

**Special Meeting: East Bay Bus Rapid Transit
Policy Steering Committee**



MINUTES

Monday, January 27, 2014

10:00 a.m.

2nd Floor Board Room
1600 Franklin Street
Oakland, CA 94612

PSC Members:

AC Transit Board:

Director Elsa Ortiz, Chair
President Greg Harper
Director Joel Young

Alameda County (Ex Officio):

Supervisor Nate Miley

City of Oakland:

Councilmember Noel Gallo
Councilmember Rebecca Kaplan

City of San Leandro:

Councilmember Michael Gregory
Councilmember Pauline Cutter

Metropolitan Transportation Commission/Caltrans:

District Director Bijan Sartipi

The East Bay Bus Rapid Transit Policy Steering Committee held a special meeting on Monday, January 27, 2014. The meeting was called to order at 10:05 a.m. with Chair Ortiz Presiding.

1. Roll Call

Committee Members Present:

Director Elsa Ortiz, Chair
President Greg Harper (arrived at 10:10 a.m.)
Councilmember Michael Gregory
Councilmember Pauline Cutter
Councilmember Noel Gallo
Councilmember Rebecca Kaplan

Committee Members Absent:

Supervisor Nate Miley
Director Joel Young
Caltrans District Director Bijan Sartipi

AC Transit Staff Present:

General Manager David J. Armijo
General Counsel David Wolf (left the meeting at 10:50 a.m.)
District Secretary Linda Nemeroff
Chief Planning and Development Officer Dennis Butler
Director of BRT David Wilkins

2. Public Comment

- Scott Blanks, representing the joint subcommittee of the Accessibility Advisory Committee and the Mayor's Commission for Persons with Disabilities, commented that the subcommittee needed access to issues pertaining to disability at all critical phases of the BRT project. He further added that since the initial meeting a year ago, the committee has not been engaged by AC Transit to accomplish the goal set forth by the Oakland City Council, which was agreed to by AC Transit. He was concerned that seniors and the disabled community would be left behind or become an afterthought, and asked the Policy Steering Committee to consider these communities as they move forward.
- Jim Robson, member of joint subcommittee, said he is transit oriented and would like to see more of the bus design changes or modifications since the AC Transit presentation last year. He was concerned that due to economic reasons, changes would be made to the buses that would make them less accessible. He said seniors and disabled riders are some of the biggest stakeholders along the BRT route and he didn't want to see accessibility sacrificed to other goals.

3. Chair's Report on pertinent actions of the AC Transit Board.

Chair Ortiz reported on the following actions/activities which occurred since the last Policy Steering Committee meeting:

- Execution of all Master Cooperative Agreements and Operations and Maintenance Agreements with the City of Oakland, City of San Leandro and Caltrans as well as Utility Agreements with AT&T, East Bay Municipal Utility District and PG&E;
- Kudos to Christine Calabrese and the City of Oakland staff in reaching an equitable Operations and Maintenance Agreement;
- Lease of the BRT Community Outreach Center with a Grand Opening expected in March;
- Submission of the draft Small Starts Grant Application to secure the last increment of federal funding for the project;
- Completion of the 65% design expected in April;
- Acquisition of two parking lots in Oakland; and
- Efforts by Councilmember Kaplan to help redistribute funds for AC Transit's Dumbarton Express service in the proposed Measure B Expenditure Plan.

Councilmember Gallo wanted to ensure that the comments of the speakers under public comment regarding disability issues were heard and that staff responded to their concerns. In addition, he asked that the role of the Policy Steering Committee be more clearly defined and that information regarding the project come to the steering committee before being presented to the AC Transit Board or Directors and the city councils.

General Manager David Armijo appreciated the comments from the public regarding accessibility issues, noting that it was unfortunate that the concerns had not been addressed and that staff would work with the city and advisory group in the coming weeks.

Councilmember Kaplan requested several agenda items for future meetings (see Item 11).

Director of BRT David Wilkins reassured members of the Policy Steering Committee that staff would work with the joint subcommittee and integrate that group into the design review process as well as provide periodic updates at monthly meetings as the 65% design process is finalized.

4. Consider approving the East Bay Bus Rapid Transit (BRT) Policy Steering Committee minutes of September 30, 2013.

MOTION: GALLO/KAPLAN to approve the minutes as presented. The motion carried by the following vote:

AYES:6: Gallo, Kaplan, Gregory, Cutter, Harper, Ortiz

ABSENT:3: Miley, Young, Sartipi

5. Update on the BRT Project Budget – *Information*

Senior Project Manager Rama Pochiraji presented the staff report.

Councilmember Cutter wanted assurances that the project budget included the Conditions of Approval for the City of San Leandro, noting that city council was anxious to receive an update on the project to ensure that everything the city requested was on schedule.

Councilmember Kaplan inquired about the remaining \$27.6 million in federal funding needed for the project. Mr. Pochiraji advised that the draft Small Starts Grant Application would be submitted on February 4, 2014 and, pending review of the application by the Federal Transportation Administration (FTA), the money is expected to be programmed in FY 2015. He added that a decision on the application is expected this summer. Councilmember Kaplan asked if letters of support for the grant from the cities would help. General Manager David Armijo advised that the District was in the process of drafting a letter to the FTA and would appreciate support letters from the cities. He added that while the federal government knows what its budget is for 2015, the FTA has more projects than money, which means that many projects will not be funded. Given that the BRT Project is the highest rated project in the United States, the region must now act to ensure the project receives funding and is included in the next budget cycle. Councilmember Gregory suggested that since the project is entirely in Representative Barbara Lee's district, joint support for the funding allocation should be sought locally through her.

The item was presented for information only.

6. BRT Project update - *Information*

Director of BRT David Wilkins presented the staff report.

With regard to parking lots, President Harper asked if the City of Oakland had decided whether or not to charge for parking and encouraged the use of Clipper to facilitate

payment. Councilmember Gallo asked City staff to advise on how the issue could be brought before the city council. City of Oakland BRT Program Manager Christine Calabrese advised that while this issue had not been decided, a proposal would be brought to the council along with the Parking Impact Mitigation Plan.

Councilmember Kaplan commented on the need to increase Clipper vendors along the corridor, noting that perhaps some of the partner agency non-profits would like to become vendors.

The item was presented for information only.

7. BRT Community Relations and Outreach Program update – *Information*

BRT Community Relations and Outreach Team Manager Terry Lightfoot of L. Luster & Associates presented the staff report.

With regard to the Art Enhancement Program, President Harper inquired whether the Policy Steering Committee would be involved in the process to select artists. Artistic Advisor Helene Freid reported on the process, noting that a Technical Assistance Committee (TAC) comprised of representatives from Oakland, San Leandro, and AC Transit would select seven semi-finalists and two alternates and the semi-finalists would then have 30 days to present design concepts, which will be on public display in the lobby of AC Transit's General Offices. She added that the Artist Selection Panel comprised of community representatives from Oakland, San Leandro, and expert professionals will make a recommendation of 1 to 3 lead artists, which would then be forwarded to the AC Transit Board of Directors for consideration. Mr. Butler added that the lead artist recommendations would first be presented to the Policy Steering Committee for a recommendation.

With regard to community relations and outreach, Councilmember Gallo asked if staff would be collecting information beyond the transit corridor that could assist in reporting broken lights, trees blocking light poles, etc. to the cities via the public works departments. Mr. Lightfoot reported that outreach efforts were focused primarily on the corridor, but depending on the availability of resources, staff would be open to sharing information.

With regard to the Community Outreach Center, Councilmember Kaplan commented that it could make a big difference in welcoming people to the BRT, adding that it was important for the center to be open evenings and weekends; have Clipper Card and pass sales on site; as well as provide information in multiple languages, maps, etc. Mr. Butler advised that plans for the center were still under development.

Chair Ortiz asked about the purpose of the community engagement working groups. Mr. Lightfoot advised that this group is designed to help roll out the community relations aspect of the project. Chair Ortiz suggested that staff become very familiar with the groups the District has been working with because most of them have been very active and vocal in the project.

The item was presented for information only. Staff is to provide an update on the Community Outreach Center at the next meeting (Requested by Councilmember Kaplan).

8. BRT service and station sponsorship strategy – *Review and Comment*

BRT Program Consultant John Gobis of Gobis & Co. LLC presented the staff report.

Chair Ortiz asked who would be responsible for and actively seeking out potential sponsors (in-house staff or an outside contractor), whether there were measurable goals, and the basis for compensation. General Manager David Armijo advised that Mr. Gobis was a subcontractor under the Gannett Fleming contract and was not a staff consultant and that there was no percentage-based compensation in place. He added that the purpose of the report was to provide an example to the committee of the revenue that could be generated as a result of sponsorships. Mr. Gobis advised that he normally does not earn a percentage based on any work that he performs; noting that he usually helps develop relationships with advertisers that are maintained by staff.

Councilmember Cutter commented that it was good to hear that staff was looking for a funding source for operation and maintenance costs; noting that safety was a critical issue for the corridor as was graffiti abatement. Mr. Gobis advised that because the cleanliness of a station could potentially impact a sponsor's brand, supplemental services could be provided by the sponsor to keep a station clean. Councilmember Cutter commented that sponsorships need to be spread throughout the project to ensure that the whole line benefits.

Councilmember Kaplan commented that the money raised from the station sponsorships should be used for operations and maintenance and motioned that the Committee recommend a formal policy. The motion was later withdrawn pending further discussion at a future meeting. She also asked that consideration be given to following:

- Integration of sponsorships with engineering so that in kind services, such as wifi or lighting can be coordinated;
- That the dense amount of churches and churchgoers along the corridor be promoted as a selling point to potential sponsors;
- That NextBus signs scroll messages from sponsors; and
- Sponsorship information on maps and wayfinding.

Councilmember Gallo felt that the sponsorships needed to be marketed to financial institutions as a show of support and investment along the corridor. He said that he would be happy to help promote the sponsorships.

Councilmember Harper commented that while there was a need for as much money as possible for operations and maintenance costs through sponsorships, it would be nice to have sponsors who are particularly beneficial to the whole community through their brand message.

The item was presented for review and comment. While the feedback from the committee was positive, no action was taken pending further discussion at a future meeting.

9. Station naming protocol and review of proposed station names – *Review and Comment*

Senior Project Manager Rama Pochiraji presented the staff report.

The committee recommended that the standard station names outlined in the staff report be used because they were well defined and simple, i.e. by street name, geographical location.

10. Confirm date and time of next meeting.

The next meeting is scheduled for March 31, 2014, at 10:00 a.m. Staff is to assess and advise the Chair if a meeting needs to be held sooner than March 31st.

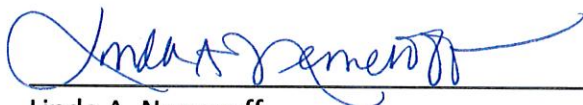
11. Future Agenda Items

- Update on disability and senior access issues raised at the meeting under public comment. [Requested by Councilmembers Gallo/Kaplan] (next meeting)
- Recommendations from the Artist Selection Panel. (next meeting, see Item 7)
- Update on station sponsorships [Further discussion continued to a future meeting]
- Discussion concerning the development of a transit pass incentive program and outreach to senior facilities regarding a bulk pass similar to the Eco Pass, but for the senior community. [Requested by Councilmember Kaplan]
- Discussion at the staff level and at the Policy Steering Committee of the trade-offs associated with the next level of engineering in the event there is not enough money in the budget to do everything that the cities want, i.e. mitigations, access issues, streetscape improvements, bulb-outs, etc. Decisions on trade-offs can be prioritized based on available funding. [Requested by Councilmember Kaplan]
- Update on the BRT Community Outreach Center. [Requested by Councilmember Kaplan](See Item 7).

12. Adjournment

There being no further business to come before the committee, the meeting adjourned at 11:37 a.m.

Respectfully submitted,



Linda A. Nemeroff
District Secretary



East Bay Bus Rapid Transit Policy Steering Committee

STAFF REPORT

TO: Members of the Bus Rapid Transit Policy Steering Committee

FROM: David J. Armijo, General Manager

SUBJECT: Contract Award, RFQ 2013-1263 Lead Artist for Bus Rapid Transit (BRT)

RECOMMENDED ACTION:

Consider adopting recommendation of award for the Lead Artist(s) for the East Bay Bus Rapid Transit project (EB-BRT).

BACKGROUND/DISCUSSION:

Request for Qualifications (RFQ) 2013-1263 was advertised nationwide for this project in October 2013, posted on the District's website and advertised in the Oakland Tribune. Additionally, there was a separate notification to 226 qualified Disadvantaged Business Enterprises (DBE). The RFQ was issued in accordance with Federal Transit Authority regulations pertaining to artistic enhancement as integrated with the architectural design of the stations as promulgated in Federal Acquisition Regulations (FAR) Subpart 36.6. The final step of the process is the review of the artist submissions by the Artist Selection Panel, which recommends the team of Johanna Poethig and Mildred Howard, as the Project Lead Artist and Lead Artist, respectively.

Honor the Past and Celebrate the Future was the conceptual theme for these desired enhancements. The sum total of all integrated artistic enhancements at the stations should establish an identity for the EB-BRT system as well as reflect neighborhood and community character. Artists were encouraged to broaden and further interpret the conceptual theme based on their ideas.

There are two categories of artistic enhancement of station design elements. All 34 stations will receive the *standard* treatments and six of the 34 stations will receive *Enhanced* treatments defined as depicted in Attachment 1.

- *Standard Treatment*: Series of artistically enhanced panels integrated into railings.
- *Enhanced Treatment*: The *standard treatment* **plus the option of artistic enhancement** integrated with the upper windscreen, lower windscreen and/or interior volume under the canopy roof.

There were 100 artists who responded to this RFQ and of those, forty-one (41) were deemed responsive and responsible by the Procurement staff and later had their qualifications evaluated by a Technical Assistance Committee (TAC).

The qualifications evaluation was conducted in several phases. First, the TAC, which was comprised of representatives from the DISTRICT, the EB- BRT consultant design team, the cities of Oakland and San Leandro, and arts professional(s) convened to evaluate and rate each responsive and responsible applicant. The Technical Advisory Committee (TAC) was comprised of:

- City Manager, San Leandro
- Cultural Arts Manager, City of Oakland
- Principal, FMG Architects (BRT consultant design team) Oakland
- President, CD+A (BRT consultant design team) Oakland
- Senior Project Manager BRT, AC Transit Oakland
- Director of Legislative Affairs and Community Relations, AC Transit Oakland

The TAC evaluated the initial submitted qualifications and concept plans and recommended a group of seven (7) semi-finalists, "Lead Artists", to be evaluated by the Artist Selection Panel. Of the seven (7) teams of semi-finalists, only the recommended team of **Johanna Poethig** (Oakland, CA) and **Mildred Howard**, (Berkeley, CA) was locally based. The other semi-finalists came from areas outside of the San Francisco Bay Area as listed below:

Catherine Widgery, Cambridge, MA – Attachment 3 Page 1

Michael Davis, San Pedro, CA - Attachment 3 Page 2

Barbara Grygutis, Tucson, AZ - Attachment 3 Page 3

Bob Zoell, Pasadena, CA - Attachment 3 Page 4

Leticia Huerta, Helotes, TX - Attachment 3 Page 5

Nancy O'Neil, New Orleans, LA - Attachment 3 Page 6

The seven semi-finalists participated in a detailed webinar briefing on the EB-BRT project and were paid an honorarium of \$1,200 for the development of concept proposals in written and visual format (attachments 2 and 3). Concurrently, the District initiated a separate RFQ (RFQ No. 2012-1264 – Pre-qualified Pool of Supporting Artists and Artisans) from which the Lead Artist would collaborate with one or up to two additional artists and/or artisans. The semi-finalists then submitted their concept proposals to the District, which were displayed during a public comment exhibition from February 19-21, 2014.

On February 24, 2014, the semi-finalists presented their concept proposal before the Artistic Selection Panel in person or via web conference. The Artist Selection Panel (Panel) was comprised of:

- Director, Mexican Museum San Francisco
- Community Leader Oakland; Oakland resident
- Artist, CCA Faculty and member Public Art Advisory Committee (PAAC) City of Oakland: Oakland resident

- Artist and Exhibition Manager University of California Davis Design Museum; Oakland resident
- Graphic Designer and President San Leandro Arts Council; San Leandro

The Panel reviewed and evaluated the submitted "concept proposal". They also reviewed the comment cards collected from the public exhibit. The Panel scored and rated each semi-finalist concept proposal using the following criteria:

1. Artistic excellence and originality as evidenced by past work and supporting materials (20%).
2. Artist's past experience implementing public projects for government agencies or private entities (15%).
3. Artist's past work as judged to be appropriate to the project including proven experience with community interface and evidence of Artist's potential to create art enhancements that address community context (25%).
4. Artist's professional experience is adequate to meet the demands of the project (15%).
5. The artist's availability to participate in design and implementation, including approval of their artistic enhancements, and to meet necessary deadlines in a timely and professional manner (25%).

The Artist Selection Committee could have selected one (1) to three (3) artists to design and fabricate the integrated artistic enhancement component of the BRT. Unanimously and mainly for continuity reasons, the Artist Selection Committee felt strongly to be in the best interests of the District to have one artist team design and fabricate all art for the BRT project.

The Artist Selection Panel has recommended the DISTRICT select the lead artist team of Johanna Poethig of Oakland, CA and Mildred Howard of Berkeley, California (in Attachment 2). With Board approval, the recommended Lead Artist will negotiate a contract with the District based on demonstrated competence, fee and qualifications for the required work.

ALTERNATIVES ANALYSIS

Art Enhancement is a required component of significant FTA funded construction projects. The construction cost of the project is estimated to be approximately \$100 million. The art enhancement component is valued at 1.5% of the total construction cost. This is a mandated requirement when FTA grant funds are utilized. The process that was and is being followed is in accordance with FTA regulations. As such, there are no alternatives to consider.

ATTACHMENTS:

- 1: Station Groupings for Artistic Design Enhancements
- 2: Recommended Lead Artist Concept Design
3. Non-Recommended Lead Artist Concept Designs

Reviewed by:

Lewis G. Clinton, Chief Financial Officer

Dennis Butler, Chief Planning Officer

Chris Andrichak, Senior Analyst, Capital Planning and Grants

Denise A. Standridge, Interim General Counsel

David Wilkins, Director of Bus Rapid Transit

Prepared by:

Jon Medwin, Director of Procurement & Materials

Attachment 1 –Station Groupings for Artistic Design Enhancements

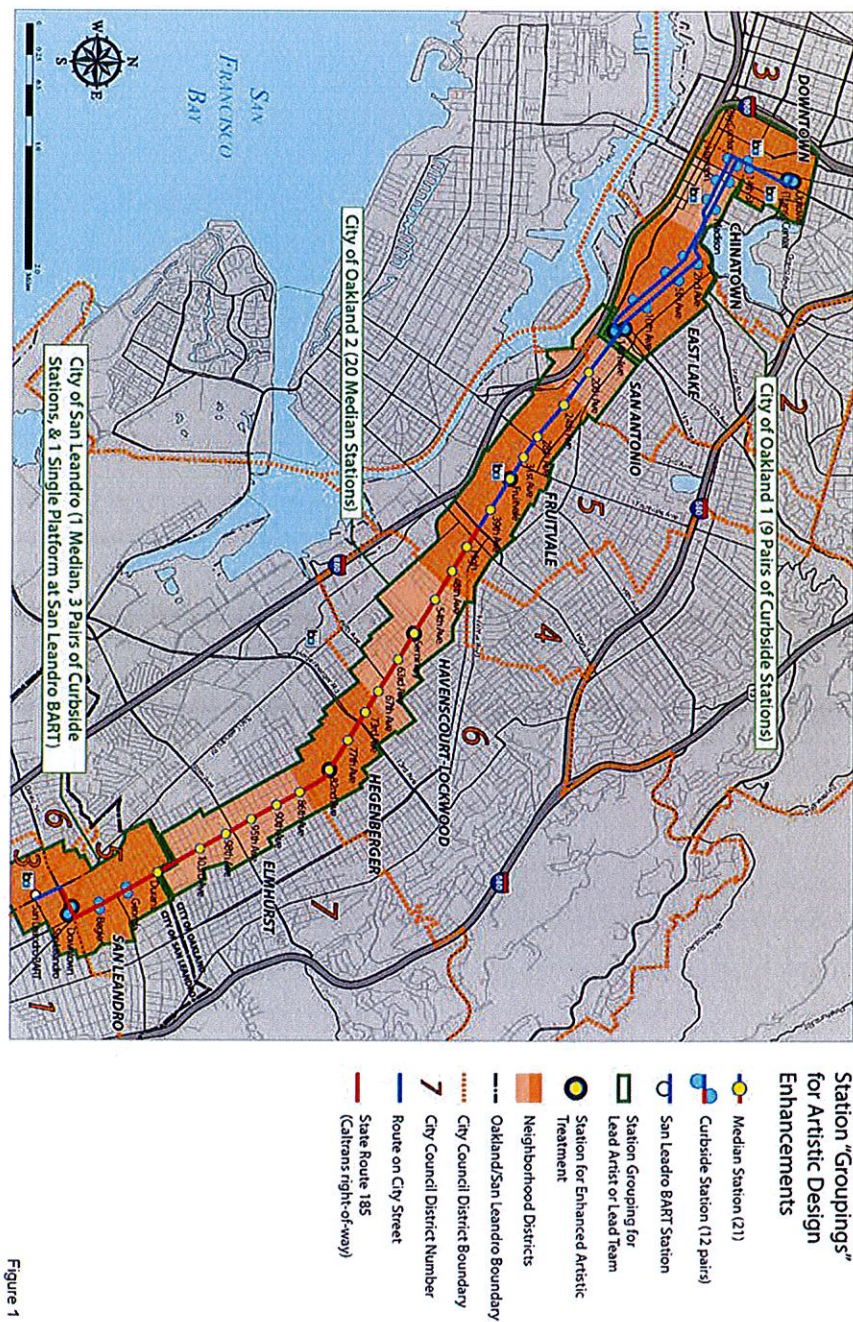


Figure 1

Cultural Corridor Urban Flow

Artist/Artisans:
Peter Richards, Artist
Joyce Hsu, Artists

Team:
Johanna Poethig, Project Lead Artist
Mildred Howard, Project Artist

Project Statement

Cultural Corridor/Urban Flow will establish multiple points of connection for the public as they move through these historically evolving neighborhoods. Urban-flow is a way of thinking about the currents of history overlapping with the systems of the built and natural environments – whose common characteristics is the processes of flow. To capture this complex overlay of natural and urban flow we propose a system that will create a visual pixilation of each station environment through variously scaled translucent and transparent honeycombed panels for the wind-screen, railings and canopy roof. The movement of people and traffic as seen through these panels will create a cinematic live action play of light, shadow and movement. It is the intention of this design team to tease out what defines the segments of the International Street Cultural Corridor and to reflect this in a cohesive, unfolding, evolving and continuous design for this new transit system.

Light and Shadow

The roof design will play with light and shadow of the passing clouds, changing sky and night time street light traffic and illuminated signs.

The screens will capture the movement of passengers, connect neighborhoods and stations.



Enhanced Station Elevation

Involve community youth to create simple station icons linking stations

flow

Variations in Station Identities

Hubcap Pattern Inspired by Auto Business and Car Culture Along International Blvd



Historic Portuguese and North African Tile Design



Architectural Ornament Taken From Buildings in Downtown Oakland



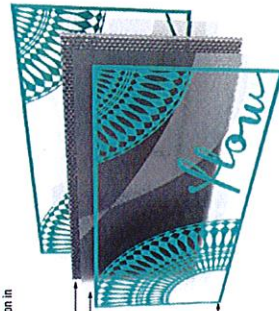
Textile Patterns From Clothing and Sundries Along International Blvd



Honeycomb Framing System

Modular honeycomb and framing system will be a cost effective way of creating variation in design deployed through the stations

Honeycomb Panel
Polycarbonate (Clear/ Frosted)
Painted Metal Frame





the new BRT along the corridor between Downtown Oakland and San Leandro is a system of the future. Celebration recognizes and celebrates this future while honoring the past of the area and the rich cultural diversity of the present.



Visible and Invisible: an Expression of Time in Motion



Lead Artist: Catherine Widdery
Supporting Artists: Sherry Karver, UrbanRock Design, Christopher Jamey

Signifier

Lead Artist: Michael Davis
Supporting: Joyce Hsu

A linguistic unit or pattern, such as a succession of speech sounds, written symbols, or gestures and images that represents an underlying concept or meaning.

Colors and forms drawn from the life of the street define our design concept. The art installations simultaneously individualize each transit station and link them together.

Our concept is derived from the transit corridor itself. International Avenue is a corridor that weaves its way through diverse communities from urban downtown Oakland to the City of San Leandro's SAP Center. The path features an array of architectural and cultural landmarks. The buildings, shops and businesses exhibit a unique individual character and are the face and personality of the surrounding community. Most of the landmarks are small business enterprises, not corporate chains, frequented by individuals who are invested in the health and success of their community. The character of the street speaks to us and revealed a function.

Our approach is to translate the rich and vibrant community of the corridor into a universal formal language of form and color, where different groups can interpret the art work through their unique perspectives. The colorful universal formal language becomes a common thread that runs through the entire corridor.

This is an art project for the community. It is only thing that we work closely with the local residents to design the art work. Therefore we have intended to work closely with many different local people and a school to help to identify the most significant visual elements of the neighborhood. The welcome sign for arts organizations and community groups to assist in identifying strategic stakeholders. The more stakeholders are involved, the more they will love the station and the artwork are part of their community.

Visual Elements

International Avenue is a vibrant, multi-cultural and multi-ethnic community. The artwork is a visual language that weaves its way through the corridor, linking the diverse communities and the SAP Center. The artwork is a visual language that weaves its way through the corridor, linking the diverse communities and the SAP Center. The artwork is a visual language that weaves its way through the corridor, linking the diverse communities and the SAP Center.

Public Exhibition of Building

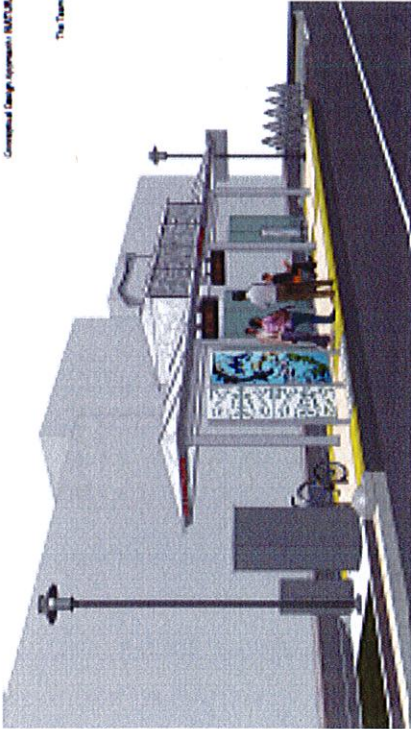
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CONCEPT DESIGN: NATURAL PATTERNS / CENTRAL PATTERNS: WINDING & PATTERN LANDSCAPE

The Team: Barkers Engle Architects LLC with Lead Designer



CONCEPT

- The use of patterns, in nature and in the built environment, is the overarching concept that will unify the station along the route.
- Each station will have a unique pattern and color palette based on the theme of the Central City. The color palette for the City of Oakland.
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ATTACHMENT

- The station design will feature a unique pattern and color palette based on the theme of the Central City. The color palette for the City of Oakland.
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Artwork designed for the station is for the station and is not the specific artwork to be designed for the station.



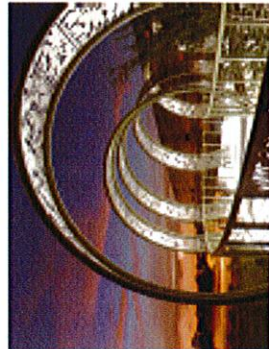
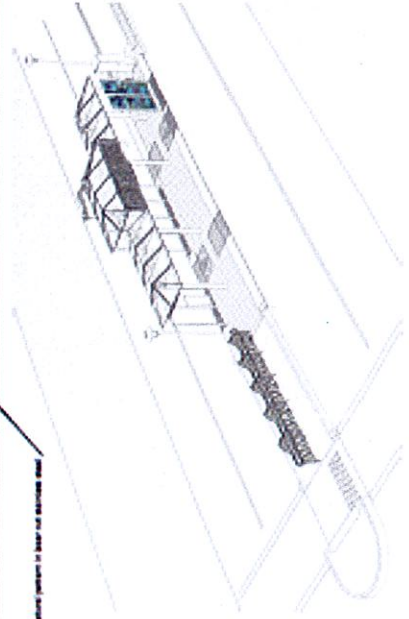
Barkers Engle Architects: Example of pattern and color artwork



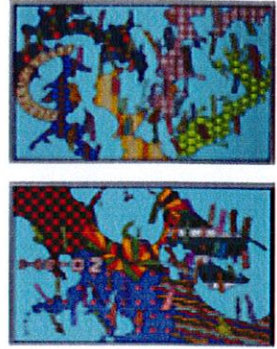
Artwork pattern in base of station wall

ART pattern pattern artwork

Artwork pattern artwork



Barkers Engle Architects: Example of pattern and color artwork

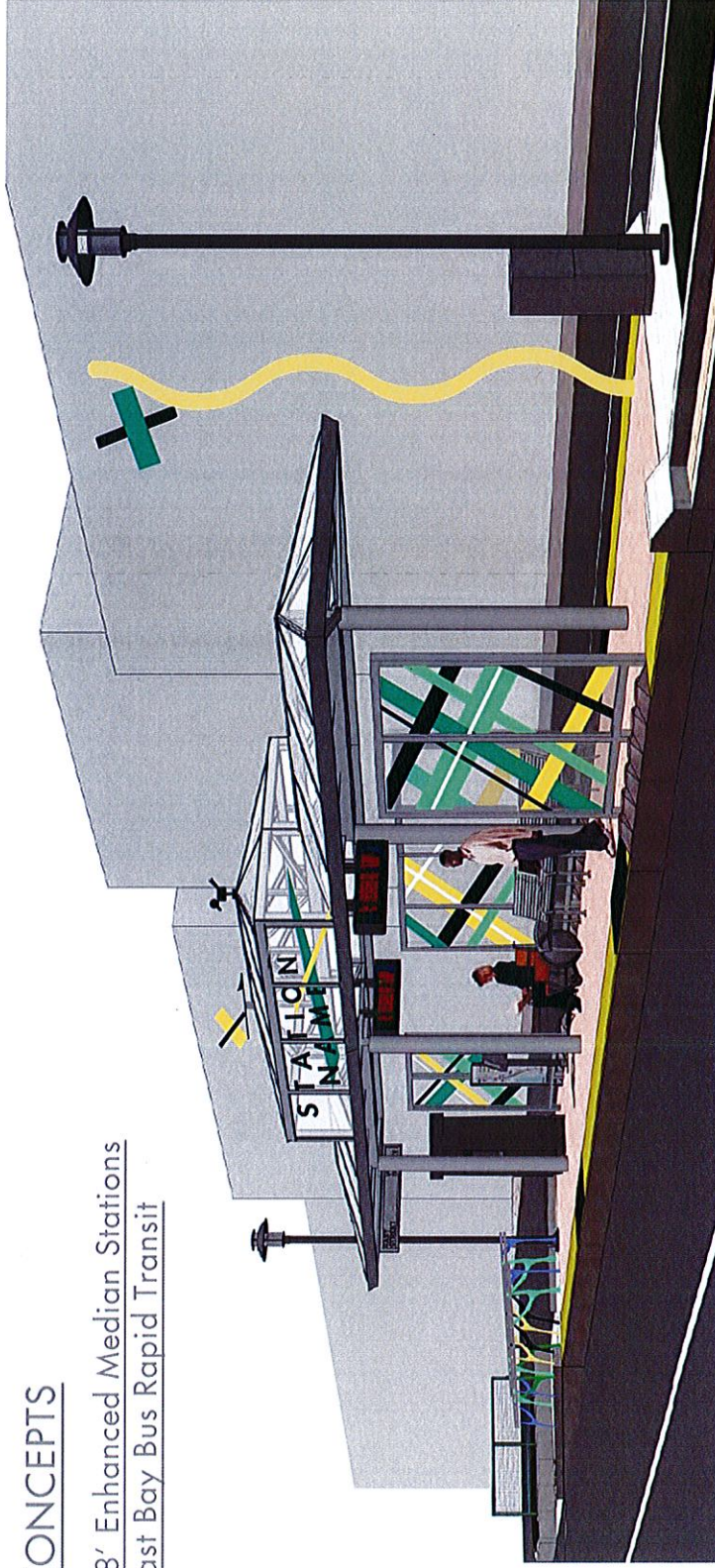


Lead Designer: Examples of artwork pattern

Barkers Engle Architects: Example of pattern and color artwork

CONCEPTS

48' Enhanced Median Stations East Bay Bus Rapid Transit



Intersection

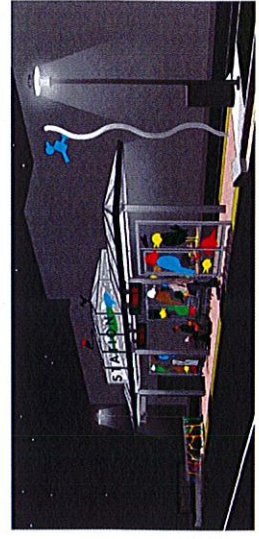


Station Wayfinding Icons

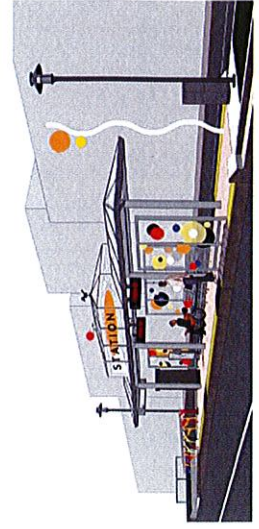
Station Name on Canopy

Large Icon Under Canopy

Railing



Bird's Nest (night)



Roundabout

The backbone of any major public transportation program is a well-defined, consistent brand. A brand that promotes positive public perception and provides intuitive navigation.

Toward this end, we have established three goals for the station-integrated artwork:

- A strong, iconic visual identity for the East Bay Bus Rapid Transit corridor
- Fostering an integrated and consistent atmosphere in every station
- Enhancing navigation and wayfinding

Integrated Station

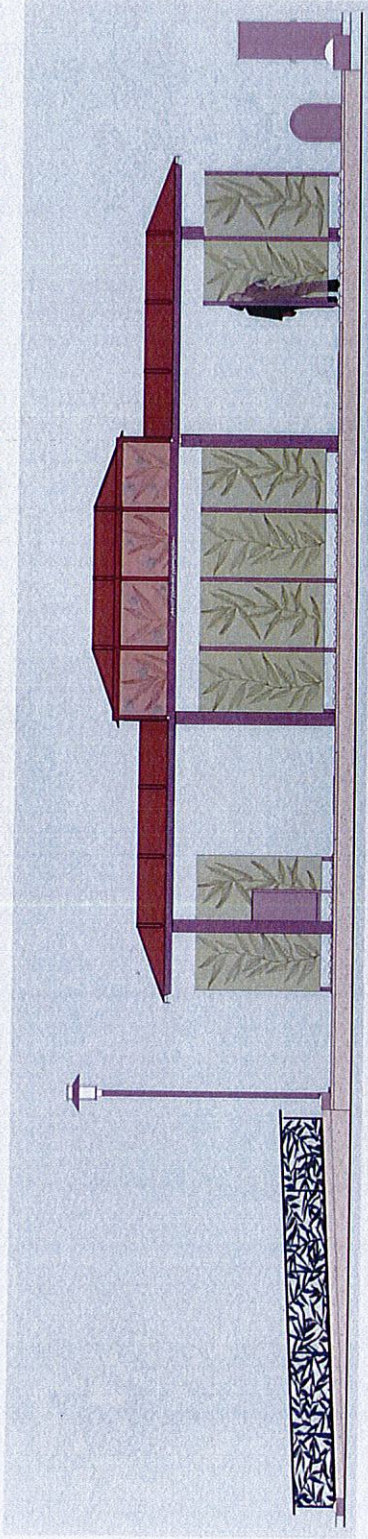
Three themes—Intersections, Roundabouts, and East Nests—will combine upper color palettes with a graphic-based approach across each station's key design elements:

- A strong, iconic visual identity for the East Bay Bus Rapid Transit corridor
- A small, bold, stylized logo that will serve as the station's "signature"
- A small, bold, stylized logo that will serve as the station's "signature"
- A 3D graphic element "Singing" under the canopy
- Wayfinding with graphic distinctions: Intersections and Roundabouts explore the potential of warm, solid color schemes
- East Nests explore the potential of cool color schemes
- And has a metaphorical relationship to the experience of traveling with others from one location to another from A to B from home to work

*Inspired by Thomas Hirschhorn

The integrated artwork, which will typically integrate into the public landscape, creates an engaging language on identity for the East Bay Bus Rapid Transit corridor, a distinctive character for each station and East Bay Station, and will ultimately enrich the customer and community experience.

Integrated Artistic Enhancements at East Bay Bus Rapid Transit Stations



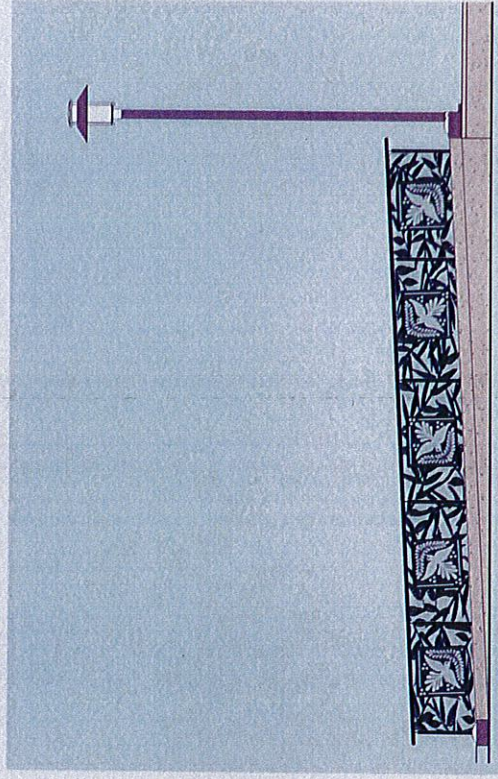
Polycarbonate and Cut Powdercoated Steel



Polycarbonate or Glass Sculpture inspired by Origami utilizing Solar Lighting



Alternate Roof Design inspired by Origami utilizing Solar Lighting



Alternate Rail Design Inspired by Talavera Tile Designs

Lead Artist Semi Finalist: Leticia Huerta
Supporting Artist: Joyce Hsu

East Bay Bus Rapid Transit Project - AC Transit BRT

Nancy O'Neil, Lead Artist Semi-Finalist
Daniel Galvez, Supporting Artist

My proposal is to create beautiful and durable laminated polycarbonate panels for all of the windcreens at the six "Enhanced" stations. I would be using materials that would have the luminous colors of glass but would be a less fragile alternative for these very busy station platforms.

For the railing panels, which will be treated at all of the stations throughout the bus route, I am proposing to create decorative painted and cutout metal panels, which will be related thematically to the windscreen imagery.

The continuing, unifying theme for the artwork is "Honor the Past and Celebrate the Future." My windscreen panels will be filled with images reflective of the cultural and ethnic heritage of the people in the immediate neighborhoods along the BRT route. The panels will also include contemporary scenes of life in the city.

To refer to the future, I'm planning on including photos of young people involved in purposeful, creative activities and photos of working with student poets, since young people are the future. I'm also interested in images of harmony with the natural world, and will be including plants and animals that share the local watershed. The windcreens will be a rich tapestry, weaving together all different aspects of city life over time, in keeping with the theme.

Riders on the new BRT buses will be passing over several underground creeks that flow from the hills to the bay, while overhead they may see migratory birds traveling on the Pacific Flyway. The railing designs and upper windcreens reflect these particular natural features, which contribute to a sense of place.

All of the stations will be tied together by a rhythm of interwoven creek scenes and cultural icon patterns on the metal railing panels. This material will be woven into the more elaborate windscreen designs. The "Enhanced" stations. The richly layered windscreen designs and the flow of metal railing art will reflect the evolving and interconnected human and natural world and diversity of life in this vibrant area.



EB-BRT Artistic Enhancement**Lead Artist Semi-finalists selection of required 1-2 Supporting Artist or Artisan****HF 020614**

| Concept Option | Lead Artist Semi-Finalist | Supporting Artist/Artisan from Pre-Qualified Pool as required | | Staff Report Attachment |
|-----------------------|--|--|---------------|--------------------------------|
| 1 | Barbara Grygutis (Tucson AZ) | Lordy Rodriguez (Hayward CA) | | Attachment 3, Page 3 |
| 2 | Leticia Huerta (Helotes TX) | Joyce Hsu (Oakland CA) | | Attachment 3, Page 5 |
| 3 | Catherine Widgery (Cambridge MA) | Christopher Janney (Cambridge, MA) Sherry Karver (Berkeley CA) Russell Rock - Urban Rock (LA CA) | | Attachment 3, Page 1 |
| 4 | Johanna Poethig / Mildred Howard (Oakland / Berkeley CA) | Joyce Hsu (Oakland CA) Peter Richards (Oakland CA) | Recom. Option | Attachment 2 |
| 5 | Bob Zoell (Pasadena CA) | Matthew Geller (NY NY) | | Attachment 3, Page 4 |
| 6 | Nancy O'Neil (New Orleans LA) | Daniel Galvez (Oakland CA) | | Attachment 3, Page 6 |
| 7 | Michael Davis (San Pedro CA) | Joyce Hsu (Oakland CA) | | Attachment 3, Page 2 |

**East Bay Bus Rapid Transit Policy Steering Committee**

STAFF REPORT

TO: Members of the Bus Rapid Transit Policy Steering Committee

FROM: Linda A. Nemeroff, District Secretary

SUBJECT: Designation of the Policy Steering Committee as an Advisory Committee, Clarification of Purpose and Membership

RECOMMENDED ACTION(S):

Recommend that the AC Transit Board of Directors adopt a resolution designating the Policy Steering Committee as the East Bay Bus Rapid Transit Policy Advisory Committee, and clarifying its purpose and membership.

BACKGROUND/DISCUSSION:

In 1998, a sub-committee of the Board of Directors was formed to oversee the Oakland-Berkeley-San Leandro Major Investment Study. On June 9, 1999, the AC Transit Board of Directors established the Major Investment Study Policy Steering Committee. The purpose of the committee was to review and make recommendations to the Board regarding service objectives, long and short list alternatives, locally preferred alternatives and funding strategies associated with investment strategies to improve the speed and reliability of public transit. In addition, the committee identified issues of concern to policy-makers and their constituents.

Membership on the committee was composed exclusively of elected officials as voting members, including: three members of the AC Transit Board; the mayors of the three cities; city council members that served on the then Alameda County Congestion Management Agency (CMA) Board, a member of the Alameda County Board of Supervisors, and one commissioner from the Metropolitan Transportation Commission (MTC). The committee's composition, purpose, and name would continue to transform over the next decade based on the needs of the District.

In 2003, the Board revisited the composition approved in 1999, adding one non-voting ex-officio Caltrans District 4 staff member. It also allowed the cities to have a councilmember on the committee, but did not require that the councilmember be the CMA representative. The non-voting Caltrans member and the voting MTC member would eventually merge into one seat on the Policy Steering Committee.

In 2009, the Board modified the composition of the committee making the Alameda County representative a non-voting member and allowed for the City of Oakland to appoint alternates to the committee.

In 2011, following the adoption of a Locally Preferred Alternative to be studied in the Final Environmental Impact Study/Report for the East Bay Bus Rapid Transit Project, the Board approved staff's recommendation to remove the City of Berkeley from the committee. Currently, the official composition of the committee is as follows:

- Three voting members of the AC Transit Board of Directors;
- Two voting members of the Oakland City Council (plus one alternate);
- Two voting members of the San Leandro City Council;
- One voting commissioner representing the Metropolitan Transportation Commission;
- One non-voting ex-officio member of the Alameda County Board of Supervisors; and
- One non-voting ex-officio member representing Caltrans District 4.

With regard to the draft resolution attached, the Policy Steering Committee is requested to consider the following changes:

Composition:

Staff is recommending a clean-up of the existing composition to eliminate the non-voting member of the Alameda County Board of Supervisors and to officially combine the MTC and Caltrans members into one. In the beginning, an unincorporated portion of Alameda County was included in the initial study area; however, that is no longer the case. And, while the role of the Alameda County member was reduced to a non-voting status in 2009, the member does not attend meetings.

In addition, staff is recommending that the merger of the non-voting Caltrans member and the voting MTC member into one voting member be formally codified.

Purpose:

It is without question that the role of the Policy Steering Committee has changed over the years. Initially, the role of the committee was a more strategic one – focused on making recommendations as to which project would be realized and how it would be funded. Now, years later, as the selected project has moved closer to reality, the focus has changed and is now on implementation and the various elements necessary to complete the project.

Committee Name:

Given the committee's better defined role, staff is proposing that the name of the Policy Steering Committee be changed to the East Bay Bus Rapid Transit Policy Advisory Committee. The new name clearly reflects the committee's purpose as an advisory body to the AC Transit Board of Directors and conveys its importance not only to the decision-making process, but in making Bus Rapid Transit Project a reality.

Staff seeks the committee's support in referring the attached resolution to the Board of Directors for adoption.

ATTACHMENTS:

1: Draft Resolution

Reviewed by:

David J. Armijo, General Manager
Denise C. Standridge, Interim General Counsel
Dennis Butler, Chief Planning and Development Officer

Prepared by:

Linda A. Nemeroff, District Secretary

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
RESOLUTION NO. 14-xxx**

**A RESOLUTION RE-ESTABLISHING THE POLICY STEERING COMMITTEE AS THE
EAST BAY BUS RAPID TRANSIT POLICY ADVISORY COMMITTEE AND CLARIFYING THE
COMMITTEE'S PURPOSE, MEMBERSHIP AND ASSOCIATED DIRECTION THEREWITH**

WHEREAS, in April 1993, the Alameda Contra Costa Transit District completed an Alternative Modes Analysis (AMA) Study, which identified major corridors for future capital improvements, including the International Boulevard/East 14th Street Corridor; and

WHEREAS, a the AMA study gave way to the Major Investment Study which sought to develop investment strategies to improve the speed and reliability of public transit and, more specifically, expanded the study of the International Boulevard/East 14th Street Corridor to include downtown Oakland and downtown Berkeley; and

WHEREAS, the Board of Directors on June 9, 1999, established the Major Investment Study Policy Steering Committee to provide policy guidance to the District and approved the composition of the committee's membership; and

WHEREAS, the name and composition of the membership on the Policy Steering Committee has been modified on numerous occasions with the most recent changes having been approved by the Board of Directors on January 19, 2011; and

WHEREAS, on April 25, 2012, the Board of Directors adopted Resolution No. 12-018 certifying the Final Environmental Impact Report for the East Bay Bus Rapid Transit Project; selecting the Downtown Oakland-San Leandro (DOSL) alternative as the Locally Preferred Alternative for the Project; and

WHEREAS, the role of the Policy Steering Committee has evolved over time from a strategic major investments study group to an advisory body which meets regularly to provide advice, recommendations, and support for the District's Bus Rapid Transit Project;

WHEREAS, it remains the desire of the Board of Directors to have the involvement and input by representatives from the City Oakland, the City of San Leandro and Caltrans;

NOW THEREFORE, the Board of Directors of the Alameda-Contra Costa Transit District does resolve as follows:

Section 1. ESTABLISHMENT. The Bus Rapid Transit Policy Steering Committee for the Alameda Contra Costa Transit District as established on June 9, 1999, is hereby re-established as the East Bay Bus Rapid Transit Policy Advisory Committee.

DRAFT

Section 2. **PURPOSE.** The purpose of the Committee is to review, to comment and to advise the Board of Directors and District staff regarding the East Bay Bus Rapid Transit Project.

District staff shall provide regular reports to the Committee on the status of the Project as well as actions taken by the Board of Directors that affect the Project.

Section 3. **COMPOSITION OF MEMBERSHIP.** The Committee shall consist of 8 voting members appointed by the members' representative agency/city hereby designated as follows:

- Three members of the AC Transit Board of Directors consisting of Directors that represent the project area;
- Two members of the Oakland City Council;
- Two members of the San Leandro City Council; and
- One Caltrans District 4 Director who is also a commissioner on the Metropolitan Transportation Commission.

Each entity/city may have one alternate representative, selected according to the entity/city's selection procedures, who can attend meetings if the primary representative is not available.

Section 4. **TERMS.** Members of the Committee shall serve until either their successors are appointed or the Committee member's term in office has expired. The Committee member's representative agency shall notify the Board of Directors of any changes in representation on the Committee as soon as possible.

Section 5. **MEETINGS.** The Committee shall comply with the following requirements:

- (a) The Committee shall meet quarterly or as necessary for the transaction of business.
- (b) A quorum for the conduct of business and for decisions of the Committee shall be by a majority of the total existing membership of the Committee;
- (c) The Committee may establish such administrative rules and regulations it deems necessary for the Committee to function and perform its responsibilities;
- (d) All meetings of the Committee shall conform to the requirements of the Ralph M. Brown Act, Government Code Section 54950, et seq.

Section 6. **COMMUNICATIONS.** Complete agenda packets for the Committee shall be provided to all members of the Board of Directors. Following each Committee meeting, a report summarizing any action items, requests for information and recommendations of the Committee shall be presented to the AC Transit External Affairs Committee. Members of the Board of Directors may agendaize any report from the Committee pursuant to Board Policy 100, Section 6.14 (Agenda Planning).

DRAFT

Section 7. **MINUTES.** The Board of Directors or General Manager shall designate a secretary to the Committee who shall prepare meeting notices, agendas, and keep a record of its proceedings and transactions. Agenda notices and minutes of the Committee shall be filed with the District Secretary for transmittal to the Board of Directors.

Section 8. **OFFICERS.** For coordination purposes, the Committee Chair and Vice Chair shall be representatives of the District designated by the President of the Board of Directors. The duties of the chair and vice chair shall be those which are usually carried out by such officers, except as modified by majority vote of the Committee. The Committee chair shall provide regular verbal reports to the AC Transit Board on the activities of the Committee. Such officers shall hold office for one year or until replaced.

Section 9. **SUNSET DATE.** The Committee's role and function is fulfilled upon initiation of revenue service.

Section 10. **EFFECTIVE DATE.** The provisions of this Resolution shall supersede all prior actions of the Board of Directors regarding the establishment and composition of the Bus Rapid Transit Policy Steering Committee in all of its previous designations and forms.

Section 11. This resolution shall become effective immediately upon its passage by four affirmative votes of the Board of Directors.

PASSED AND ADOPTED this day of 20

Greg Harper, President

Attest:

Linda A. Nemeroff, District Secretary

I, Linda A. Nemeroff, District Secretary for the Alameda-Contra Costa Transit District, do hereby certify that the foregoing Resolution was passed and adopted at a regular meeting of the Board of Directors held on the day of , 20 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Linda A. Nemeroff, District Secretary

Approved as to Form and Content:

Denise C. Standridge, Interim General Counsel

**AC TRANSIT DISTRICT
Board of Directors**

GM Memo No. 11-022

Meeting Date: January 19, 2011

Committees:

Operations Committee

☐

Affairs Committee

☐

Board of Directors

☐

Planning Committee

☒

External

Finance and Audit Committee

☐

Financing Corporation

☐

SUBJECT: Consider Recommendations for Changes in the Composition and Role of the Bus Rapid Transit (BRT) Policy Steering Committee (PSC)

RECOMMENDED ACTION: ☐ Briefing Item ☒ Recommended Motion

Consider Approving Staff Recommendations Regarding BRT PSC Committee Membership, Role and Meeting Schedule

Budgetary/Fiscal Impact:

None

Background/Discussion:

In 1998, a Board subcommittee was formed to oversee the Oakland-Berkeley-San Leandro Major Investment Study and to make policy-related decisions. In 1999, the Board of Directors adopted membership criteria for the Berkeley, Oakland, San Leandro Major Investment Study (MIS) Policy Steering Committee. Based on the early needs of the project, the PSC included the mayors of each city and the city council members that serve on the Alameda County Congestion Management Agency (CMA) Board. In addition, a commissioner from the Metropolitan Transportation Commission, and an Alameda County Supervisor were appointed. The Director of Caltrans District 4 was added later in a non-voting, ex-officio capacity.

In June 2009, the Board changed the composition to better reflect the city representation needs of the PSC: an alternate member was added for the City of Oakland in the event that neither of the two appointed representatives were able to attend; and the Alameda county Supervisor was changed from a voting member to a non-voting, ex-officio member because the project was not being implemented in the unincorporated portion of Alameda County.

There are a number of reasons to again review the composition and roles of the BRT PSC. Now that the Board has adopted a Locally Preferred Alternative (LPA) to be studied in the Final Environmental Impact Study/Report (FEIS), there will be less corridor-level decision making for the PSC. Decisions about local issues will be discussed with individual jurisdictions. Additionally, because the LPA does not include a build alternative for one of the three cities, the composition warrants a review to better reflect the current needs of the District. There have also been elections that may have altered the PSC representation.

As a result, staff recommends the following:

- 1) Confirm Oakland's desire to maintain or change their current participation on the PSC.
- 2) Remove the City of Berkeley representation from the PSC
- 3) Change the status of the PSC, from being an advisory to the Board, to being an informational committee
- 4) Hold meetings quarterly, in lieu of monthly

All other aspects of the PSC will remain unchanged. Upon Board direction, staff will work with the local jurisdictions regarding their PSC member designation.

Prior Relevant Board Actions/Policies:

GM 09-158: June 24

Attachments:

None

Approved by: Mary V. King, Interim General Manager

Prepared by: Tina Spencer, Director of Service Development and Planning

Date Prepared: January 10, 2011

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
BOARD OF DIRECTORS**

MINUTE ORDER

The following action was taken by the Board of Directors on February 23, 2011:

| | | | |
|---|--|---|--|
| GM Memo No. 11-022 | Consent <input type="checkbox"/> | Consent Addenda <input type="checkbox"/> | Regular <input checked="" type="checkbox"/> |
| Title: Approve changes in the composition, role, and meeting schedule of the Bus Rapid Transit (BRT) Policy Steering Committee (PSC) | | | |
| Approved as Recommended <input type="checkbox"/> | Approved w/ Modification(s) <input checked="" type="checkbox"/> | | Other <input type="checkbox"/> |
| MOTION: WALLACE/HARPER to approve changes in the composition, role, and meeting schedule of the Bus Rapid Transit (BRT) Policy Steering Committee as recommended by staff with the exception of Recommendation No. 3 to change the status of the committee from advisory to informational (7-0-0-0). | | | |
| Ayes: Directors Wallace, Harper, Williams, Peeples, Young, Vice President Davis, President Ortiz – 7 | | | |
| Noes: None – 0 | | | |
| Abstain: None – 0 | | | |
| Absent: None – 0 | | | |
| Summary of Discussion/public comment: Director of Planning and Service Development Tina Spencer presented the staff report. | | | |

[SEAL]

I certify that the foregoing is a correct copy of a Minute Order adopted by the Alameda-Contra Costa Transit District Board of Directors.
ATTEST:
Linda A. Nemeroff, District Secretary
By: _____
Deputy

**AC TRANSIT DISTRICT
BOARD OF DIRECTORS
EXECUTIVE SUMMARY**

Memo No. 99-134(a)

Meeting Date: May 26, 1999

Board Meeting: June 9, 1999

Committees

Executive Committee []
External Affairs Committee []

Operations Committee []
Planning Committee [✓]

Board of Directors []

SUBJECT: Berkeley-Oakland-San Leandro Major Investment Study (MIS) Update

FISCAL IMPACT: None.

REQUESTED ACTION:

- [] Information Only
[✓] Recommended Motion

Adopt the staff recommendation for the composition of the Major Investment Study Policy Steering Committee.

PRIOR RELEVANT BOARD ACTIONS/POLICIES: A subcommittee of the AC Transit District Board was formed to oversee the MIS and to make policy-related decisions. In January 1999, Board directed staff to proceed with setting up a meeting with the Board MIS Subcommittee to discuss the composition of the Policy Steering Committee for the MIS.

BACKGROUND/DISCUSSION: The Board MIS subcommittee, consisting of Directors Creason and Piras, met May 14, 1999 to discuss the selection of MIS Policy Steering Committee members and establishing operating guidelines for the committee. Director Killian, who is also on the Board subcommittee, was unable to attend.

Based on staff and MIS Board subcommittee recommendations, it is proposed that the MIS Policy Steering Committee be composed exclusively of elected officials as voting members. The three members of the AC Transit Board MIS subcommittee would serve on the MIS Policy Steering Committee. In addition, each of the three cities in the MIS study area would be represented by the Mayor or her/his designated representative and the city's Congestion Management Agency Board member. To represent the unincorporated portion of Alameda County that is included in the study area, it is proposed to also invite an Alameda County Supervisor to participate. Finally, an MTC commissioner would be included to represent the interests of the San Francisco Bay Area at large. If a Policy Steering Committee member chooses to send a representative in her/his place, the representative must also be an elected official in order to vote. The Bay Area's legislative delegation is also invited to participate in a non-voting advisory capacity.

Shown below is the proposed list of MIS Policy Steering Committee members.

| Voting Members | Non-Voting Members |
|---|---|
| AC Transit Directors Creason, Killian and Piras City of Berkeley Mayor Shirley Dean & CMA Board Member City of Oakland Mayor Jerry Brown & CMA Board Member City of San Leandro Mayor Shelia Young & CMA Board Member Alameda County County Supervisor – Keith Carson Metropolitan Transportation Commission Mary King | Bay Area Representatives State Senate – Liz Figueroa, Don Perata State Assembly – Ellen Corbett, Dion Aroner, Audie Elizabeth Bock US Congress – Barbara Lee, Pete Stark, Ellen Tauscher Other Participants – To be determined. |

The project's public outreach consultant will be queried about other potential non-voting participants, including representatives of the project's Community Advisory Committee.

Approved by: Rick Fernandez, Acting General Manager
Kathleen Kelly, Assistant General Manager Service Development
Prepared by: Jim Cunradi, Senior Planner
Tina Konvalinka, Manager Long Range Planning
Date Prepared May 18, 1999

Ref: s:\research\long range\mis\gm_memos\psc_052699



East Bay Bus Rapid Transit Policy Steering Committee

STAFF REPORT

TO: Members of the Bus Rapid Transit Policy Steering Committee

FROM: David J. Armijo, General Manager

SUBJECT: Update of Communications with BRT Access and Functional Needs Subcommittee

RECOMMENDED ACTION(S):

Consider receiving an information update report on communications with the BRT Access and Functional Needs Subcommittee

BACKGROUND/DISCUSSION:

The Oakland Conditions of Approval (COA) established the creation of a joint advisory subcommittee comprised of members from AC Transit's Accessibility Advisory Committee (AAC), and Oakland's Access Compliance Advisory Committee (ACAC). This Subcommittee is referred to as the East Bay Bus Rapid Transit Access and Functional Needs Subcommittee (AFNS).

The AFNS will function as the official ADA / Rehabilitation Act of 1973 [Section 504] review committee for the BRT Project in Oakland. Their role is to ensure that the BRT Project is meeting the local priorities of persons with disabilities in Oakland and will have the opportunity to provide comment on all aspects of the design and delivery of BRT Project prior to the finalization of the 35% preliminary design, the 65% design, the 100% design, and the finalization of service and operating plans. Review areas will include:

- a. Infrastructure (street improvements)
- b. Stations
- c. Vehicles
- d. Fare Collection
- e. Intelligent Transportation Systems
- f. Service and Operating Plans

The District held a 35% design review workshop for AFNS on the stations (median and curbside) in May 2013 in keeping with its commitment to the COA. Since that time, the District's focus has been on completing third party agreements, advancing the design toward the 65% level and expanding community outreach efforts. The objective in 2014 is to conduct a series of design review workshops once the 65% design threshold is reached.

To start that effort, District staff attended Oakland's Joint ACAC meeting on February 19 and provided the following information to AFNS as a follow up action on February 27, 2014:

- Accessibility related specifications from the District's BRT Vehicle Request for Proposal (RFP)
- A BRT bus floor plan
- Internet Links to several BRT projects within the U.S.
- Internet Links to video of individuals utilizing a BRT system

In addition, District staff has committed to provide information briefings and/or conduct design review workshops with AFNS as follows

- March 19, 2014, Vehicles, 10:00 am, ACAC Meeting, City of Oakland
- April 16, 2014, 65% Plan, 10:00 am, ACAC Meeting, City of Oakland
- May 13, 2014, Response to 65% Plan, 1:00 pm, AAC Meeting, AC Transit
- June 10, 2014, Fare Collection, 1:00 pm, AAC Meeting, AC Transit
- July 16, 2014, ITS/Planning, 10:00 am, ACAC Meeting, City of Oakland

Additional meetings will be scheduled to discuss functional needs access issues as future milestones are reached.

ATTACHMENTS:

1: None

Reviewed by:

David J. Armijo, General Manager
Dennis Butler, Chief Planning and Development Officer
Mitra Moheb, BRT Senior Project Manager

Prepared by:

Mallory Nestor-Brush, Accessible Services Manager



East Bay Bus Rapid Transit Policy Steering Committee

STAFF REPORT

TO: Members of the Bus Rapid Transit Policy Steering Committee
FROM: David J. Armijo, General Manager
SUBJECT: BRT Project Update

RECOMMENDED ACTION(S):

Consider receiving project update on the East Bay Bus Rapid Transit Project.

BACKGROUND/DISCUSSION:

The BRT project has realized several important achievements since the last PSC Meeting on January 27, 2014. In the programmatic areas, President Obama's FY 2015 budget included \$28 million in recommended Federal Transit Administration (FTA) Small Starts program funding for AC Transit's BRT project and, the draft Small Starts Grant Agreement application was submitted to FTA Region 9 on February 4 to secure the remaining increment of federal funding. In addition the Supplemental environmental assessment (130C) was validated by the State Historic Preservation Office (SHPO) and is pending FTA approval and, the Integrated Art Enhancement procurement has produced a recommendation for award to a Lead Artist. Purchase offers were made to 3 property owners and negotiations are on-going for parcels required to address parking and traffic mitigations and a Merchant Outreach Report was published for a corridor wide outreach effort to support further development of business impact mitigations.

In the technical management areas, 65% design plans for utility relocations and parking and traffic mitigations were submitted to agency partners for review and 100% design is now underway. In the next few months, we can expect to accomplish another set of important milestones. The 65% design for the Major Infrastructure package and, the parking and business impact mitigation plans are scheduled for delivery in April, which sets the stage for updates to both City Councils later this summer. Property acquisition activities should be complete in a couple of months clearing the way to start construction on those properties in the fall, and the BRT Information Center is scheduled to open later this spring.

*Project Scope – Major Milestones***Final Design**

Final Design (FD) activities began in March 2013 and since that time numerous technical meetings and design workshops have been held with our agency partners to more accurately

define BRT station configuration and location, systems and communications design, right of way engineering, utility mapping and conflict coordination, and roadway geometry. The District and agency partners' BRT teams are aligned to minimize parking loss while ensuring that the BRT Project delivers on the promise of increased pedestrian access and safety. The District received 65% design comments from the City on Bid Package #1 (City Sewer Alterations) and has begun coordination with the City for 65% Design Review of Bid Package #2 (Fruitvale Bypass). The 65% Design for the major infrastructure package is scheduled for review by our agency partners in April, 2014. Completion of all design work is expected for Bid Package 1—Advance Utility Relocation—in August 2014; Bid Package 2—Parking Lots and Fruitvale Bypass—in September, 2014; and Bid Package 3—Major Infrastructure—in March, 2015.

Construction

The project's highest levels of activity, in terms of numbers of personnel and costs incurred per day, occur during construction. Contractors, procured by the District, will construct the project's designed facilities, and fabricate and install equipment. The work is done in accordance with the plans and specifications developed during the design phase. The total construction cost Inclusive of Construction, Construction Management, Real Estate Acquisition, Vehicle Procurement, Unallocated Contingency, and Financing is \$142.6 million. The hard costs for construction are projected between \$94 million and \$100 million. The Construction will be done in three separate packages starting with the Award of Advance Utility Construction Contract in October 2014 and completion of Advance Utility Relocation construction in June 2015; Award of Parking Lot and Traffic Mitigation Contract in November 2014 and completion of Parking Lots and Traffic Mitigation Measures construction in July 2015; and Award of Major Construction Contract in July 2015 and completion of Major Construction, including roadway pavement, station installation, systems installation, and landscaping in February 2017.

Following construction, the facilities and equipment are integrated and tested.

Operations & Maintenance

After completion of start-up and testing activities, the BRT will enter into the Operations & Maintenance phase. During this phase, the District will be obligated to fulfill its requirements as negotiated in the Operations & Maintenance (O&M) Agreements with the cities of Oakland and San Leandro, and Caltrans. AC Transit begins Revenue Service for the BRT in November 2017.

Real Estate Acquisition

Acquisition of the parking mitigation sites in the Fruitvale and Elmhurst Districts is on-going.

- Fruitvale/35th Avenue Lot. Owner received independent appraisal on February 20, 2014. Will meet to discuss with District following an internal review and discussions.

- Elmhurst/International Blvd. Lot. The property owner is considering the District's latest offer to purchase the lot but is concerned about adequate payment for the cost to remove the door. Owner is securing 2 estimates for the curative work that could be provided to AC Transit for consideration in support of any increase in compensation.
- Guadalajara/Fruitvale Bypass Parcel. The District presented an offer on the Fruitvale Bypass property (E.10th/Fruitvale) on February 14, 2014. The owner responded with questions about the size and location of the construction easement. His concerns are being addressed. Owner requested that the District reinstall the bollards along his property line. Bollards will be replaced during construction.

Vehicle Procurement

The District intends to purchase 27, 60-foot, articulated, 5-door, diesel-electric hybrid buses for the BRT as part of its routine bus fleet replacement management plan to replace older buses being retired from the fleet. Procurement was initiated by issuance of a Request For Proposal on December 29, 2012. Proposals are due in January 2015, contract award is expected in April 2015 with bus delivery in spring 2017.

Artistic Enhancement Program

The Artistic Enhancement Program will result in the procurement of artist services, and the design and implementation of artistic enhancements that are directly integrated into the BRT station architecture. The District will announce the selection of the lead Artist this spring.

Project Schedule - Figure 1 provides an overview of the revised baseline schedule

| Milestones / Deliverables | 2012 | | | 2013 | | | | 2014 | | | | 2015 | | | | 2016 | | | | 2017 | | | |
|---------------------------|----------|----|----|-------------|----|----|----|--------------------|----|----|----|------|----|----|----|------|----|----|----|----------|----|----|----|
| | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| Milestones | ▲ ROD | | | PE Complete | | | | ▲ SSGA Issuance | | | | | | | | | | | | ▲ RSD | | | |
| Final Design | | | | | | | | | | | | | | | | | | | | | | | |
| Real Estate Acquisition | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Procurement | | | | | | | | | | | | | | | | | | | | | | | |
| Construction | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Start-up and Testing | | | | | | | | | | | | | | | | | | | | | | | |
| Contingency | | | | | | | | | | | | | | | | | | | | | | | |

Legend:

1. ROD (Record of Decision) represents the FTA final approval of the scope of the project and ends the environmental phase.
2. SSGA (Small Starts Grant Agreement) represents FTA's final agreement to provide the remaining Smalls Starts funding.
3. RSD (Revenue Start Date) the date the District plans to start passenger service.

Project Budget - Figure 2 provides an overview of the revised baseline budget

| SCC Codes | SCC Description | 11/8/2013 Estimate (YOE\$) | Costs Incurred thru Dec 2013 | Cost Remaining |
|-----------|----------------------------------|-------------------------------|---------------------------------|-------------------|
| 10 | Guideway | 5.3 | - | 5.3 |
| 20 | Stations | 10.5 | - | 10.5 |
| 40 | Sitework & Special Conditions | 36.6 | - | 36.6 |
| 50 | Systems | 40.9 | - | 40.9 |
| 60 | ROW, Land, Existing Improvements | 1.3 | - | 1.3 |
| 70 | Vehicles | 2.6 | - | 2.6 |
| 80 | Professional Services | 57.6 | 23.2 | 34.4 |
| 90 | Unallocated Contingency | 18.2 | - | 18.2 |
| 100 | Finance Charges | 5.0 | - | 5.0 |
| | | 178.0 | 23.2 | 154.8 |

| SCC Codes | SCC Description | 11/8/2013 Estimate (YOE\$) | Funding Available | Costs Incurred thru Dec 2013 | Cost Remaining |
|-----------|----------------------------------|-------------------------------|----------------------|---------------------------------|--------------------|
| 10 | Guideway | 5,279,000 | - | - | 5,279,000 |
| 20 | Stations | 10,520,000 | - | - | 10,520,000 |
| 40 | Sitework & Special Conditions | 36,604,000 | - | - | 36,604,000 |
| 50 | Systems | 40,911,000 | - | - | 40,911,000 |
| 60 | ROW, Land, Existing Improvements | 1,297,000 | 1,297,000 | 2,500 | 1,294,500 |
| 70 | Vehicles | 2,580,000 | 2,580,000 | - | 2,580,000 |
| 80 | Professional Services | 57,634,000 | 38,906,036 | 23,234,010 | 34,399,990 |
| 90 | Unallocated Contingency | 18,162,000 | - | - | 18,162,000 |
| 100 | Finance Charges | 5,000,000 | - | - | 5,000,000 |
| | | 177,986,000 | 42,783,036 | 23,236,510 | 154,750,490 |

ATTACHMENTS:

1: None

Reviewed by:

David J. Armijo, General Manager
Dennis W. Butler, Chief Planning and Development Officer

Prepared by:

David Wilkins, Director EBBRT Program



**U.S. Department
of Transportation
Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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*Gm recd
3/19/14*
MAR 14 2014

Mr. David J. Armijo
General Manager
Alameda-Contra Costa Transit District
1600 Franklin Street
Oakland, CA 94612

Re: Alameda-Contra Costa Transit District
East Bay Bus Rapid Transit Project
23 CFR § 771.130(c)

David
Dear Mr. Armijo:

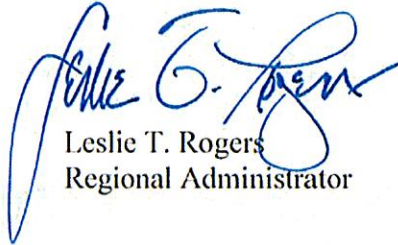
The Federal Transit Administration (FTA) has completed its review of the Alameda-Contra Costa Transit District's (the District) 130(c) submission, dated March 7, 2014, detailing the design changes for and related impacts to the District's East Bay Bus Rapid Transit (BRT) stations along the Downtown Oakland-San Leandro (DOSL) Alternative. The BRT was previously the subject of a Record of Decision that was issued by FTA on June 8, 2012. In its letter, the District indicated that neither the preparation of a Supplemental Environmental Impact Statement (SEIS) nor an Environmental Assessment (EA) is necessary, in accordance with 23 CFR §§ 771.115, 771.119, and 771.130(c), as a result of the design changes to the Project.

Based on the environmental re-evaluation materials submitted and past experience with similar projects, FTA finds that the design changes: do not induce significant environmental impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on natural, cultural, recreational, historical or other resources; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; do not result in a use or constructive use of historic or other resources within the meaning of Section 4(f) of the Department of Transportation Act, 49 USC § 303; and do not otherwise, either individually or cumulatively, have any significant environmental impacts.

The FTA determines that the proposed changes are not substantial, and with the mitigation specified in the re-evaluation materials, the changes will not cause significant environmental impacts that were not previously evaluated. Therefore, neither the preparation of an SEIS nor an EA is necessary.

If you have any questions, please contact Ms. Lucinda Eagle at (415) 744-0140.

Sincerely,

A handwritten signature in blue ink, appearing to read "Leslie T. Rogers", is written over the printed name and title.

Leslie T. Rogers
Regional Administrator



Meeting Date:

March 24, 2014

East Bay Bus Rapid Transit Policy Steering Committee

STAFF REPORT

TO: Members of the Bus Rapid Transit Policy Steering Committee
FROM: David J. Armijo, General Manager
SUBJECT: BRT Information Center

RECOMMENDED ACTION(S):

Consider receiving report on the BRT Information Center

BACKGROUND/DISCUSSION:

On December 11, 2013, the board authorized the district to sign a lease agreement for the commercial space located at 3322 International Boulevard in Oakland, which is a mid-corridor location that provides the community with greater access to information about the BRT project. The lease agreement was subsequently signed and staff is currently in the process of preparing the space for occupancy in the early spring of 2014. The Information Center will, among other things, serve as the focal point to engage with and address issues encountered by the community as a result of the BRT project. Anticipating and addressing the impacts of the project will increase goodwill and community support of the project.

The BRT team has been working with the Information Technology, Customer Service, Real Estate and Marketing and Communications Departments to determine the amenities and services that might be made available in addition to offering information about the BRT project.

Current ideas under consideration include:

- Detailed Route Maps of each neighborhood
- BRT Video Simulation
- Station Models
- Artistic Enhancement Visuals
- Job and Contracting Opportunity Information
- Customer Service Hotline
- AC Transit Schedules, Maps, other How to Ride/Clipper brochures

Following occupancy by staff in early Spring, a formal Grand Opening event will be organized and hosted later in the Spring.

ATTACHMENTS:

1: None

Reviewed by:

David J. Armijo, General Manager
Dennis W. Butler, Chief Planning and Development Officer
David Wilkins, Director, Bus Rapid Transit Program

Prepared by:

Terry Lightfoot, AC Transit BRT Community Outreach Team
Manager, L. Luster & Associates



East Bay Bus Rapid Transit Policy Steering Committee

STAFF REPORT

TO: Members of the Bus Rapid Transit Policy Steering Committee

FROM: David J. Armijo, General Manager

SUBJECT: BRT Business Impact Mitigation Plan – Update Report

RECOMMENDED ACTION(S):

Consider receiving information update on the Business Impact Mitigation Plan.

BACKGROUND/DISCUSSION:

The BRT project's consultant outreach team and District staff have been engaged in an extensive community outreach effort to gather additional feedback from merchants regarding their concerns and possible mitigations related to the construction of the BRT system.

Following execution of the Master Cooperative Agreement with Oakland in the summer of 2013, AC Transit was asked to expand its outreach to include additional input from merchants along the corridor in a revised plan that will be submitted along with 65 percent design plans this spring. This expanded effort included three components:

- Merchant Directory
- Community Based Organization Merchant Meetings
- Block-by-block Merchant Outreach

The merchant directory will compile contact information and addresses for every business enterprise along the BRT Corridor. It will serve as a tool for the BRT team and contractors to provide information to businesses during the lifespan of the project.

Since January, the BRT outreach team has participated in an increased number of Community Based Organization merchant meetings hosted by the Unity Council, San Leandro Chamber of Commerce and East Bay Asian Youth Council (EBAYC). The meetings have provided more than 50 merchants with the opportunity to share their concerns and suggest mitigations.

In November, The BRT consultant outreach team began a block-by-block merchant outreach effort along the length of the corridor from the East Lake Neighborhood to San Leandro. The team engaged more than 220 businesses and conducted substantive interviews with more than 160 resulting in the development of a process for identifying impacts by type of business. Matching impacts to business types will allow the BRT staff to develop scenarios consisting of type of business, location, type of construction and proximity to median or side stations to

create a set of mitigations that can be applied to similarly situated businesses along the corridor. A merchant outreach report summarizing the findings from the block-by-block outreach was published and shared with the BRT Community Outreach Working Group. A synopsis of the report is attached.

Other outreach efforts underway include focused review of proposed parking realignment and business mitigations in key areas along the corridor starting with East Lake and San Antonio. A series of future meetings with merchants changes in parking and streetscape near their businesses. The feedback from these meetings will be used to update the Business Impact Mitigation plan and, if required be considered in further development of the 65 percent design.

District staff developed the matrix below in collaboration with Agency Partners that assigns responsibility for activities and mitigations that might be conducted or provided to help businesses during and after construction.

| Business Impact Mitigation Implementation Matrix | | | | | |
|--|----------------------------------|-------------------|------------|-----------------|-------------------------|
| Stage | Activity | Merchants Touched | AC Transit | Agency Partners | Community Working Group |
| Pre Construction | Merchant Directory | 100 percent | X | NA | Advise |
| | Block-by-Block Merchant Outreach | > 25 percent | X | NA | Advise |
| | CBO Merchant Meetings | TBD | X | NA | Advise |
| | Walking Tours | TBD | X | X | Advise |
| | Business Sustainability Programs | TBD | NA | X | Advise |
| Construction (Temporary impacts) | Base BIM Plan | All Impacted | X | NA | Monitor |
| | Phase Specific Mitigations | All Impacted | X | NA | Monitor |
| Post Construction (Permanent Impacts) | Supplemental Business Support | TBD | NA | X | Partner |

The end result of this renewed outreach effort, the identification of trends and themes for business impacts and mitigations, and the assignment of responsibility to apply these mitigations is presented in the draft BIM Plan. The draft plan will be shared with agency partners for review and comment by the end of March.

ATTACHMENTS:

1: Merchant Outreach Report Presentation

Reviewed by:

David J. Armijo, General Manager
Dennis Butler, Chief Planning and Development Officer
David Wilkins, Director, Bus Rapid Transit Program
Terry Lightfoot, AC Transit BRT Community Outreach Team
Manager, L. Luster & Associates

Prepared by:

AC TRANSIT BRT PROJECT

Merchant Outreach

DRAFT - Summary of Merchant Outreach

Winter 2013

Presentation to Community Outreach Working Group

February 27, 2014



Downtown Oakland to San Leandro



Merchant Outreach Strategy

- **Why we did it?**
- **What we found?**
- **How?**
- **Results**
- **Mitigations**



Downtown Oakland to San Leandro



Why

- The block-by-block merchant outreach effort was undertaken to supplement the initial Business Impact Mitigation Plan with broader merchant feedback along the BRT corridor and to create a mechanism that establishes mitigations applicable to certain types of businesses and ensures the provision of the mitigations on behalf of business owners.



Downtown Oakland to San Leandro



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Comments and Feedback(what)

- **Positive Feedback**
- **Issues and concerns**
- **Suggested Mitigations**



Downtown Oakland to San Leandro



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Positive Feedback

- "The project overall will be a big improvement for the neighborhood."
- "...the overall project will help businesses in the long run and that it's a good idea."
- "...the community can really benefit from it, especially the Native American community, as it will provide more accessible public transit."
- "...the city needs to progress and needs the upgrade. I'm for it, I'd like to see it done and it needs to be done."



Downtown Oakland to San Leandro



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Expressed Issues and Concerns

- | | |
|---|---|
| • Displacement of parking | 6. Pedestrian safety and crime |
| • Blocked driveways during construction | 7. Construction issues (Noise, dust, detours, etc.) |
| • Left turn prohibition | |
| • Loading Zone | |
| • Traffic Congestion | |



Downtown Oakland to San Leandro



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Examples of Suggested Mitigations

- Plan construction around business hours and/or such that vehicular access to merchants' driveways is maintained during construction
- Install or expand curb cuts to create additional or alternative driveways for merchants located at corner lots
- Meters and posted time limits can be installed on the blocks along the corridor that have unregulated parking spaces



Downtown Oakland to San Leandro



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Merchant Outreach Methodology

- Team interviewed 165 merchants
November 18, 2013 to December 29, 2013
- Conducted block by block interviews
 - Eastlake
 - San Antonio
 - Fruitvale
 - Central East Oakland
 - Elmhurst
 - San Leandro
- Solicited feedback from merchants using standard script
 - Provided overview of BRT
 - Concerns
 - Questions
 - Recommendations



Downtown Oakland to San Leandro



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Business Categories (2) (How)

Services:

- Automotive
- Commercial Services
- Laundromat
- Medical/Dental/Pharmacy
- Restaurant/Café
- Nail/Hair Salon
- Non-commercial Services

Products:

- Clothing/Shoes / Accessories
- Convenience Store
- Furniture/Household Goods
- Gift Shop / Boutique
- Supermarket / Produce / Meat and Seafood Markets



Downtown Oakland to San Leandro



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Summary of Categories by Neighborhood District

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|----------------------|------------|---------------------|------------|-----------------------------|------------|-------------------|-------------------------|
| NEIGHBORHOOD | Automotive | Commercial Services | Laundromat | Medical / Dental / Pharmacy | Restaurant | Nail / Hair Salon | Non-commercial Services |
| EAST LAKE | 0 | 3 | 0 | 2 | 5 | 2 | 0 |
| SAN ANTONIO | 3 | 3 | 0 | 2 | 12 | 2 | 0 |
| FRUITVALE | 2 | 6 | 0 | 0 | 8 | 8 | 0 |
| CENTRAL EAST OAKLAND | 6 | 1 | 1 | 0 | 2 | 2 | 0 |
| ELMHURST | 5 | 1 | 1 | 1 | 3 | 8 | 1 |
| SAN LEANDRO | 1 | 0 | 0 | 0 | 6 | 1 | 0 |



Downtown Oakland to San Leandro



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Summary of Categories by Neighborhood District

| | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|----------------------|-------------------------------------|-----------------------|-----------------------------------|-------------------------|---|-------------|--------|
| NEIGHBORHOOD | Clothing, Shoes & Accessories | Convenience Stores | Furniture / Household Goods | Gift Shop / Boutique | Supermarket (Produce, Meat, Seafood Market) | Residential | Vacant |
| EAST LAKE | 1 | 1 | 0 | 4 | 2 | 0 | 0 |
| SAN ANTONIO | 4 | 0 | 2 | 1 | 6 | 0 | 0 |
| FRUITVALE | 7 | 2 | 0 | 2 | 5 | 0 | 0 |
| CENTRAL EAST OAKLAND | 0 | 5 | 2 | 2 | 5 | 0 | 0 |
| ELMHURST | 0 | 6 | 0 | 1 | 3 | 0 | 0 |
| SAN LEANDRO | 2 | 1 | 0 | 1 | 3 | 0 | 0 |



Downtown Oakland to San Leandro



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Summary of Categories by Neighborhood District

| CONCERN ABOUT POTENTIAL IMPACT | Eastlake | San Antonio | Fruitvale | Central East Oakland | Elmhurst | San Leandro | Total |
|---|----------|----------------|-----------|-------------------------|-----------|----------------|------------|
| Permanent: | | | | | | | |
| Displacement of Parking | 2 | 16 | 10 | 4 | 7 | 2 | 41 |
| Left Turn Prohibitions | 0 | 3 | 0 | 2 | 0 | 0 | 5 |
| Traffic Congestion | 1 | 0 | 2 | 2 | 2 | 0 | 7 |
| Public Safety | 0 | 5 | 7 | 2 | 4 | 0 | 18 |
| Loading Zones Displacement | 0 | 0 | 0 | 2 | 2 | 0 | 4 |
| Temporary: | | | | | | | |
| Blocked Driveway during Construction | 0 | 3 | 1 | 3 | 2 | 0 | 9 |
| Nighttime Construction | 2 | 5 | 3 | 2 | 2 | 0 | 14 |
| OFB Signage / Promotions | 0 | 1 | 5 | 1 | 0 | 0 | 7 |
| Construction Issues(i.e. Noise, dust, detours, etc.) | 1 | 0 | 2 | 3 | 1 | 1 | 8 |
| Other: | | | | | | | |
| Other 1 | 1 | 8 | 3 | 4 | 4 | 1 | 21 |
| Total | 7 | 41 | 33 | 25 | 24 | 4 | 134 |



Downtown Oakland to San Leandro



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Results

- Based on this merchant outreach effort, that interviewed approximately 10-15 percent of merchants, AC Transit and stakeholders have developed an approach that can cross-tabulate business types, potential impacts, locations with a variety of mitigations to increase business sustainability.
- Combined with the merchant directory, the BRT project can ensure that merchants are informed of the mitigations they should expect to be implemented during construction.
- This approach also provides the CWG with the ability to monitor and advise on the overall execution.



Downtown Oakland to San Leandro



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BIM Implementation Matrix

| Stage | Activity | Merchants Touched | AC Transit | City of Oakland | Community Outreach Working Group |
|---------------------------------------|----------------------------------|-------------------|------------|-----------------|----------------------------------|
| Pre Construction | Directory | 100 percent | X | | Advise |
| | BBB Outreach | > 15 Percent | X | | Advise |
| | CBO Meetings | TBD | X | | Advise |
| | Walking Tours | TBD | X | X | Advise |
| | Business Sustainability Programs | TBD | NA | X | Advise |
| Construction (Temporary Impacts) | Base BIM Plan | All Impacted | X | | Monitor |
| | Phase Specific Mitigations | All Impacted | X | | Monitor |
| Post Construction (Permanent Impacts) | Supplemental Business Support | TBD | NA | X | Partner |



Downtown Oakland to San Leandro



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Mitigations?



Downtown Oakland to San Leandro



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Contact Information

Terry Lightfoot, BRT Outreach Manager

terry_lightfoot@llusterassociates.com



Downtown Oakland to San Leandro



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East Bay Bus Rapid Transit Policy Steering Committee

STAFF REPORT

TO: Members of the Bus Rapid Transit Policy Steering Committee
FROM: David J. Armijo, General Manager
SUBJECT: Parking Impact Mitigation Plan – Update Report

RECOMMENDED ACTION(S):

Consider receiving update on the Parking Impact Mitigation Plan.

BACKGROUND/DISCUSSION:

The placement of BRT facilities and stations at curbsides and along the center median and the changes in roadway alignment resulting from the creation of dedicated bus lanes will cause displacement of existing parking spaces along the BRT corridor .The Parking Impact Mitigation (PIM) Plan documents general strategies to be used throughout the corridor and specific strategies in three special districts—the San Antonio, Fruitvale and Elmhurst areas—to mitigate parking displacement.

The general strategy for relocating displaced parking is as follows:

- Parking demand was determined through a count of occupied spaces within the corridor. Parking supply to meet that demand followed the Urban Land Institute recommendation of 85 percent occupancy (i.e., 100 spaces are needed to meet the demand of 85 parked vehicles).
- Street parking will be replaced in reasonable proximity to the displaced parking. If displaced parking was in proximity to an apparent residential use on International Boulevard, replacement parking in a residential area on a cross street was considered.
- Replacement parking in the Fruitvale and Elmhurst districts will be achieved through the acquisition of land parcels that will be developed into parking lots
- Parking supply displaced by modifications to the corridor were replaced as follows:
 - White spaces or passenger loading zones are treated as controlled time-limited zones and will be replaced in areas to facilitate the drop off and pick up of passengers and to meet a post-project 85 percent occupancy level.
 - Uncontrolled spaces will be replaced to meet a post-project 85 percent occupancy level.
 - Loading zones will be replaced on a one to one basis. The location of replacement loading zones will be determined in communication with local businesses, but is generally the closest available space.

- Green zones/ controlled or time-limited parking spaces will be replaced to meet a post-project 85 percent occupancy level. Green zones will be located in areas where turnover is important for businesses.
- Blue zones or ADA accessible parking spaces will be replaced on a one to one basis in order to meet minimum federal and local requirements for provision of accessible spaces. In some cases this may involve converting a retained space to blue if there is not sufficient curb space to relocate the displaced blue zone.
- Metered spaces will be replaced on a one to one basis so that there will be no revenue loss to the City of Oakland. Non-metered parking spaces will be converted to metered parking spaces to mitigate a displaced metered parking space. Metered parking will not be placed in residential neighborhoods, unless metered parking already exists.

The following specific strategies for parking replacement in the three special districts is as follows:

San Antonio - A comparison between the occupied spaces, based on occupancy levels reported in the FEIS/R, and the available spaces shown on the 40 percent plans suggest that no off-street spaces are required in the San Antonio area using the 85 percent occupancy threshold. In order to comply with COA II A, AC Transit shall mitigate the removal of on-street parking by “locating or creating new parking spaces.” This mitigation can occur by converting side-street uncontrolled spaces to controlled parking and converting some parallel parking spaces on side streets to angled parking. AC transit has supplemented the post-project available parking by committing to mitigation available on side streets.

Fruitvale - Conversion of uncontrolled spaces on side streets to metered parking or controlled parking will mitigate parking loss such that the post-project parking occupancy does not exceed 85 percent. However, in order to comply with COA II B, 19 spaces in an off-street parking lot are recommended.

Elmhurst - A comparison between the occupied spaces, based on occupancy rates reported in the FEIS/R, and the available spaces shown on the 40 percent plans suggest that no off-street spaces are required in the Elmhurst area using the 85 percent occupancy threshold. The number of occupied spaces is less than 85 percent of the post-project spaces available. However, in order to comply with COA II C, 16 spaces in an off-street parking lot are recommended.

As the design process continues, the parking supply, demand, and displacement of parking will be evaluated and further mitigation will be made as needed. In no case, will the District make design changes that would increase the displacement of parking along the corridor.

ATTACHMENTS:

1: None

Reviewed by:

David J. Armijo, General Manager
Dennis Butler, Chief Planning and Development Officer
Mitra Moheb, Sr. Project Manager, BRT Program

Prepared by:

Alan Brick-Turin, Program Manager, PM/CM



East Bay Bus Rapid Transit Policy Steering Committee

STAFF REPORT

TO: Members of the Bus Rapid Transit Policy Steering Committee**FROM:** David J. Armijo, General Manager**SUBJECT:** Overview of the 65% Design Plan for Major Infrastructure Construction

RECOMMENDED ACTION(S):

Consider receiving a status report on the 65% Design Plan for Major Infrastructure Construction.

BACKGROUND/DISCUSSION:

This report focuses on the 65% Design Plan for Major Infrastructure Construction, scheduled for delivery on April 18, commonly referred to as Bid Package #3, which is one of three separate bid packages established for the project. The 65% plans advance the preliminary design of the 35% level with significant detail on major and minor design elements, address potential conflicts with underground utilities, present prototypical station layouts, and reflect details of the systems and communications connections to the stations and with the traffic signal priority system.

Bid package #3 is being designed in coordination with the District's stakeholder partners to meet and incorporate federal, state and local requirements as well as incorporate the City Partners' Conditions of Approval in order to mitigate adverse impacts. Design is developing in three phases: Preliminary Engineering, 65% design plans, and 100% design plans and includes five major components.

| Component | Preliminary Engineering | 65% Design | 100% Design |
|----------------------------|-------------------------|------------|-------------|
| Stormwater Drainage System | complete | 4/18/2014 | 2/20/2015 |
| Roadway Geometry | complete | 4/18/2014 | 2/20/2015 |
| Stations & Canopies | complete | 4/18/2014 | 2/20/2015 |
| Communications System | complete | 4/18/2014 | 2/20/2015 |
| Landscape Design | complete | 4/18/2014 | 2/20/2015 |

Component 1- The design of a stormwater drainage system that collects and transfers runoff from the reconfigured roadway and conforms to State Water Resources Control Board (SWRCB) and San Francisco Bay Region requirements.

Component 2 –The roadway geometry is being designed to avoid adverse impacts to parking while creating a safer, more accessible corridor for all users and modes of mobility It includes pedestrian and safety amenities, curb bulb-outs, ADA-compliant ramps, medians, and other features.

Component 3 - Station and canopy design, incorporates art into 12 median platforms and 24 side platform stations, along with passenger amenities, lighting, communications, and ticket vending machines.

Component 4 – A Communications system is being designed that will supply power and communications to the stations, support the fare collection system, closed circuit television cameras (CCTV), and support the transit signal priority (TSP) system along with a shared fiber-optic network. A Concept of Operations (ConOps) plan, defines the operation of the TSP and communications system.

Component 5 – Landscape design of medians and station areas will create a unique streetscape. An irrigation system will support and maintain plantings along the corridor.

The 65% Plans for Bid Package #3 are scheduled for submission to agency partners for their review and comments on April 18, 2014.

ATTACHMENTS:

1: None

Reviewed by:

David J. Armijo, General Manager
Dennis Butler, Chief Planning and Development Officer
David Wilkins, Director, East Bay Bus Rapid Transit Program

Prepared by:

Alan S. Brick-Turin, P.E., Program Manager - East Bay Bus Rapid Transit Project, Gannett Fleming, Inc.