Improvement Project Scoping Plan

RESOLUTION NO. 14-2021

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AS IMPLEMENTING AGENCY FOR REGIONAL MEASURE 2 FUNDING FOR THE
RAPID BUS STOP IMPROVEMENT PROJECT**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Streets and Highways Code Section 30914(c) and (d) identifies the Alameda County Transportation Commission as Project Sponsor for RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County; and

WHEREAS, the Alameda County Transportation Commission plans to designate the Livermore Amador Valley Transit Authority (LAVTA) as implementing agency for the design and construction of the Rapid Bus Stop Improvement Project, an eligible project under RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements; and

WHEREAS, LAVTA is an eligible implementing agency for transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Rapid Bus Stop Improvement Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which LAVTA is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

RESOLVED, that LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that LAVTA approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that LAVTA approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that LAVTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that LAVTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that LAVTA is authorized to submit an application for Regional Measure 2 funds for the Rapid Bus Stop Improvement Project in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that LAVTA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to LAVTA making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further

RESOLVED, that LAVTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that LAVTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that LAVTA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that LAVTA authorizes its Executive Director or his/her designee to execute and submit an allocation request for the design phase with MTC for Regional Measure 2 funds in the amount of two hundred thirty thousand dollars (\$230,000), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the LAVTA application referenced herein; and be it further

RESOLVED, that allocation of Regional Measure 2 funding for the Rapid Bus Stop Improvement Project is contingent upon action by the Alameda County Transportation Commission designating LAVTA as implementing agency for the Project and the Metropolitan Transportation Commission's approval of this designation with the allocation request.

PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 3rd day of May 2021.

Bob Woerner, Chair

Attest:

Michael Tree, Executive Director

Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2

Initial Project Report (IPR)

Project Title:

LAVTA Rapid Bus Stop Improvement Project

RM2 Project No.**Allocation History:**

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$**Current Allocation Request:**

IPR Date	Amount Being Requested	Phase Requested
February 24, 2021	\$230,000	PS&E
February 24, 2021	\$2,070,000	Construction

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

Livermore Amador Valley Transit Authority (LAVTA)

B. Project Purpose

In 2008 LAVTA introduced its first Rapid route (10R) with 15-minute all day service in an effort to attract choice riders commuting within the Tri-Valley and throughout the Bay Area. The introduction of the Rapid service coincided with an \$8 million investment by the FTA in Rapid bus stops, that included upgraded shelters and amenities, such as lighting, signage, real time information, displays, etc.

LAVTA initiated a comprehensive operational analysis in 2014 of the Wheels system and focused on attracting choice riders, adding an additional Rapid route (30R) that doubled the amount of 15-minute all day service in the Wheels system. The 30R began service in 2016 and today the Rapid routes account for 55% of all riders in the Wheels system, with the majority of Rapid passengers boarding and alighting at the two BART stations in the LAVTA service area. The increase in ridership on the Rapid routes since implementation has a positive impact at reducing congestion on I-580 as Tri-Valley residents forgo their mostly single occupancy commute vehicles for the Rapid, which connects them with BART for travel throughout the Bay Area, including transbay trips to San Francisco and the Peninsula.

The purpose of the LAVTA Rapid Bus Stop Improvement Project is to construct and install Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger amenities for Rapid bus stops that are yet to receive them. Such amenities will bring consistency to the corridors served and continue to grow ridership.

C. Project Description (please provide details)

☒ **Project Graphics to be sent electronically with This Application**

This project includes Rapid bus stops on the 10R and 30R that have yet to receive Rapid-branded signage, shelters, benches, trash receptacles and other amenities. It includes work on 47 bus stops as detailed in the attached project scoping plan, including:

- 47 Rapid signs and installation costs
- 9 Rapid style shelters (including solar real time signage and lighting) and installation costs
- 36 Rapid style benches and trash receptacles and installation costs
- 18 Rapid style bike loops for shelter locations and other high-use areas, and installation costs

The total cost for the Rapid Bus Stop Improvement Project is \$2,300,000, which includes \$230,000 in project design and engineering work, and \$2,070,000 in construction costs (including equipment acquisition and installation and any necessary concrete improvements), escalated to 2022 dollars, the year it is assumed construction will take place. The project can be completed within 15 months of authorization.

D. Impediments to Project Completion

None identified.

Regional Measure 2 – INITIAL PROJECT REPORT

E. Operability

The maintenance costs associated with the Rapid bus stops are included in the annual LAVTA Operating and Maintenance budget. Maintenance includes regular removal of trash and cleaning of shelters, as well as immediate repair of Rapid shelters when damaged, as well as less-frequent ongoing maintenance such as painting.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: ☐ Yes ☒ No

N/A – these improvements should qualify for Categorical Exclusion.

G. Design –

LAVTA currently has an on-call engineering contract in place with Kimley-Horn and Associates. It is anticipated that upon allocation of RM2 funding, LAVTA would execute a Task Order with Kimley-Horn to prepare 100% PS&E documents ready to advertise for construction and equipment acquisition, based on the quantities and locations specified in the attached project scoping plan. Equipment design of the Rapid bus stop signage, shelters and amenities has been selected by the member agencies in collaboration with LAVTA, and would be selected to match branding of existing facilities in each jurisdiction.

H. Right-of-Way Activities / Acquisition –

All Rapid bus stop improvements are located in the public right-of-way. Permits with applicable agencies will provide easements for the bus stop improvements as well as LAVTA's ongoing maintenance responsibilities.

I. Construction / Vehicle Acquisition -

At multiple Rapid bus stops in the project area, minor concrete improvements will be required to support installation of the bus stop improvements. Accordingly, 5,000 sq ft of concrete flatwork has been assumed and budgeted for the project, among other ancillary construction costs associated with typical contracts for similar improvements, including mobilization, demo/salvage, etc. Additionally, bus stop signage, shelters, benches and other amenities will need to be procured from available manufacturers before installation. The anticipated lead time for delivery of customized equipment is 4-6 months. Additional details are provided in the Work Plan in Section P below.

Regional Measure 2 – INITIAL PROJECT REPORT

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$230
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,070
Total Project Budget (in thousands)	\$2,300

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$225
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,023
Total Project Budget (in thousands)	\$2,248

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$230
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,070
Total Project Budget (in thousands)	\$2,300

M. Project Budget – Deliverable Segment(De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$225
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,023
Total Project Budget (in thousands)	\$2,248

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	N/A	N/A
Final Design - Plans, Specs. & Estimates (PS&E)	June 2021	November 2021
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	March 2022	October 2022

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

Amount being requested (in escalated dollars)	\$2,300,000
Project Phase being requested	PS&E / CON
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	April 5, 2021
Month/year being requested for MTC Commission approval of allocation	April 2021

O. Status of Previous Allocations (if any)

N/A

P. Workplan

Workplan in Alternate Format Enclosed ☐

Regional Measure 2 – INITIAL PROJECT REPORT

TASK NO	Description	Deliverables	Completion Date
1.	Award Design Engineering Contract	Board resolution authorizing design-engineering contract/scope of work	June 2021
2.	Design completion/ready to advertise/procure equipment	100% Plans, Specifications & Estimates	November 2021
3.	Award third-party equipment procurement/construction contracts	Board resolution(s) authorizing contracts for equipment-purchase and construction contracts	March 2022
4.	Delivery of all required equipment	Equipment delivered per specifications, vendor invoices paid	April 2022
5.	Completion of all construction and equipment installations	Construction contract acceptance/closeout	October 2022

Q. Impediments to Allocation Implementation

Circumstances surrounding COVID-19 could potentially delay in manufacture of equipment, depending on circumstances of individual vendors.

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

☒ The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated RM2 Allocation Request.

LAVTA does not anticipate future RM2 expenditure requests for Rapid bus stop improvements at this time.

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ Governing Board Resolution attached

☒ Governing Board Resolution to be provided on or before: April 5, 2021

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Michael Tree

Phone: 925-455-7555

Title: Executive Director

E-mail: mtree@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Regional Measure 2 – INITIAL PROJECT REPORT

Information on Person Preparing IPR

Name: Jennifer Yeamans

Phone: 925-455-7561

Title: Senior Grants & Management Specialist

E-mail: jyeamans@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Applicant Agency's Accounting Contact

Name: Tamara Edwards

Phone: 925-455-7566

Title: Director of Finance

E-mail: tedwards@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Revised IPR 120905.doc

LAVTA Rapid Bus Stops Improvement Project

Initial Equipment/Materials/Labor Cost Estimates

Equipment	Unit Cost	Unit	Qty	Total
12' Passenger shelter-Livermore Style	\$ 36,900	EA	5	\$ 184,500
12' Passenger shelter-D/P style	\$ 8,700	EA	4	\$ 34,800
Rapid benches - Livermore Style	\$ 3,300	EA	18	\$ 59,400
Rapid benches - Dublin/Pleasanton Style	\$ 650	EA	18	\$ 11,700
Trash & Recycling Receptacle Pair - Livermore Style	\$ 2,800	EA	16	\$ 44,800
Trash & Recycling Receptacle Pair - D/P Style	\$ 2,900	EA	18	\$ 52,200
RT signs	\$ 7,000	EA	9	\$ 63,000
Bicycle Rack	\$ 360	EA	18	\$ 6,480
Rapid Flag Sign	\$ 12,500	EA	47	\$ 587,500
Schedule holders	\$ 550	EA	9	\$ 4,950
Equipment Subtotal				\$ 1,049,000

Construction	Unit Cost	Unit	Qty	Total
Mobilization	\$ 40,000	LS	1	\$ 40,000
Demo/Disposal	\$ 17,000	LS	1	\$ 17,000
Minor concrete (SW)-SF	\$ 27	SF	4,000	\$ 108,000
<u>Equipment Installation</u>				
Passenger Shelter w/solar system	\$ 11,600	EA	9	\$ 104,400
RT info signs	\$ 11,200	EA	9	\$ 100,800
Bike racks	\$ 750	EA	18	\$ 13,500
Bench	\$ 750	EA	36	\$ 27,000
Waste Receptacles	\$ 770	EA	34	\$ 26,180
Rapid flag sign	\$ 5,000	EA	47	\$ 235,000
Schedule holders	\$ 500	EA	9	\$ 4,500
Construction Subtotal				\$ 676,000
CM Services (@10% of subtotals)	\$ 172,500	LS	1	\$ 172,500
Contingency (@ 10% of subtotals)	\$ 172,500	LS	1	\$ 172,500
GRAND TOTAL (rounded to nearest 1000)				\$ 2,070,000

This page intentionally left blank



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3, 2021

TO: Programs and Projects Committee

FROM: Gary Huisingsh, Deputy Executive Director of Project Delivery
Joy Sharma, Director of Project Delivery
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Right of Way Phases for Ready to List package for the Oakland Alameda Access Project

Recommendation

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

1. Allocate \$10M of 2014 Measure BB funds from Transportation Expenditure Plan Project 37 (TEP-37), the Oakland Alameda Access project, to the Plans, Specifications and Estimates (PS&E) phase of the Project;
2. Allocate \$5.966M of 2014 Measure BB funds from TEP-37, the Oakland Alameda Access project, to the Right of Way phase of the Project
3. Authorize staff to issue a Request for Proposals (RFP) for professional services for the preparation of the PS&E and completion of Right of Way phases for a Ready to List package, and authorize the Executive Director to negotiate with the top ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the preparation of PS&E and completion of Right of Way phases of the Project.

Summary

Alameda CTC is the project sponsor for the Oakland Alameda Access Project (Project). The Project, previously known as the I-880 Broadway-Jackson Interchange Project, has been in the planning stages for nearly 30 years due to the lack of consensus among key stakeholders. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plan (TEP) and has a combined earmark of \$83,101,000 in Measure funds. To date, the Commission has approved a total allocation of \$13,901,000 of Measure funds for the Project.

The Project is located along I-880 between Oak Street and Washington Street in Oakland, including the Webster Tube and Posey Tube, up to Atlantic Avenue in Alameda. The Project proposes to construct a new horseshoe ramp, add approximately 3.0 miles of new bicycle/pedestrian facilities, remove and modify existing freeway ramps, modify the Posey tube exit and implement various safety and complete streets improvements. The Project is currently in the Project Approval & Environmental Document (PA&ED) phase and the draft environmental document (Environmental Impact Report/ Environmental Assessment) was released on September 29, 2020. The 60-day public comment period ended on November 30, 2020 and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by September 2021. For additional project details, refer to Attachment A - Project Fact Sheet.

Staff recommends that the Commission approve the above actions in order to advance the design of the Project. Upon approval of this item, staff intends to issue an RFP for professional services for PS&E and Right of Way phases in May 2021, and expects to return to the Commission late 2021 with an award recommendation. The estimated duration to complete the PS&E and Right of Way phases is 30 months.

This project has been nominated for \$3 million of federal funding through a congressional earmark. The Measure BB funding recommendation is contingent upon the outcome of the federal funding request. If the project is awarded federal funding through an earmark, \$3 million of the recommended \$10 million of Measure BB funding will be rescinded, while the balance will remain programmed to meet the local matching fund requirements of the awarded federal funds.

Background

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

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements. Project is currently in the Project Approval & Environmental Document (PA&ED) phase and the draft environmental document (Environmental Impact Report/ Environmental Assessment) was released on September 29, 2020. The 60-day public comment period ended on November 30, 2020 and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by September 2021.

The Project improvements include:

- Removal and modification of existing freeway ramps;
- Construction of a new horseshoe ramp from Posey Tube that would connect to the existing I-880;
- Modification of the Posey Tube exit in the City of Oakland; and
- Construction of approximately 3.0 miles of new bicycle/pedestrian facility;
- Implementation of various safety and "complete streets" improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.
- Refine design elements that address pedestrian/bicycle safety and connectivity (e.g. lighting improvements, sidewalks, bulb-outs and signal pre-emption).

The work under this RFP will include all services needed to prepare PS&E, right of way engineering and utility coordination and preparation of utility agreements, any necessary environmental revalidation, environmental permitting, and design support during contract advertisement and award. The estimated duration to complete the PS&E and Right of Way phases is 30 months.

Staff recommends that the Commission approve the following actions in order to advance design of the Project:

1. Allocate \$10M of 2014 Measure BB funds from TEP-37, the Oakland Alameda Access project, to the PS&E phase of the Project;
2. Allocate \$5.966M of 2014 Measure BB funds from TEP-37, the Oakland Alameda Access project, to the Right of Way phase of the Project;
3. Authorize staff to issue a Request for Proposals (RFP) for professional services for the preparation of the PS&E and completion of Right of Way phases for Ready to List package, and authorize the Executive Director to negotiate with the top ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the preparation of PS&E and completion of Right of Way phases of the Project.

The Project is a named project in the 2014 MBB TEP (TEP-37) with a total MBB commitment of \$75 million. Since 2014, the Commission has approved allocations through prior Comprehensive Investment Plan (CIP) actions as listed below in Table A.

Table A - Summary of TEP-37 Project Funding Commitments			
Description	Date Authorized	Amount	Commitment Balance
TEP-37 Project Commitment	November 2014	\$75,000,000	\$75,000,000
Preliminary Engineering/ Environmental Phase Allocation	October 2018	\$5,000,000	\$70,000,000
Preliminary Engineering/ Environmental Phase Allocation	November 2020	\$800,000	\$69,200,000

Scoping Phase Allocation (West End Bike Ped Bridge- Sponsor City of Alameda)	January 2021	\$1,555,000	\$67,645,000
Design Phase Allocation (This request)	May 2021	\$10,000,000	\$57,645,000
Right-of-Way Phase Allocation (This request)	May 2021	\$5,966,000	\$51,679,000
Total Remaining Balance:			\$51,679,000

Upon approval of this item, staff intends to issue an RFP for professional services for PS&E and Right of Way phases in May 2021 in a manner that will allow use of the federal earmark funds if granted, and expects to return to the Commission in late 2021 with an award recommendation.

Fiscal Impact: The action will authorize the allocation of \$15.966M of federal and local MBB funds for subsequent expenditure. This amount will be committed to the project funding plan, and sufficient budget will be included in the Alameda CTC FY 2021-22 Capital Program Budget.

Attachment:

- A. Oakland Alameda Access Project Fact Sheet

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been selected. This alternative will be documented in the Final Environmental Document and will be carried into the final design phase.

PROJECT NEED

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



PROJECT BENEFITS

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



Aerial view of Oakland-Alameda Access Project.

STATUS

Implementing Agency: Alameda CTC

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

Environmental Document: Environmental Impact Report/
Environmental Assessment

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

PARTNERS AND STAKEHOLDERS

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

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$11,762
Final Design (PS&E)	\$10,000
Right-of-Way	\$5,966
Construction	\$100,000
Total Expenditures	\$129,900

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$73,445
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$48,354
Total Revenue	\$129,900

SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Fall 2021
Final Design	Early 2022	Spring 2024
Right-of-Way	Early 2022	Spring 2024
Construction	Summer 2024	Late 2027

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