



Programs and Projects Committee Meeting Agenda Monday, October 11, 2021, 10:00 a.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC's website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or Committee 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	Executive Director	Tess Lengyel
Vice Chair:	Rebecca Saltzman, BART	Staff Liaison:	Gary Huisingsh
Members:	Jen Cavanaugh, David Haubert, Lily Mei, Nate Miley, Sheng Thao, Richard Valle, Bob Woerner	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information:	https://us06web.zoom.us/j/84476244990?pwd=bDQrekJlcTM4ZW5odFdYSE1CZVJJQT09 Webinar ID: 844 7624 4990 Password: 459919
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<u>For Public Access</u> Dial-in Information:	(669) 900-6833 Webinar ID: 844 7624 4990 Password: 459919
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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 September 13, 2021 PPC Meeting Minutes | 1 | A |
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5. Regular Matters

- | | | |
|---|----|---|
| 5.1. Approve Alameda County 2022 State Transportation Improvement Program (STIP) | 5 | A |
| 5.2. East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project Update | 17 | I |
| 5.3. Approve FY2021-22 Transportation Fund for Clean Air Funding for Oakland Projects | 23 | A |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, November 8, 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 October through December 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	October 28, 2021 December 2, 2021
4:00 p.m.	Alameda CTC Audit Committee	October 28, 2021
9:00 a.m.	I-680 Sunsol Smart Carpool Lane JPA (I-680 JPA)	November 8, 2021
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	October 21, 2021
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 25, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 4, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	November 8, 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-15-21), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

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Programs and Projects Committee Meeting Minutes

Monday, September 13, 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 Dutra-Vernaci.

Commissioner Salwan was present as an alternate for Commissioner Mei.

Subsequent to the roll call:

Commissioner Miley arrived during item 3.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve July 12, 2021 PPC Meeting Minutes

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

Commissioner Haubert moved to approve the consent calendar. Commissioner Cutter seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Cavanaugh, Cutter, Haubert, Miley, Saltzman, Salwan, Thao, Valle, Woerner

No: None

Abstain: None

Absent: Dutra-Vernaci

5. Regular Matters

5.1. Approve the 2022 State Transportation Improvement Program - Programming Principles and Schedule

Tess Lengyel, Executive Director, introduced Vivek Bhat to present this item. Mr. Bhat recommended that the Commission approve the programming principles and schedule for the development of the Alameda County 2022 State Transportation Improvement Program (STIP) project list. Mr. Bhat reported that the 2022 STIP will cover Fiscal Years 2022-23 through 2026-27, and based on the State's 2022 STIP Fund Estimate that the California Transportation Commission (CTC) adopted with the final STIP program guidelines in August, approximately \$22.035 million of new programming capacity is anticipated for Alameda County, of which \$15.87 million is anticipated to be available for programming to projects. Mr. Bhat reviewed the 2022 STIP principles stating that the principles are similar to what has been approved in prior STIP cycles and highlighted key principles for project

prioritization related to eligibility and readiness. He informed the Committee that the Alameda County STIP project list needs to be adopted in October 2021, and MTC is anticipated to approve the regional list of projects by December 2021.

Commissioner Cutter moved to approve this item. Commissioner Haubert seconded the motion. The motion passed with the following roll call vote:

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

5.2. Approve actions associated with allocation of Regional Measure 2 funds for Livermore Amador Valley Transit Authority's Shared Autonomous Vehicle Phase 2 Deployment

Tess Lengyel, Executive Director, introduced Vivek Bhat to present this item. Mr. Bhat recommended that the Commission approve the following actions associated with the Livermore Amador Valley Transit Authority's (LAVTA) Shared Autonomous Vehicle (SAV) Phase 2 Deployment Project:

- Resolution 21-014 (Attachment A) that approves the Regional Measure 2 (RM2) Initial Project Report (IPR), designates LAVTA as the Implementing Agency for the Project and authorizes LAVTA to execute and submit allocation requests for the design and construction phases to the Metropolitan Transportation Commission (MTC) for RM2 funds in the amount of \$2.695 million, under RM2 Capital Project #32 (I-580 Tri-Valley Rapid Transit Corridor Improvements; Sponsor Alameda CTC).
- LAVTA's RM2 allocation request of \$150,000 (Attachment B) to MTC for the Plans, Specifications and Estimates (PS&E) phase of the Project

Commissioner Cutter asked for more information on LAVTA's commitment to the project. Jennifer Yeamans noted that LAVTA has been responsible for implementing Phase 1 of the project after receiving an initial grant from the Bay Area Air Quality Management District to test and operate a single shared autonomous vehicle at the East Dublin-Pleasanton BART station. LAVTA maintains all of the responsibility for project management and operational responsibilities associated with the project.

Commissioner Woerner indicated his strong support for approval of this item and stated that as the former board chair of LAVTA, the project is important for the local area. He also emphasized that the shared autonomous vehicles are a key point for getting the riders from the proposed Valley Link stations to their destinations.

Commissioner Haubert expressed his support for the project and noted that the project is on the cutting edge in utilizing this technology.

Commissioner Saltzman asked if there is currently bus service along that route. Ms. Yeamans stated that there is infrequent service along this corridor and the current

goal of this project would be to offer fixed route service using this autonomous vehicle type.

Commissioner Saltzman inquired whether LAVTA considered cost comparisons regarding the vehicle type used for this route in Phase 1. Ms. Yeamans confirmed that there are differences in the operating costs; however, the vehicle would have an attendant on board to assist passengers (and take over the vehicle's driving if needed). Ms. Yeamans further explained that the vehicle is smaller than some of the other vehicle options and is fully electric, which has a greater impact on the operating costs than the staffing.

Commissioner Saltzman noted that the service primarily serves the business park and inquired whether there has been any attempt to get the businesses served to contribute to the project. Ms. Yeamans confirmed that this is a work in progress as LAVTA finalizes the operating plan.

Commissioner Saltzman asked whether a fare is currently being charged. Ms. Yeamans noted that LAVTA is exploring the most effective method for charging fares and is examining methods for fare integration. Commissioner Saltzman noted that while she understands that this is an exploratory project, she has some hesitation about using public funds to benefit a few businesses and emphasized that this is worth further examination.

Commissioner Saltzman inquired at what point an operator will cease to be used on the autonomous vehicles, citing concerns for pedestrians and cyclists injured in other testing scenarios. Ms. Yeamans stated that there is no current timeline or benchmark for when a safety operator will cease to be necessary.

Commissioner Saltzman wanted to know if the Commission would have more opportunity to weigh in on the project in the future. Mr. Bhat explained that LAVTA would take the construction allocation directly to MTC. Commissioner Saltzman requested that LAVTA return to the Commission to provide updates on topics such as working with the businesses to secure some funding, as the primary beneficiaries of this project are a small set of businesses, prior to seeking authorization from MTC for construction.

Commissioner Woerner moved to approve the item with the provision that it comes back as an informational item, and the Commission comments are sent to MTC. Commissioner Haubert seconded the motion. The motion passed with the following roll call vote:

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

5.3. Award Project Approval and Environmental Document Phase Contract for the State Route 262 (Mission Boulevard) Cross Connector Project

Tess Lengyel introduced Jhay Delos Reyes to present this item. Mr. Delos Reyes recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement (PSA) A21-0042 with Kimley Horn Associates (KHA) for a not-to-exceed amount of \$8,300,000 to provide services for preparation of the Project Approval / Environmental Document (PA/ED) phase related to the State Route 262 (Mission Boulevard) Cross Connector Project.

Mr. Delos Reyes stated that SR-262 is located in Fremont and serves as a vital goods movement route, main access point to transit and local business, and a gateway connection to Silicon Valley. Recurring congestion along SR-262 impacts operations along both I-680 and I-880 and results in cut-through traffic through residential streets.

Commissioner Salwan moved to approve the item. Commissioner Haubert seconded the motion. The motion passed with the following roll call vote:

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

6. Committee Member Reports

There were no member reports.

7. Staff Reports

Tess Lengyel announced that sales tax numbers for the last fiscal year are approximately 10 percent over the forecasted amounts and exceeded the previous highest sales tax numbers collected in Alameda County by approximately two percent.

8. Adjournment

The next meeting is Monday, October 11, 2021 at 10:00 a.m.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 4, 2021

TO: Programs and Projects Committee

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

SUBJECT: Approve Alameda County 2022 State Transportation Improvement Program

Recommendation

It is recommended the Commission approve the following actions related to the 2022 State Transportation Improvement Program (STIP)

1. Approve Resolution 21-015 (Attachment A) regarding the approval of \$22.035 million of 2022 STIP funds for Alameda County, which includes \$15.87 million of new 2022 STIP funding for three projects: Alameda CTC's Oakland Alameda Access (\$11.87 million), City of Fremont's I-880 Decoto Road Interchange Modernization (\$3.0 million) and BART's Downtown Berkeley Station Elevator Modernization (\$1.0 million).
2. Staff recommendation also includes a provision that if the BART and City of Fremont projects do not meet the STIP readiness requirements, the 2022 STIP funds recommended for these projects will be reprogrammed to the Oakland Alameda Access project.

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 2022 STIP will cover Fiscal Years (FYs) 2022-23 through 2026-27. Alameda County's share of the State's 2022 STIP Fund Estimate is \$22.035 million and includes \$15.87 million of new programming capacity for projects that would be available in the outer years (FY2025-26 and 2026-27) of the 2022 STIP period.

The Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2022 Regional STIP program (2022 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 2022 Program (Attachment A) which is consistent with the 2022 STIP Principles approved by the Commission in September 2021 (Attachment B). A final, approved project list and supporting documentation is due to MTC by November 1, 2021.

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).

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 STIP is one of the discretionary funding sources included in the Comprehensive Investment Plan (CIP), Alameda CTC's near-term strategic programming document. The CIP includes a five-year programming horizon and is updated annually to capture new programming and allocation recommendations.

On July 22, 2022, the Commission approved the 2022 CIP which included \$141.6 million in programming for FYs 2021-22 through 2025-26, with \$107.7 million in allocations during the first two years of the CIP. Programming approved for the 2022 STIP will be incorporated in the next annual update of the CIP.

2022 STIP Fund Estimate

The biennial STIP programming process begins with the development of the STIP Fund Estimate (FE), approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

The Final 2022 STIP Fund Estimate approved at the August 2021 CTC meeting indicates \$22.035 million new programming capacity is available for Alameda County in FYs 2025-26 or 2026-27. As indicated below, when adjustments for prior commitments and program administration are considered, the balance available for programming to projects is estimated to be \$15.87 million

2022 STIP - Alameda County Fund Estimate:

\$ 22.035 M 2022 STIP Fund Estimate for Alameda County

- \$ 5.063 M Payback of STIP funding advanced to ACTC by MTC through 2020 STIP for I-680 Southbound Express Lane from SR-84 to Alcosta Blvd project
- \$ 0.355 M STIP Administration funds for MTC
- \$ 0.747 M STIP Administration funds for Alameda CTC
- \$ 15.870 M 2022 STIP Funding Available to Program

2022 STIP Program

Based on the approved programming principles and schedule, jurisdictions were requested to provide preliminary information for projects and programs that could meet the 2022 STIP program requirements. Staff performed a preliminary analysis on the seven project requests received and contacted sponsors for further information. As listed in Attachment C, a total of five complete responses were received and evaluated for funding in accordance with the STIP principles, including an approved Project Study Report (PSR) or PSR-equivalent, federalized environmental document and potential to leverage external funds. Projects were also evaluated to ensure they align with the goals and objectives of the Alameda CTC's near-term strategic planning and programming documents, the Countywide Transportation Plan and the Comprehensive Investment Plan.

Staff is recommending Commission approval of the Alameda County 2022 STIP Program (Attachment A). A final, approved project list and supporting documentation including Resolution of Local Support, PSR/ PSR-equivalent and other final STIP application material) is due to MTC by November 1, 2021.

Currently, the City of Fremont (City) is working diligently with Caltrans to obtain final approval of the PSR for their proposed project. In order to meet MTC's deadline of November 1, 2021 for a complete program submittal, Alameda CTC has provided the City a timeline of October 29, 2021 to provide the approved PSR. The City has confirmed that they will be able to meet this deadline. In the event the City and/or BART are unable meet required STIP requirements and submittal timelines, staff recommends reprogramming the STIP funds recommended for the I-880 Decoto Road Interchange Modernization and/or Downtown Berkeley Station Elevator Modernization projects, to the Oakland Alameda Access project.

Next Steps

Due to the condensed programming schedule for the 2022 STIP, Alameda County's 2022 STIP program needs to be approved in October 2021 in order to meet MTC's November 1, 2021 submittal deadline for the county STIP programs and supporting documentation. In addition to a Commission-approved 2022 STIP project list, the documentation required by MTC for each project recommended for STIP funding includes:

- MTC Complete Streets Checklist,
- Electronic STIP Project Programming Request (ePPR) form,

- Performance measures analysis,
- Final Project Study Report (PSR) (or PSR Equivalent),
- MTC Resolution of Local Support, and
- STIP Certification of Assurances.

The MTC-approved RTIP is due to the CTC in December 2021 and the final 2022 STIP is scheduled to be adopted by the CTC in March 2022.

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

Attachments:

- A. Resolution 21-015, Alameda County 2022 STIP Program
- B. Principles for the Development of the Alameda County 2022 STIP Project List,
Approved 09/23/21
- C. Alameda County 2022 STIP Program evaluation



ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 21-015

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 2022 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 2022 STIP must be consistent with the Commission-approved 2022 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the funding identified in the 2022 STIP Fund Estimate for Alameda County includes \$5.063 million of unprogrammed balances from prior STIP cycles, approximately \$1.102 million of new STIP funding for Planning, Programming and Monitoring (PPM) and \$15.87 million of new STIP funding for projects for a total Fund Estimate of \$22.035 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2022 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, October 28, 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 2022 STIP Program**

Index #	Project	Proposed for 2022 STIP (\$ x 1,000)
1	Oakland Alameda Access (I-880 Broadway-Jackson)	\$11,870
2	I-880 Decoto Road Interchange Modernization ¹	\$3,000
3	Station Elevator Modernization Program ¹ (Downtown Berkeley)	\$1,000
4	Route 24 Corridor – Caldecott Project ² (2020 STIP Carryover project - ARRA Payback)	\$2,000
5	Improved Bike/Ped Connectivity to East Span SFOBB ² (2020 STIP Carryover project - MTC/BATA)	\$3,063
6	STIP Administration - Alameda CTC portion	\$747
7	STIP Administration - MTC portion	\$355
Total		\$22,035

Table Notes:

1. In the event the City of Fremont and/or BART are unable meet STIP requirements and submittal timelines, the STIP funds programmed to City of Fremont and/or BART may be reprogrammed to the Oakland Alameda Access project.
2. Payback of 2022 STIP funding to MTC totals \$5.063M. This amount had been advanced to ACTC by MTC through 2020 STIP for I-680 Southbound Express Lane from SR-84 to Alcosta Blvd project.

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Principles for the Development of the Alameda County 2022 STIP Project List

- It is anticipated that any new funding programmed in the 2022 STIP will be made available in FYs 2025-26 and/or 2026-27.
- Previously-approved commitments for STIP programming will be considered during the development of the 2022 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines, including federal requirements.
- Consideration of the following are proposed for the required project prioritization for the development of the 2022 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Projects that can leverage funds from other SB1 and Regional programs;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance, including federal National Environmental Policy Act (NEPA).
 - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

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Alameda County 2022 STIP Program Evaluation

			\$ in millions				
Index	Sponsor	Project Name	Total Project Cost	STIP funds Requested	2022 STIP Recommendation	Phase	Evaluation Notes / Comments
Recommended for 2022 STIP funds							
1	Alameda CTC	Oakland Alameda Access (I-880 Broadway/Jackson)	129.9	15.9	11.87	CON	Named project in 2014 MBB Expenditure Plan; In 10 year CTP Priority list; Addresses multimodal / safety needs; Addresses Regional connectivity; High potential to leverage external funds
2	Fremont	I-880/Decoto Road Interchange Modernization	24.5	10.0	3.00	CON	In 10 year CTP Priority list; Addresses multimodal / safety needs; Addresses Regional connectivity; High potential to leverage external funds
3	BART	Station Elevator Modernization Program (Downtown Berkeley)	10.0	7.0	1.00	CON	In CTP Programmatic Category; Addresses safety / access needs; Addresses Regional connectivity; Leverages other funding
NOT Recommended for 2022 STIP funds							
4	County of Alameda	D Street Corridor Improvements	10.2	5.0	-	-	Regional Connectivity low; Near term funding need, does not fit within 2022 STIP timeframe Potential OBAG 3 / ATP Cycle 6 candidate;
5	Pleasanton	I-680/Sunol Interchange	26.6	3.0	-	-	Funding Plan remains unsecured; Regional connectivity low; Near term funding need, does not fit within 2022 STIP timeframe
6	Pleasanton	West Las Positas Blvd. Roadway Reconstruction and Protected Bike Lanes	22.0	3.0	-	-	Sponsor did not submit Project Information for further assesment
7	Alameda	Central Ave Roundabouts	17.8	6.0	-	-	Sponsor did not submit Project Information for further assesment
Total			241.0	49.9	15.87		

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 4, 2020

TO: Programs and Projects Committee

FROM: Gary Huisingsh, Deputy Executive Director of Projects
Jhay Delos Reyes, Senior Transportation Engineer

SUBJECT: East Bay Greenway (from Lake Merritt BART to South Hayward BART)
Project Update

Recommendation

This is an update on the East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project (Project) (Alameda CTC Project Number 1457001). This item is for information only.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the East Bay Greenway (EBGW) project (from Lake Merritt BART to South Hayward BART), a 16-mile bicycle and pedestrian facility in the cities of Oakland, San Leandro and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The Project achieved environmental clearance as part of the Preliminary Engineering/Environmental (PE/Env) Phase. The Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) in was adopted in March 2018 and the project obtained a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) in November 2018. The environmental documents described two alternatives below.

- **Rail-to-Trail** alternative assumes that the Union Pacific Railroad (UPRR) Oakland Subdivision would no longer have active rail service and the full 80-100-foot-wide right-of-way is available for the Project.
- **Rail-with-Trail** alternative assumes the minimum possible encroachment into UPRR right-of-way while still constructing a continuous facility alongside the rail. This concept requires encroachment into UPRR right-of-way for approximately six miles.

Due to significant costs associated with UPRR right-of-way and likely hazardous material cleanup, staff is evaluating a new option to deliver a continuous, high-quality bicycle facility along existing roadways/on-street from Lake Merritt BART to South Hayward BART.

Background

EBGW is envisioned as a 37-mile-long project connecting the northern cities of Alameda County to the southern cities. Project development began in 2008 with a non-profit group, Urban Ecology, and Alameda County Transportation Improvement Authority (predecessor agency to Alameda CTC) acting as the lead agency under CEQA. Urban Ecology was subsequently awarded funds through the Measure B Bicycle Program in 2009 for environmental clearance of a 12-mile Project through the cities of Oakland, San Leandro and unincorporated Alameda County. Alameda CTC certified the CEQA environmental document for the 12-mile project, and construction was funded through a successful grant awarded to East Bay Regional Park District in 2012, a half-mile segment just south of the Oakland Coliseum BART station to 85th Avenue, which was completed in 2015.

Passage of Measure BB in 2014 included funding for EBGW as one of the three major trails identified in the Transportation Expenditure Plan. Alameda CTC was awarded Active Transportation Plan Funds in the first cycle of the Program in 2014 for a revised EBGW scope that evaluated alternatives in the UPRR right-of-way from Lake Merritt BART to South Hayward BART, connecting seven BART stations, creating a new 16-mile project. Alameda CTC-led work on this newly defined project began in 2015 and concluded in 2018 with Alameda CTC adoption of the CEQA IS/MND and certification by Caltrans for the NEPA Categorical Exemption. Alameda CTC also advanced efforts to appraise UPRR land under the Rail-to-Trail alternative in 2019.

The Project adopted in the IS/MND proposed to improve bicycle and pedestrian network connectivity between Downtown Oakland and South Hayward in Alameda County through Class IV and Class I facilities. The project included improving access to regional transit, schools, downtown areas, and major activity centers by creating a regional trail transportation facility to support bicyclists and pedestrians of all ages and abilities. Additionally, the Project supported promotion of a multimodal transportation system and reduction of greenhouse gas emissions.

During project development through the environmental phase, several key risks were identified related to costs for land acquisition, timing of negotiations, removal of likely hazardous material, and ownership. The Rail-with-Trail alternative in the 2018 IS/MND was developed as a solution to address many of these key risks, however six miles of the alignment in key areas were still proposed in UPRR right-of-way. Many of these risks are still present today with the most recent estimated costs for UPRR right-of-way exceeding the costs of construction for either of the two alternatives, which are currently over \$191 Million.

Recognizing the challenges to deliver either of the alternatives in the 2018 IS/MND and NEPA CE, staff began looking into possibilities of pursuing a high-quality bicycle facility for all ages and abilities connecting the seven BART stations that does not encroach onto UPRR right of way and could take advantage of the streamlined environmental clearance provided by Senate Bill 288 (SB 288) for CEQA. Two key areas of SB 288 require

that projects utilize existing right-of-way and do not result in increased roadway capacity. A new alternative being investigated would meet both of these criteria thus enabling Alameda CTC to take advantage of the streamlining of CEQA that SB288 offers. This led staff to look at potential on-street opportunities from Fruitvale BART to South Hayward BART. The Lake Merritt BART to Fruitvale BART segment already proposed a Class IV facility predominantly along E. 10th and 12th streets and would remain unchanged from the 2018 IS/MND.

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

The E14th/Mission and Fremont Blvd. Corridor project is a 30-mile north south corridor from San Leandro to Fremont and includes multi-modal improvements to meet the growing transportation needs of the communities along its alignment in the next 25 years. The Commission adopted a long-term vision for this corridor in July 2020, which included Class IV bike facilities and bus improvements on E 14th Street and Mission Blvd. In May 2021, Alameda CTC approved initiation of a near-term implementation phase of the Project, which includes detailed development of a preferred alternative for a bike facility along the northern segment of the corridor in the City of San Leandro, the unincorporated communities of Ashland and Cherryland, and the City of Hayward. Specifically, the project limits extend from the San Leandro BART station to the South Hayward BART station, including the access roads to the BART stations along this segment.

E. 14th St. and Mission Blvd runs parallel to BART and the EBGW alignment. For the section between San Leandro BART and South Hayward BART, the two project corridors are less than ½ mile apart.

Given the need to evaluate and develop a different alignment for the EBGW project and proximity to the railroad, the E14th/Mission and Fremont Blvd. Project provides an opportunity to utilize existing Alameda CTC project and consultant resources for advancing a near-term phase that could yield many of the same benefits of the EBGW project to the adjacent communities, thus essentially integrating the E14th/Mission and Fremont Blvd. Project and the EBGW in this corridor area.

New Vision for EBGW

The new vision for EBGW includes three time-horizons.

Near-Term: In the near-term (3-5 years), staff would work to advance a continuous, high-quality on-street bike facility from Lake Merritt BART to South Hayward BART.

Between Lake Merritt BART in Oakland and Davis Street in San Leandro, there is an opportunity to advance the already proposed on-street alternative (Rail-with-Trail) between Lake Merritt and Fruitvale BART stations, and develop a new on-street alignment along San Leandro Street south of Fruitvale BART and along San Leandro Blvd in San Leandro and where it will link up with the E. 14th/Mission Blvd. project. Oakland is advancing to construct a Rail-with-Trail portion of the project from Seminary to 69th Avenue (northern end of the Oakland Coliseum BART station) extending the existing section from south of the Coliseum BART station to 85th Avenue.

South of San Leandro BART, EBGW will merge with the new near-term phase for the E. 14th/Mission Blvd project that will advance protected on-street bike alternatives along San Leandro Blvd, E. 14th Street and Mission Blvd and along the access roads to the BART stations along the segment. This section will also include rapid bus improvements and placemaking along the corridor, consistent with the long-term concept approved by the Commission in July 2020.

Mid-Term: The mid-term phase (8-10 years) will include building upon the near-term project in San Leandro and evaluate a potential extension of the existing TEMPO Bus Rapid Transit line to Bay Fair BART.

Long-Term: In the long-term (10+ years), staff will pursue renewed discussions with UPRR to deliver the ultimate vision of EBGW as either Rail-to-Trail or Rail-with-Trail.

This vision with the three time-horizons maintains the same objectives as the original EBGW project:

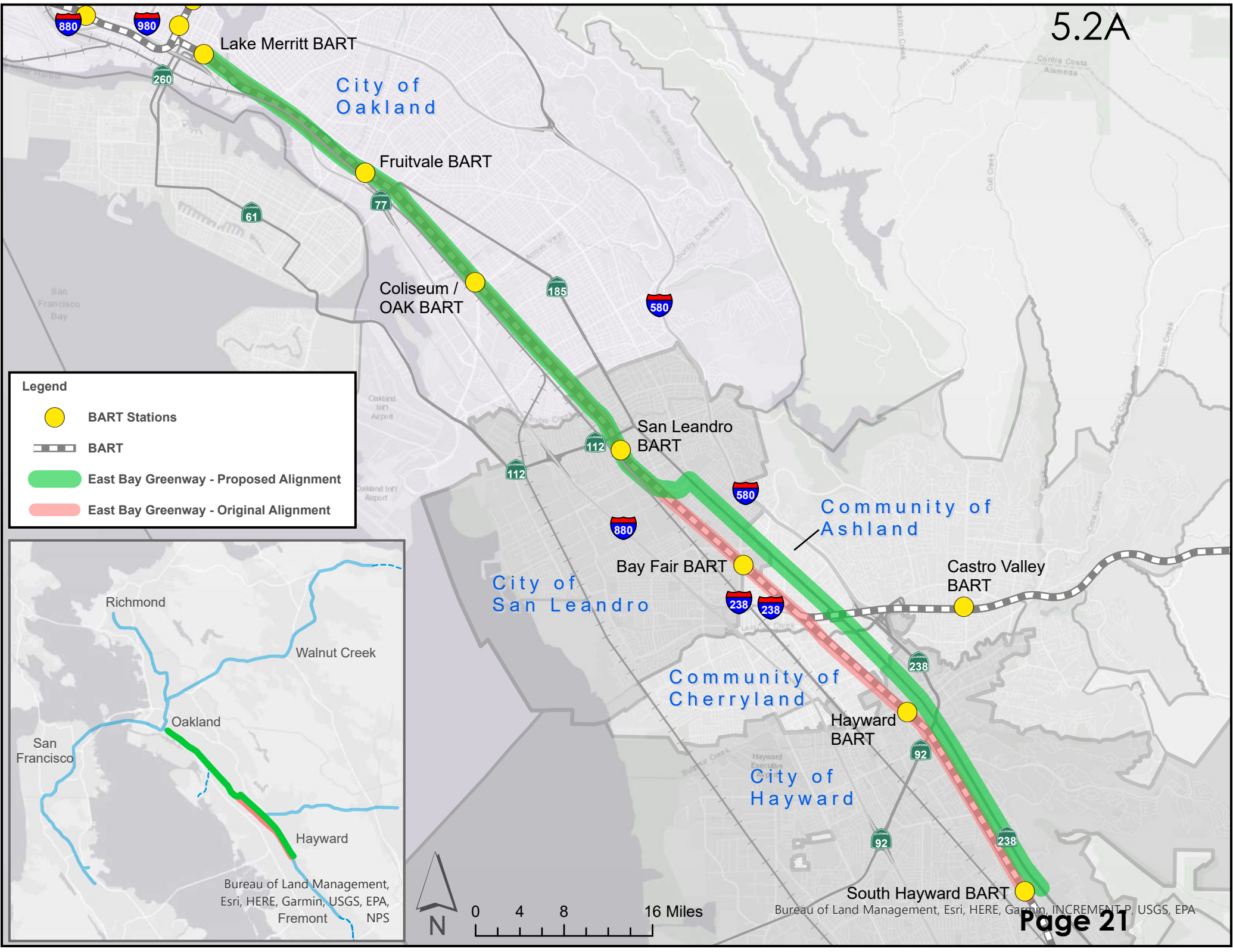
- Provide a safe, high-quality (Class I, buffered Class II or Class IV) option for biking for all ages and abilities
- Improve safety by physically separating bicyclists from high speed, high volume vehicular traffic to the extent feasible
- Create a continuous north/south facility connecting 7 BART stations
- Improve access to regional transit, schools, downtown areas and major activity centers
- Supports multimodal access to BART stations
- Supports reduction of greenhouse gas emissions

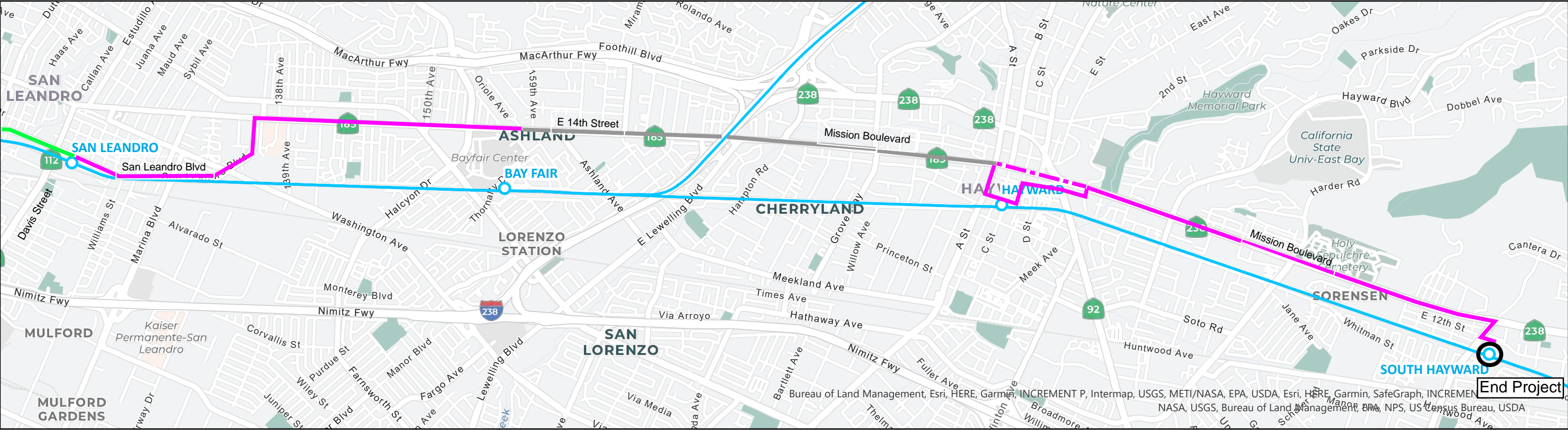
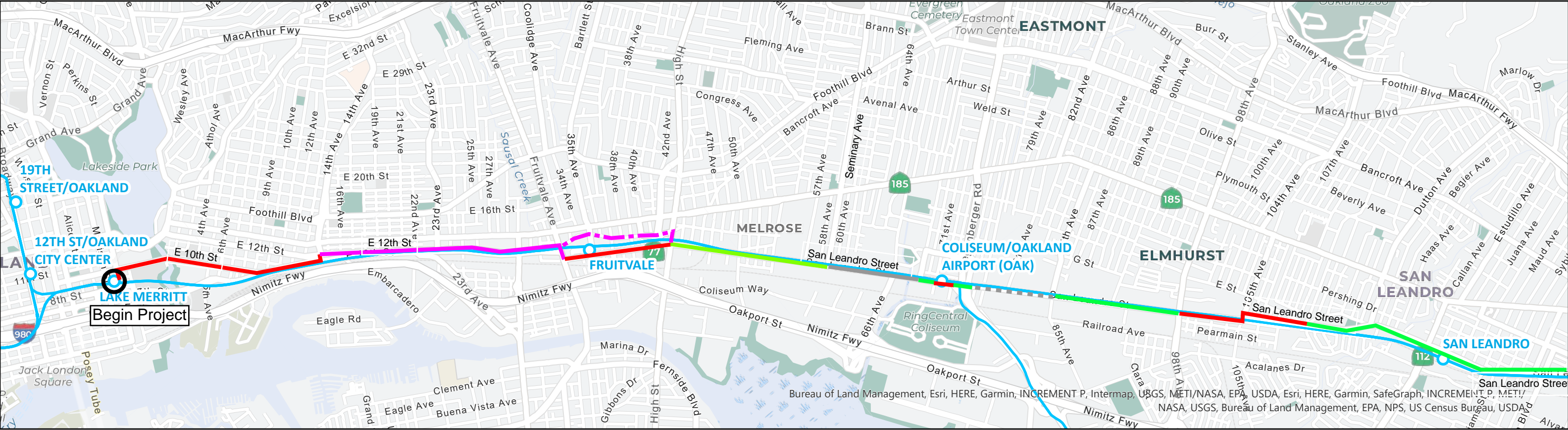
Additionally, through opportunities provided by SB 288 for Environmental Clearance, exploring synergies with the E14th/Mission Project, utilizing already completed work for the Lake Merritt BART to Fruitvale BART segment from the 2018 IS/MND and connecting with constructed portions of EBGW, Alameda CTC is in a position to advance EBGW in a more expedited timeline by moving the alignment outside of the UPRR Corridor and at a significantly lower overall project cost. Based on the availability of funding, design of the facility could be complete in 2024 with construction starting soon after.

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

Attachment:

- A. Modified EBGW General Project Alignment





East Bay Greenway Realignment



Memorandum

5.3

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 4, 2021

TO: Programs and Projects Committee

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

SUBJECT: Approve FY 2021-22 Transportation Fund for Clean Air Funding for Oakland Projects

Recommendation

It is recommended that the Commission approve the programming of \$505,000 of Transportation Fund for Clean Air (TFCA) County Program Manager funds from the City of Oakland's share of the FY 2021-22 TFCA Fund Estimate to the following two projects:

1. \$350,000 for East Bay Greenway, Phase 2, and
2. \$155,000 for 14th Street Complete Streets Improvements.

Summary

TFCA County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. The Air District annually approves the program's policies and expenditure plan. For FY 2021-22, a total of \$3.11 million of funding was available for programming and the funds were included in the fund estimate for the Alameda CTC 2022 Comprehensive Improvement Plan (CIP). Following the July 2021 approval of the 2022 CIP, a balance of \$761,445 of unprogrammed TFCA funds remained. Staff is recommending \$505,000 of that balance for programming to two Oakland projects submitted for the 2022 CIP. Both projects were recommended for federal funding from MTC's Safe and Seamless Quick-strike Mobility Program, but a funding need remains. The complete FY 2021-22 TFCA program summary, including previously approved and currently recommended projects, is included as Attachment A.

The balance of \$256,445 remaining after this action will be carried over and included in the fund estimate for next year's FY 2022-23 TFCA program, scheduled for programming in spring/summer 2022.

Background

TFCA funding is generated by a four-dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve surplus emissions reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle facilities, transit signal priority, signal timing, alternative fuel infrastructure and travel demand management (TDM) programs. As the designated TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County. Per the established TFCA distribution formula for Alameda County, 70 percent of the available funds for projects are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent is available to transit-related projects on a discretionary basis. A jurisdiction's projected future shares may be borrowed against in order for a project to receive more funds in the current year, which can help facilitate the programming of the portion of funding subject to the Air District's annual programming deadline.

FY 2021-22 Program Development

An annual TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Projects proposed for TFCA funding this cycle are to be consistent with the Air District's FY 2021-22 TFCA County Program Manager Fund Policies (TFCA Policies) and cost-effectiveness requirements. Additionally, TFCA funding is intended for near-term transportation improvements that will commence within the next two years.

The Alameda CTC's FY 2021-22 TFCA Expenditure Plan Application, approved by the Commission in February 2021 and by the Air District Board in May 2021 identified \$2.4 million of funding available for programming to eligible projects. An additional balance of \$829,000 remained from the prior FY, bringing the total amount of TFCA available through the 2022 CIP to \$3.11 million. To date, \$2.35 million of TFCA has already been programmed to projects (Attachment A).

Oakland Projects

For the 2022 CIP, two of the City of Oakland's proposed projects, East Bay Greenway Phase 2 and 14th Street Complete Streets were evaluated for TFCA funding and both were found to be eligible and cost-effective. Because the projects were already federalized they were forwarded to MTC for funding consideration through the Safe and Seamless Mobility Quick-strike Program. Both were awarded federal funds by MTC, but have remaining funding needs. Alameda CTC staff is recommending programming TFCA funds from the City's share at this time in order to help keep these projects on schedule while

significantly reducing the FY 2021-22 TFCA fund balance. The complete FY 2021-22 TFCA project list, including the recommended Oakland projects, is detailed in Attachment A.

Next Steps

Alameda CTC will transmit the final FY 2021-22 TFCA Program to the Air District. Following the program submittal, the Alameda CTC will prepare and execute project-specific funding agreements with project sponsors.

The remaining unprogrammed balance of \$256,445 will be included in the fund estimate for the FY 2022-23 TFCA Program, with a call for projects tentatively scheduled for Spring 2022.

Fiscal Impact: TFCA County Program Manager funding is made available by the Air District has been included in the Alameda CTC's FY 2021-22 budget.

Attachment:

- A. Alameda CTC FY 2021-22 TFCA Program Summary (approved and recommended)

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TFCA County Program Manager Fund, FY 2021-22 Program Summary

Projects Approved 7/22/2021 (2022 CIP)								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share Balance	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Programmed (See Note 1)	Notes
Alameda	Cross Alameda Trail Class 1 Connectors	Construct four new Class 1 multi-use pathway connectors to close gaps in accessing a central segment of the cross-town Cross Alameda Trail within the Jean Sweeney Open Space Park (JSOSP).	\$ 450,000	\$ 292,000	\$ (85,053)	\$ 483,338	\$ 100,000	
Alameda County	Mission Blvd Phase III Corridor Improvements	Install Class IV separated bikeways on Mission Blvd, from East Lewelling Blvd/I-238 to Rose Street in unincorporated Alameda County. Other project elements include protected intersections, pedestrian hybrid beacons, curb extensions, median refuges, high-visibility crosswalks, signal retiming, sidewalk updates, and landscaping.	\$ 30,943,000	\$ 1,950,000	\$ 354,010	\$ 498,369	\$ 98,000	See Note 2
Albany	Lower Codornices Creek Class 1 Trail, Phase IV	Install a new Class 1 trail that will add 0.16 miles of new multi-use trail at the Albany/Berkeley border along Lower Codornices Creek from 8th St - 10th St and a wider sidewalk along 8th St connecting the new trail segment to the existing trail to the west via a new raised crossing at 8th St.	\$ 1,445,603	\$ 825,084	\$ 42	\$ 479,310	\$ 85,000	
Newark	Cherry Street Class 4 Separated Bikeways	Install a new Class 4 separated bikeway on Cherry Street between Central Avenue and Stevenson Boulevard that will eliminate gaps in and upgrade existing Class 2 lanes on Cherry Street and install other bicycle safety improvements.	\$ 755,000	\$ 453,000	\$ 534,519	\$ 495,433	\$ 130,000	
Pleasanton	West Las Positas Class 4 Separated Bikeway	On West Las Positas Ave, Foothill Rd - Iron Horse Trail, install new class 4 separated bikeway (with six foot bike lanes and a three-foot buffer zone) in each direction, eliminate gaps in and upgrade existing Class 2 facilities with reflective flexible posts in the buffer zone for added physical separation, and minor intersection striping.	\$ 1,156,000	\$ 867,000	\$ 164,978	\$ 488,284	\$ 150,000	
San Leandro	Hesperian Blvd Class 4 Bike Lane	Install Class IV bike lanes on Hesperian Boulevard, between Fairmont Drive and Springlake Drive. The project closes a gap in bike facilities from Drew to Springlake and upgrade the existing class II lanes to separate bicyclists from vehicles using curb medians, landscaping, and/or striping with flexible delineators.	\$ 1,983,000	\$ 1,479,000	\$ 324,898	\$ 494,588	\$ 92,000	See Note 3
San Leandro	MacArthur Boulevard Park and Ride Lot	Construct a 35-space park and ride lot with 2 bike lockers and 2 EV charging stations offering a transfer point from personal vehicle to a local or regional transit, carpool, or vanpool.	\$ 827,867	\$ 621,867	\$ 324,898	\$ 249,145	\$ 80,000	
San Leandro	San Leandro LINKS Shuttle, FYs 2022-23 & 2023-24	Operations of San Leandro LINKS Shuttle for FYs 2022-23 & 2023-24	\$ 1,667,480	\$ 128,000	\$ 324,898	\$ 247,433	\$ 114,000	
Union City	Union City Transit Electric Bus & Infrastructure	Purchase and install electrical vehicle charging equipment to support four (4) new zero-emission, battery-electric buses, scheduled to be procured by Union City Transit in 2022. Funds awarded for ZEB purchase may be used towards required charging equipment.	\$ 2,000,000	\$ 1,500,000	\$ 251,852	\$ 491,959	\$ 1,500,000	See Note 4
Subtotal Requested				\$ 8,115,951	Amount Programmed		\$ 2,349,000	

Projects Recommended October 2021								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share Balance	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Oakland	East Bay Greenway, Phase 2	Install second segment of the multi-use EBG trail along San Leandro Street from Seminary Ave (59th St) to 69th Avenue and install Class 2 bike lanes between 69th Avenue and 75th Avenue, connecting the Class 1 trail segments.	\$ 5,740,000	\$ 350,000	\$ 132,199	\$ 461,318	\$ 350,000	
Oakland	14th Street Complete Streets	On 14th St between Brush St and Oak St: Reduce travel lanes from 4 to 2, add paved Class IV protected bicycle lanes; transit boarding islands; improve ped facilities including refuges, crossings, signals, and landscaping.	\$ 15,030,000	\$ 155,000	\$ 132,199	\$ 496,993	\$ 155,000	
Subtotal Requested				\$ 505,000	Amount Recommended		\$ 505,000	

Program Summary	New FY 2021-22 Funding	Prior Year Adjustments	Total Funds Available to Program	Amount Requested	TFCA Recommended	Balance (Available less Recommended)
Subtotal 70% Cities/County	\$ 1,304,814	\$ 1,358,626	\$ 2,663,440	\$ 8,620,951	\$ 2,854,000	\$ (190,560)
Subtotal 30% Transit	\$ 559,206	\$ (112,201)	\$ 447,005	\$ -	\$ -	\$ 447,005
Total FY 2021-22 Program	\$ 1,864,020	\$ 1,246,425	\$ 3,110,445	\$ 8,620,951	\$ 2,854,000	\$ 256,445

Portion of remaining balance subject to Nov 2021 programming deadline (See Note 5):

\$ -

Notes:
1. The recommended and approved TFCA amounts are subject to final approval by BAAQMD. For the projects approved for 2022 CIP discretionary funding, if reductions to the proposed TFCA amounts are required by BAAQMD, the change will be backfilled with another 2022 CIP discretionary fund source.
2. TFCA recommendation assumes project will be fully funded through ATP Cycle 5 and other County sources. If a full project funding plan is not identified, this specific TFCA grant may need to be cancelled, but sponsor could request TFCA in a future cycle.
3. The entire project includes Class 4 bike lanes on Hesperian Blvd and Fairmont Dr, but the Fairmont segment has received Regional TFCA funding and is ineligible for additional funding through TFCA, so the County TFCA funds can only be used towards the Hesperian Blvd segment.
4. For EV fleets, the Air District allows TFCA funds awarded for EV purchase to be used towards the purchase and installation of the required EV charging equipment. If sponsor accepts TFCA, no other emission-reduction crediting fund sources can be used to procure the four (4) ZEB vehicles. If the vehicles cannot be procured with non-emission-reduction crediting fund sources and within the allowable TFCA timeline, the awarded TFCA will be replaced with other Alameda CTC-administered funds, such as VRF Transit.
5. Any new FY 2021-22 revenue left unprogrammed as of November 6, 2021 may be programmed directly by the Air District.

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