



City of Alameda

QUARTERLY REPORT ON PRIORITY TRANSPORTATION PROJECTS, PLANS & PROGRAMS

Period: January to April 2019

Published: May 22, 2019

Introduction

One of the main purposes of the Transportation Commission is to “monitor, via quarterly staff reports, implementation of approved transportation plans and policies.” This quarterly report is for the time period between January and April 2019. It is the first quarterly report to be developed since staff presented the Annual Report of the Transportation Choices Plan to the Transportation Commission in January and to the City Council in March. The Transportation Choices Plan, which was approved by City Council in January 2018, requires an annual review of progress toward meeting the City’s transportation improvement needs. The Annual Report not only provided a status of work completed in 2018 but also provided priority setting recommendations for 2019 and 2020. The quarterly reports provide a status of work completed between the Annual Reports to give a snap shot of work in progress or completed.

Quick Transportation Facts

Ferry ridership continues to grow along with usage of Gig, Alameda Loop Shuttle and taxi subsidies for seniors and people with disabilities.

Miles of Bikeways

- 2019: Almost 46 miles of bikeways exist in Alameda with 1.4 miles added in 2018. None have been installed yet in 2019.

Bus Ridership

Overall average boardings by line and day type for bus lines operating in the City of Alameda

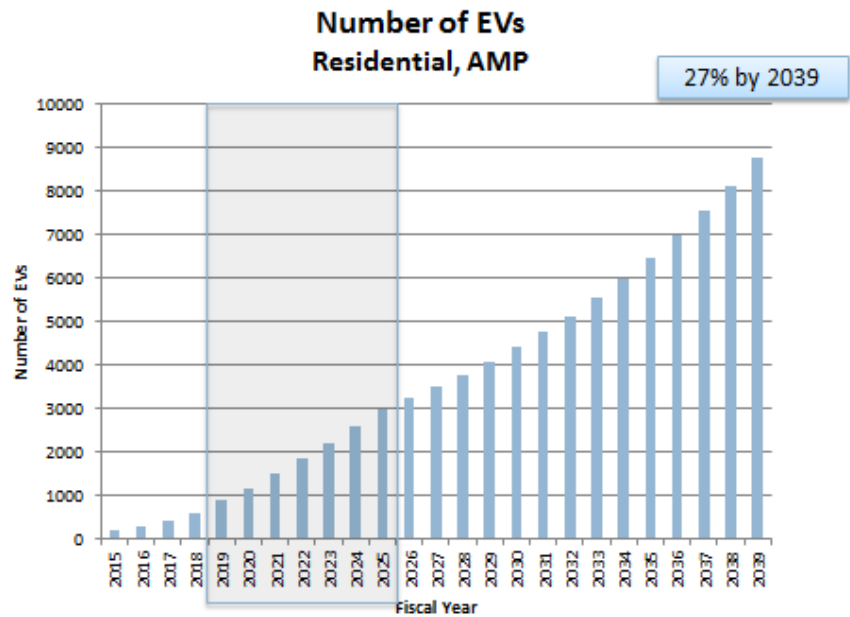
- Fall 2018: 19,415 weekday; 10,260 Saturday; 8,231 Sunday
- Fall 2017: 19,659 weekday; 10,674 Saturday; 8,364 Sunday

Ferry Ridership

Total Passengers	Alameda/Oakland	Harbor Bay	South San Francisco
March 2019	100,098	30,563	12,196
March 2018	96,604	30,279	13,172
Percent change	3.62%	0.94%	-7.41%

Electric Vehicles

- The chart shows projections for electric vehicle (EV) growth in Alameda over the next couple of decades, which is based on California Energy Commission projections and is very conservative. We think the actual numbers will be higher.



Taxi Subsidies

- 240 monthly trips (January - February 2019)

Alameda Loop Shuttle Ridership

- 750 monthly trips (1st quarter 2019)

Gig Usage

- Members in Alameda: 828 (1st quarter 2019) and previously at 477 (April-June 2018)
- Number of trips ending in Alameda: 2,199 (1st quarter 2019) and at 787 (April-June 2018)
- Median trip length in miles from Alameda: 3.71 (1st quarter 2019) and 3.1 (April-June 2018)

Status of Priority Actions for 2019 and 2020

To continue to make major strides toward achieving the ten year goals of the Transportation Choices Plan, the City staff, Transportation Commission, and City Council approved the following objectives for the second and third years of Plan implementation. It should be recognized that the community's ability to achieve these objectives will depend upon several factors, including available staff resources, availability of design and construction funds, and competing city work priorities.

Streets, Roads, and Sidewalks Maintenance

In 2019 and 2020, the City of Alameda should continue to invest in the maintenance and improvement of the existing transportation network. If the City continues its current level of funding of maintenance and improvements, the City should accomplish the following in the next two years:

- Repave approximately 10 miles of streets and trails,
- Repair 4 miles of sidewalks,
- Upgrade 10 signals,
- Install 50 bicycle racks throughout the city, and
- Replace up to 6 bus shelters, install up to 10 bus benches and improve ADA compliance at bus stops.



Status for Jan-April 2019: In March, the Transportation Commission received a presentation on the three-year paving plan, which will treat about 8 miles of street per year with some type of rehabilitation method. City staff prepared work plans for new bike racks to be installed along Park Street, in preparation for bike rack installation in 2019.

Bus Service and Facility Improvements

Alameda Point Service: In partnership with AC Transit, Alameda Point property owners, and the Alameda TMA, implement frequent bus service from Site A to Downtown Oakland.

Status for Jan-April 2019: Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements.

Crosstown Service: In partnership with AC Transit and the Alameda TMA, identify funding for a new "cross alameda" bus route or "free shuttle" that provides direct connections from east Alameda and Park Street to Alameda Point and serve the ferry terminals, shopping districts, and Alameda Unified School District facilities.

Status for Jan-April 2019: Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements.

Easy Pass Program Expansion: Continue to expand Citywide Easy Pass Program to include additional projects in Northern Waterfront, Alameda Landing, Marina Village, Webster Street area and Park Street commercial areas.

Status for Jan-April 2019: The Alameda Transportation Management Association (Alameda TMA) began providing the existing tenant employees with free bus passes, which totals 1,000 employees who will ultimately have access to free bus passes. These monies originate from the leases of Alameda Point existing tenants who pay transportation fees to reduce solo driving.

Appezettato Transit Lanes: Develop design for final City Council approval for bus lanes and/or bus queue jump lanes on Ralph Appezettato Parkway from Webster Street to Main Street.

Status for Jan-April 2019: On hold until progress with AC Transit staff coordination for Alameda Point and citywide service improvements.

Ferry Service and Facility Improvements

Seaplane Lagoon Ferry Passenger Terminal Begin construction in 2019. Complete construction 2020.

Status for Jan-April 2019: The SPL ferry terminal project is anticipating permit approvals (State and local) by the end of May and utility relocation and construction commencing shortly thereafter in June 2019. Completion of construction is estimated to be in February 2020. Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for future City Council consideration.

Ferry Service Expansion: Secure funding for additional ferry services to San Francisco and to Oakland beginning in 2020 in the event that Regional measure 3 (RM3) funds are delayed due to lawsuits.

Status for Jan-April 2019: For Regional Measure 3, a judge dismissed a lawsuit in early April that claimed the bridge toll hikes were taxes requiring two-thirds voter approval, and it is now in the appeals phase.

Main Street Ferry Terminal Facility and Parking Improvements. Replace existing ferry terminal float. Develop design for near term improvements to parking areas, and secure local and BCDC approval for those improvements. Begin work with WETA on plan for long-term terminal, parking, and open space improvements with car pool parking.

Status for Jan-April 2019: Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for future City Council consideration.

Alameda Point and Harbor Bay Parking Management Plan: Develop plan for City Council approval for parking management and fees at both Alameda Point ferry terminals and adjacent public lots. Establish Harbor Bay Ferry Parking Fee program, and secure BCDC approval to add public parking on Harbor Bay Parkway and/or Adelpian Way.

Status for Jan-April 2019: Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for future City Council consideration.

Alameda Landing Dock. In partnership with Alameda Landing property owners, complete construction of Alameda Landing dock to serve future water shuttle or small vessel ferry services.

Status for Jan-April 2019: No actions.

Water Shuttle Operations: Secure private and regional funding for operation of a pilot water shuttle service between West Alameda and Jack London Square for pedestrians and bicyclists.

Status for Jan-April 2019: No actions.

Active Transportation (Bicycle and Pedestrian) Plan Update:

Prepare draft update to Bike Plan and Pedestrian Master Plan in consultation with community and Transportation Commission for City Council adoption.

Status for Jan-April 2019: In March, City staff obtained Transportation Commission input on the work scope. In April, City staff issued a request for proposals to hire a consultant team to complete the plan update.

Corridor Safety and Traffic Calming Improvements:

Cross Alameda Trail:

1. Complete construction and open trail for public use from Seaplane Lagoon in Alameda Point to Jean Sweeney Park.
2. Secure grant funding to install lighting along trail from Main Street to Webster Street.
3. Construct improvements at west end of Jean Sweeney Park Sherman Street crossing, including enhanced mid-block pedestrian and bicycle crossings.
4. Acquire right of way from Sherman Street to Entrance Road. Secure supplemental private and regional funding for segment construction.
5. Develop final design for City Council approval and begin construction for segment from on Clement Avenue between Grand Street to Broadway and from Broadway to the Miller Sweeney Bridge.

Status for Jan-April 2019:

1. On February 11, the City began constructing the Cross Alameda Trail between Main Street and Constitution Way with completion expected in fall 2019. The project is being installed from west to east. The Site A developer is constructing the Cross Alameda Trail between Main Street and the Seaplane Lagoon with completion expected in early 2020.
2. Eden Housing, with City support, submitted an Affordable Housing Sustainable Communities grant in February, which included the trail lighting. The grant was deemed eligible, and the City will know by June if it was successful.
3. Project will be put out to bid in May and constructed in summer 2019.
4. No Actions.



5. For the Clement Avenue section between Grand Street and Broadway, a consultant team is analyzing potential alternative concepts with a workshop expected on Monday, June 3 at 6:30 p.m. in City Council Chambers. For the Clement Avenue/Tilden Way section, a consultant team provided City staff with initial soil analysis results to determine soil remediation needs.

Main Street Safety Improvements. Complete Main Street restriping and bike lane safety improvements between the Ferry Terminal and Pacific Avenue in 2019. Secure grant funding to widen and improve Main Street west-side multi-use trail between Pacific Avenue (at terminus of Central Avenue project) and West Atlantic (at Cross Alameda Trail), and make walking and bicycling intersection improvements at both ends.

Status for Jan-April 2019: The Main Street restriping plan has been bid, and is scheduled to be awarded by Council on June 18th. Eden Housing, with City support, submitted an Affordable Housing Sustainable Communities grant in February, which included the Main Street pathway and intersection improvements. The grant was deemed eligible, and the City will know by June if it was successful.

Central Avenue Safety Improvements: In partnership with Caltrans, develop final design for City Council approval.

Status for Jan-April 2019: The Transportation Commission and the City Council approved the Webster Street options to analyze in 2019 and an extension of the two-way bikeway along the San Francisco Bay Trail between Paden School and McKay Avenue. The consultant team is finalizing the Caltrans required Project Initiation Document, and preparing for the next phase, which will require City Council approval – targeted for the July 2 meeting.



Encinal Avenue Safety Improvements: Support Caltrans project to restripe and improve State Route 61 (Encinal Avenue) between Sherman Street and Broadway.

Status for Jan-April 2019: Caltrans is in the project approvals and environmental document (PA&ED) phase, and is analyzing the traffic impacts of a four to three lane street conversion.

Otis Drive Traffic Calming Plan: Develop final design for City Council approval for segment of Otis Drive between Westline Drive and Willow Street. Initiate high priority, low cost calming strategies.

Status for Jan-April 2019: In January and March, City staff and the consultant team held two workshops to discuss a potential draft concept, and presented the project as an informational item to the Transportation Commission in February.



The next step is a request for Transportation Commission approval of the concept recommendations at the May 22 meeting.

Stargell Improvement Grant Application: Apply for grant funds to construct bicycle and pedestrian trail and bus queue jump lanes adjacent to Stargell Avenue between Fifth Street and Main Street.

Status for Jan-April 2019: Staff are monitoring grant funding opportunities.

Traffic Calming. Implement traffic calming improvements at top priority locations based upon analysis of collisions, police citations, and speeding data.

Status for Jan-April 2019: City staff and a consultant reviewed a citywide collision analysis and potential improvements for Lincoln Avenue, Park Street and Buena Vista Avenue, which would be implemented once a traffic engineer is hired by Public Works.

West End Bicycle and Pedestrian Crossing Feasibility and Design Study Funds: Secure outside funding for detailed Feasibility Study, including an estimate of projected usage.

Status for Jan-April 2019: Staff are coordinating with the City of Oakland and the A's to fund a gondola feasibility study to analyze the ability to connect a gondola system between west Alameda and Jack London Square. Staff secured funding for creating a travel demand model to determine bicycling and walking demand for west-side estuary crossings via different infrastructure opportunities. Staff are close to securing funding for a detailed bridge feasibility study. Staff are providing guidance and input to Schiller Bikes, a private company working to start a pilot shared water bike service on the Estuary in summer 2019.



Miller Sweeney Bridge - Multimodal Lifeline Bridge Funding and Near Term Bicycle Improvements
In partnership with Alameda County, secure regional funding for rehabilitation or replacement of the Alameda County-owned Miller-Sweeney Bridge to meet a "lifeline" standard to withstand a major earthquake. In partnership with Alameda County, complete re-striping of Miller-Sweeney Bridge and approaches to add bicycle lanes in 2019.

Status for Jan-April 2019: In March, the Transportation Commission approved a re-striping concept for Miller-Sweeney Bridge to add bicycle lanes. The concept design was then updated to lengthen the bicycle lanes into Alameda, and provide a curb cut for those who prefer to ride on the sidewalk, along with other suggested design enhancements. Staff are pursuing options to lower the speed limit in this section of Tilden Way from 35 mph to 25 mph.

Shared Mobility and Transportation Awareness:

Electric Scooter, Electric Bicycle, and Car Share Programs: Develop a shared electric scooter and shared electric bicycle permit program for City Council approval. Extend Gig Car Share pilot and evaluate in 2020.

Status for Jan-April 2019: As part of the Annual Report, the City Council approved an extension to the Gig Car Share pilot until May 2020.

Transportation Awareness Campaign: Disseminate press releases and news on an ongoing basis working with partners to improve citywide awareness of transportation options. Promote Bike to Work and School Day, and Walk and Roll to School Day. Continue bicycle safety education programs.

Status for Jan-April 2019: AC Transit, City staff and community members are working on a pilot program to promote AC Transit's Line 19, which began in April and will continue through May and June (see inset). City staff created posters of well-known and well respected Alamedans riding their bikes, walking and taking transit, which are displayed in the City Council chambers, and are part of a concept called "social diffusion" to change travel behavior because people tend to change after seeing a friend, neighbor or family member doing it (see inset). A total of four City and grant funded bicycle safety education classes occurred in the first quarter of 2019.



RIDE THE Alameda BART Shuttle

Ride with a Bus Buddy!
Volunteers from Community Action for a Sustainable Alameda (CASA) are ready to ride with you. Contact AlamedaBusBuddy@gmail.com

Ride **AC Transit Line 19** to BART at least once a week for one month!

- Super convenient
- Quick direct line through Alameda
- Use your EasyPass or Clipper Card
- Catch BART in both directions

actransit.org

Transportation Choices Plan

Project and Program Tracking

Near-Term Completion (1-3 Years) Projects and Programs

TCP Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (January to April 2019)
1	Alameda Shuttle Exploration	High	Identify and secure funding sources.	Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements.
2	Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	Begin work in 2019. Adopt plan in 2020.	In March, City staff obtained Transportation Commission input on the work scope. In April, City staff issued a request for proposals to hire a consultant team to complete the plan update.
3	Bus Stop Improvements	High	Install up to ten benches; replace up to six bus shelters; ensure ADA compliance at bus stops. Improve safety at bus stops.	Coordinating to install one bench at a new bus stop in Alameda Point on W. Pan Am at W. Tower and to replace a bench on Willow Street at Shore Line Drive.
4	EasyPass Expansion	High	Add Eagle Housing (22 residential units) and other Alameda Housing Authority residents and Alameda Point employees and Site A Phase 1. Transition Island High School pilot to countywide program. Consider for retail employees pending parking meter revenue increases and approvals.	The Alameda TMA began providing the existing tenant employees with free bus passes, which totals 1,000 employees who will ultimately have access to free bus passes. These monies originate from the leases of Alameda Point existing tenants who pay transportation fees to reduce solo driving.
5	Harbor Bay Ferry Terminal Access and Parking Management Improvements	High	Establish plan for parking fees. Improve Harbor Bay Parkway and Adelpia Way for ferry riders. Consider preferential parking for carpools.	Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for future City Council consideration.
6	Main Street Ferry Terminal Access and Parking Management Improvements	High	Restripe Main Street and add bike lanes. Plan for parking fees to fund access improvements. Begin interim parking improvements. Consider preferential parking for carpools.	For the restriping of Main Street, the restriping plan has been bid, and is scheduled to be awarded by Council on June 18th. Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for future City Council consideration.

TCP Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (January to April 2019)
7	Parking Management	High	Increase parking fees where appropriate (to meet 85% occupancy standard) to fund transit and parking improvements. Install 50 additional bike parking spaces. Establish preferential parking for carpools.	Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for future City Council consideration.
8	Parking Policies for New Development	High	Ongoing.	Ongoing.
9	Pedestrian Master Plan and Design Guidelines Update	High	Begin work in 2019. Adopt plan update in 2020.	In March, City staff obtained Transportation Commission input on the work scope. In April, City staff issued a request for proposals to hire a consultant team to complete the plan update.
10	Transit Signal Priority	High	Activate Park Street signal upgrades. Transit signal priorities to be included in Central Avenue Improvements (#30A), Clement Avenue Improvements (30B) and Otis Drive Improvements (#30E).	City staff is processing a request to City Council to finalize the Park Street signal upgrades, and is working on transit signal priority for Otis/Westline and Otis/Willow as part of the Otis Drive Safety Improvement Project.
11	Transportation Awareness Campaign	High	Focus on transportation awareness news and materials and continued bicycle safety education classes and workshops.	AC Transit, City staff and community members are working on a pilot program to promote AC Transit's Line 19, which began in April and will continue through May and June. City staff created posters of Alamedans riding their bikes, walking and taking transit, which are displayed in the City Council chambers. A total of four City and grant funded bicycle safety education classes occurred in the first quarter of 2019.
12	Transportation Partnerships with Existing Businesses and Residences	High	Partner with: Alameda Point businesses (EasyPass) Site A residential (EasyPass) Alameda Housing Authority (EasyPass)	As stated in Project #4, Alameda TMA is distributing EasyPasses to existing tenant employees in Alameda Point.
13	Bike Share	Medium	Continue, evaluate and improve program. Add electric shared-use dockless bikes.	The Lime Bikes program ran from October 2017 to March 2019. The City is exploring other bike share options.
14	Casual Carpool Additional Pickup Locations	Medium	No actions planned.	No actions.
15	Constitution Way Carpool Lane	Medium	No actions planned.	No actions.

TCP Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (January to April 2019)
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	WETA service between Main Street and Jack London Square to increase to 8 runs in AM and 8 runs in PM back to Alameda. Construct dock at Alameda Landing. Secure funding for pilot water shuttle program between Alameda Landing and Jack London Square.	WETA approved a Small Vessel Study with potential pilot projects in the future.
17	Westline Drive Bus Lane	Medium	No action planned.	No actions.
18	Shared Ride Service for Seniors and People with Disabilities	Medium	Initiate improvements as needed.	City staff continue to explore the potential to serve seniors and people with disabilities using Uber and Lyft shared services.

Mid-Term Completion (3-8 Years) Projects and Programs Summary

Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (January to April 2019)
19	Alameda Point Bus Rapid Transit Service	High	Hire consultant for outreach, planning and design of Appezzato Pkwy bus lanes. Initiate additional bus service to/from Alameda Point.	Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements. The bus lane project is on hold until the service plan is developed.
20	Bicycle and Pedestrian Corridor Improvements	High	Restripe Miller-Sweeney Bridge to improve bike safety (#20G). Finalize Oakland-Alameda Access Project concept for bike/ped crossing improvements (#20J). Complete construction of Cross Alameda Trail from Seaplane Lagoon to Jean Sweeney Park. (#20K).	Miller-Sweeney Bridge Restriping: In March, the Transportation Commission approved a re-striping concept for Miller-Sweeney Bridge to add bicycle lanes. Cross Alameda Trail: On February 11, the City began constructing the Cross Alameda Trail between Main Street and Constitution Way with completion expected in fall 2019. The Site A developer is constructing the Cross Alameda Trail between Main Street and the Seaplane Lagoon with completion expected in early 2020. For the Clement Avenue section between Grand Street and Broadway, a consultant team is analyzing potential alternative concepts with a workshop expected on Monday, June 3 at 6:30 p.m. in City Council Chambers. For the Clement Avenue/Tilden Way section, a consultant team provided City staff with an initial soil analysis.
21	Citywide Safe Routes to School Audits and Improvements	High	Continue expanded bicycle safety education efforts. Via Safe Routes to Schools program, prepare audit for Ruby Bridges School. Update Safe Routes to Schools maps for remaining schools.	A total of four City and grant funded bicycle safety education classes occurred in the first quarter of 2019.
22	Crosstown Express Bus Service	High	Identify and secure funding sources.	Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements.
23	Increase Frequency and Span of Service for Ferry Service	High	Ensure operational funds exist to run Seaplane Lagoon ferry service, and to increase frequencies for Alamedans taking the ferry to Oakland and returning in the afternoon/evenings.	Depends on Regional Measure 3 funds. For RM 3, a judge dismissed a lawsuit in early April that claimed the bridge toll hikes were taxes requiring two-thirds voter approval, and it is now in the appeals phase.

Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (January to April 2019)
24	Increase Frequency and Span of Service for Local Bus Routes	High	TBD.	Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements.
25	Increase Frequency and Span of Service for Transbay Bus Service	High	Increased frequencies are expected if Regional Measure 3 monies can be used pending a lawsuit.	Depends on Regional Measure 3 funds. For RM 3, a judge dismissed a lawsuit in early April that claimed the bridge toll hikes were taxes requiring two-thirds voter approval, and it is now in the appeals phase.
26	Miller-Sweeney Multimodal Lifeline Bridge	High	Submit grant application to replace or retrofit the Miller-Sweeney Bridge.	No actions.
27	New Seaplane Lagoon Ferry Terminal & Service	High	Begin construction in 2019 and complete by February 2020.	The SPL ferry terminal project is anticipating permit approvals (State and local) by the end of May and utility relocation and construction commencing shortly thereafter in June 2019. Completion of construction is estimated to be in February 2020.
28	Regional Transit Hub Connector Bus Service	High	Identify and secure funding sources.	Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements.
29	TDM Ordinance Update	High	TBD.	No actions.
30	Vision Zero Safety Improvements and Traffic Calming	High	<p>Central: Complete PID and seek approval for Webster Street area concept and complete final design.</p> <p>Clement: Concept approval, design and construction in 2020.</p> <p>Main Street: Restripe Main Street with bike lanes in 2019.</p> <p>Otis: Phase I concept approval, design (2019) and construction (2020). Tilden/Clement: Acquire right of way and approve concept plan.</p>	<p>Central: The Transportation Commission and the City Council approved the Webster Street options to analyze in 2019 and an extension of the two-way bikeway along the San Francisco Bay Trail between Paden School and McKay Avenue. The consultant team is finalizing the Caltrans required Project Initiation Document, and preparing for the next phase, which will require City Council approval – targeted for the July 2 meeting.</p> <p>Clement: A consultant team is analyzing potential alternative concepts with a workshop expected on Monday, June 3 at 6:30 p.m. in City Council Chambers.</p> <p>Encinal: Caltrans is in the project approvals and environmental document (PA&ED) phase, and is analyzing the traffic impacts of a four to three lane street conversion.</p> <p>Main Street: The Main Street restriping plan has been bid, and is scheduled</p>

Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (January to April 2019)
				to be awarded by Council on June 18th. Otis: In January and March, City staff and the consultant team held two workshops to discuss a potential draft concept, and presented the project as an informational item to the Transportation Commission in February. The next step is a request for Transportation Commission approval of the concept recommendations at the May 22 meeting. Traffic Calming: City staff and a consultant reviewed a citywide collision analysis and potential improvements for Lincoln Avenue and Park Street, which would be implemented once a traffic engineer is hired by Public Works.
31	Bikes in Buses through Webster/Posey Tubes	Medium	TBD.	No actions.
32	Citywide Transportation Management Association	Medium	Expand Alameda TMA to include: Alameda Landing Downtown Business Association West Alameda Business Association South Shore Shopping Center Marina Village Alameda Housing Authority Alameda Point Collaborative	Working with the Alameda Housing Authority and Alameda Point Collaborative to add as members.
33	Faster Line 51A Bus Service	Medium	TBD.	No actions.
34	New Technologies and Innovations	Medium	Expand electric charging station locations. Implement electric shared-use dockless scooter program. Extend Gig Car Share pilot and evaluate in 2020.	Alameda Municipal Power is developing an Electric Vehicle Plan. Received City Council approval to extend Gig Car Share pilot.

Long-Term Completion (8+ Years) Projects and Programs Summary

Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (January to April 2019)
35	BART to Alameda	n/a	BART to begin feasibility study.	BART and Capitol Corridor are partnering to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco. Now in very early planning, the project will evaluate a 21-county megaregion for demand through 2050, and will define a project to meet future demand that supports the regional economy and preserves quality of life. The project will double the transbay capacity of BART, reduce train and station crowding, make the rail system more flexible and resilient, offer new connections to passenger rail systems, and serve new markets in East Bay communities and in San Francisco. This multi-billion dollar project will involve extensive engagement with the public, advocates and partnering transportation agencies. No decisions on location, scale, funding or operator have been made. BART intends to take a contract to the Board of Directors in June for consideration of approval. The contract is for Strategic Advising and Program Management, with a maximum term of 10 years and a maximum value of \$50 million.
36	Comprehensive Congestion Management, (Citywide Easy Pass Expansion, Increase Frequency to 15-minute Maximum for Local Bus Routes, Congestion Pricing)	n/a	TBD.	No actions.
37	New Transit/Bike/Pedestrian Lifeline Tube	n/a	TBD.	No actions.
38	Webster/Posey Multimodal Lifeline Tubes	n/a	TBD.	No actions.
39	West End Bicycle/Pedestrian Crossing	n/a	Secure funding for detailed feasibility study, cost estimates, Oakland landing design options, and estimates of anticipated use. Secure conceptual approval by Oakland for Oakland landing. Pursue funding for next phase Project Study Report and position project to be eligible to receive construction funding in future.	Coordinating with the City of Oakland and the A's to fund a gondola feasibility study to analyze the ability to connect a gondola system between west Alameda and Jack London Square.