



Commission Meeting Agenda Thursday, April 26, 2018, 2 p.m.

Chair: Richard Valle, Alameda County District 2
Vice Chair: Pauline Cutter, City of San Leandro

Executive Director: Arthur L. Dao
Clerk of the Commission: [Vanessa Lee](#)

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar

Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

- | | | |
|--|-----|---|
| 6.1. Approve the March 22, 2018 Commission Minutes | 1 | A |
| 6.2. 2017 Alameda CTC Annual Report | 9 | I |
| 6.3. Approve the Proposed FY2017-18 Mid-Year Budget Update | 27 | A |
| 6.4. I-580 Express Lanes (PN 1373.002): Approve Amendment No. 2 to Service Agreement 15R390000 with the California Highway Patrol to extend the term of the agreement for two additional years and an additional budget of \$800,000 for a total not-to exceed amount of \$1,806,000 | 35 | A |
| 6.5. Interstate 580 Express Lanes Expenditure Plan for the Fiscal Years 2016-17 through 2035-36 | 39 | A |
| 6.6. I-580 Express Lanes: Monthly Operations Status Update | 93 | I |
| 6.7. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update | 103 | I |
| 6.8. Approve Resolution 18-004, regarding the establishment of a State Transit Assistance (STA) County Block Grant Program and funding distribution formula for Alameda County, including the annual funding distribution for FY 2018-19 STA funds | 105 | A |
| 6.9. State Route 262 (Mission Boulevard) Cross Connector Project: Approval of Professional Services Agreement A18-0029 with HNTB Corporation for Project Initiation Document (PID) Phase Services | 133 | A |

- | | | |
|--|-----|---|
| 6.10. State Route 84 Expressway Widening and State Route 84 / Interstate 680 Interchange Improvements Project: Approval of Professional Services Agreement A18-0030 with WMH Corporation for Final Design Plans, Specifications and Estimate (PS&E) Phase Services | 137 | A |
| 6.11. State Route 84 Expressway – South Segment Project / (PN 1210.002): Approval of Amendment No. 1 to Cooperative Agreement No. 04-2558 with Caltrans for the Construction Phase | 141 | A |
| 6.12. I-880 SB HOV Lane – South Segment: Approval of Professional Services Agreement A18-0035 with WMH Corporation for Highway Planting Design and Support Services During Construction | 145 | A |
| 6.13. Approval of Administrative Amendment to Project Funding Agreement A10-0027 to extend agreement expiration date | 149 | A |

7. Community Advisory Committee Reports (3-minute time limit)

- | | | |
|---|-----|---|
| 7.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | 153 | I |
| 7.2. Independent Watchdog Committee (verbal) – Murphy McCalley, Chair | | I |
| 7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | 161 | I |

8. Planning, Policy and Legislation Committee Action Items

The Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|--|-----|---|
| 8.1. Approve legislative positions and receive an update on federal, state, and local legislative activities | 181 | A |
|--|-----|---|

9. Programs and Projects Committee Action Items

The Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|--|-----|---|
| 9.1. Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs Update | 197 | I |
|--|-----|---|

10. Recognition of Safe Routes to School Platinum Sneaker Award Recipient

11. Member Reports

12. Adjournment

Next Meeting: Thursday, May 24, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.

- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	May 10, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	May 14, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Transit Planning Committee (TPC)		1:30 p.m.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	May 24, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	May 21, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	June 28, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



Alameda County Transportation Commission
Commission Meeting Minutes
Thursday, March 22, 2018, 2 p.m.

6.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Chan, Commissioner Miley, Commissioner Carson, Commissioner Saltzman, Commissioner Halliday, Commissioner Marchand, Commissioner Kalb, and Commissioner King.

Commissioner Arreguin was present as an alternate for Commissioner Worthington. Commissioner Goel was present as an alternate for Commissioner Haubert.

Subsequent to the roll call:

Commissioner Marchand, Commissioner Halliday, Commissioner Kalb, Commissioner Saltzamn and Commissioner Carson arrived during Item 5. Commissioner Miley arrived during Item 9.2. Commissioner Frietas left during item 9.2.

3. Public Comment

There were no public comments

4. Chair/Vice-Chair Report

There was no Chair or Vice-Chair Report.

5. Executive Director's Report

Art Dao stated that the Executive Directors report can be found on the website as well as in the Commissioners folders. He provided an update on the SB 1 repeal efforts and stated that the Commission will see a list of projects that could be funded under SB 1. Mr. Dao invited members to attend the Business Outreach Network Event that will be held on March 30, 2018 and concluded his report by informing the Commission about an editorial that was issued by the Bay Area News Group which supported Regional Measure 3.

6. Consent Calendar

6.1. Approve the February 22, 2018 Commission Minutes.

6.2. Approve Release of Request For Proposal (RFP) for I-580 Toll System Integrator and RFP for Express Lane System Manager/Program Support and Authorize negotiations with top ranked firms

6.3. I-580 Express Lanes: Monthly Operations Status Update

6.4. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

- 6.5. Approve legislative positions and receive an update on federal, state, and local legislative activities
- 6.6. Approve the grade crossing prioritization framework and approve staff using the prioritization results to advance discussions for a joint advocacy and improvement program
- 6.7. Approve the issuance of a Request for Proposal for consultant services and authorize Executive Director to enter into and execute all related agreements for On-Call Planning and Programming Technical Services.
- 6.8. Approve Community Advisory Committee Appointments.

Commissioner Marchand moved to approve the Consent Calendar. Commissioner Bauters seconded the motion. The motion passed with the following vote:

Yes: Ortiz, Haggerty, Valle, Carson, Saltzman, Spencer, Maass, Arreguin, Goel, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Kaplan, Thorne, Cutter, Dutra-Vernaci
 No: None
 Abstain: None
 Absent: Chan, King, Miley

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2 Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the Committee met on February 26, 2018, and received a presentation on Mobility Management and the One-Call/One-Click Program as well as a presentation on Facilitating Access to Coordinated Transportation. The next meeting is scheduled for March 26, 2018.

8. Planning, Policy and Legislation Committee Action Items

8.1. Safe Routes to Schools Program update and approve contract amendments to contract Nos. A17-0075, A17-0076 and A17-0077

Leslie Lara-Enriquez provided an update on the Safe Routes to Schools Program and recommended that the Commission approve and authorize the Executive Director to Execute Amendment No. 1 to Professional Services Agreements: A17-0075 with Alta Planning + Design, Inc. for an additional \$1,800,000 for a total not-to-exceed amount of \$2,700,000 for Direct Student Safety Training services and a two-year time extension; A17-0076 with Alta Planning + Design, Inc. for an additional \$850,000 for a total not-to-exceed amount of \$1,230,753 for School Site Assessments, Data

Collection and Analysis and Program Evaluation services and a two-year time extension; and A17-0077 with Toole Design Group, LLC for an additional \$1,840,000 for a total not-to-exceed amount of \$2,745,075 for Education and Outreach services and a two-year time extension.

Ms. Lara – Enriquez provided background on program growth, evolution of the program and a history of commission actions. She covered program implementation structure, outreach and education, as well as program goals. She reviewed goals and performance measures for the program and she briefly covered the rail safety education element of the program.

Commissioner Cutter moved to approve this Item. Commissioner Carson seconded the motion. The motion passed with the following vote:

Yes: Ortiz, Haggerty, Valle, Carson, Saltzman, Spencer, Maass, Arreguin, Goel, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Kaplan, Thorne, Cutter, Dutra-Vernaci
No: None
Abstain: None
Absent: Chan, King, Miley

9. Programs and Projects Committee Action Items

9.2. Approve East West Connector/Programming/Project Delivery Strategy

(This item was considered for approval before Item 9.1. on the agenda)

Trinity Nguyen provided a brief update on the East-West Connector (EWC) Project and reviewed three delivery options for the Commission to consider. Vivek Bhat provided a detailed analysis of the viability of securing federal, state, regional and local funds for the EWC. Mr. Bhat presented a full funding concept for the most conservative scenario with local funds only. Ms. Nguyen stated that the PPC unanimously voted to recommend Option C- the deferred option - at the March 12, 2018, committee meeting. Art Dao clarified that the requested action is not a programming action.

Commissioner Dutra-Vernaci provided a brief update on the project and expressed support for Option C, which she noted, allows for the City of Union City Council to perform due diligence to decide if the project can be delivered within the available funding.

The following public comments were heard on this item:

- Rangin Khattak expressed opposition to the East-West connector project.
- Robert Czerwinski, of the East-West Connector Mitigation Monitoring Committee, expressed opposition to the East-West Connector Project.

- Dave Campbell, of Bike East Bay, recommended that the Commission vote for Option B.
- David Schonbrunn, of Transdef, recommended that the Commission vote for Option B.
- Katherine Arao, a Mission Lakes homeowner, expressed opposition for the project moving forward and wanted the Commission to approve Option B.
- Gerald Cauthen, of Bay Area Transportation Working Group, expressed opposition to the project and noted that he wanted Option B.
- Flavio Poehlmann, expressed opposition to the project and wanted the Commission to approve Option B.
- Elizabeth Ames, of Save our Hills, recommended that the Commission vote for Option B.
- Joel de Valcourt, of Greenbelt Alliance, raised concerns regarding the project and recommended that the Commission approve Option B.
- Kelly Abreu, expressed opposition to the project and requested that the Commission approve Option B.
- Edie Irons, of Transform, expressed opposition to the project and requested that the Commission approve Option B.
- Adina Levin, of Friends of Caltrain, expressed opposition to the project and requested that the Commission approve Option B.
- Andrew Turnball, of the California State Horsemen Association, expressed concerns that the horses and families could be affected by the project and requested that the Commission approve Option B.

A number of Commissioners spoke on the item and the possible options outlined in the staff report, including asking questions of Mr. Dao and staff, as summarized below.

Commissioner Haggerty asked if the environmental document has been updated in the last ten years. Mr. Dao stated that the document has not been updated and will only be updated in the event of a change in the scope of the project, as required by CEQA. Mark Evanoff, Union City's Deputy City Manager, provided further details on the project scope and environmental document approval process.

Commissioner Haggerty wanted to know the impact that the project will have on the roads in each jurisdiction. Mr. Dao and Ms. Nguyen provided a description on impacts of roads in the Cities of Fremont, Union City, and Newark.

Commissioner Marchand wanted to know if approval of Option C would have any legal ramifications. Mr. Dao stated that approval of Option C would use already approved 1986 Measure funds for the project, and would not involve any reallocation or redirection of Measure BB funds.

Commissioner Marchand wanted to know if approval of this item will set a precedent for future projects. Mr. Dao stated that the agency's intention is that when a project is in need of funding, staff will provide options for the Commission to consider. He noted that it is at the Commission's discretion to select and approve an option to move forward with.

Commissioner Kaplan wanted clarification on the allocation of \$56,571,000 of 1986 Measure B funding and wanted to know what the City of Union City would be authorized to do if the Commission decided to not take a vote on this item. Mr. Dao noted that the City of Union City could continue moving forward with the project with the Measure 1986 earmarked funds.

Commissioner Bauters wanted to know if it is appropriate to require the project sponsor to do a review or analysis of the EIR to see if an addendum would be required. Zack Wasserman, legal counsel, stated that while a review of the environmental document is not necessarily required under CEQA, it may be appropriate.

Commissioner Saltzman suggested that the Commission consider if there is a desire to amend the Expenditure Plan when considering the delivery strategy options; and Commissioner Maass wanted to know why wasn't there another option to deliver the project that only required \$2,379,000 to do the remaining design work.

Commissioner Kalb wanted details on the bike lane classification related to the project. Ms. Nguyen and Mr. Dao reviewed the bike lane classifications associated with the project.

Commissioner Goel wanted to know the net service level of improvement associated with the project. Commissioner Dutra-Vernaci said that Decoto Road is already degraded and the project will significantly alleviate congestion in the area.

Commissioner Haggerty requested that the approval included a feasibility study to determine if Dumbarton rail could run directly out of the Union City BART station along Decoto Road.

Commissioner Bauters outlined an additional option for delivery of the Project, labeled "Option D," which includes all items under Option C (including but not limited to a transfer of the project responsibility to Union City) in addition to certain additional conditions:

- A cap on the cost for final design and preparation of the PS&E work at \$2.5 million.

- In addition to the final design work and the \$2.5 million funding limit, Union City shall evaluate whether an update, amendment or addendum to the current environmental document is required. This evaluation shall include preparation of an updated traffic study covering at least the area from the Dumbarton Bridge to the Union City BART station, all at a cost to be determined.
- As part of the final design work, Union City shall work with transit, pedestrian and bicycle groups to ensure that the design meets the needs of those interests, in terms of connectivity, safety and related concerns.
- Union City will report back to the Commission upon completion of the design work and preparation of a cost estimate.

Commissioner Spencer made a motion to approve Option D as detailed by Commissioner Bauters. Commissioner Bauters seconded the motion. Staff was then requested to read back the motion, and Mr. Dao summarized the content of the motion. Legal Counsel Wasserman noted that although not explicitly stated in the motion, the transfer of the project to Union City meant that they would be the lead agency for CEQA purposes, and also noted that no funds could be spent on right-of-way acquisition or implementation of mitigation measures until after Union City reports back to the Commission on the final design, the cost estimate, and the expected funding that would be required to actually deliver the project, and the Commission considered whether they would be interested in amending the Measure BB Expenditure Plan as may be required. Chair Valle confirmed that Mr. Wasserman's explanation was a clarification of the motion as already made, and the maker of the motion agreed.

Following a discussion regarding the potential rail study, the maker of the motion agreed to amend the motion to include an additional \$2.5 million in funding to perform a planning study relating to the potential for Dumbarton rail to go directly into the Union City BART station with the caveat that the study will be separate from the design work and would be conducted in manner that does not affect or hinder the current project timeline.

The motion as amended passed with the following vote:

Yes: Ortiz, Haggerty, Valle, Miley, Carson, Spencer, Maass, Arreguin, Goel, Bauters, Mei, Halliday, Marchand, Kalb, Kaplan, Thorne, Cutter, Dutra-Vernaci
 No: None
 Abstain: Saltzman
 Absent: Chan, King, Freitas

9.1. Adopt the East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001) California Environmental Quality Act (CEQA) environmental document, an Initial Study/Mitigated Negative Declaration (IS/MND)

Minyoung Kim recommended that the Commission adopt the recently completed East Bay Greenway (Lake Merritt BART to South Hayward BART) (PN 1457001) California Environmental Quality Act (CEQA) environmental document, an Initial Study/Mitigated Negative Declaration (IS/MND). To ensure that environmental commitments and mitigation measures are properly implemented, staff has completed a Mitigation Monitoring and Reporting Program (MMRP).

Ms. Kim provided an update on the project and stated that as the lead agency for CEQA, staff recommends that the Commission adopt the IS/MND pursuant to Section 15074 of the CEQA Guidelines. To ensure consistency with CEQA requirements, this matter was presented to the Programs and Projects Committee solely as an informational report without a request for a recommendation from the Committee.

Commissioner Miley asked if there had been more conversations on the safety on the trail. Mr. Dao noted that approval of this item allows the project to move into design details which include safety, operations and maintenance.

There was a public comment heard on this item by Kelly Abreu, regarding expanding the projects to go to Downtown Milpitas.

Commissioner Bauters moved to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following vote:

Yes: Ortiz, Haggerty, Valle, Miley, Carson, Saltzman, Spencer, Maass, Arreguin, Goel, Bauters, Mei, Halliday, Marchand, Kalb, Kaplan, Thorne, Cutter, Dutra-Vernaci
No: None
Abstain: None
Absent: Chan, King, Freitas

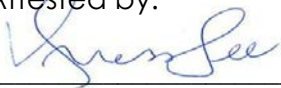
10. Member Reports

There were no member reports.

11. Adjournment

The next meeting is Thursday, April 26, 2018 at 2:00 p.m.

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: 2017 Alameda CTC Annual Report

Recommendation

This item is to inform the Commission that the 2017 Alameda CTC Annual Report has been prepared and completed for distribution. This item is for information only.

Summary

Alameda CTC prepares an annual report each year, as required in the Public Utilities Code section 180111, on progress made to achieve the objective of improving transportation in Alameda County. The 2017 Annual Report highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers and includes financial information for FY2016-17.

Many of these transportation investments are funded largely through local, voter-approved Measure B and Measure BB sales tax dollars and local, voter-approved Vehicle Registration Fee (VRF) funds. The annual report includes financial information related to Measure B and Measure BB revenues and expenditures for the year ended June 30, 2017, as well as information related to the VRF Program, including the total net VRF revenue from the start of the program, and revenues and expenditures through June 30, 2017.

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

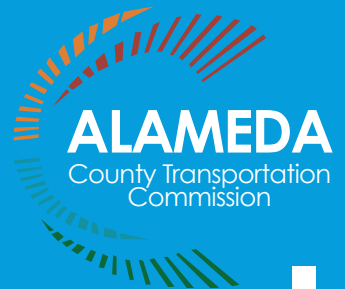
Attachment:

- A. 2017 Alameda CTC Annual Report

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DELIVERING TRANSPORTATION SOLUTIONS



ALAMEDA
County Transportation
Commission

Annual Report 2017

ABOUT ALAMEDA CTC

The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC is governed by a 22-member Commission comprised of local elected officials and serves as the county’s congestion management agency.

- **Plan:** Alameda CTC develops multimodal transportation plans to meet the needs of a growing 1.6 million population in 14 cities.
- **Fund:** The agency manages Measure B, Measure BB and Vehicle Registration Fee funds and distributes and leverages additional funds.
- **Deliver:** Alameda CTC’s projects and programs are delivering over \$8 billion in transportation solutions.



Delivering over
\$3 Billion
in transportation
investments

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DELIVERING SOLUTIONS

A Year in Review

2017 was a banner year for transportation. The state legislature passed two key transportation funding bills expected to provide billions of dollars for improvements, and Alameda CTC delivered transportation solutions county-wide — providing congestion relief on major corridors, travel choices for commuters, a student transit pass program and Safe Routes to Schools program for youth, paratransit services for seniors and people with disabilities, and complete streets and bicycle and pedestrian improvements for communities.

Significant investments of local funds — Measure BB, Measure B and the Vehicle Registration Fee — allowed Alameda CTC and partners to plan, fund and deliver essential transportation projects and programs that keep people and goods moving. With new state funding sources available, we continue to leverage local funds to invest in transportation system improvements throughout Alameda County.

We continue to work to provide transportation solutions to make your trips to work, school, services and other destinations safer, easier and more convenient.



Arthur L. Dao
Executive Director

Celebrating Measure BB Third Anniversary

Alameda County voters passed the Measure BB transportation sales tax in November 2014. Alameda CTC celebrated the third anniversary of Measure BB in November 2017 and is keeping its pledge to residents and businesses throughout Alameda County by delivering essential transportation improvements.

These enhancements to Alameda County's transportation system include upgraded and expanded BART service; increased reliability in bus service and expanded access to transit; investments to improve our streets, roads and highways; and expanded safe walking and biking paths.

Major transportation investments will continue, and Measure BB funds are expected to leverage state and regional funding, including Senate Bill 1 and Regional Measure 3, which will be critical to closing funding gaps for many local infrastructure projects to deliver them early.

SOLUTIONS

FOR COMMUTERS

From new express lanes, a rapid bus line and a new BART station, to educating people about their commute choices, Alameda CTC is providing solutions for commuters that improve travel efficiency and provide transportation alternatives.

BART Warm Springs Extension

Measure BB dollars funded the opening of BART's Warm Springs station in south Fremont, which brings BART commuters 5.4 miles closer to Silicon Valley.

Express Lanes

Alameda CTC, in partnership with the California Department of Transportation (Caltrans), awarded a contract for construction of a new I-680 Express Lane that will provide congestion relief on northbound I-680 over the Sunol Grade between Auto Mall Parkway and SR-84. Construction begins in early 2018. Carpoolers will ride for free with a FasTrak Flex.

East Bay Bus Rapid Transit

AC Transit's East Bay Bus Rapid Transit (BRT) construction is underway to provide more reliable and faster travel along heavily traveled transit corridors in Oakland and San Leandro.

Share Your Ride Week

During the week of October 2-6, we launched the first Share Your Ride Week program in Northern California to encourage solo drivers to rethink their commutes and fill empty seats by skipping traffic and hopping on the bus, BART, into a carpool or onto a Rideshare app.



SOLUTIONS

FOR GOODS MOVEMENT

In 2017, Alameda CTC initiated a rail strategy through its Goods Movement Collaborative to ensure efficient connectivity, mobility, safety and emissions reductions in the Bay Area and hosted a Goods Movement Roundtable to plan for the future of goods movement.

Rail Strategy Study

Alameda CTC's countywide rail strategy, developed in 2017, addresses the growing demand for both freight and passenger rail service. The study reviews capacity issues, speed constraints and connectivity problems to identify a strategy to support efficient goods and passenger movement throughout Alameda County while improving safety and minimizing impacts on local communities.

Goods Movement Roundtable

On December 11, 2017, Alameda CTC and the Metropolitan Transportation Commission hosted the Future of Freight Roundtable, which brought together government leaders, business representatives, industry experts and community partners to discuss goods movement in the Bay Area. Topics included the 10-year vision for goods movement investments in the region and planning for the megaregion.

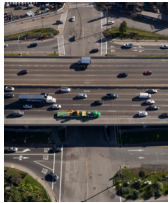


SOLUTIONS

FOR CONGESTED CORRIDORS

Traffic Relief for Congested Corridors

- Oakland-Alameda Access Project:** Alameda CTC, Caltrans and local communities are working together to improve connectivity and access between the cities of Alameda and Oakland. The public provided comments on scope, environmental impacts and project alternatives by October 2017.
- I-80/Ashby Avenue (SR-13) Interchange Improvements:** Constructing a direct connection on westbound I-80 will provide greater access to Emeryville via Shellmound Street. This project will also create safe access for pedestrians and bicyclists over the freeway and connect Emeryville to the San Francisco Bay Trail.
- I-80/Gilman Interchange Project:** In September 2017, Alameda CTC received a \$4.1 million federal Active Transportation Program grant to expedite interchange improvements, reduce congestion and provide safe access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley.
- I-880 North Safety and Operational Improvements at 23rd and 29th Avenues:** A new three-lane overcrossing at I-880 and 29th Avenue improves safety and traffic flow, and reconstruction of the 29th and 23rd Avenue interchanges underway will make goods movement along this key connector route to the Port of Oakland safer and more efficient.
- SR-84 Widening and SR-84/I-680 Interchange Improvements:** Enhancements include widening SR-84 between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County, improving SR-84/I-680 interchange ramps and extending the existing southbound I-680 express lane northward by 2 miles.

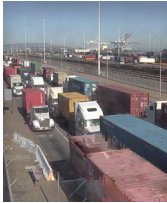


PLANNING

FOR FUTURE DEMAND

The Global Opportunities at the Port of Oakland (GoPort) Project will help address congestion within the Port of Oakland and at key access points. Two corridor studies that began in 2017 will determine the best strategies for increasing safety for all travelers while accommodating future growth.

- GoPort Project:** The Federal Highway Administration awarded Alameda CTC a nearly \$10 million grant for the GoPort Project, which will decrease congestion, increase efficiency of operations, improve air quality in nearby communities and improve truck and rail access to the Port.
- San Pablo Avenue Multimodal Corridor Project:** Advancing out of the Countywide Multimodal Arterial Plan and Countywide Transit Plan, the San Pablo Avenue (State Route 123) Multimodal Corridor Project will develop specific projects within the corridor to improve safety, reduce travel conflicts and improve the multimodal movement of people and goods.
- East 14th Street/Mission and Fremont Boulevards Multimodal Corridor Project:** By conducting a detailed analysis of multimodal mobility within the corridor, the East 14th Street/Mission and Fremont Boulevard Multimodal Corridor Project will identify specific implementable transit priority improvements and pedestrian and bicycle improvements.



SOLUTIONS

FOR YOUTH AND ADULTS

Safety education and using active modes of transportation are emphasized in three of our programs for students, youth and adults.



Affordable Student Transit Pass Program

In fall 2017, we launched the second year of a three-year pilot Affordable Student Transit Pass Program in cooperation with 15 schools in Alameda County reaching 14,000 students. Fully funded by Measure BB, the program makes it easy for students in Oakland, San Leandro, Hayward, Union City and Livermore to travel to and from school and after-school activities with free transit passes.

Alameda County Safe Routes to Schools Program

Ongoing funding for the Alameda County Safe Routes to Schools Program helps thousands of students in more than 200 schools safely walk, bike, roll, carpool or take transit to school in Alameda County each year: Students and families at more than 90 schools participated in the Golden Sneaker Contest in March 2017, 130 schools participated in Bike to School Day on May 11, 2017, and more than 150 schools participated in International Walk and Roll to School Day on October 4, 2017.



Safe Bicycle and Pedestrian Access

Streetscape improvements and gap closures on major countywide trails funded by Measure BB increase access and quality of life for residents and commuters. In late 2017, the public was invited to provide comments as part of the environmental review process regarding the next phase of the East Bay Greenway — from Lake Merritt BART to South Hayward BART.



SOLUTIONS

FOR SENIORS AND PEOPLE WITH DISABILITIES

Alameda CTC's paratransit program enhances mobility and independence for Alameda County's older residents and people with disabilities, whether for work, recreation, social or other types of trips.

Alameda County Paratransit Program

Together, Measure B and Measure BB doubled funding for the countywide paratransit program, investing approximately \$20 million per year in affordable senior shuttles, vans and services that keep seniors and people with disabilities independent. In the spring of 2017, Alameda CTC awarded paratransit grant funds to programs that improve availability, affordability, access to and coordination of transit and paratransit services. Programs include volunteer driver programs, taxi programs, travel training programs and mobility management programs that support greater transportation mobility in Alameda County.



Paratransit Needs Assessment

In June 2017, Alameda CTC completed a paratransit needs assessment to address affordability, access, ride performance and other needs of paratransit riders. Next steps include Alameda CTC and transit providers working together to expand flexible transit options, support discounts and subsidized fare programs, and explore cost-sharing partnerships.



SOLUTIONS

FOR LOCAL COMMUNITIES

Alameda CTC is committed to delivering Measure BB, supporting local jobs and the local economy, and enriching communities.

High-quality Jobs

With the passage of Measure BB, Alameda CTC entered into more than 60 funding agreements with project sponsors totaling approximately \$217 million to support project delivery and implementation of various transportation projects and programs, spurring job creation and supporting local businesses across Alameda County.

In April 2017, Alameda CTC approved the 2018 Comprehensive Investment Plan that programmed \$405 million of funding over a five-year period for a wide range of local transit, bike, pedestrian, highway and infrastructure improvements. In November, Alameda CTC, in partnership with Caltrans, awarded a \$107 million contract for construction of the I-680 Sunol Northbound Express Lane project which will result in local work to begin in early 2018.

Local Project Spotlight

Four projects within Alameda County were recommended for funding through the statewide and regional Active Transportation Programs, which the California Transportation Commission approved in 2017.

- **Alameda CTC**, I-80 Gilman Interchange Bike/Pedestrian Overcrossing and Access Improvements (\$4.2 million).
- **City of Berkeley**, Sacramento Street Complete Streets Improvements (\$1.5 million).
- **City of Oakland**, Oakland Safe Routes to Schools: Crossing to Safety (\$1.9 million).
- **East Bay Regional Parks District**, Doolittle Drive, Bay Trail – Martin Luther King, Jr. Shoreline, Oakland (\$4.0 million).



DELIVERING LEGISLATIVE SUCCESSES

Through its legislative program, Alameda CTC stays active in political processes and initiatives in Sacramento and Washington, D.C. and advocates for bills that positively affect transportation and can leverage local funding.

2017 Legislative Program

Alameda CTC advocated in support of two major bills that passed in 2017 and will provide billions in transportation funding:

- Senate Bill 1 (Beall):** The Road Repair and Accountability Act of 2017, signed by Governor Brown in April and in effect as of November 1, 2017, provides an average of \$5.4 billion per year for state and local transportation to fix roads, freeways and bridges and fund transit and safety. It also provides matching funds for local agencies, including Alameda CTC, to support the investments cities and counties have made in their own regions through voter-approved transportation measures.
- Senate Bill 595 (Beall):** This bill clears the path for a new bridge toll measure — Regional Measure 3 (RM3) — to be placed on the ballot in the Bay Area. If passed by voters, RM3 would fund congestion-relief projects and improve mobility in the bridge corridors.



Senator Jim Beall Honored for Spearheading Key Legislation



Alameda CTC hosted a reception to honor Senator Beall on December 11, 2017.

“The state is a critical partner to help meet our local transportation needs, and Senator Beall has delivered for the entire Bay Area. The passage of these historic measures is the result of his visionary leadership and sophisticated

understanding of the complexities of transportation funding and the connection between transportation and housing that is key for a livable Bay Area.”

— Arthur L. Dao
Alameda CTC Executive Director

MANAGING FUNDS AND PROGRAMMING

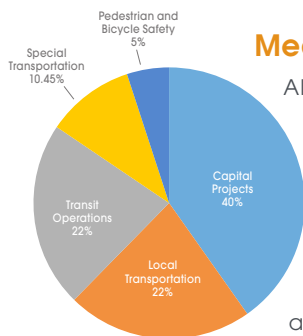
Measure B, Measure BB and Vehicle Registration Fee Funds

Alameda CTC manages and administers local Measure B and Measure BB sales tax funds and Vehicle Registration Fee (VRF) funds and programs regional, state and federal funds to support transportation in Alameda County. These funding streams have allowed Alameda County, the incorporated cities of Alameda County, and transit operators to make progress toward attaining many goals for improvements to transportation in Alameda County. Alameda CTC’s financial information in this annual report covers the period from July 1, 2016 through June 30, 2017.

An overall summary appears on the following page.

Independent Audits

Annual independent financial audits are performed to ensure accountability and transparency. An independent watchdog committee reviews audits and prepares a report to the public; 100 percent of the IWC reports concur with the independent auditor’s unqualified or “clean” opinion that expenditures are consistent with voter-approved expenditure plans.



Measure B Funds

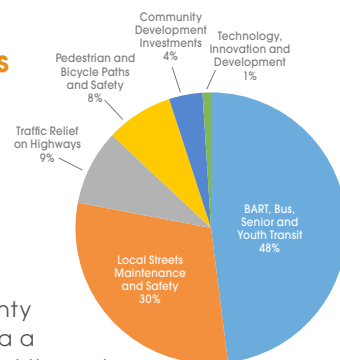
Alameda CTC directly distributes approximately 60 percent of Measure B sales tax funds, net of administrative funds, to the 14 incorporated cities in Alameda County and transit operators via a monthly distribution and through discretionary programs

to fund local transportation programs and projects. The remaining funds, approximately 40 percent, net of administrative funds, supports the capital improvement program for Alameda County.

Measure BB Funds

Alameda CTC directly distributes approximately 65 percent of Measure BB sales tax funds, net of administrative funds, to the 14 incorporated cities in Alameda County and transit operator via a monthly distribution and through discretionary programs to fund local transportation programs and projects.

The remaining funds, approximately 35 percent, net of administrative funds, supports the capital improvement program for Alameda County.



FINANCIALS

Alameda County Transportation Commission Governmental Funds

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES FOR THE YEAR ENDED JUNE 30, 2017	General Fund	2000 Measure B Special Revenue Fund	2014 Measure BB Special Revenue Fund	Exchange Fund	2000 Measure B Capital Projects Fund	1986 Measure B Capital Projects Fund	Congestion Management Capital Projects Fund	2014 Measure BB Capital Projects Fund	Nonmajor Governmental Funds	Total Governmental Funds
REVENUES										
Sales tax - 2000 Measure B	\$6,432,187	\$81,766,632	\$ -	\$ -	\$54,738,597	\$ -	\$ -	\$ -	\$ -	\$142,937,416
Sales tax - 2014 Measure BB	5,674,153	-	92,651,888	-	-	-	-	43,527,787	-	141,853,828
Project revenue	6,739,391	68,059	32,110	1,697,560	3,025,153	-	22,039,790	1,068,362	1,925,004	36,595,429
Member agency contributions	1,394,819	-	-	-	-	-	-	-	-	1,394,819
Vehicle registration fees	-	-	-	-	-	-	-	-	13,075,120	13,075,120
Investment income	381,155	97,121	154,183	111,221	269,958	463,616	(10,760)	230,584	232,207	1,929,285
Toll and toll violation revenue	-	-	-	-	-	-	-	-	13,331,445	13,331,445
Other income	7	6,916	6,908	-	-	-	-	-	-	13,831
Total Revenues	20,621,712	81,938,728	92,845,089	1,808,781	58,033,708	463,616	22,029,030	44,826,733	28,563,776	351,131,173
EXPENDITURES										
Current										
Administrative										
Salaries and benefits	3,254,707	315,376	508,903	-	120,807	177,772	89,775	95,346	306,723	4,869,409
Office rent	830,215	-	-	-	-	92,246	-	-	-	922,461
Professional services	2,129,407	352,959	1,212,123	-	2,200	94,072	-	-	286,646	4,077,407
Planning and programming	3,558,212	-	-	-	-	-	-	-	-	3,558,212
Other	636,758	(107,333)	6,908	-	3,814	34,338	-	2,094	212,800	789,379
Allocation of costs to other funds	(213,603)	-	-	-	-	-	213,603	-	-	-
Transportation improvements										
Highways and streets	-	-	-	-	20,838,010	2,921,018	-	25,200,228	-	48,959,255
Public transit	-	41,624,247	42,335,185	-	15,113,133	-	-	2,165,833	-	101,238,399
Local transportation	-	35,543,003	31,008,112	-	692,917	-	-	6,269,939	-	73,513,971
Congestion management	-	-	-	1,697,560	-	-	13,531,562	-	16,667,157	31,896,279
Debt service										
Principal	-	-	-	-	-	-	-	-	20,770,000	20,770,000
Interest	-	-	-	-	-	-	-	-	5,701,351	5,701,351
Capital outlay	-	-	-	-	-	-	7,983,352	-	-	7,983,352
Total Expenditures	10,195,696	77,728,252	75,071,231	1,697,560	36,770,881	3,319,446	21,818,292	33,733,440	43,944,677	304,279,475
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	10,426,016	4,210,476	17,773,858	111,221	21,262,827	(2,855,830)	210,738	11,093,293	(15,380,901)	46,851,698
OTHER FINANCING SOURCES										
Transfer in	210,738	-	-	-	-	-	-	-	20,978,333	21,189,071
Transfer out	-	-	-	-	(20,978,333)	-	(210,738)	-	-	(21,189,071)
Total Other Financing Sources (USES)	210,738	-	-	-	(20,978,333)	-	(210,738)	-	20,978,333	-
NET CHANGE IN FUND BALANCES	10,636,754	4,210,476	17,773,858	111,221	284,494	(2,855,830)	-	11,093,293	5,597,432	46,851,698
Fund Balances - Beginning	38,229,613	15,283,511	18,591,593	5,061,439	84,295,261	137,265,307	-	51,368,557	40,579,235	390,674,516
Fund Balances - Ending	\$48,866,367	\$19,493,987	\$36,365,451	\$5,172,660	\$84,579,755	\$134,409,477	\$ -	\$62,461,850	\$46,176,667	\$437,526,214

Vehicle Registration Fee Program

The Vehicle Registration Fee (VRF) Program is funded through a \$10 vehicle registration fee that funds local transportation improvements throughout Alameda County. The goal is to support transportation investments that sustain the county's transportation network and reduce traffic congestion and vehicle-related pollution. The VRF Program supports improvements such as pavement rehabilitation, pothole repair, street maintenance, transit access enhancements and bicycle/pedestrian infrastructure.

Collections for the VRF program began in spring 2011. Annually, the VRF Program generates approximately \$12 million, net of 5 percent administrative funding, for direct local distribution programs implemented by eligible recipients and for discretionary projects. The net VRF revenue from the start of the program in FY2010-11 through the end of FY2016-17 amounts to \$73.12 million.

Alameda CTC distributes the majority (60 percent) of VRF program funds directly to 14 cities and Alameda County by formula to support their Local Road Improvement and Repair Programs. These local programs prioritize street and road improvements that have a relationship or benefit to motor vehicle owners who pay the vehicle registration fee and include street resurfacing and maintenance, signal work and complete streets improvements. The remaining 40 percent of VRF Program funds are programmed and allocated through a discretionary process approved by the Alameda CTC Commission for Transit for Congestion Relief, Local Transportation Technology and Pedestrian and Bicycle Access and Safety Programs.



Vehicle Registration Fee (VRF) Program Summary and Distributions

The VRF Program distributions include an equitable fund distribution among the four geographic sub-areas of the county. Geographic equity is measured by formula weighted 50 percent by population of planning area and 50 percent of registered vehicles by planning area. The equity of fund distribution measured cumulatively over the five years of anticipated revenue from FY2016-17 to FY2020-21 is currently within 11 percent of the equity target of the anticipated revenues for that period.

The summary table below depicts the fund distribution to four specific programs and includes revenues and expenditures by program through June 30, 2017.

VRF Programs	Percent Distribution	Revenue to Date (x \$1 M)	Expenditures to Date (x \$1 M)	Committed, Not Yet Expended (x \$1 M)
Local Road Improvement and Repair Program	60%	\$43.87	\$43.87	\$0.00
Transit for Congestion Relief Program	25%	\$18.28	\$3.30	\$14.98
Local Transportation Technology Program	10%	\$7.31	\$7.31	\$0.00
Pedestrian/Bicyclist Access and Safety Program	5%	\$3.66	\$0.69	\$2.97
Total (through June 30, 2017)	100%	\$73.12	\$55.17	\$17.95

VRF Planning Area Distributions

In April 2017, Alameda CTC programmed approximately \$9 million in VRF discretionary funds as part of the Comprehensive Investment Plan to various projects across Alameda County. These projects include AC Transit Rapid Bus Corridor upgrades along the San Pablo and Telegraph Corridors, transit-only lanes in Berkeley, streetscape improvements in Oakland and the construction of a park-and-ride facility in Pleasanton. Future discretionary funding programming efforts will aim to normalize fund distributions across the planning areas.

VRF Programming (FY2016-17 to FY2020-21)	Alameda County Planning Areas			
	PA1: North	PA2: Central	PA3: South	PA4: East
Current Programming	49%	22%	16%	13%
Equity Formula Target	38%	25%	22%	15%

Commission Members

Chair:

Alameda County Supervisor
Richard Valle, District 2

Vice Chair:

San Leandro Mayor
Pauline Cutter

AC Transit

Board President Elsa Ortiz

Alameda County, District 1

Supervisor Scott Haggerty

Alameda County, District 3

Supervisor Wilma Chan

Alameda County, District 4

Supervisor Nate Miley

Alameda County, District 5

Supervisor Keith Carson

BART

Director Rebecca Saltzman

City of Alameda

Mayor Trish Herrera Spencer

City of Albany

Councilmember Peter Maass

City of Berkeley

Councilmember Kriss Worthington

City of Dublin

Mayor David Haubert

City of Emeryville

Mayor John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember Dan Kalb

Councilmember At-Large
Rebecca Kaplan

City of Piedmont

Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci



www.AlamedaCTC.org

1111 Broadway, Suite 800
Oakland, CA 94607



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration
Seung Cho, Director of Budgets and Administration

SUBJECT: FY2017-18 Mid-Year Budget Update

Recommendation

It is recommended that the Commission approve the Proposed FY2017-18 Mid-Year Budget Update as presented.

Summary

The proposed update to the fiscal year 2017-2018 (FY2017-18) budget is a balanced, sustainable budget that was developed to reflect changes to actual fund balances, and projected revenues and expenditures on projects and programs since the original budget was adopted in May 2017.

The proposed budget update includes an increase of \$127.7 million to actual audited FY2016-17 fund balances rolled forward into FY2017-18 for a total beginning fund balance of \$437.5 million. It also contains revenues totaling \$364.8 million of which sales tax revenues comprise \$298.0 million. The total revenue amount proposed is an increase of \$43.7 million over the currently adopted budget mostly related to external funding sources in the capital project funds which were adopted in the FY2016-17 budget, but have rolled forward to the FY2017-18 budget because they had not yet been utilized by the end of fiscal year 2016-2017 (FY2016-17) and an increase in sales tax revenue projections.

Revenues are offset in the proposed budget update by \$461.6 million in total expenditures of which \$219.9 million, or 48 percent, are allocated for capital project expenditures and \$5.6 million, or 1 percent, is allocated for salaries and benefits. The total salaries and benefits amount proposed in this budget update is an increase of \$0.15 million over the currently adopted budget due to a change in the way in which Sunol Smart Carpool Lane JPA salaries and benefits are budgeted. Salaries and benefits expenditures are nominal as compared to total expenditures. The total expenditure amount is an increase of \$149.5 million over the

currently adopted budget. This significant increase is due to the adjustment for the capital roll forward balance from FY2016-17, an estimate of which was included and approved in the originally adopted FY2017-18 budget on the capital spreadsheets but could not be pulled to the consolidated Alameda CTC budget spreadsheet until final fund balance roll forward amounts were updated based on the audited Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2017. This CAFR was approved by the Commission in December 2017.

Capital projects fund revenues and expenditures that appeared on the consolidated Alameda CTC Budget sheet in the adopted budget for FY2017-18 when the budget was adopted in May 2017 did not include the roll forward revenue and expenditure balances because these amounts were still included in the approved budget and projected ending fund balance for FY2016-17. During the mid-year budget update process, the roll forward fund balances are updated to actual based on the audited financial statements. Therefore, the capital budget revenues and expenditures amounts on the consolidated budget spreadsheet for the mid-year budget update include the full capital budget including both the actual roll forward balances from FY2016-17 and any additional requested capital budget for FY2017-18. This methodology ensures accurate and reliable fund balance information in Alameda CTC's budget process.

The update of the audited fund balances from FY2016-17 and the projected revenue and expenditure totals constitute a net increase in the projected ending fund balance of \$21.9 million and a projected consolidated ending fund balance of \$340.8 million. In line with the I-580 Express Lanes Expenditure Plan coming before the I-580 Express Lane Policy Committee today, a contribution has been made in this budget towards future maintenance needs on the I-580 Express Lanes of \$5.0 million, and the Fund Balance/Operational Reserve has increased to \$13.7 million. The Agency's overall Fund Balance/Operational Reserve has increased inclusive of the I-580 Express Lanes reserve by a total of \$21.2 million to \$55.5 million based on the adopted fund balance reserve policy.

Consistent with the 2018 Comprehensive Investment Plan approved by the Commission in April 2017, this budget update includes revenues and expenditures necessary to develop and implement vital planning projects and programs in Alameda County, and it contains revenues and expenditures necessary to fund and deliver significant capital projects intended to expand access and improve mobility in Alameda County.

The 2000 Measure B and Measure BB Limitation ratios required by the Transportation Expenditure Plans and the Public Utilities Code were calculated based on the proposed updated budgeted revenues and expenditures and were found to be in compliance with all requirements.

Background

Development of the FY2017-18 budget and this proposed budget update were centered on the vision and goals for transportation established in the Comprehensive Investment Plan. The objective was to develop a budget that would enable the Alameda CTC to plan, fund

and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources to identify transportation needs and opportunities in the County and formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by funding the delivery of quality programs and projects so they could be completed on schedule and within budget.

Fiscal Impact: The fiscal impact of approving the proposed FY2017-18 budget update would be to allow the roll forward of audited fund balances from FY2016-17 of \$127.7 million, provide additional resources of \$43.7 million and authorize additional expenditures of \$149.5 million, reflecting an overall increase in fund balance of \$21.9 million for a projected ending fund balance of \$340.8 million.

Attachments:

- A. Alameda CTC FY2017-18 Proposed Mid-Year Budget Update
- B. Capital Projects FY2017-18 Proposed Mid-Year Budget Update

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**Alameda CTC FY2017-18
Proposed Mid-Year Budget Update**

6.3A

	General Funds Proposed	I-580 Express Lanes Fund Proposed	Special Revenue Proposed	Exchange Fund Proposed	Debt Service Fund Proposed	Capital Project Funds Proposed	Inter-Agency Adjustments/ Eliminations Proposed	Total Proposed Budget	Proposed Adjustments	Currently Adopted Budget
Beginning Fund Balance	\$ 48,866,367	\$ 11,052,018	\$ 80,260,993	\$ 5,172,660	\$ 10,723,094	\$ 281,451,082	\$ -	\$ 437,526,214	\$ 127,686,696	\$ 309,839,518
Revenues:										
Sales Tax Revenues	\$ 12,665,000	\$ -	\$ 184,224,476	\$ -	\$ -	\$ 101,110,524	\$ -	\$ 298,000,000	\$ 16,000,000	\$ 282,000,000
Investment Income	485,000	200,000	710,000	50,000	-	2,800,000	-	4,245,000	1,515,000	2,730,000
Member Agency Fees	1,394,819	-	-	-	-	-	-	1,394,819	-	1,394,819
VRP Funds	-	-	12,000,000	-	-	367,602	(367,602)	12,000,000	-	12,000,000
Toll Revenues	-	11,500,000	-	-	-	-	-	11,500,000	3,500,000	8,000,000
Other Revenues	-	2,000,000	31,250	-	24,618,083	-	(24,649,333)	2,000,000	2,000,000	-
Regional/State/Federal Grants	3,750,527	-	4,340,027	-	-	7,977,211	-	16,067,765	8,868,266	7,199,499
Local and Other Grants	2,913	-	-	7,548,543	-	16,163,012	(4,096,107)	19,618,362	11,808,467	7,809,895
Total Revenues	18,298,259	13,700,000	201,305,753	7,598,543	24,618,083	128,418,350	(29,113,042)	364,825,945	43,691,733	321,134,213
Expenditures:										
<u>Administration</u>										
Salaries and Benefits	2,087,443	-	-	-	-	60,050	-	2,147,493	50,489	2,097,004
General Office Expenses	1,545,733	-	3,000	-	-	147,877	(3,000)	1,693,609	28,400	1,665,209
Travel Expense	42,300	-	-	-	-	2,700	-	45,000	-	45,000
Debt Service	-	-	-	-	26,473,250	24,618,083	(24,618,083)	26,473,250	-	26,473,250
Other Administration	3,254,236	-	7,000	-	-	143,940	-	3,405,176	548,926	2,856,250
Commission and Community Support	252,750	-	28,250	-	-	-	(28,250)	252,750	-	252,750
Contingency	194,000	-	-	-	-	6,000	-	200,000	-	200,000
<u>Operations</u>										
Salaries and Benefits	-	288,536	-	-	-	-	-	288,536	94,241	194,295
Other Operating Expenditures	-	5,220,000	-	-	-	-	-	5,220,000	(2,185,000)	7,405,000
Non-Operating Expenditures	-	493,727	-	-	-	-	-	493,727	493,727	-
<u>Planning</u>										
Salaries and Benefits	681,548	-	-	-	-	-	-	681,548	(65,718)	747,266
Planning Management and Support	482,489	-	-	-	-	-	-	482,489	482,489	-
Transportation Planning	1,799,232	-	-	-	-	-	-	1,799,232	4,418	1,794,814
Congestion Management Program	575,445	-	-	-	-	-	-	575,445	-	575,445
Other Planning Projects	-	-	-	-	-	-	-	-	-	-
<u>Programs</u>										
Salaries and Benefits	122,898	-	1,469,661	22,618	-	-	(189,341)	1,425,835	(42,401)	1,468,237
Programs Management and Support	2,664	-	1,816,799	4,275	-	-	-	1,823,738	14,738	1,809,000
Safe Routes to School Programs	-	-	2,189,837	-	-	-	-	2,189,837	405,236	1,784,601
VRP Programming	-	-	13,265,602	-	-	-	-	13,265,602	(788,398)	14,054,000
Measure B/BB Direct Local Distribution	-	-	153,982,845	-	-	-	-	153,982,845	8,267,536	145,715,309
Grant Awards	-	-	13,574,744	-	-	-	-	13,574,744	(4,053,084)	17,627,828
TFCA Programming	-	-	4,149,584	-	-	-	-	4,149,584	2,461,800	1,687,785
CMA TIP Programming	-	-	-	7,521,650	-	-	-	7,521,650	715,253	6,806,397
<u>Capital Projects</u>										
Salaries and Benefits	-	-	-	-	-	1,170,903	(123,957)	1,046,946	116,366	930,580
Project Management and Support	-	-	-	-	-	2,968,334	-	2,968,334	(414,446)	3,382,780
Capital Project Expenditures	-	-	-	-	-	220,326,096	(4,463,709)	215,862,387	143,321,272	72,541,115
<u>Indirect Cost Recovery/Allocation</u>										
Indirect Cost Recovery - Cap., Spec. Rev. & Exch. Funds	(313,298)	-	-	-	-	-	313,298	-	-	-
Total Expenditures	10,727,439	6,002,263	190,487,322	7,548,543	26,473,250	249,443,983	(29,113,042)	461,569,757	149,455,844	312,113,914
Net Change in Fund Balance	7,570,820	7,697,737	10,818,430	50,000	(1,855,167)	(121,025,633)	-	(96,743,812)	(105,764,111)	9,020,299
Projected Ending Fund Balance	56,437,187	18,749,755	91,079,423	5,222,660	8,867,927	160,425,449	-	340,782,402	21,922,585	318,859,817
Maintenance Contributions		5,000,000						5,000,000	5,000,000	-
Fund Balance/Operational Reserves	41,784,187	13,749,755						55,533,942	21,215,240	34,318,702
Projected Net Fund Balance	\$ 14,653,001	-	\$ 91,079,423	\$ 5,222,660	\$ 8,867,927	\$ 160,425,449	\$ -	\$ 280,248,460	\$ (4,292,655)	\$ 284,541,115

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**Capital Projects
FY2017-18 Proposed Mid-Year Budget Update**

	(A)	(B)	(C)	(D)	(E)	(C) + (D) + (E) = (F)	Funding			
	Adopted FY 2016-17 Capital Budget	Actual FY 2016-17 Expenditures	FY 2016-17 Rollover to FY 2017-18	Adopted FY 2017-18 Original Capital Budget Request	FY 2017-18 Capital Budget Adjustment	FY 2017-18 Capital Budget w/ Actual Rollover	Total Local	Total Regional	Total State	Total Federal
1986 Measure B Capital Program	\$ 25,956,276	\$ 2,999,755	\$ 22,956,521	\$ 581,702	\$ (1,140,325)	\$ 22,397,898	\$ 22,397,898	\$ -	\$ -	\$ -
2000 Measure B Capital Program	86,024,157	36,764,867	49,259,290	18,375,817	17,296,291	84,931,398	84,059,593	-	-	871,805
2014 Measure BB Capital Program	74,344,249	33,731,349	40,612,900	57,646,771	1,768,241	100,027,913	98,737,215	-	-	1,290,697
Non-Sales Tax Capital Program	58,705,988	21,818,289	36,887,699	19,792,321	(39,571,897)	17,108,123	11,293,414	3,443,223	2,371,486	-
	<u>\$ 245,030,671</u>	<u>\$ 95,314,260</u>	<u>\$ 149,716,411</u>	<u>\$ 96,396,612</u>	<u>\$ (21,647,690)</u>	<u>\$ 224,465,333</u>	<u>\$ 216,488,121</u>	<u>\$ 3,443,223</u>	<u>\$ 2,371,486</u>	<u>\$ 2,162,502</u>

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: I-580 Express Lanes (PN 1373.002): Approve Amendment No. 2 to Service Agreement 15R390000 with the California Highway Patrol to extend the term of the agreement for two additional years and an additional budget of \$800,000 for a total not-to exceed amount of \$1,806,000

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 to Service Agreement 15R390000 with the California Highway Patrol to extend the term of the agreement for two additional years and an additional budget of \$800,000 for a total not-to exceed amount of \$1,806,000.

Summary

The Alameda CTC operates and maintains the I-580 Express Lanes to provide travel reliability for the public. Alameda CTC maintains an agreement with the California Highway Patrol (CHP) to provide the necessary patrol and enforcement services that are an essential element of maintaining optimal operations on the Express Lane. The current agreement expires on June 30, 2018 and will expend over 60% of the current total budget. An extension of this service agreement to June 2020, along with the corresponding increase in budget, will ensure continued coverage by the CHP necessary with enhanced staffing for the I-580 Express Lanes operation.

Background

Pursuant the California Streets and Highway Code Section 149.5, the agreement between the Alameda CTC and the CHP identifies procedures for enforcement by the CHP to prohibit unauthorized use of the express lanes and authorizes reimbursement of this state agency for the enforcement activities. On a regular basis, the CHP officers are present in the corridor to pullover suspected toll violators in addition to enforcing overall traffic safety. It is necessary to

continue CHP-provided enforcement services even alternative violation enforcement strategies cannot detect all types of unauthorized use.

Through a cooperative effort with CHP, adjustments to the staffing plan were made beginning in January 2018. These changes have increased staffing and enabled CHP to fill the shifts more consistently, significantly increasing the patrol hours devoted to the express lane corridor. Consequently, as shown in Attachment A, the monthly enforcement contacts and express lane violation citations have more than doubled since this change. In addition, the enhanced visibility of CHP patrols within the corridor is expected to create a deterrent to toll evasion.

Table A below summarizes the contract actions related to Agreement No. 15R390000. The current agreement expires on June 30, 2018, and an extension of this service agreement will ensure continued coverage by the CHP necessary for the I-580 Express Lanes operation.

Table A: Summary of Agreement No. 15R390000

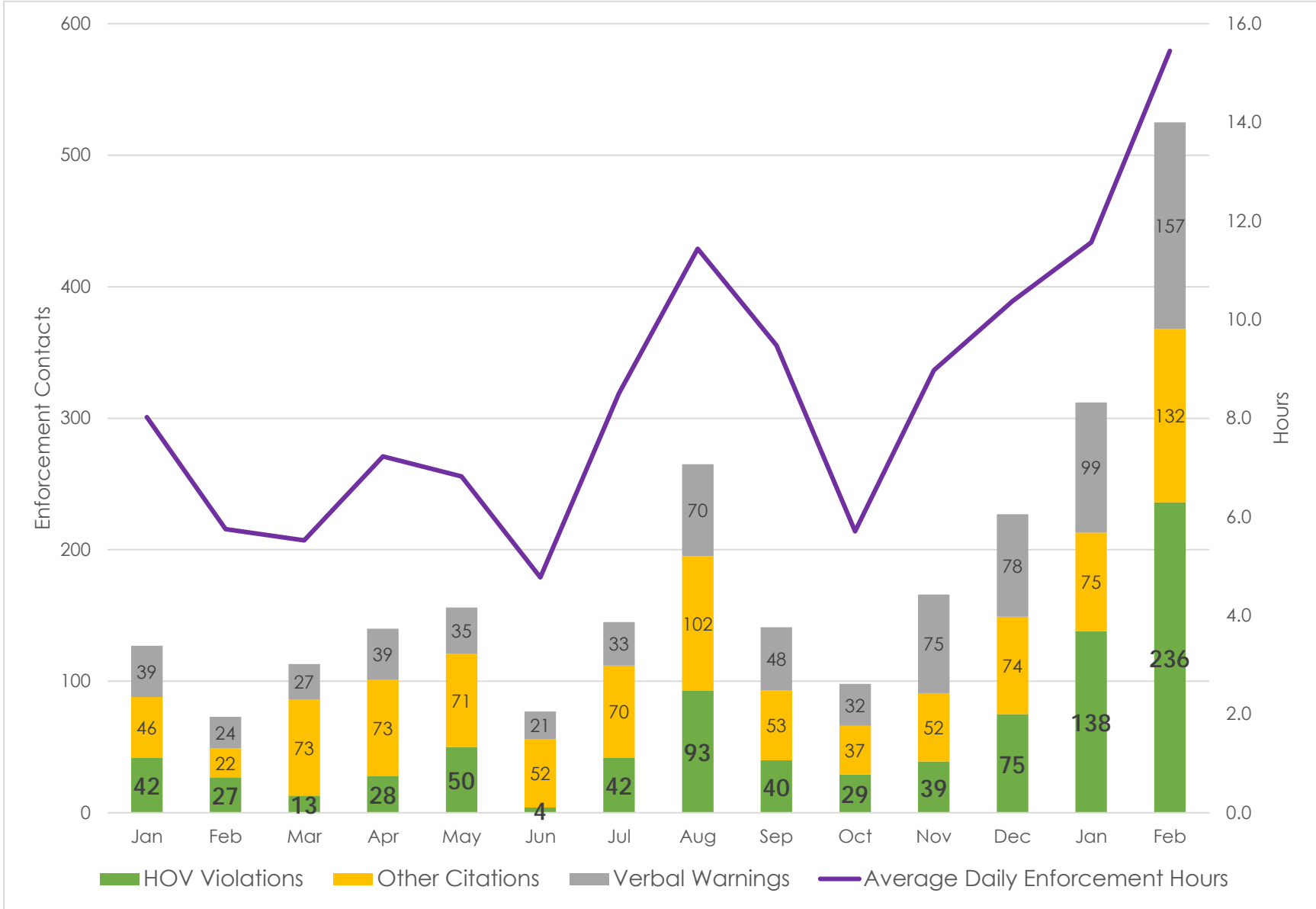
Agreement Status	Work Description	Value	Total Not-to-Exceed Value
Original Agreement April 2015	Enforcement to deter toll evasion and occupancy violations, in both directions of I-580 (through June 2016)	\$370,000	\$370,000
Amendment No. 1 March 2016	Enforcement to deter toll evasion and occupancy violations, in both directions of I-580 (2 year extension)	\$636,000	\$1,006,000
<i>Proposed Amendment No. 2 April 2018</i>	<i>Enforcement to deter toll evasion and occupancy violations, in both directions of I-580 (2 year extension)</i>	<i>\$800,000</i>	<i>\$1,806,000</i>
Total Amended Agreement Not-to-Exceed Amount			\$1,806,000

Fiscal Impact: The fiscal impact for approving this item is \$800,000 of toll-revenue funds, which will be included in the I-580 Express Lanes Operating Budgets adopted for FY2018-19 and FY2019-20.

Attachment:

- A. CHP Express Lane Enforcement Statistics, January 2017 – February 2018

Attachment A. – I-580 Express Lanes CHP Enforcement Statistics, January 2017 – February 2018



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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations
Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Interstate 580 Express Lanes Expenditure Plan for the Fiscal Years 2016-17 through 2035-36

Recommendation

It is recommended that the Commission approve the Interstate 580 Express Lanes Expenditure Plan for the Fiscal Years 2016-17 through 2035-36.

Summary

Authorized under California State Assembly Bill (AB) 2032 in September 2004, the governing body of Alameda CTC (Commission) designated the Interstate 580 (I-580) corridor in the Tri-Valley area a potential express lane facility in November 2005. In order to manage congestion in this corridor, Alameda CTC implemented express lanes in both the eastbound and westbound directions through the cities of Dublin, Pleasanton, and Livermore in the eastern sub-region of the county. These lanes opened to traffic in February 2016.

AB 2032 directs that the revenue generated from the express lanes be available to the administering agency for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the program. All remaining net revenues are to be allocated pursuant to an expenditure plan adopted biennially by the administering agency for transportation purposes within the corridor that may include funding for the construction of high-occupancy vehicle facilities and the improvement of transit services that directly service the corridor. This I-580 Express Lanes Expenditure Plan (Expenditure Plan) has been prepared in conformity with and in order to satisfy the requirements in AB 2032.

Background

The Expenditure Plan is a fiscal and planning document for the Alameda County Transportation Commission (Alameda CTC). It is prepared in order to present the history, objectives, benefits, and costs of the program in a single document and develop a strategic expenditure plan for the associated net revenues for the next twenty years.

AB 2032 directs that the revenue generated from the express lanes be available to the administering agency for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the program. All remaining net revenues are to be allocated pursuant to an expenditure plan adopted biennially by the administering agency for transportation purposes within the corridor that may include funding for the construction of high-occupancy vehicle facilities and the improvement of transit services that directly service the corridor.

This Expenditure Plan incorporates Alameda CTC's goals and standards for the Express Lanes program, the project I-580 Express Lanes operating and non-operating expenditures, and the projected revenues, for the next twenty years. It is designed to give direction to future express lane, carpool, and transit projects within the I-580 corridor.

Some key information provided in the Expenditure Plan includes an overview of the I-580 Express Lanes, such as governance and organizational structure, which also encompasses existing toll structure and facilities information. It includes information regarding goals and objectives for the express lanes including plans for how these goals might be met and sets standards for the express lanes. It provides an evaluation of the current express lane system's service and performance and discusses risks and obligations involved in the operations of the I-580 Express Lanes, including how those risk might be mitigated. The twenty-year operations plan and budget provides a projection on how revenues and expenditures might be realized over the twenty-year period and timing of when net revenues might be available for additional investments in the 580 corridor. Also included is a twenty-year capital improvement program which sets priorities for the net revenues when they become available to be spent in the 580 corridor on the capital program. Finally, a review is provided regarding the outreach and education that has been accomplished for the I-580 Express Lanes program and the continuing efforts in this area in conjunction with partnering agencies.

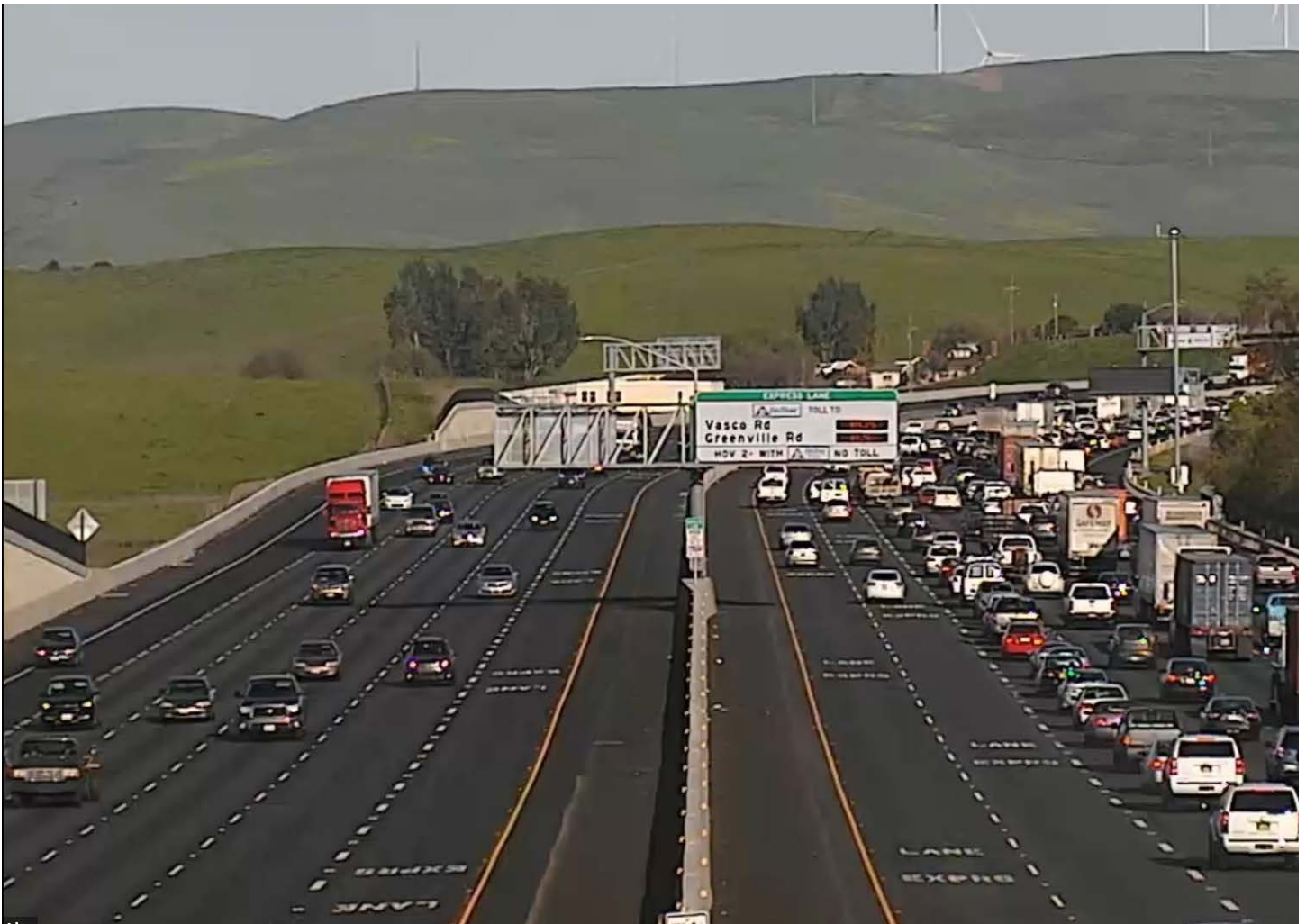
As updates to the Expenditure Plan are expected to be prepared biennially, and as the anticipated year that net revenues will be available for investment in the 580 corridor becomes more clear and draws nearer, funding will then be programmed at the project level in future expenditure plan documents.

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

Attachment:

- A. Interstate 580 Express Lanes Expenditure Plan, Fiscal Year 2016-17 through 2035-36

INTERSTATE 580 EXPRESS LANES 20 YEAR EXPENDITURE PLAN



DRAFT

Fiscal Year 2016-17 through 2035-36

Approved by Board: _____



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- A. Assembly Bill 2032 (2004)
- B. *Operations and Maintenance Agreement between State and Alameda County Transportation Commission for the Route 580 Express Lanes*

Chapter 1: Introduction to the Expenditure Plan

1.1 Expenditure Plan Purpose

The Interstate 580 (I-580) Express Lanes Expenditure Plan (Expenditure Plan, or Plan) is a fiscal and planning document for the Alameda County Transportation Commission (Alameda CTC). It is prepared in order to present the history, objectives, benefits, and costs of the program in a single document and develop a strategic expenditure plan for the associated revenues for the next twenty years.

1.2 Relationship to Other Plans, Projects, and Actions

This Expenditure Plan incorporates Alameda CTC's goals and standards for the Express Lanes program, the I-580 Express Lanes operating budget, and the projected revenues, for the next twenty years. It is designed to give direction to future express lane, carpool, and transit projects within the I-580 corridor.

1.3 Structure

The Expenditure Plan structure is primarily based on Metropolitan Transportation Commission's (MTC's) Resolution 2532, which provides guidance for the development of regional transit plans, to the extent the topics are applicable.

Chapter 2 provides an overview of the I-580 Express Lanes, including the existing toll structure and facilities. Chapter 3 presents the agency's goals, objectives, and standards for the Express Lanes. Chapter 4 presents an evaluation of the current express lane system. Chapter 5 presents risks and obligations involved in the operations of the I-580 Express Lanes. Chapter 6 presents the twenty-year operations plan and budget, and Chapter 7 presents the twenty-year capital improvement program. Given the relative newness of express lanes, Chapter 8 has been included to outline the current and projected public outreach program needs.

Chapter 2: Overview of I-580 Express Lanes

2.1 History

I-580 is the main east-west interregional freeway connecting the Bay Area with the Central Valley communities and businesses; it also serves as a major commute corridor between the Central Valley (Tracy, Stockton, and the Interstate 5 corridor) and the Bay Area. Additionally, I-580 is a major route for the movement of goods and freight into and out of the region, as well as recreational travel throughout the year. Over the last two decades, the I-580 corridor has consistently been rated one of the most congested freeway segments within the San Francisco Bay Area region.

Authorized under California State Assembly Bill (AB) 2032 in September 2004, included as Attachment A, the governing body of Alameda CTC (Commission) designated the I-580 corridor in the Tri-Valley area a potential express lane facility in November 2005. In order to manage congestion in this corridor, Alameda CTC implemented express lanes in both the eastbound and westbound directions through the cities of Dublin, Pleasanton, and Livermore in the eastern sub-region of the county.

As the project sponsor of the I-580 Express Lanes projects along the I-580 corridor in the Tri-Valley, Alameda CTC worked closely with the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), MTC, Bay Area Toll Authority (BATA), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver corridor improvements along I-580. The last of such corridor improvements was the I-580 Express Lanes, which opened to traffic, in the eastbound and westbound directions, in 2016 on February 19 and 22, respectively. The express lanes provide a new choice to single occupancy vehicle (SOV) users by enabling them to utilize the high occupancy vehicle (HOV) lane for a fee, while HOV users and HOV-eligible users may use the lanes for a discounted fee (currently free).

2.2 Governance

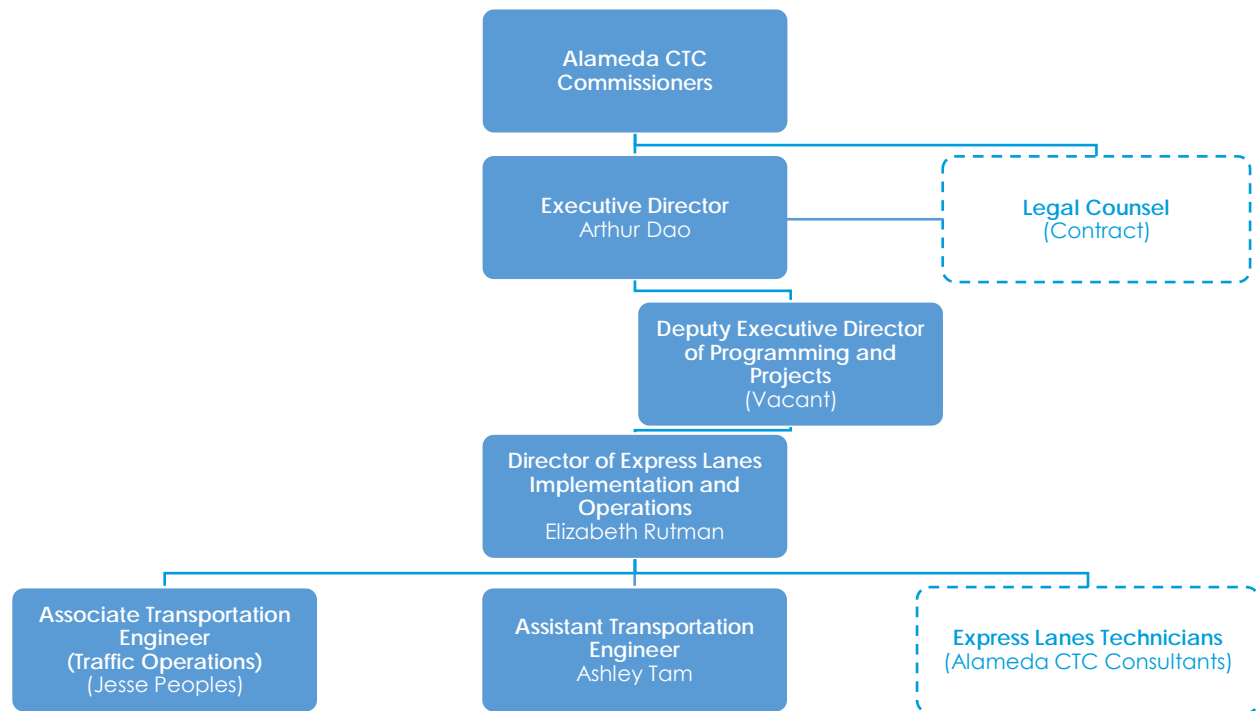
The I-580 Express Lanes are operated by Alameda CTC. Alameda CTC is governed by a 22-member Commission made up of five members of the Alameda County Board of Supervisors, two members representing the City of Oakland, 13 members each representing one of the other 13 incorporated cities in Alameda County, one member representing the Bay Area Rapid Transit District, and one member representing the Alameda-Contra Costa Transit District.

2.3 Organizational Structure

Operations of the I-580 Express Lanes are structured under the direction of the Deputy Executive Director of Programming and Projects, and overseen and managed by the Director of Express Lanes Implementation and Operations with the support of an Associate Transportation Engineer, an Assistant Transportation Engineer, and two Express

Lanes Technicians. The current staffing chart, including the vacant position for the Deputy Executive Director of Programming and Projects, is shown below in Figure A.

Figure A. I-580 Express Lanes Functional Organizational Chart (April 2018)



2.4 Services Provided and Area Served

The recently completed I-580 Corridor projects provide increased capacity and efficiency for commuters and freight through the Livermore Valley. Extending from Hacienda Drive to Greenville Road in the eastbound direction, and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, the express lanes operate as toll lanes from 5:00 a.m. to 8:00 p.m., Monday through Friday, including holidays; at all other times, the lanes are open to all users free of charge.

The express lanes optimize the corridor capacity by providing a new choice to drivers. Carpools, motorcycles, and transit vehicles with a FasTrak® Flex toll tag may enjoy the benefits of travel-time savings and reliable travel toll-free, and clean air vehicles (CAVs) enjoy reduced toll travel (currently free), while SOVs may choose to pay a toll for these same benefits. The general purpose (GP) lanes remain available to all users free of charge. By shifting some of the SOV traffic from GP lanes to express lane(s), the I-580 Express Lanes also improve the travel conditions in the GP lanes.

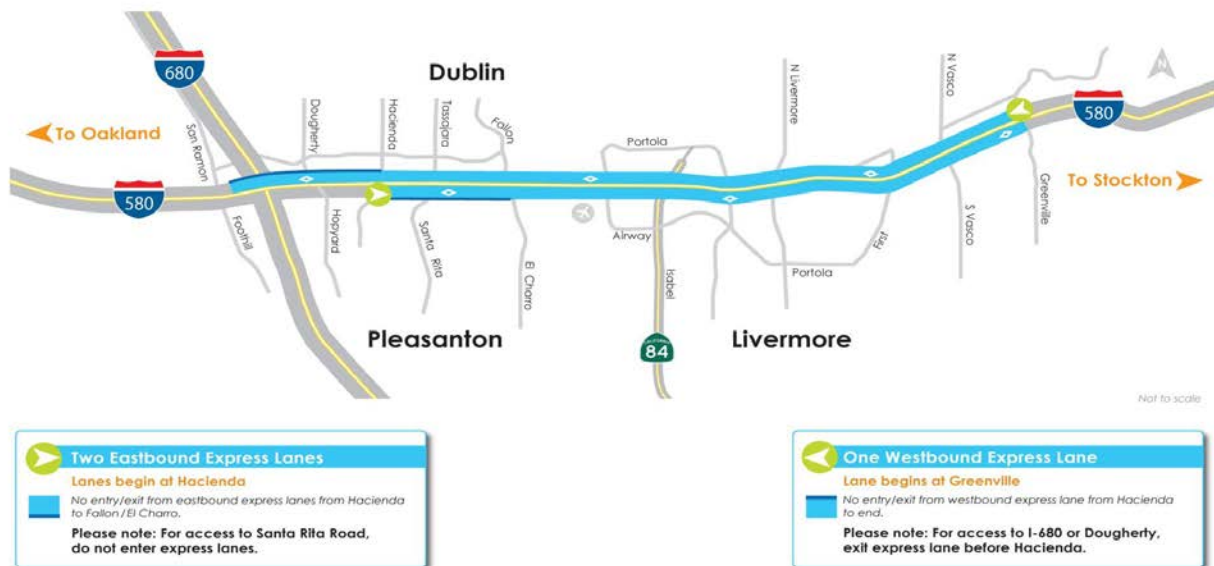
In the westbound direction, a single express lane begins just west of Greenville Road, adjacent to four GP lanes. The express lane is continuously accessible from the GP lanes until Hacienda Road, where it becomes a buffered lane until it ends just east of San

Ramon Road/Foothill Road. The buffer is a double white stripe; no ingress/egress is permitted within the buffered section.

In the eastbound direction, the express lane begins at Hacienda Drive as a single, buffered lane adjacent to four GP lanes. Just west of Fallon Road, a second express lane is added and the lanes are opened for continuous ingress/egress, still adjacent to four GP lanes. The second express lane becomes a GP lane just west of Vasco Road; the remaining express lane becomes a GP lane just west of Greenville Road. See Figure B for express lane limits.

Alameda CTC contracts with the CHP and Caltrans for reimbursable enforcement and maintenance services, respectively, and with BATA for FasTrak account management and customer service.

Figure B. Project Location Map



2.5 Toll Structure

California Streets and Highway Code, under Section 149.5 (a)(2), authorized Alameda CTC to adopt a fee structure to manage traffic congestion.

The I-580 Express Lanes employ a dynamic pricing strategy which utilizes technology to assess real-time traffic congestion in the corridor. The software analyzes traffic volume and speed in both GP and express lanes, adjusts the price for toll-paying users to travel within the express lanes, and displays updated pricing to the patrons. Such updates may occur as frequently as every three minutes. HOV and HOV-eligible users may access the lane for a reduced toll, provided they carry FasTrak Flex (switchable) transponders to self-declare vehicle occupancy. Currently, all HOV and HOV-Eligible users enjoy toll-free

travel. The I-580 Express Lanes authorized hours of operation are from 5:00 a.m. to 8:00 p.m., Monday through Friday.

Dynamic message signs (DMS) throughout the corridor provide pricing information to drivers by displaying tolls for travelling to the next nearest destination as well as to the end of the express lane facility. If two destinations are displayed, the one that appears on top (first destination) is closer than the one that appears on the bottom (second destination). A toll-paying driver is guaranteed the price shown on the sign when their vehicle is first detected in the lane, even if the price changes after they entered the lane. Depending on the location of their vehicle in the express lane, a toll-paying driver pays either the first price or the second price (not both), or they may pay a price in between:

- If a toll-paying driver exits before reaching the first destination on the sign, they still pay the full price to travel to the first destination.
- If a toll-paying driver exits between the first and second destination, they pay a toll between the two prices first seen on the DMS.
- If a toll-paying driver stays in the lane until the second destination, they can ignore other pricing signs along the express lane once in the lane and pay the price for the second destination, seen on DMS at the time when they entered the lane.

Vehicles traveling within the express lanes are identified by a series of toll gantries. The toll collections system (TCS) uses the FasTrak transponder data and/or images of license plates captured at each toll gantry to determine vehicle trips within the system; toll rates are assessed based on the portion of the express lanes used, as determined by the number of toll zones included within the trip. The westbound express lane has been divided into eight toll zones; the eastbound express lanes have been divided into seven toll zones. Each toll zone may include multiple toll gantries.

The adopted I-580 Express Lanes business rules pertaining to toll collection are listed below:

- Customers will be locked-in to pay the toll rate displayed on the DMS at the time of their entrance into the express lane.
- As authorized by AB 1811 in July 2014, all lane users, including the HOV users, are required to carry an electronic device for enforcement purposes while traveling in I-580 Express Lanes.
- All customers must enroll with the FasTrak Regional Customer Service Center for an account, and must properly mount a FasTrak/FasTrak Flex transponder prior to traveling in the express lanes in order to avoid receiving a Violation Notice.
- Any vehicle that travels in the express lanes without a transponder will be charged the full fare toll (and violation penalties, if applicable) by means of the license plate image capture review process.

- Current HOV requirements for the express lanes is two or more passengers (HOV 2+) in each permitted vehicle.
- FasTrak Flex (also known as switchable) transponders are required for the HOV or HOV-eligible users to receive HOV discounts by setting the switch at “2” or “3+”.
- Vehicles equipped with standard (legacy) transponders will be tolled at the full fare toll rate regardless of occupancy.
- Other HOV-eligible users (e.g., CAVs with eligible CAV decals, motorcycles) must carry a FasTrak Flex transponder with the setting at “2” or “3+” to receive HOV discounts.
- Transit and vanpools (registered through Rideshare) that are not equipped with a non-revenue transponder must carry a FasTrak Flex transponder and meet occupancy requirements to receive HOV discounts.
- Vehicles with metallic windshields must use a bumper-mounted transponder. Vehicles with bumper-mounted transponders cannot receive the HOV discount.
- Rental car customers will be charged the toll via the rental account. It is the responsibility of the customer to check with the rental agency and to ensure they opt in to use the rental toll payment program. Customers in rental cars are not eligible for HOV travel on the express lanes unless occupancy requirements are met and a valid FasTrak Flex transponder is mounted in the vehicle.
- When “HOV-Only” mode is displayed on a DMS, it means that solo drivers shall not enter the express lane unless they are a motorcycle or CAV allowed in the HOV lane, as “HOV-Eligible Vehicles,” per current state laws.
 - When the express lane is in HOV-Only mode, SOVs already in the express lanes that do not meet the occupancy requirement will be tolled their locked-in rate for that segment.
 - An SOV that enters the express lane during HOV-Only mode is subject to a \$30 toll and may also be cited by CHP.

The operational minimum toll rate to travel within the express lanes is currently \$0.50.

The operational maximum toll rates to travel the entire length of the westbound or eastbound express lanes are set at \$13.00 and \$9.50, respectively.

2.6 Capital Assets and Facilities

The I-580 Express Lanes implementation included installation of various equipment and roadway infrastructure. These include items such as:

- DMS Structures
- Static Signs (Overhead, Barrier-Mounted, Roadside)
- Antennas, toll readers, flood lights, and enforcement cameras mounted on toll gantries or on overcrossing (bridge) structures
- In-pavement loop detectors at each toll gantry
- Roadside controller cabinets with toll system servers and software
- Service cabinets for power and telecommunications
- Communication and power lines and associated infrastructure
- Median overhead lights
- Concrete barrier
- Metal beam guard railing
- Crash cushions
- Pull boxes
- Closed-circuit television (CCTV) cameras
- Toll host system servers and software

Alameda CTC has an Operations and Maintenance Agreement with Caltrans to maintain certain assets related to the express lanes. See Section 4.3 for the inventory and discussion of maintenance requirements and responsibilities.

Alameda CTC maintains two facilities related to express lane operations:

- The Express Lanes Operations Center within the Alameda CTC office is equipped with one computer, two monitors, and two large television screens that project CCTV images dedicated to the I-580 Express Lanes.
- The Toll Data Center for the I-580 Express Lanes is located at Alameda CTC's colocation site at 200 Paul Avenue in San Francisco.

Chapter 3: Goals, Objectives and Standards

3.1 Introduction

This chapter describes the goals, objectives, and standards of the I-580 Express Lanes as they relate to Alameda CTC's mission and activities. These goals, objectives, and standards help the Commission members, management, staff, and public-at-large evaluate the performance of the I-580 Express Lanes and establish future activities related to the express lanes program.

3.2 Mission of Alameda CTC

The mission of Alameda CTC is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

The I-580 Express Lanes help to accomplish this mission by providing increased capacity and efficiency for commuters and freight through the Livermore Valley, along the primary corridor connecting the Bay Area with the Central Valley.

3.3 Goal: Financial Solvency

The objectives for this goal will establish the benchmarks for assessing the financial independence of the I-580 Express Lanes. The objectives identified in this Plan to support this goal are:

- Generate gross annual operating revenues that exceed annual operating costs.
- Set aside funds for upcoming maintenance needs sufficient to cover one to four years of planned technology replacement, technology upgrades, civil infrastructure replacement, and pavement rehabilitation needs, depending on fund availability.
- In addition to the maintenance funds set aside, establish and maintain an operational risk reserve of at least \$20 million over the life of this Plan.
- Repay the \$38.5 million capital loan from Measure B.
- When revenue exceeds the needs listed above, invest in other improvements that will further enhance mobility within the I-580 corridor.

3.4 Goal: Improved Express Lane Usage Compliance

The I-580 Express Lanes are the first lanes in the Bay Area that require a transponder for all users and a switchable transponder for HOV or HOV-eligible vehicles to receive the HOV discount (currently free). As described in Section 2.5, all vehicles without transponders will be charged the full fare toll rate by means of the license plate image capture review process. These are known as image-based trips. As of June 30, 2017,

approximately 22 percent of all express lane trips were image-based trips, and less than half of those could be linked to FasTrak accounts. A good portion of the Violation Notice recipients that received notices between February and June of 2017 were carpoolers unaware of the requirement to carry a FasTrak Flex transponder for free travel. The objectives identified in this Plan to support this goal are:

- Reduce the percentage of image-based trips from the current 22 percent to less than 20 percent (equivalent to that experienced by BATA on Bay Area toll bridges).
- Reduce the percentage of image-based trips requiring Violation Notices from the current 12 percent to less than 5 percent.
- Increase the public's understanding of FasTrak Flex requirement for HOV/HOV-eligible vehicles.

3.5 Goal: Employ Technological Enhancements

The technology used for express lanes is continuously evolving. Investing in research and development of new technology would enhance usage of the express lane system and thus result in improved corridor mobility and performance and reduced revenue leakage. The objectives identified in this Plan to support this goal are:

- Enhance the current I-580 technology to include vehicle matching capabilities that enhance simple license plate matching, resulting in fewer errors, lower operating costs, and higher revenues.
- Incorporate occupancy detection technology to augment the self-declaration by transponder as a means to establish toll classifications (SOV/HOV 2/HOV 3+).
- Explore alternative toll collection technologies such as smart phone applications for occupancy declaration and toll payment.
- Ensure the I-580 Express Lanes comply with federal or state technological requirements such as interoperability with other tolling systems.

3.6 Goal: Maintain the Integrity of the I-580 Express Lanes

Regular monitoring of the system performance is necessary to ensure the express lanes continue to provide reliable travel for eligible users. The objective identified in this Plan to support this goal is:

- Maintain a minimum Level of Service (LOS) C in each direction for the express lane corridor as a whole; see Table 1 (2010 Highway Capacity Manual LOS Criteria) for LOS information.

Chapter 4: Service and System Evaluation

4.1 System-wide Performance

The Alameda CTC Operations Center staff monitor the express lanes during operating hours (5:00 a.m. to 8:00 p.m., Monday through Friday) and analyze traffic data gathered by the system in order to evaluate system performance. Level of Service (LOS) is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst). The 2010 Highway Capacity Manual measures freeway LOS based on density (passenger cars per mile per lane, or pc/mi/ln) (Table 1). A performance measure specified in AB 2032 requires that the express lanes maintain LOS C, with LOS D permitted by agreement with Caltrans. The Alameda CTC express lane goals are a minimum 45 miles per hour (mph) and maximum 1,550 vehicles per hour per lane, which provides minimum LOS C.

Table 1. 2010 Highway Capacity Manual LOS Criteria

LOS	Density (pc/mi/ln)	Traffic Flow Characteristics
A	≤ 11	Free Flow Operations
B	> 11 – 18	Reasonably Free Flow
C	> 18 – 26	Freedom to maneuver within the traffic stream is noticeably restricted
D	> 26 – 35	Freedom to maneuver within the traffic stream is more noticeably limited
E	> 35 – 45	Vehicles are closely spaced; little room to maneuver within the traffic stream
F	> 45	Breakdowns in vehicular flow

The United States Code, under 23 USC 166(b)(4), requires states to monitor the impact of SOVs on express lanes such as I-580 to ensure the performance of the lanes is not degraded by the presence of toll-paying users. Under this regulation, the I-580 Express Lanes would be considered degraded if the lanes failed to operate at a speed of more than 45 mph at least 90 percent of the time over a consecutive 180-day period during morning and evening peak periods. A Before/After Study, which began data collection in Spring 2018, will evaluate performance matrix criteria outlined in AB 2032 and 23 USC 166(b)(4).

Periodic analyses of the speeds and densities within the corridor, presented to the Commission, are publicly available. The most recent operations reports indicate that the I-580 Express Lane facility is providing travel time savings and travel reliability throughout

the day. Between February and June 2017, average hourly speeds in the westbound express lanes were estimated at 5 to 15 mph higher than the average hourly speeds in the GP lanes during the morning peak hours in the most congested westbound segment of the corridor, and average hourly speeds in the eastbound express lanes were estimated at 5 to 25 mph higher than the average hourly speeds in the GP lanes during the afternoon peak hours in the most congested eastbound segment of the corridor.

4.2 Retrospective of Revenue

Through June 2017, the I-580 Express Lanes have recorded over 10.4 million total trips and generated over \$13.0 million in gross toll revenues. Average daily usage on the I-580 Express Lanes has increased from 23,900 trips per day in March 2016 to 33,300 trips per day by June 2017, and continues to grow as the public becomes more aware of the benefits the lanes provide and how to use them.

4.3 Equipment/Facility Deficiencies and Remedies

The I-580 Express lanes were under warranty by the Toll System Integrator until mid-February 2017. At that time, Alameda CTC accepted the toll systems and moved into the full operations and maintenance phase of the facility. The Toll System Integrator prepared a Maintenance Plan as part of the integration scope of work. The plan is intended to maintain a state of good repair for the tolling system and addresses:

- Standards, response times
- Organization, staffing, schedules, training, communications
- Maintenance methodology
 - Preventive maintenance
 - Corrective maintenance
 - Software maintenance
 - Force majeure repairs
- Maintenance Online Monitoring System (MOMS)
 - Failure tracking, records, reporting, spares inventory tracking
- Maintenance facilities, tools

Chapter 5: Risks and Obligations

As the operator of express lanes with a tolling system on a state-owned facility, Alameda CTC is vulnerable to various associated liabilities and risks. In addition, Alameda CTC has entered into an Operations and Maintenance Agreement with Caltrans, which outlines additional obligations related to the care and maintenance of the facility and the corridor. Each of these risks and obligations carries potential financial obligations as described below.

5.1 Operational Risks

The following categories have been identified as potential operational risks.

Toll System Equipment Damage

The various types of toll system equipment installed along the I-580 corridor is listed in Section 2.6. Guard rails and barrier rails were installed as safety measures for the traveling public and also provide protection for the more sensitive infrastructure that, if struck by a vehicle, would affect the functionality of the toll system.

Toll System Equipment – Catastrophic Failure

A catastrophic event such as an earthquake, major power surge, or other force of nature, could impact the entire toll system.

Data Breach Liability

The toll system collects express lane user information such as toll tag numbers and images of vehicles and license plates. In addition, while evaluating disputes, Alameda CTC staff has access to information regarding FasTrak customer account numbers. This data is considered to be Personally Identifiable Information (PII), which requires specific protocols and must be protected from outside intrusion. Per the agreements with Caltrans and BATA, Alameda CTC is responsible for the security of all data collected related to the function of collecting tolls and is responsible for indemnifying the State and/or BATA for any liability arising due to a security breach of PII.

Tort Liability

Alameda CTC has the potential for litigation exposure or tort liability relating to the express lane tolling system and incidents associated with the express lane infrastructure installed along the corridor.

5.2 State Highway Obligations

The *Operations and Maintenance Agreement between the State and Alameda County Transportation Commission for the Route 580 Express Lanes*, an excerpt of which is included as Attachment B, requires that Alameda CTC reimburse Caltrans for

maintenance of the express lanes, including those civil infrastructure elements that the Toll System Integrator does not maintain. This includes, but is not limited to, sweeping of the median shoulders, barrier and guard rail repair where those facilities protect toll system equipment, and pavement repair in the express lane.

In addition, Alameda CTC is responsible for all costs associated with future relocation of Alameda CTC's toll facilities if such relocations is required by Caltrans.

Finally, if operations of the express lanes is terminated by Alameda CTC, Alameda CTC is responsible for removal of all, or designated portions of, Alameda CTC improvements within the highway right-of-way and restoration of the facility to a standard acceptable to Caltrans.

The Alameda CTC has acquired liability insurance which is renewed annually to mitigate the risks discussed above; however, it is prudent and best practice to maintain reserves to ensure the financial stability of the agency. Staff has worked with legal counsel to establish a target operational risk reserve level to work towards achieving and maintaining throughout the life of this expenditure plan.

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Chapter 6: Operations Plan and Budget

6.1 Operations Plan

Alameda CTC's operations plan for the I-580 Express Lanes involves staffing and express lane performance and capital investment needs reviews. The current staffing plan is presented in Section 2.3. The Director of Express Lanes Implementation and Operations is charged with the review of staffing needs on an annual basis and recommending changes as necessary.

The express lanes performance evaluation discussed in Chapter 4, along with annual reviews of the projected toll revenues and operating budget, could allow for changes in the dynamic pricing of the I-580 Express Lanes. The primary reason for making such changes would be to improve congestion management within the express lanes.

Capital improvements to the corridor, likely in the form of enhanced technology, could be implemented to improve express lanes operations and further the goals of increasing express lanes use and compliance. There is no specific plan at this time, though such improvements are discussed further in Chapter 7.

6.2 Operations Budget

This section outlines Alameda CTC's projected overall operating budget and assumptions for the next twenty years by fiscal year (FY). The projections, shown in Table 2, include anticipated operational risk reserves, maintenance contributions, and expenditures necessary to maintain financial sustainability as well as incorporate technological advancements into the system as they become available.

Table 2. Twenty-Year Financial Projections

Twenty-Year Financial Projection		FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
		Actual	Actual	Budgeted	Projected	Projected	Projected	Projected	Projected	Projected	Projected
Notes	<i>In thousands of dollars</i>										
Total Revenues	1	\$3,046	\$13,324	\$13,700	\$14,100	\$14,500	\$14,900	\$15,300	\$15,800	\$16,300	\$16,800
Committed Expenditures											
Operations and Maintenance Expenditures	2, 3	\$958	\$4,085	\$5,439	\$5,500	\$5,700	\$5,800	\$5,900	\$6,000	\$6,100	\$6,200
Express Lane Administration Expenditures	3	\$56	\$220	\$204	\$208	\$212	\$216	\$220	\$224	\$228	\$233
Measure B Loan Repayment (38.5M)		\$0	\$0	\$0	\$0	\$728	\$8,884	\$9,180	\$9,576	\$9,972	\$160
Require Non-Operating Maintenance Expenditures (NOME)											
Technology Replacement/Upgrade	4	\$0	\$0	\$360	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0
Civil Infrastructure Replacement	5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pavement Resurfacing/Rehabilitation	6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surplus/(Deficit) Before Contribution to NOME & ORR		\$2,032	\$9,019	\$7,697	\$3,392	\$2,860	\$0	\$0	\$0	\$0	\$10,207
Required Maintenance Contribution for NOME	7	\$1,000	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Required Operational Risk Reserve(ORR) Contribution	8	\$1,032	\$9,019	\$3,697	\$3,392	\$2,860	\$0	\$0	\$0	\$0	\$0
Unrestricted Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$207
ASSUMPTIONS											
<ol style="list-style-type: none"> Operating Revenue growth estimated at 3% per year beginning FY 17-18. Year 1 Operations & Maintenance Expenditures do not include Warranty Period maintenance performed by the Toll System Integrator as part of the capital project through February 2017. Operations and Maintenance and Administration Expenditures growth estimated at 2% per year starting after FY 17-18. Technology replacement/Upgrade assumes 12 year useful life beginning in FY 18-19 with costs split over 2 fiscal years; escalated at 5% per year for subsequent replacements to allow for better technology upgrades than standard escalation. Civil Infrastructure Replacement includes overhead sign structures (static and dynamic), toll gantries, median lighting, concrete barrier, fiber optic lines, toll system cabinets, and other non-technological and non-paving infrastructure. Infrastructure rehabilitation assumes 30 lane miles: Estimate @ \$350 thousand per lane mile no sooner than year 10; full rehabilitation every ~20 years @ \$1 million per lane mile. Costs escalated at 3% per year starting from 2017. Contributions for required maintenance are required for anticipated future technology upgrades, civil infrastructure replacement, and/or pavement rehabilitation needs in the following years based on the Cumulative Maintenance Contributions for NOME balance. Operational Risk Reserves accumulate up to the target of \$20 million, depending on available net operating Surplus before Contribution to NOME & ORR, and could be spent on a catastrophic type failure, e.g. an overall failure of the toll system equipment and/or the relocation of facilities or the removal of facilities and restoration in the event of termination, as required per the Operations and Maintenance Agreement with the State. 											

FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35	FY 35-36
Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
\$17,300	\$17,800	\$18,300	\$18,800	\$19,400	\$20,000	\$20,600	\$21,200	\$21,800	\$22,500	\$23,200
\$6,400	\$6,500	\$6,600	\$6,800	\$6,900	\$7,000	\$7,200	\$7,300	\$7,500	\$7,600	\$7,800
\$238	\$243	\$248	\$253	\$258	\$263	\$268	\$273	\$278	\$284	\$290
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$9,000	\$9,000	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$5,000	\$0
\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,000
(\$4,338)	\$11,057	\$11,452	\$11,747	\$3,242	\$737	\$13,132	\$13,627	\$14,022	\$9,616	(\$38,890)
\$0	\$0	\$0	\$0	\$1,338	\$0	\$4,735	\$13,627	\$14,022	\$9,616	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$11,057	\$11,452	\$11,747	\$1,904	\$737	\$8,387	\$0	\$0	\$0	\$0

As required by AB 2032, revenues generated from the express lanes are first allocated to expenditures related to the operations (including collection and enforcement), maintenance, and administration of the program, which are considered Committed Expenditures. In addition, the I-580 Express Lanes toll system was funded through capital loans from Measure B sales tax measures, so the payback of these loans is also a Committed Expenditure. Table 2 shows these Committed Expenditures categorized as: Operations and Maintenance Expenditures, Express Lane Administration Expenditures, Measure B Loan Repayment, and Required Non-Operating Expenditures (Technology Replacement/Upgrade, Civil Infrastructure Replacement, and Pavement Resurfacing/Rehabilitation). In addition, provisions are made for Required Maintenance Contributions and Required Operational Risk Reserves. Each of these is described in more detail below.

Operations and Maintenance Expenditures

Operations and maintenance expenditures include preventative maintenance, communications, and other costs associated with keeping the express lanes operational; monitoring of express lanes operations for performance and congestion management; revenue collection; civil infrastructure maintenance, outreach, and enforcement activities. These costs have not yet begun to stabilize on a month to month or year over year basis due to the infancy of the express lanes.

Express Lane Administration Expenditures

Express lane administration expenditures are costs to administer the express lanes which are generally recurring, but are not directly related to the toll collection process or other operations, and include items such as insurance, bank and legal fees, administrative staff time, and other miscellaneous cost to administer the lanes.

Measure B Loan Repayment

Construction of the I-580 Express Lanes were funded, in part, from Measure B capital advance loans from the 1986 Measure B and 2000 Measure B totaling \$8.5 million. Repayment of these loans is included in this Expenditure Plan as the operation needs of the express lanes allow, with the first payment beginning in FY 2019-20. The annual amount to be repaid can be found in the Measure B Loan Repayment row of Table 2.

Other Non-Operating Expenditures

Other non-operating expenditures include those items that are not part of the toll collection process and may or may not be recurring expenses. These items are subcategorized below.

Technology Replacement/Upgrade

The toll system was designed with a service life of ten years as a whole, but not all parts are created equally. In addition to routine maintenance of toll systems, periodic

upgrades to toll equipment and software are necessary for continued functioning of the express lanes facility. For example, after being in use for over five years, the toll host system server, CCTV camera and traffic detection sensors will need to be replaced or upgraded. Also, the antennas, toll tag readers, enforcement cameras, and lane equipment will need to be replaced at the end of their useful life (i.e., within ten years) for the continued operation of the express lanes.

Alameda CTC plans to monitor new research and development to further enhance corridor mobility and employ such technology as it become available and can be incorporated into the toll equipment replacement schedule. The intent will be to improve lane usage by curtailing violations, reduce costs by automation of toll systems including violation enforcement, and incorporate regional and national policy changes regarding toll tag technology and nationwide interoperability.

When upgrades are needed, Alameda CTC intends to solicit the best technology currently available through an open procurement process to maximize value to the agency. Technology Replacement/Upgrade improvements are expected to include the following:

- Replace toll equipment (such as cameras, readers, servers, host system hardware)
- Enhance the ability to differentiate between SOVs, HOVs, CAVs, and transit vehicles
- Upgrade/develop software/congestion-pricing tool
- Employ vehicle occupancy detection
- Enhance lane violation enforcement technology
- Enable toll systems to read national interoperable toll tags

Civil Infrastructure Replacement

The civil infrastructure of the express lanes, such as toll signage and poles, toll gantries, toll cabinetry, and fiber optic cabling will periodically need to be replaced. It is expected that in the shorter term these replacements will be less extensive than in the outer years.

Pavement Resurfacing / Rehabilitation

The Alameda CTC is committed to providing a quality express lane for all users. Newly-constructed pavement has a useful life of 20 years. While annual maintenance includes pothole repair and crack sealing, intermittent resurfacing is required to ensure a smooth ride. This resurfacing should be performed at about 10 – 12 years after construction, and every 5 – 6 years thereafter. Full pavement rehabilitation should be scheduled every 20 –

25 years. The current toll system uses in-pavement loop detectors, which would likely be disrupted by resurfacing activities and necessitate scheduling of resurfacing work to coincide with technological upgrade activities to maximize the return on the investment. However, toll technology is moving toward all-overhead systems, eliminating the need for in-pavement sensors and thus cutting the tie between technology and pavement resurfacing. It is anticipated that the I-580 Toll System will transition to an all-overhead system either prior to or coincident with the next resurfacing action.

Maintenance Requirements

With the FY 2016-17 budget, Alameda CTC established a goal of maintaining a maintenance reserve in the amount of 100 percent of annual operations and maintenance expenditures on the I-580 Express Lanes to ensure that funds will be available to pay for required maintenance of equipment on the lanes as it becomes due. However, that goal has been amended in this expenditure plan to meet the forecasted needs for technology upgrade/replacement costs, civil infrastructure replacement costs, and pavement resurfacing/rehabilitation costs projected over the following one to four fiscal years, as needed based on the balance available in the account. Funds will be contributed for maintenance annually and utilized as needed to cover technology and pavement replacement costs. The annual amount contributed for this reserve can be found in the Required Maintenance Contribution row of Table 2.

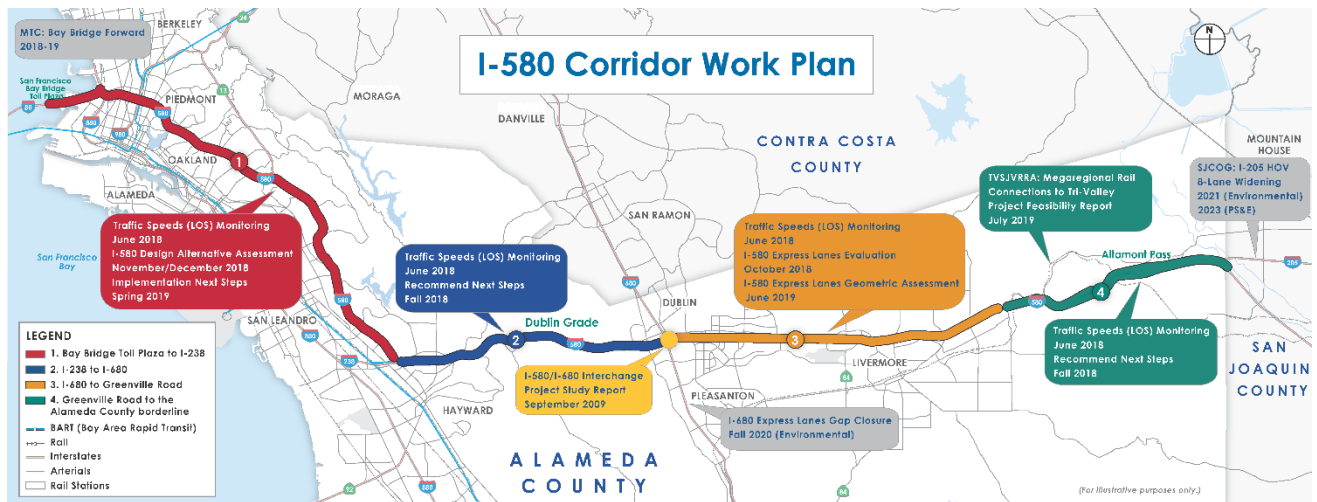
Operational Risk Reserve

In addition to the Required Maintenance Contribution, Alameda CTC has set a goal of maintaining an operational risk reserve in the amount of \$20 million to mitigate current and future risk on the I-580 Express Lanes, to ensure sufficient liquidity for operations, and to protect the agency against potential liability as described in Chapter 5. This reserve will help to ensure solvency for the I-580 Express Lanes, ensuring that it can pay its bills as they become due. It was not possible to accomplish this goal in the first year of operations; however, funds will be accumulated in this reserve annually until the goal is reached, and it will be maintained at the \$20 million level to the best of the ability of the agency throughout the life of the lanes. The annual amount set aside for this reserve can be found in the Required Operational Risk Reserve row of Table 2.

Chapter 7: Capital Improvement Program

The I-580 corridor is a critical interregional gateway and a multi-modal corridor. Currently, the corridor includes the I-580 Express Lanes as described in Chapter 2, San Francisco Bay Area Rapid Transit District (BART) rail service in the median, including two BART stations at West Dublin and Dublin/Pleasanton, Altamont Corridor Express (ACE) Rail which parallels and traverses portions of I-580, and WHEELS bus services. I-580 is also designated as part of the National Highway Primary Freight Network under the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, the federal surface transportation bill approved in 2015. A series of studies are underway to address multimodal investments in the I-580 corridor, including a BART extension, interregional rail connectivity to BART, and I-580 improvements beyond the Tri-Valley, including on other portions within Alameda County and in San Joaquin County as shown in Figure 1.

Figure 1. I-580 Transit and Project Studies



Capital Improvement Prioritization

According to enabling legislation for the express lanes in Alameda County (AB 2032), revenue generated from the project shall be available for administration related to operations, maintenance, construction and administration of the express lane program. The legislation also states that all net revenue remaining after meeting all committed expenditures must be allocated for transportation purposes within the program area through the adoption of an expenditure plan. The legislation further states that the expenditure plan may include funding for development and construction of high occupancy vehicle facilities and transit capital and operations that directly serve the authorized corridors.

Consistent with the governing legislation, prioritization of investments within the corridor are recommended in the following order: 1) HOV/Express Lane Expansion, 2) Transit

Investments, and 3) Capital Projects within the corridor. Given the number of studies underway along the corridor, actual programming of funds for future investments should occur after a full and complete revenue analysis and more defined project cost estimates that result from the numerous studies underway within the corridor are available. It is expected that programming recommendations will be ready for Alameda CTC's consideration in fall 2019. The following list recommends a programming priority order for the future use of I-580 Express Lane net revenues:

Priority 1: HOV/Express Lane System Expansion

The I-580 Express Lanes have improved corridor mobility in the Tri-Valley area; however, additional capital improvements are necessary for the improvement of driver experience and congestion management within the entire I-580 corridor. HOV/Express Lane gaps exist between various express and HOV lane facilities and further studies are underway that may identify opportunities for HOV/Express Lane expansion in the I-580 Corridor within and beyond the Tri-Valley. The following studies are underway and future investments for HOV and express lane system expansion will be identified which could be funded with I-580 Express Lane net revenues.

Alameda CTC has segmented I-580 within Alameda County into four distinct sections based upon travel patterns, topography, and road geometrics which naturally distinguish separate segments and is conducting analyses on these four separate sections of I-580. Figure 2 presents a map of the segments within the boundaries of Alameda County and a description of each section and evaluation activity is further below.

Figure 2. I-580 Segment Boundaries



I-580 Segment 1: I-80 to I-238: Alameda CTC, in partnership with MTC, is performing a feasibility study on this segment of I-580 to identify a package of short and mid-term solutions to address the severe mobility and congestion issues experienced in this corridor. The study corridor limits are between I-238 and I-80 and extend up to the Bay Bridge Toll Plaza, as shown in Figure 2.

The study is called a Design Alternatives Assessment (DAA). The assessment will evaluate the feasibility of providing a bus lane, HOV lane, or an express lane on all, or a portion, of this segment of I-580, as well as additional operational strategies and traffic demand management strategies. The outcome of the DAA will be a set of near- and mid-term project concepts that could advance into project development and project delivery. The study is scheduled to be completed by the end of 2018.

I-580 Segment 2: I-238 to I-680 (Dublin Grade): Alameda CTC conducts semi-annual LOS monitoring on freeways and major arterials adopted as the county's Congestion Management Program Designated Roadway Network. This biennial analysis evaluates traffic growth trends using vehicular volumes, capacity and measurement of average speed and delay. In spring 2018, Alameda CTC will conduct a countywide LOS analysis, which will include this segment of I-580, to assess changes in roadway performance. Analyses of conditions over the past several years on this segment of the corridor show relatively constant average speeds in the AM peak westbound direction and some year by year slowing in the PM peak period eastbound. The LOS analysis that will be conducted in spring 2018 will provide additional information on the performance of this segment and can inform potential developments if the segment continues to show performance degradation.

I-580 Segment 3: I-680 to Greenville (I-580 Express Lanes are located in this corridor segment): Alameda CTC is performing an after study evaluation on this segment of the I-580 corridor as required by the enabling express lane legislation. The study includes an analysis of the after conditions following implementation of the I-580 Express Lanes, and will address both express lanes and general purpose lanes performance. In addition, once the after study is complete at the end of 2018, the scope of work allows for geometric assessment of the express lanes to evaluate the operational and geometric characteristics of the I-580 Express Lane corridor to assess the effectiveness and/or limitations of the current geometric configuration and identify any potential opportunities for system enhancement. This portion of the analysis is expected to be complete in summer 2019.

I-580 Segment 4: Greenville Road to I-205 (Altamont Pass): Similar to Segment 2, Alameda CTC will conduct the semi-annual LOS monitoring on this section of I-580 and will assess potential improvements as a result of biennial monitoring and through coordination with San Joaquin Council of Governments (SJCOG) as described below. Analyses of conditions over the past several years have shown degradation in average speeds in both directions. The LOS analysis that will be conducted in spring 2018 will provide additional information on the performance of this segment and can inform

potential project development if the segment continues to show performance degradation.

Regarding potential I-580 improvements that extend into San Joaquin County, the SJCOG has completed a project study report for I-205 HOV 8-Lane Widening and is advancing the project into the environmental and design phases. SJCOG has expressed interest in working with Alameda CTC to consider improvements on I-580 from their I-205 project as it connects to I-580 and into Alameda County. Alameda CTC will continue coordination with SJCOG as they develop their HOV lane expansion project and on the Alameda CTC I-580 Express Lanes after study.

Priority 2: Transit Investments

A key benefit of express lanes is a faster and more reliable trip for transit vehicles. The proposed second priority for net toll revenues is to support or enhance transit services within the I-580 Corridor. Several studies are underway to address transit expansion within the I-580 Corridor. Any final approved projects will need both capital and operating funds to support project delivery and on-going operations and maintenance. Recommendations for programming for this second level priority are anticipated to be available in fall 2019 once the studies are complete.

BART to Livermore EIR: BART is preparing a project-level Environmental Impact Report (EIR) for the BART to Livermore Extension Project. The proposed project consists of a 5.5-mile BART extension along I-580 to a new station in the vicinity of the Isabel Avenue / I-580 interchange. The project also includes new and modified bus services linking BART to Altamont Corridor Express (ACE) stations and activity centers in Livermore. The DEIR evaluates several alternatives, including a No Project alternative, a Diesel Multiple Unit (DMU) alternative, an Express Bus/Bus Rapid Transit alternative, and an Enhanced Bus alternative. Both the proposed project and DMU alternatives include storage and maintenance facilities for project operations. The project evaluation does not include extending beyond the I-580/Isabel Interchange where the City of Livermore is developing an Isabel Neighborhood Plan that is expected to achieve environmental clearance at the same time at the BART to Livermore EIR, both of which are anticipated to be complete prior to the end of June 2018.

AB 758 Megaregion Connection to the Tri-Valley BART. In 2017, AB 758 was signed by the Governor to establish the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) for the purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the BART and ACE commuter rail services in the Tri-Valley. The bill requires that TVSJVRRA perform a project feasibility study by July 1, 2019, to assess development and implementation of transit connectivity between the two systems. The feasibility analysis is addressing rail services across the Altamont Pass from West Tracey to a BART terminus in the Tri-Valley. As required by law, the study is expected to be complete by summer 2019.

WHEELS BUS Services. The Livermore Amador Valley Transit Authority operates the WHEELS bus with local and rapid services within the Tri-Valley in the Cities of Dublin, Livermore and Pleasanton and unincorporated Alameda County. As a Tri-Valley operator, WHEELS provides critical connections to BART and ACE Rail services. As additional projects develop per the project analyses noted above, the role of WHEELS bus services may be modified and/or expanded to support new transit developments in the Tri-Valley. Any modifications to WHEELS existing services would be done through an operational analysis where project funding needs could be identified. This type of analysis would likely occur after project decisions are made on other large transit investments in the I-580 Corridor.

Transit Operational Reserve. For any of the above projects, both capital and operational funds would be required to support new and/or expanded services. It is recommended that a transit operating reserve be included for services to support effective transit in the I-580 Corridor. An estimated reserve can be developed for projects once projects are fully defined.

Priority 3: Capital Projects

Since 1986, Alameda CTC has invested over \$1.5 billion in capital investments in the Tri-Valley I-580 Corridor. As shown in Figure 1, Alameda CTC is working on an I-680 Express Lanes gap closure project that would link into the Contra Costa express lanes on I-680 and with the I-580 Express Lanes. A key connectivity gap between the existing express lanes and the two interstates is the I-580/Interstate 680 (I-680). In addition, roadway improvements on I-580 to address the large truck volumes on this critical freight corridor are future capital projects that Alameda CTC recommends as the third priority for future net revenue programming.

I-580/I-680 Interchange: Alameda CTC identified \$20 million in the 2014 Transportation Expenditure Plan to study and initiate improvements to this interchange. Direct express lane connectors for the I-580 Westbound to I-680 Southbound and I-680 Northbound to I-580 Eastbound movements could be two of the phased improvements that could be partially funded by net toll revenues, which could provide incremental improvements to traffic congestion and corridor mobility. Other improvements may include operational and/or safety improvements to connect to I-680.

Goods Movement: In June 2016, Caltrans opened a new truck climbing lane east of Greenville Road to address congestion created by trucks over the Altamont Pass. This project has mitigated some of the recurring congestion in the eastbound direction. However, additional improvements are necessary to improve goods movement and commutes in this regionally significant freeway network that connects the Port of Oakland, Bay Area businesses, and other employment centers with the Central Valley and beyond. Through biennial monitoring, Alameda CTC will assess performance of the I-580 Corridor, including on the Altamont Pass, which can inform potential development opportunities for goods movement-supportive projects.

Chapter 8: Public Outreach

A comprehensive, research-based education and outreach effort began in Fall 2015 to inform motorists about the benefits of the new express lanes, how to use them, and how to obtain the required FasTrak and FasTrak Flex toll tags. I-580 Express Lanes outreach and education was implemented within the project area and the I-580 travel sheds, which included Contra Costa, San Joaquin, and Stanislaus Counties. The initial outreach plan included participation in outreach events, presentations to civic groups, development and distribution of collateral materials, coordination with regional partners and media, and a robust media campaign.

The communications plan was designed to effectively communicate information about the opening of the I-580 Express Lanes to key stakeholders, local, Bay Area and San Joaquin County media outlets, local residents, businesses, transportation providers and commuters throughout the Tri-Valley corridor and larger commute shed – reaching the target audiences in English, Spanish and Chinese. The initial launch of the campaign generated more than 40 million impressions between January 4 and March 31, 2016 with some of the media vehicles extending beyond the scheduled opening date to maintain awareness in the marketplace. Stakeholder outreach included the development and distribution of collateral materials including banners, posters, informational cards and fact sheets, as well as video, website and social media content for localities, transportation partner websites, local radio, television, businesses and civic organizations.

Alameda CTC prepared a post-opening public outreach and education plan for Fiscal Years 2016-17 and 2017-18 that included continued participation in outreach events and work with partner agencies, stakeholders, and media outlets with a focus on increasing FasTrak Flex tag acquisition, encouraging carpooling, and supporting continued safe and appropriate express lane use. Alameda CTC implemented an additional marketing and advertising campaign March-April 2017 throughout the I-580 Express Lanes commute shed to encourage commuters to carpool on I-580 and to reduce the number of violations by communicating that a FasTrak account is required for all users and it must be properly mounted on the windshield.

Alameda CTC staff will continue coordinating education and outreach with partner agencies to promote consistent messaging and accessible information about the Bay Area express lanes. In addition, Alameda CTC staff will continue to respond to public inquiries via the express lane hotline, social media, and direct e-mails as part of normal operating activities.

Appendix A: List of Acronyms

AB	Assembly Bill
Alameda CTC	Alameda County Transportation Commission
BATA	Bay Area Toll Authority
Caltrans	California Department of Transportation
CAV	clean-air vehicle
CCTV	Closed-circuit television
CHP	California Highway Patrol
DMS	dynamic message signs
FY	fiscal year
GP	general purpose
HOV	high occupancy vehicle
HOV 2+	two or more passengers in each high occupancy vehicle
HOV 3+	three or more passengers in each high occupancy vehicle
LOS	Level of Service
MOMS	Maintenance Online Monitoring System
mph	miles per hour
MTC	Metropolitan Transportation Commission
pc/mi/ln	passenger cars per mile per lane
SOV	single occupancy vehicle
TCS	toll collections system

ATTACHMENT A
Assembly Bill 2032 (2004)

Assembly Bill No. 2032

CHAPTER 418

An act to add Sections 149.4, 149.5, and 149.6 to the Streets and Highways Code, relating to transportation.

[Approved by Governor September 9, 2004. Filed with Secretary of State September 9, 2004.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2032, Dutra. HOT lanes: demonstration projects.

Existing law authorizes the Department of Transportation or local agencies with respect to highways under their respective jurisdictions to designate certain lanes for exclusive use by high-occupancy vehicles (HOVs). Existing law also authorizes the San Diego Association of Governments (SANDAG) to conduct, administer, and operate a value pricing and transit development program on a portion of Interstate 15 in San Diego County, under which single-occupant vehicles may use designated HOV lanes at certain times of day upon obtaining a permit and paying a fee, otherwise known as a "high-occupancy toll (HOT) lane."

This bill would authorize SANDAG, the Sunol Smart Carpool Lane Joint Powers Authority, the Santa Clara Valley Transportation Authority, and the Alameda County Congestion Management Agency to undertake similar value pricing programs involving various other HOT lanes under the jurisdiction of these sponsoring agencies. The bill would require net toll revenue generated by each program after payment of direct expenses to be allocated to the construction of high-occupancy vehicle facilities and the improvement of transit services pursuant to an expenditure plan adopted by the sponsoring agency. The bill would authorize the operation of the program by each agency for a period not to exceed 4 years after the agency first collects revenues for any of the authorized corridors, and would require a report to the Legislature by each sponsoring agency within 3 years. The bill would enact other related provisions.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) High-occupancy toll (HOT) lanes allow single-occupant vehicles to access a high-occupancy vehicle (HOV) lane during peak congestion periods in exchange for paying an electronically collected fee. HOT lane



facilities have been implemented and proven successful on freeways in California and elsewhere.

(b) HOT lanes provide an additional choice for users on occasions when saving time is of value to them. Research has illustrated that utilizing an HOV lane for a fee with assured reliable time savings is valuable to persons across the income spectrum. The income profile of HOT lane users does not differ greatly from that of adjacent mixed-flow lanes.

(c) HOT lanes create an alternative mechanism for financing transportation projects. Revenue generated from HOT lanes is used for transit services, highway maintenance, and other improvement within the HOT lane corridor.

(d) By providing the consumer a choice of paying a direct user fee for utilizing the unused capacity of the transportation system during peak periods, HOT lanes establish an equitable means of assessing a fee that is directly related to the burden placed on the transportation system.

(e) Toll collection for HOT lanes should be entirely by electronic means, and in accordance with Section 27565 of the Streets and Highways Code, which requires the use of equipment that is interoperable with electronic toll collection systems currently operating in California.

(f) HOT lanes increase the efficiency of the transportation system by taking advantage of existing capacity without forfeiting the congestion mitigation and air quality benefits provided by HOV lanes.

(g) Revenue from HOT lane operations would be reinvested in projects and services that provide traffic congestion relief in the HOT lane corridor.

SEC. 2. Section 149.4 is added to the Streets and Highways Code, to read:

149.4. (a) (1) Notwithstanding Sections 149 and 30800 of this code, and Section 21655.5 of the Vehicle Code, the San Diego Association of Governments (SANDAG) may conduct, administer, and operate a value pricing and transit development demonstration program on a maximum of two transportation corridors in San Diego County.

(2) The program, under the circumstances described in subdivision (b), may direct and authorize the entry and use of high-occupancy vehicle lanes in corridors identified in paragraph (1) by single-occupant vehicles during peak periods, as defined by SANDAG, for a fee. The amount of the fee shall be established from time to time by SANDAG, and collected in a manner determined by SANDAG. A high-occupancy vehicle lane may only be operated as a high-occupancy toll (HOT) lane during the hours that the lane is otherwise restricted to use by high-occupancy vehicles.



(b) Implementation of the program shall ensure that Level of Service C, as measured by the most recent issue of the Highway Capacity Manual, as adopted by the Transportation Research Board, is maintained at all times in the high-occupancy vehicle lanes, except that subject to a written agreement between the department and SANDAG that is based on operating conditions of the high-occupancy vehicle lanes, Level of Service D shall be permitted on the high-occupancy vehicle lanes. If Level of Service D is permitted, the department and SANDAG shall evaluate the impacts of these levels of service of the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and SANDAG. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the program management team.

(c) Single-occupant vehicles that are certified or authorized by SANDAG for entry into, and use of, the high-occupancy vehicle lanes identified in paragraph (1) of subdivision (a) are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) SANDAG shall carry out the program in cooperation with the department pursuant to a cooperative agreement that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the value pricing and transit development demonstration program. With the assistance of the department, SANDAG shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system.

(e) (1) Agreements between SANDAG, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to this program and shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, federal funds specifically allocated to SANDAG for the program by the federal government, or other funding sources that are not otherwise available to state agencies for



transportation-related projects, for costs incurred in connection with the implementation or operation of the program.

(2) The revenue generated from the program shall be available to SANDAG for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the demonstration program. Administrative expenses shall not exceed 3 percent of the revenues.

(3) All remaining revenue generated by the demonstration program shall be used in the corridor from which the revenue was generated exclusively for preconstruction, construction, and other related costs of high-occupancy vehicle facilities and the improvement of transit service, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by SANDAG.

(f) Not later than three years after SANDAG first collects revenues from any of the projects described in paragraph (1) of subdivision (a), SANDAG shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed-flow lanes and any comments submitted by the department and the Department of the California Highway Patrol regarding operation of the lane.

(g) The authority of SANDAG to conduct, administer, and operate a value pricing and transit development program on a transportation corridor pursuant to this section shall terminate on that corridor four years after SANDAG first collects revenues from the HOT lane project on that corridor. SANDAG shall notify the department by letter of the date that revenues are first collected on that corridor.

SEC. 3. Section 149.5 is added to the Streets and Highways Code, to read:

149.5. (a) (1) Notwithstanding Sections 149 and 30800 of this code, and Section 21655.5 of the Vehicle Code, the Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA), consisting of the Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, and the Santa Clara Valley Transportation Authority, may conduct, administer, and operate a value pricing high-occupancy vehicle program on the Sunol Grade segment of State Highway Route 680 (Interstate 680) in Alameda and Santa Clara Counties and the Alameda County Congestion Management Agency may conduct, administer, and operate a program on a corridor within Alameda County for a maximum of two transportation corridors in Alameda County pursuant to this section in coordination with the Metropolitan Transportation Commission and consistent with Section 21655.6 of the Vehicle Code.



(2) The program, under the circumstances described in subdivision (b), may direct and authorize the entry and use of the high-occupancy vehicle lanes in the corridors identified in paragraph (1) by single-occupant vehicles for a fee. The fee structure for each corridor shall be established from time to time by the administering agency. A high-occupancy vehicle lane may only be operated as a high-occupancy toll (HOT) lane during the hours that the lane is otherwise restricted to use by high-occupancy vehicles.

(3) The administering agency for each corridor shall enter into a cooperative agreement with the Bay Area Toll Authority to operate and manage the electronic toll collection system.

(b) Implementation of the program shall ensure that Level of Service C, as measured by the most recent issue of the Highway Capacity Manual, as adopted by the Transportation Research Board, is maintained at all times in the high-occupancy vehicle lanes, except that subject to a written agreement between the department and the administering agency that is based on operating conditions of the high-occupancy vehicle lanes, Level of Service D shall be permitted on the high-occupancy vehicle lanes. If Level of Service D is permitted, the department and the administering agency shall evaluate the impacts of these levels of service of the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and the administering agency. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the administering agency.

(c) Single-occupant vehicles that are certified or authorized by the administering agency for entry into, and use of, the high-occupancy vehicle lanes identified in paragraph (1) of subdivision (a) are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) The administering agency shall carry out the program in cooperation with the department pursuant to a cooperative agreement that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the value pricing high-occupancy vehicle program. With the assistance of the department, the administering agency shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system.



(e) (1) Agreements between the administering agency, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to programs of this nature. The agreements shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes, which may include the use of video enforcement. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the program.

(2) The revenue generated from the program shall be available to the administering agency for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the demonstration program. Administrative expenses shall not exceed 3 percent of the revenues.

(3) All net revenue generated by the program that remains after payment of direct expenses pursuant to paragraph (2) shall be allocated pursuant to an expenditure plan adopted biennially by the administering agency for transportation purposes within the program area. The expenditure plan may include funding for the following:

(A) The construction of high-occupancy vehicle facilities, including the design, preconstruction, construction, and other related costs of the northbound Interstate 680 Sunol Smart Carpool Lane project.

(B) Transit capital and operations that directly serve the authorized corridors.

(f) Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed-flow lanes and any comments submitted by the department and the Department of the California Highway Patrol regarding operation of the lane.

(g) The authority of the administering agency to conduct, administer, and operate a value pricing high-occupancy vehicle program pursuant to this section shall terminate on that corridor four years after the administering agency first collects revenues from the HOT lane project



on that corridor. The administering agency shall notify the department by letter of the date that revenues are first collected on that corridor.

SEC. 4. Section 149.6 is added to the Streets and Highways Code, to read:

149.6. (a) Notwithstanding Sections 149 and 30800, and Section 21655.5 of the Vehicle Code, the Santa Clara Valley Transportation Authority (VTA) created by Part 12 (commencing with Section 100000) of the Public Utilities Code may conduct, administer, and operate a value pricing program on any two of the transportation corridors included in the high-occupancy vehicle lane system in Santa Clara County in coordination with the Metropolitan Transportation Commission and consistent with Section 21655.6 of the Vehicle Code.

(1) VTA, under the circumstances described in subdivision (b), may direct and authorize the entry and use of those high-occupancy vehicle lanes by single-occupant vehicles for a fee. The fee structure shall be established from time to time by the authority. The fee shall be collected in a manner determined by the authority. A high-occupancy vehicle lane may only be operated as a high-occupancy toll (HOT) lane during the hours that the lane is otherwise restricted to use by high-occupancy vehicles.

(2) VTA shall enter into a cooperative agreement with the Bay Area Toll Authority to operate and manage the electronic toll collection system.

(b) Implementation of the program shall ensure that Level of Service C, as measured by the most recent issue of the Highway Capacity Manual, as adopted by the Transportation Research Board, is maintained at all times in the high-occupancy vehicle lanes, except that subject to a written agreement between the department and VTA that is based on operating conditions of the high-occupancy vehicle lanes, Level of Service D shall be permitted on the high-occupancy vehicle lanes. If Level of Service D is permitted, the department and VTA shall evaluate the impacts of these levels of service of the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and VTA. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the program management team.

(c) Single-occupant vehicles that are certified or authorized by the authority for entry into, and use of, the high-occupancy vehicle lanes in Santa Clara County are exempt from Section 21655.5 of the Vehicle



Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) VTA shall carry out the program in cooperation with the department pursuant to a cooperative agreement that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the value pricing program. With the assistance of the department, VTA shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system.

(e) (1) Agreements between VTA, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to this program. The agreements shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes, which may include the use of video enforcement. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, federal funds specifically allocated to the authority for the program by the federal government, or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the program.

(2) The revenues generated by the program shall be available to VTA for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the program. The VTA's administrative costs in the operation of the program shall not exceed 3 percent of the revenues.

(3) All remaining revenue generated by the demonstration program shall be used in the corridor from which the revenues were generated exclusively for the preconstruction, construction, and other related costs of high-occupancy vehicle facilities and the improvement of transit service, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by the VTA.

(f) Not later than three years after VTA first collects revenues from any of the projects described in paragraph (1) of subdivision (a), VTA shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on adjacent mixed-flow lanes and any comments submitted by the



department and the Department of the California Highway Patrol regarding operation of the lanes.

(g) The authority of VTA to conduct, administer, and operate a value pricing high-occupancy vehicle program on a transportation corridor pursuant to this section shall terminate on that corridor four years after VTA first collects revenues from the HOT lane project on that corridor. VTA shall notify the department by letter of the date that revenues are first collected on that corridor.

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ATTACHMENT B

Operations and Maintenance Agreement between State and Alameda County Transportation Commission for the Route 580 Express Lanes

**OPERATIONS AND MAINTENANCE AGREEMENT BETWEEN STATE AND
ALAMEDA COUNTY TRANSPORTATION COMMISSION FOR THE ROUTE 580
EXPRESS LANES**

THIS AGREEMENT, ENTERED INTO, AND EFFECTIVE ON the 25th day of February, 2016, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the ALAMEDA COUNTY TRANSPORTATION COMMISSION, a California Joint Powers Agency, referred to herein as "ALAMEDA CTC."

RECITALS

1. STATE and ALAMEDA CTC, pursuant to California Streets and Highways Code sections 114, 130, and 149.5, are authorized to enter into this Operations and Maintenance Agreement.
2. STATE and ALAMEDA CTC and its predecessor, Alameda County Congestion Management Agency (ACCMA), have entered into cooperative agreements stated below for the conversion of high occupancy vehicle ("HOV") lanes to high occupancy toll ("HOT") lanes on westbound Route 580 between west of Route 680/580 interchange and east of Greenville Road and on eastbound Route 580 between Hacienda Drive and east of Greenville Road for Route 580 Express Lanes Project hereafter referred to as "EXPRESSLANES."
3. STATE Cooperative Agreement numbers 04-2243 and 04-2395 were executed by the parties herein to address coordination and Project Approval & Environmental Document, Plans, Specifications & Estimate (PS&E) and Right of Way phases for EXPRESSLANES.
4. Streets and Highways code Section 149.5 authorizes ALAMEDA CTC, to conduct, administer, and operate a value-pricing high-occupancy vehicle program involving high-occupancy toll (HOT) lanes in Alameda County where ALAMEDA CTC can direct and authorize the entry and use of the State Highway Route high-occupancy vehicle lanes by single-occupant vehicles and those vehicles that do not meet minimum occupancy requirements, for a fee (EXPRESSLANES PROGRAM).
5. Under EXPRESSLANES PROGRAM, existing or newly constructed HOV lanes were converted and operated as HOT lanes.
6. EXPRESSLANES will utilize FasTrak® transponders for toll collection.
7. EXPRESSLANES will utilize dynamic VALUE PRICING and a TOLL COLLECTION SYSTEM that will consist of an Automatic Vehicle Identification system, Dynamic Message Sign (DMS), and computer systems that process and post transactions to FasTrak® customer accounts.

8. The Department of California Highway Patrol (“CHP”) provides enforcement of the existing and planned HOV lanes and will continue to enforce Sections 21655.5 through 21655.9 of the Vehicle Code. CHP and ALAMEDA CTC will enter into a separate agreement for EXPRESSLANES. To augment CHP enforcement, ALAMEDA CTC is currently evaluating alternative enforcement technologies including a Violation Enforcement System (“VES”) to pursue violators in accordance with Sections 4770, *et seq.*, and 40250, *et seq.*, of the Vehicle Code.
- 9 Under this Agreement, ALAMEDA CTC and STATE intend to define the terms and conditions under which EXPRESSLANES and ROADWAY are to be operated, maintained, and implemented by ALAMEDA CTC, and the terms and conditions under which the EXPRESSLANES and ROADWAY are to be operated and maintained by STATE. This Agreement shall also provide for reimbursement to STATE by ALAMEDA CTC for the operation and maintenance expense of EXPRESSLANES and ROADWAY

DEFINITIONS

Unless the context otherwise specifies or requires an alternate meaning, for the purposes of this Operations and Maintenance Agreement, the following terms shall have the meaning as set forth in this Section:

ALAMEDA CTC Facilities- Items listed in EXHIBIT A in which the maintenance agency is ALAMEDA CTC.

EXHIBIT A is the list of all elements, devices, equipment, systems, etc., comprising the EXPRESSLANES and ROADWAY infrastructure that ALAMEDA CTC is responsible for maintenance cost. STATE and ALAMEDA CTC will agree upon and execute a new dated and revised EXHIBIT A which will be made a part hereof and will thereafter supersede the attached original EXHIBIT A to thereafter become a part of this Agreement. The new EXHIBIT A can be executed only upon written consent of the STATE and ALAMEDA CTC hereto acting by and through their authorized representatives.

EXPRESSLANES -See Recital 2 hereinabove.

EXPRESSLANES MAINTENANCE shall mean maintenance of ROADWAY and EXPRESSLANES and infrastructure described in EXHIBIT A.

FasTrak® is the physical tool to facilitate the operation of value pricing, which authorizes the entry and use of EXPRESSLANES by single-occupant vehicles or vehicles that do not meet the minimum HOV occupancy requirements in exchange for payment of a toll.

ROADWAY includes EXPRESSLANES pavement, structures and appurtenant facilities, including, but not limited to, signage, concrete and metal guardrails, lighting, fiber optic network infrastructure, loop detectors, wireless sensors, CHP observations areas including raised vehicle pads, and new and existing treatments applied to the top of the roadway, such as, surface overlay, delineators, lane striping, and markings.

TOLL COLLECTION SYSTEM shall mean the system or systems specifically installed to collect tolls, monitor the flow of traffic and/or communicate with motorists located on **EXPRESSLANES**, such as, loop detectors added specifically for the **TOLL COLLECTION SYSTEM**, cameras, toll-related sign panels/structures, DMS, gantries, readers, but excludes the fixed non-toll related signage, such as, traffic signs, delineators, and road markings.

TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP) shall mean the then current plan prepared by **ALAMEDA CTC**, approved by the **ALAMEDA CTC Executive Director**, the **STATE District Deputy Director of Operations**, and the **CHP Assistant Chief**, to define the coordinated, preplanned use of technology, processes, and procedures to reduce the duration and impact of incidents, and to improve the safety of motorists, crash victims, and incident responders on the **EXPRESSLANES**. Any changes to the document can be done by authorized representatives of both parties mutually executing an amendment to it or replacing the entire plan formally. No amendment to this Agreement will be required.

VALUE PRICING refers to variable road tolls (higher prices under congested conditions and lower prices at less congested times and locations) intended to reduce peak-period traffic volumes to optimal levels. Tolls can vary based on a fixed schedule, or they can be dynamic, meaning that rates change depending on the level of congestion that exists at a particular time.

SECTION I

ALAMEDA CTC AGREES:

1. To implement the dynamic **VALUE PRICING** and a **TOLL COLLECTION SYSTEM** that includes the use of FasTrak® transponders for toll collection.
2. To administer a **VALUE PRICING** program for **EXPRESSLANES** at no cost to the **STATE**, including the operations and maintenance of any devices installed for the purpose of the **TOLL COLLECTION SYSTEM**.
3. To establish **VALUE PRICING** program business rules and account policies, including setting the amount of FasTrak® fees.
4. To collect fees from FasTrak® customers in accordance with the business rules and account policies
5. To operate, maintain, any devices installed for **ALAMEDA CTC**, or its authorized agent(s), exclusively needed for the **TOLL COLLECTION SYSTEM**.
6. To be fully responsible for the security of all **ALAMEDA CTC** data collected for the purpose of operating **ALAMEDA CTC** facilities. To fully defend, indemnify and save harmless **STATE** and all its officers and employees from all claims or suits arising due to a data or security breach.
7. To be responsible for maintenance and operation of **EXPRESSLANES** and **ROADWAY** at **ALAMEDA CTC**'s costs, which it designates **STATE** to perform as provided herein below.

8. To designate STATE to provide EXPRESSLANES MAINTENANCE as specified in EXHIBIT A and operational activities as outlined in the TIMP including TIMP coordination meetings. ALAMEDA CTC shall reimburse STATE for all actual costs related to EXPRESSLANES MAINTENANCE.
9. To be solely responsible, including all costs related thereto for the operation, maintenance, protection, repair of ALAMEDA CTC Facilities, and any STATE required future relocation of ALAMEDA CTC Facilities and highway maintenance and rehabilitation within the limits of and related to the Route 580 EXPRESSLANES.
 - a. Said work at all times shall be conducted to assure safety and convenience of STATE Highway users.
 - b. Said work and ALAMEDA CTC Facilities shall be subject to random inspection by STATE as to safety conditions affecting STATE's highway facilities, and ALAMEDA CTC shall, upon notice from STATE that an unsafe condition exists, take immediate steps to correct such unsafe conditions.
 - c. If ALAMEDA CTC fails to perform repairs to such unsafe condition after thirty (30) or specified number of days of such notice from STATE, STATE may take necessary corrective action, and ALAMEDA CTC shall be billed and shall pay all costs for such corrective work performed by STATE.
 - d. Such inspection by STATE, if performed at all, does not relieve ALAMEDA CTC of its responsibilities under this Agreement.
10. To deposit with STATE within forty-five (45) days of receipt of invoices for the expenses incurred in conformance with Section II.2 herein.
11. To enter into a separate agreement with the CHP regarding reimbursement for officer hours spent enforcing EXPRESSLANES by CHP as requested by ALAMEDA CTC for the purpose of prohibiting unauthorized use of the high occupancy toll lanes, at no cost to STATE.
12. To enter into a separate agreement with the CHP regarding reimbursement for officer hours spent providing Maintenance Zone Enhanced Enforcement Program (MAZEEP) for EXPRESSLANES MAINTENANCE, at no cost to STATE.
13. To contract directly with Pacific Gas and Electric Company (PG&E) for electrical power of field elements specifically related to the ALAMEDA CTC facilities including, but not limited to service connections, engineering fees, service, and energy costs, at ALAMEDA CTC's sole expense.
14. To apply for the necessary encroachment permit(s) for required work within the STATE highway rights-of-way through its authorized agent(s), and for operation and maintenance of EXPRESSLANES, TOLL COLLECTION SYSTEM or VES work within STATE highway rights-of-way, in accordance with STATE's standard permit procedures, as more specifically defined in Section II.3 of this Agreement. An Encroachment Permit or Encroachment Permit modification (rider) would be required for any changes to the scope of work allowed by this Agreement prior to the start of any work within STATE's right of way.

15. To remove all of, or designated portions of, ALAMEDA CTC improvements within highway right-of-way at STATE's sole option, should operations of the EXPRESSLANES be terminated by ALAMEDA CTC, and to restore STATE's facility to a standard acceptable to STATE at ALAMEDA CTC's sole expense within six (6) months of such termination.
16. The designated ALAMEDA CTC Point of Contact:

EXPRESS LANE Operations Manager, ALAMEDA CTC
1111 Broadway, Suite 800
Oakland, CA 94607

SECTION II

STATE AGREES:

1. To provide EXPRESSLANES MAINTENANCE for ALAMEDA CTC at ALAMEDA CTC's sole expense, as shown in EXHIBIT A.
2. To submit to ALAMEDA CTC, a signed itemized invoice in arrears with specific details of all costs incurred by STATE for providing EXPRESSLANES MAINTENANCE and operational services in accordance with Section III.6 herein. Each invoice shall be submitted to ALAMEDA CTC for approval and payment mailed to the following address:

ALAMEDA CTC
c/o Accounts Payable
1111 Broadway, Suite 800
Oakland, CA 94607.

If Electronic Fund Transfer (EFT) is available, STATE shall submit by electronic facsimile, a summary listing of EXPRESSLANES MAINTENANCE expenditures for reimbursement to STATE by means of EFT and within ten (10) days after submittal of that EFT, to submit an invoice with specific details and supporting information of all costs incurred during the period of the invoice. If invoice is not paid on time, as specified hereinabove, STATE will offset any future payments due to ALAMEDA CTC for the invoice amount. Upon notice of invoice discrepancy from ALAMEDA CTC, if STATE disputes such claim, STATE shall notify ALAMEDA CTC, within forty-five (45) days after receiving said notice from ALAMEDA CTC. STATE shall credit undisputed claims to ALAMEDA CTC in its current funding request. Upon final resolution of a disputed claim, ALAMEDA CTC shall make the appropriate credit or debit to the EXPRESSLANES MAINTENANCE funding account.

3. To issue, upon proper application by ALAMEDA CTC and/or its authorized agent(s), the necessary Encroachment Permit(s) for required work within the State highway rights-of-way, and for operation and maintenance of EXPRESSLANES. Permits will be issued at no charge to ALAMEDA CTC, or its authorized agent(s), unless an inspection is required, in which case, a fee at standard STATE rates will be charged based on job type, length of work, traffic closure, and so forth.

4. To provide a qualified STATE representative who shall have the authority to accept or reject work and materials, or to order any actions needed for public safety or the preservation of property, and to assure compliance with all the Encroachment Permit(s) issued to ALAMEDA CTC and/or to ALAMEDA CTC s authorized agent(s).
5. The designated STATE Point of Contact:

STATE Maintenance Manager – East Bay Region
600 Lewelling Blvd.
San Leandro, CA 94579
(510) 614-2665

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, and the collection of resources by the California Transportation Commission.
2. All obligations of ALAMEDA CTC under the terms of this Agreement are subject to the approval of the allocations of resources to the EXPRESSLANES in the Annual Budget by the ALAMEDA CTC Commission.
3. ALAMEDA CTC, and/or its designee, shall have the right to conduct interim and final audits, at ALAMEDA CTC expense, including financial and compliance audits, and other audits as ALAMEDA CTC deems appropriate in accordance with Generally Accepted Governmental Audit Standards (“GAGAS”). ALAMEDA CTC shall use reasonable efforts to commence the final audit within ninety (90) days of ALAMEDA CTC’s receipt of the annual invoice and will make every reasonable attempt to conduct such audits in a timely manner. STATE agrees to establish and maintain proper accounting procedures, cash management records and related documents in accordance with State law, STATE’s Budgetary Basis of Accounting, and Generally Accepted Accounting Principles (“GAAP”). STATE shall reimburse ALAMEDA CTC for any reimbursement received by STATE that is not in compliance with the terms and conditions of this Agreement. ALAMEDA CTC shall use applicable Federal Acquisition Regulations (FAR) in determining the reasonableness of costs incurred.
4. All collected data and published reports related to EXPRESSLANES generated by STATE and ALAMEDA CTC, or its authorized agent(s), shall be made available upon request by either party to this Agreement within thirty (30) days. ALAMEDA CTC, or its authorized agent(s), will abide by the EXPRESSLANES Privacy Policy to ensure that account holder personal information will not be disclosed.

- a. STATE and ALAMEDA CTC receive no warranty regarding provided data, whether express or implied, and all warranties of merchantability and fitness of provided data for any particular purpose are expressly disclaimed.
 - b. STATE and ALAMEDA CTC make no warranty that the data provided will be free of errors, and that the provided data is on an “as is” and “with all faults” basis.
 - c. STATE and ALAMEDA CTC will not license or distribute any shared data to any parties not included in this Agreement, without the written consent of the other party, except for purposes of 511, PeMs and the National Evaluation required by USDOT.
5. Cost of EXPRESSLANES MAINTENANCE will be reimbursed at 100% of actual costs. Actual cost includes the cost of labor plus its associated STATE approved overhead, equipment and material. Periodically, the approved overhead rate will be adjusted.
 6. On a fiscal year annual basis, ALAMEDA CTC will provide STATE with EXPRESSLANES revenue and expenditures reports. Standard reports will be developed by ALAMEDA CTC or its authorized agent(s) to measure FasTrak® revenues and expenditures. The reports shall be in a format approved by STATE in conformance with USDOT Reporting Requirements and herein referred to as “EXPRESSLANES Revenue and Expenditure Report.”
 7. ALAMEDA CTC will provide STATE a facility performance report on a semi-annual basis. This report should contain performance measures and trend data and analysis to demonstrate that the pricing strategy has been effective in reducing or managing congestion on the entire facility and that the EXPRESSLANES operate at the performance requirements of California (SHC 143, 149) and federal (23 USC166) laws. If the performance is not meeting these goals, ALAMEDA CTC shall include a plan to improve performance in the report.
 8. STATE in cooperation with CHP may close EXPRESSLANES and/or open EXPRESSLANES to general-purpose traffic for incident management, or emergency response in accordance with established rules, guidelines and criteria, at STATE’s discretion. In such event, STATE shall notify ALAMEDA CTC promptly, or as soon as practicable, of such occurrences in accordance with the approved TIMP. In such event, ALAMEDA CTC shall adjust its DMS signs upon receipt of the proper notification from STATE to reflect the special operating configuration of the lanes.
 9. STATE may close EXPRESSLANES and/or open EXPRESSLANES to general-purpose traffic for construction purposes and maintenance purposes in accordance with required STATE rules, guidelines, and criteria. In such event (*e.g.*, roadway sweeping or routine roadway maintenance) not of an incident management or emergency response nature, STATE shall notify ALAMEDA CTC one week in advance of such occurrences and ALAMEDA CTC shall adjust its DMS signs to reflect the special operating configuration of EXPRESSLANES. This work should be performed outside the revenue generating hours when possible unless there is an emergency.

10. In the event that there is a dispute between ALAMEDA CTC and STATE regarding STATE's monthly cost data, the disputing party shall endeavor to notify the other party in writing, and both parties agree to seek to resolve disputes in the following manner:
 - a. The Point of Contact for the disputing party (defined in Sections I and II of this Agreement) shall notify the other party Point of Contact in writing, including a statement of the grounds for the dispute, pertinent dates, and supporting documentation.
 - b. Upon receipt of a written dispute, the receiving party Point of Contact, and other appropriate agency staff, shall review the documentation in a timely manner and reply to the disputing party within thirty (30) days.
 - c. Appeals shall be referred to ALAMEDA CTC's Executive Director and STATE's District Director for District 4. ALAMEDA CTC's Executive Director and the STATE's District Director for District 4 shall make every attempt to respond to the request for reconsideration and reach a resolution within thirty (30) days.
 - d. If an agreement cannot be reached between ALAMEDA CTC's Executive Director and STATE's District Director for District 4, the dispute shall be referred by either party to the STATE's Department of Transportation Director for final resolution after receiving written request to resolve the dispute.
 - e. ALAMEDA CTC and STATE may pursue all available remedies under law or equity including non-binding mediation or non-binding alternative dispute resolution if the above process does not achieve resolution.
11. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement, or effect the legal liability of any party to the Agreement by imposing any standard of care with respect to the maintenance of State highways different from the standard of care imposed by law.
12. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction allocated to ALAMEDA CTC under this Agreement. It is understood and agreed that, ALAMEDA CTC will fully defend, indemnify, and save harmless STATE and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tort, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under this Agreement.
13. Neither ALAMEDA CTC nor its member agencies, nor any officer, nor employee or agent thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction allocated to STATE under this Agreement. It is understood and agreed that, STATE will fully defend, indemnify, and save harmless ALAMEDA CTC and each of its member agencies, and respective officers and employees thereof, from all claims, suits or

actions of every name, kind and description brought forth under, including, but not limited to, tort, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement. In the event of damage to or destruction of dynamic VALUE PRICING and a TOLL COLLECTION SYSTEM, ALAMEDA CTC shall have responsibility for repair and replacement, of the same and shall have responsibility for repair and replacement of ROADWAY.

14. **TERMINATION**- This Agreement may be terminated by mutual written consent of the PARTIES, or ALAMEDA CTC's failure to comply with the provisions of this Agreement may be grounds for a Notice of Termination by STATE

In the event EXPRESSLANES is terminated for any reason, with prior written approval from Federal Highway Administration (FHWA) and STATE, ALAMEDA CTC shall restore ROADWAY to the operating condition that existed prior to the implementation of EXPRESSLANES. The STATE and ALAMEDA CTC agree that any costs incurred to restore the ROADWAY to its original operating condition shall be funded primarily from the revenues generated from EXPRESSLANES, or from the operating budget of EXPRESSLANES. In the event there are insufficient revenues to cover the costs of the restoration of the ROADWAY, the STATE and ALAMEDA CTC agree to work cooperatively to secure funding from other sources.

Upon termination of EXPRESSLANES, dynamic VALUE PRICING and a TOLL COLLECTION SYSTEM, which is the property of the ALAMEDA CTC, shall be removed from the STATE right of way in a six (6)-month timeframe agreed to by both STATE and ALAMEDA CTC, unless otherwise modified by mutual agreement of both STATE and ALAMEDA CTC.

15. Term of Agreement

This Agreement shall become effective on the date first shown on its face sheet and shall remain in full force and effect until amended or terminated at any time upon mutual consent of the parties or until terminated by STATE for cause.



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: I-580 Express Lanes (PN 1373.002): Monthly Operation Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes. This item is for information only.

Summary

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic on February 19th and 22nd of 2016. See Attachment A for express lane operation limits.

The February 2018 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users typically experienced higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

February 2018 Operations Update:

Nearly 634,000 express lane trips were recorded during operational hours in February, an average of approximately 31,700 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to either assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately half of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹
		February
By Type	HOV-eligible with FasTrak flex tag	45%
	SOV with FasTrak standard or flex tag	37%
	No valid toll tag in vehicle	18%
By Direction	Westbound	45%
	Eastbound	55%

1. Excludes "trips" by users that had no toll tag and either no license plate or one that could not be read by the Electronic Tolling System with sufficient accuracy that a toll could be assessed.

Express lane users typically experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst). Table 2 summarizes the average speed differentials and LOS comparison between the express and general purpose lanes at four locations in each of the westbound and eastbound directions during respective commute hours for February. This table provides an overall snapshot of the express lane benefits for the month during commute hours.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from July 2017 – December 2017. These heat maps

are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lane is meeting both federal and state performance standards. During these six months, the average speeds at each traffic sensor location in the westbound express lane ranged from 55 to 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Hacienda Road. The express lane operated at LOS C or better at most times, with a short one-hour period of LOS D experienced near Fallon Road and Isabel Ave in the morning commutes. By comparison, the general purpose lanes experienced average speeds as low as 40 mph and LOS D throughout longer sections of the corridor. During the evening commute, the data reflects a small period of westbound reverse-commute congestion between Hacienda Road and San Ramon Road from 4 pm to 6 pm, though the express lane continued to operate at LOS B or better during this time. Outside of the commute hours, westbound express lane users experience average speeds of 70 mph or higher and average LOS A.

Table 2. Speed Differentials and Level of Service

	Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
February	Westbound Morning Commute: 5 am – 11 am	North First Street	5 - 8	6	B	C
		North Livermore Ave	3 - 6	5	B	C
		Fallon Road	3 - 11	7	C	D
		Santa Rita Road	11 - 18	14	B	D
	Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Drive	17 - 29	22	D	F
		Airway Blvd	7 - 11	9	B	D
		North Livermore Ave	5 - 12	9	B	D
		North First Street	8 - 22	14	B	E

In the eastbound direction, average express lane speeds from July 2017 through December 2017 ranged from 25 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 70 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 6 pm and at the eastern terminus between 4 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower

speeds and degraded levels of services for longer periods of time than the express lane during the evening commute hours.

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users.

Table 3. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
February	Westbound	\$11.50 (1 of 20 days)	\$2.47
	Eastbound	\$9.50 (19 of 20 days)	\$3.36

¹ Assessed toll is the toll rate applied to non-toll-free trips and reflects potential revenue generated by the trip. Not all potential revenue results in actual revenue received.

During Fiscal Year 2017-18, the I-580 Express Lanes have recorded nearly 5.35 million total trips. Total gross revenues received include \$7.83 million in toll revenues and \$2.36 million in violation fees and penalties.

Staff is coordinating education and outreach with partner agencies including CCTA, MTC, 511 Contra Costa as well as local CMAs to promote consistent messaging and accessible information about the I-580, I-680 Sunol, and the I-680 Contra Costa County express lanes, which opened on October 9, 2017.

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

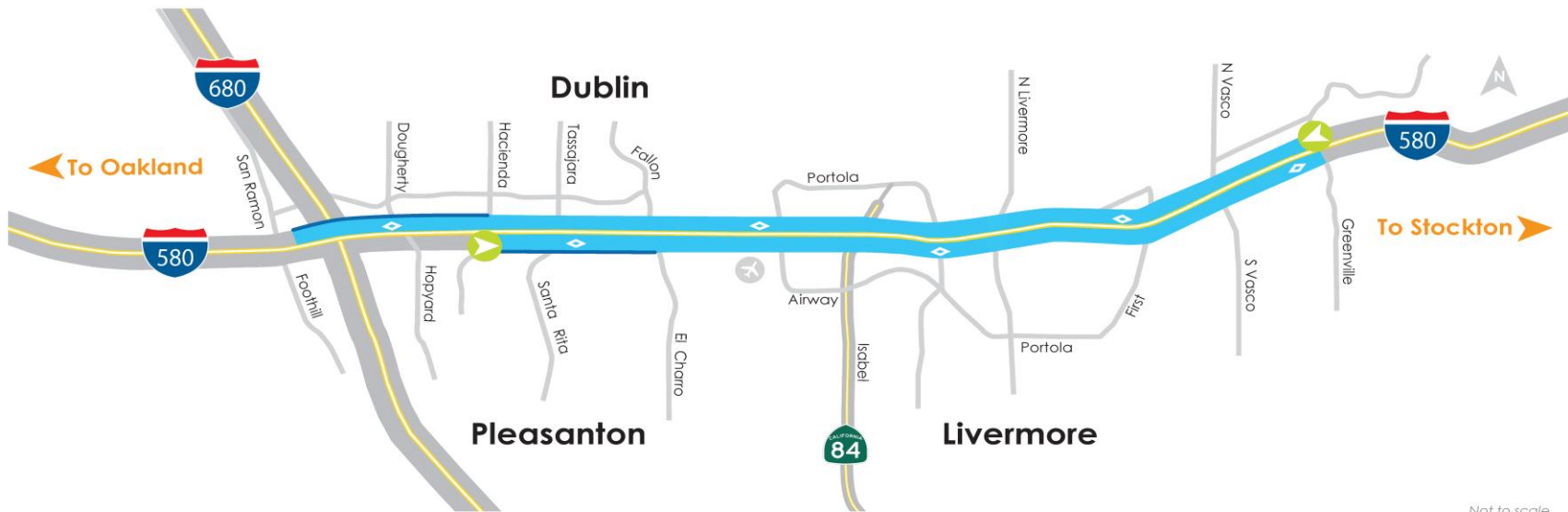
Attachments:

- A. I-580 Express Lanes Location Map
- B. I-580 Corridor Express Lanes Heat Maps July 2017 – December 2017



I-580 Express Lanes Project Location Map

6.6A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville

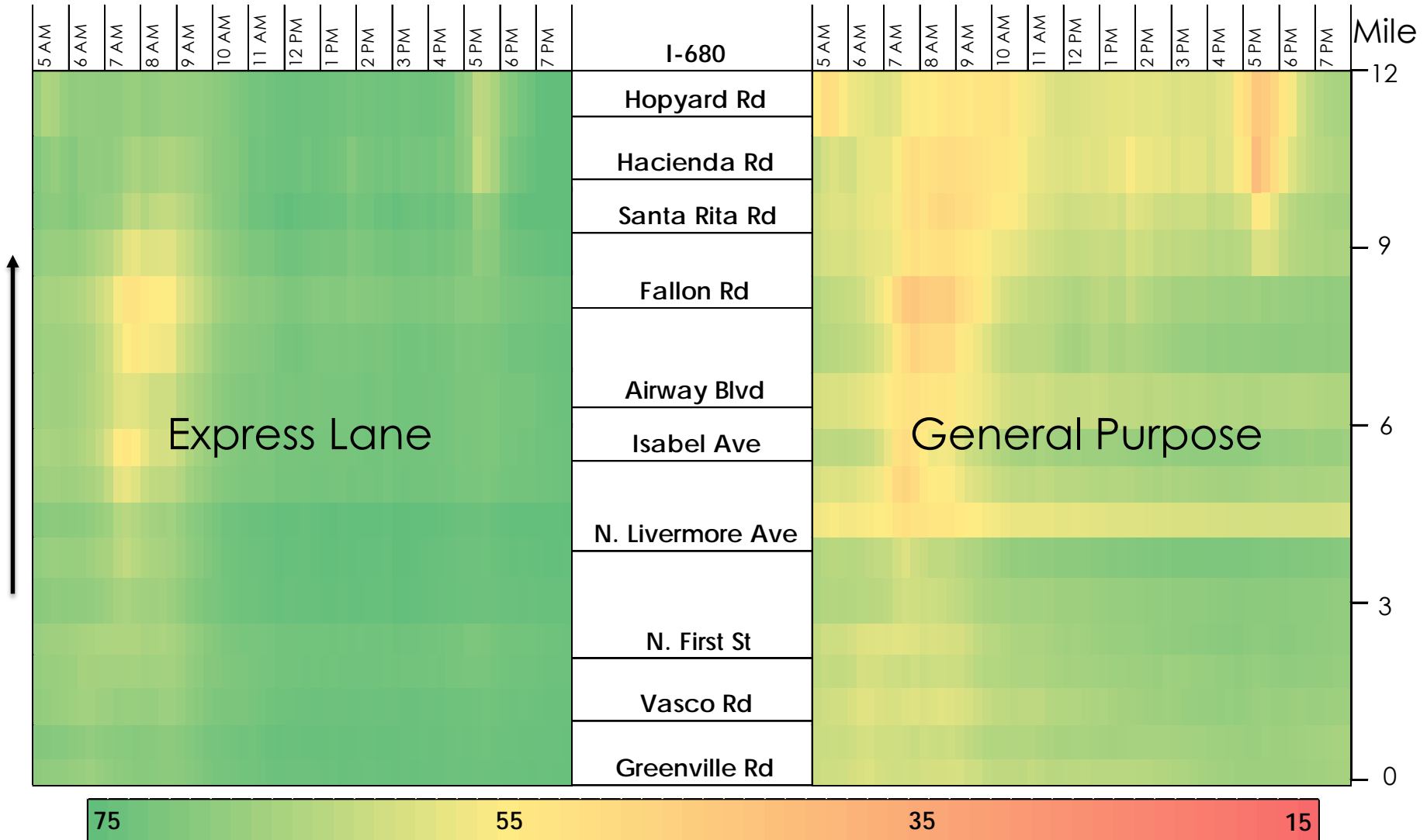
No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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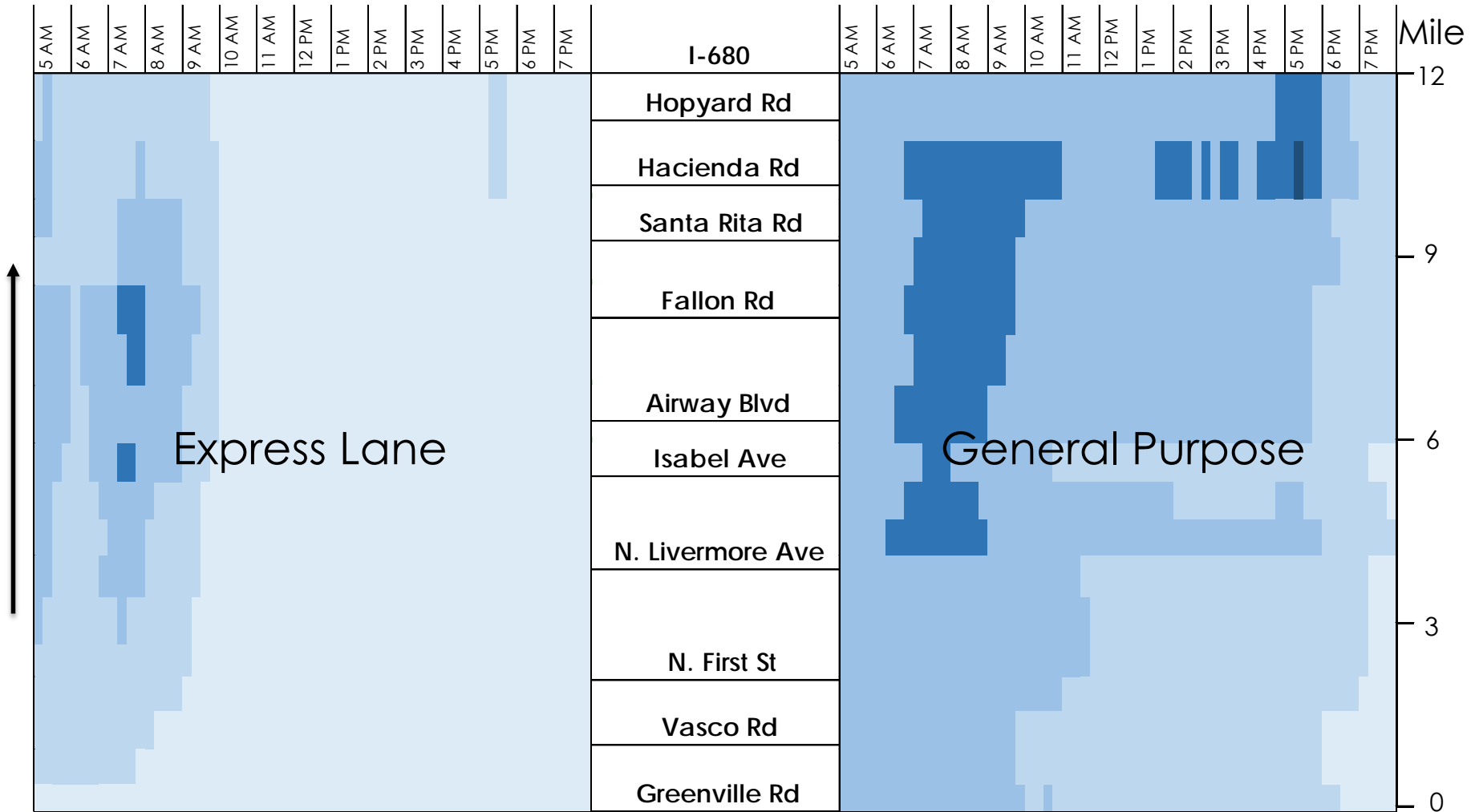
Westbound I-580 Corridor Speed Heat Maps 6.6B

Monday-Friday, July 2017 – December 2017



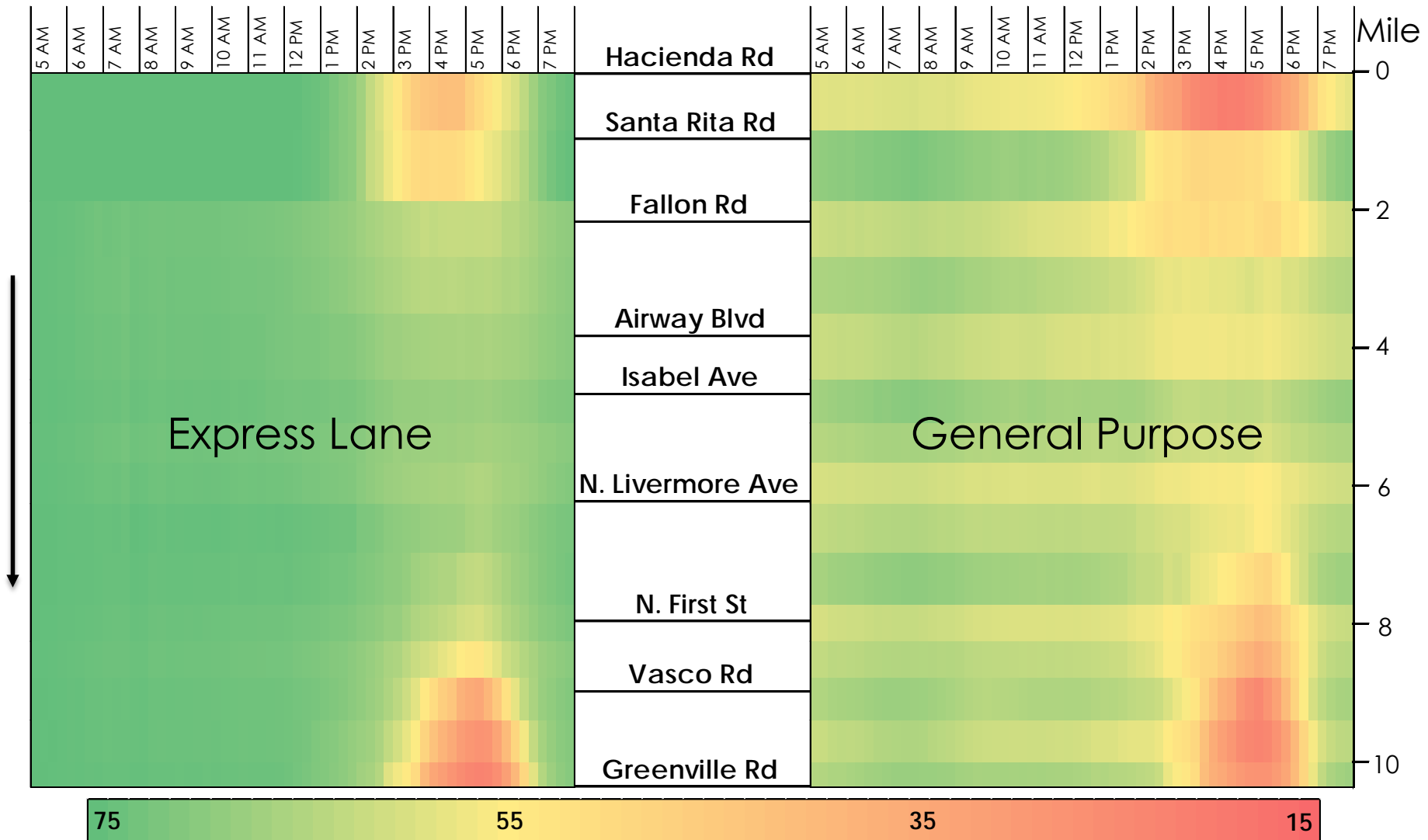
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2017 – December 2017



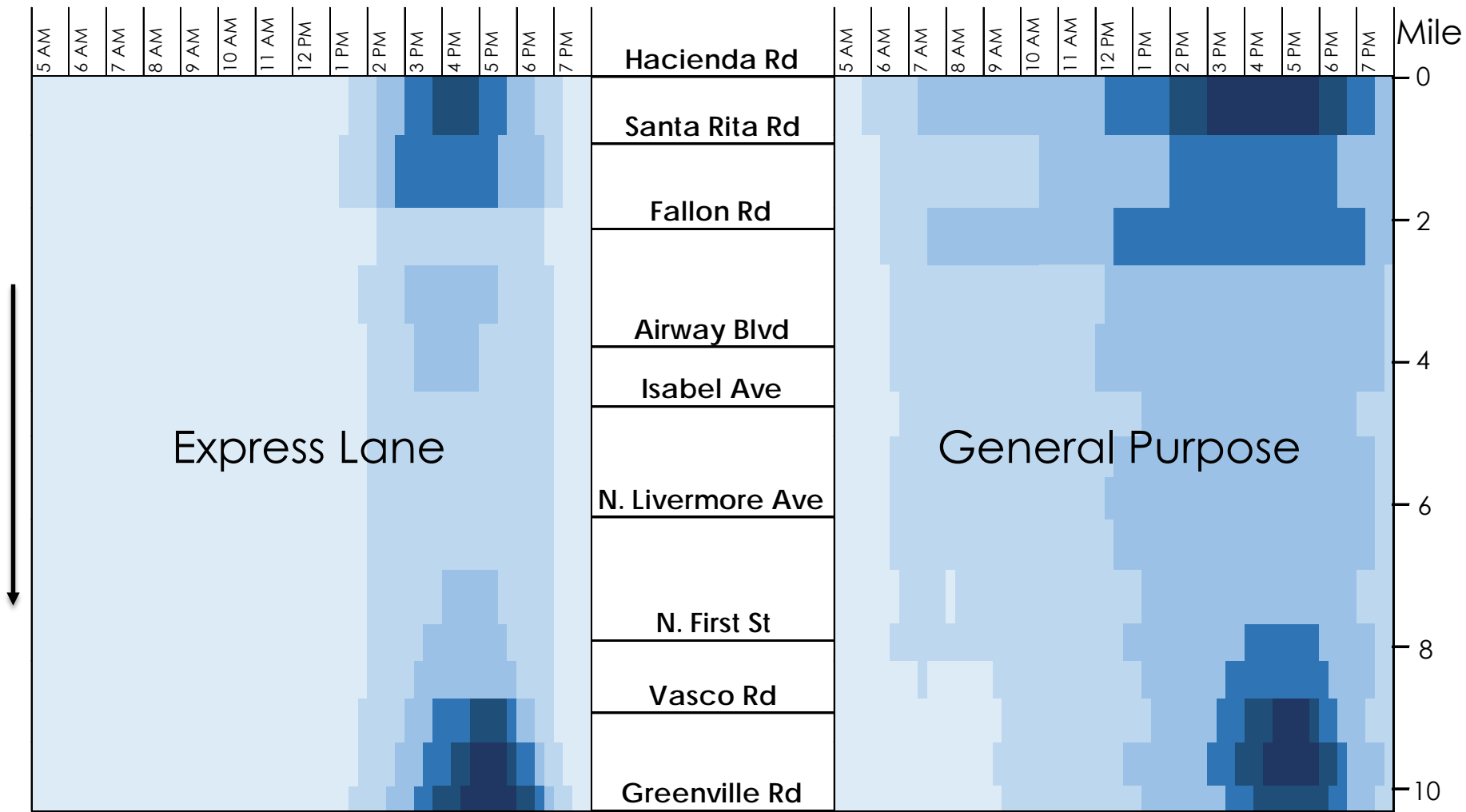
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2017 – December 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2017 – December 2017





Memorandum

6.7

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

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

Alameda CTC's Review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on March 12th, 2018, the Alameda CTC has not reviewed any environmental documents.

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

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

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

SUBJECT: State Transit Assistance (STA) County Block Grant Program

Recommendation

It is recommended that the Commission approve Resolution 18-004, regarding the establishment of a State Transit Assistance (STA) County Block Grant Program and funding distribution formula for Alameda County, including the annual funding distribution for FY 2018-19 STA funds.

Summary

STA is the State's flexible transit funding program which may be used for capital or operating purposes and is an important source of transit operations funding. The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while the Population-Based program distributes funds to the State's regional transportation planning agencies such as the Metropolitan Transportation Commission (MTC) based on their share of California's population. On February 28, 2018, MTC approved Resolution 4321 which established a new policy for the distribution of STA Population-Based funds in the nine-county Bay Area region. Under MTC Resolution 4321, Congestion Management Agencies (CMAs) are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program.

An Alameda CTC Commission-approved STA County Block Grant Program identifying STA distribution percentages by transit operator will be due to MTC by May 1st of each year.

Background

Senate Bill (SB) 1 provides a significant infusion of funding for public transit, including formula based and competitive funding. The State Transit Assistance (STA) program will be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program (around \$294 million statewide). MTC estimates the Bay Area would receive approximately \$94 million per year from this augmentation of the STA program.

The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while the Population-Based program distributes funds to the State's regional transportation planning agencies (such as MTC) based on their share of California's population. The Bay Area currently receives approximately 56% of Revenue-Based funds and 19% of Population-Based funds. Attachment A displays the increase in STA Revenue-Based shares for Transit Operators within Alameda County due to SB1.

In 2008, MTC adopted an STA Allocation Policy, Resolution 3837, which included a provision that the policy and funding distribution formula for the Population-based funds be revisited after ten years. On February 28, 2018, MTC approved Resolution 4321 (Attachment B) which established a new policy framework for the use of STA Population-based funds in the MTC region. Under Resolution 4321, 70 percent of the funds will be distributed to the region's CMAs, using the same distribution formula MTC established under Resolution 3837, for a new transit-focused, OBAG-style STA County Block Grant program. MTC will continue to direct 30 percent of the funds towards its Regional STA Program.

STA Population-Based County Block Grant Program

Commencing with Fiscal Year 2018-19, as part of a STA County Block Grant, 70% of the STA Population-Based funds is reserved for programming to STA-eligible operators by the region's CMAs in each of the nine Bay Area counties. The STA County Block Grant will allow each county to determine how best to invest in transit operating needs, including paratransit and lifeline transit services and shall be distributed annually among the nine counties according to the percentages shown in Table 1. Each county's STA share is based on the total of its share of each of the three program categories in the original STA Resolution 3837 formula (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program). For the region, MTC estimates approximately \$37 million - \$39 million will be available for the annual County Block Grant programs. Starting with FY 2018-19, roughly 50 percent of the annual STA revenue for the County Block Grant funding will come from an augmentation from SB1.

Table 1. Distribution of STA Population-Based Funds

STA Population-based Program		FY 2018-19 Estimate
70% County Program		\$37,615,833
County	% STA Funds	
Alameda	17.68%	\$6,649,391
Contra Costa	22.18%	\$8,344,142
Marin	5.71%	\$2,146,528
Napa	3.49%	\$1,313,035
San Francisco	8.46%	\$3,180,601
San Mateo	5.06%	\$1,904,308
Santa Clara	14.09%	\$5,300,829
Solano	10.50%	\$3,950,403
Sonoma	12.83%	\$4,826,595
30% Regional Program		\$16,121,071
Grand Total		\$53,736,904

STA County Block Grant Program Requirements/Conditions

While the new County Block Grant model allows flexibility and control at a county level, MTC Resolution 4321 also applies certain conditions. A few key conditions that are applicable to Alameda County's program are listed:

- Minimum shares for Small and North County Operators: Within Alameda County a minimum of 24 percent of the County Block Grant funds shall be reserved and programmed to the eligible small operators, LAVTA and Union City Transit.
- Reporting: Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed fiscal year: 1) the county's programming distribution of STA Population-Based funds among its STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- Fund Exchanges: Each CMA is required to seek approval from MTC before requesting that a STA-eligible recipient of STA Population-Based funds perform a fund exchange involving STA Population-Based funds.
- Coordinated Claim/Submission Deadline: Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA

Population- Based funds among the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.

- Performance Measures: All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence.
- Mobility Management: In five counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

Proposed STA Block Grant Program for Alameda County

Attachment C details three options for the distribution of Alameda County's STA Block Grant Program funding, by program category. The amounts shown in Attachment C are based on the MTC-approved STA FY 2018-19 Fund Estimate. The actual revenue disbursed each year will be based on the actual revenue received by MTC distributed by the percentages shown in Attachment C. The proposed distribution formula continues the use of the same three STA program categories initially established through MTC's Resolution 3837: Small Operators, Paratransit and Lifeline/Means-based, and proposes a formula that provides a level of funding similar to what has traditionally been distributed for these categories: 24%, 25% and 51%, respectively. Resolution 4321 requires a minimum 24 percent of Alameda County STA funds be reserved for its small operators, LAVTA and Union City Transit. The proposed sub-allocation between LAVTA and Union City Transit is 74 percent and 26 percent, respectively, which is consistent with the shares these operators received under MTC Resolution 3837. For the Lifeline/Means-based category, staff recommends revising this program from a discretionary program to a formula-based distribution to STA-eligible transit operators. The operators will be required to use the Lifeline/Means-based portion of its annual STA Block Grant funding in Communities of Concern (COCs) or other low-income areas of the County and identify on an annual basis the projects proposed for the Lifeline funds and how the projects will improve mobility for the county's low-income residents.

The Alameda CTC's Affordable Student Transit Pass Program (ASTPP) is eligible to be funded by the STA funds for the transit operators participating in the ASTPP. The ASTPP is a three-year pilot program that is expected to become an on-going program in Alameda County. The ASTPP includes free and universal passes at schools with high percentages of students who qualify for free and reduced price lunch and a free and means-based program at other schools solely for low-income students. In December, the Commission adopted a legislative platform specifically supporting identification of funding to expand the ASTPP. In February, the Commission adopted the implementation program for Year 3 of the ASTPP and specifically directed staff to identify new funding sources for the

program. Based on direction received from the Commission, staff is proposing a portion of the Lifeline/Means-based category be directed towards the ASTPP by the percentages identified in the Alameda CTC's annual STA County Block Grant Resolution, and as defined through funding agreements with transit operators.

The three options under consideration for the distribution of the Lifeline/Means-based category, which represents 51 percent of the total annual STA fund estimate are shown in Attachment C, as follows:

- Option 1: Proposes 100 percent of the Lifeline/Means-based program category be directed towards transit operators for the ASTPP, with no STA Lifeline/Means-based program funds distributed to transit operators for general lifeline transit needs;
- Option 2: Proposes all Lifeline/Means-based STA funding be distributed to transit operators for general lifeline transit needs, with no STA funds directed towards the (ASTPP); and
- Option 3: Proposes 50 percent of the funding for the Lifeline/Means-based program category be distributed to transit operators for general lifeline transit needs and 50 percent directed towards the ASTPP.

STA County Block Grant funds to the ASTPP will supplement and not displace any Measure BB funds. In the event funding is not available for the ASTPP to fulfill the ASTPP funding needs, none of the Transit Operators will be responsible for backfilling a funding shortfall with transit revenues. Any future funding needed for the ASTPP program will be sought and secured by the Alameda CTC.

It is recommended the Commission approve Resolution 18-004 which reflects Option 3 above, establishing the STA County Block Grant Program (Attachment D) which includes the distribution of funding by operator.

Next Steps

An approved STA County Block Grant program resolution is due to MTC by May 1, 2018. Exhibit A of the resolution will reflect the set-aside approved for ASTPP (if any). Transit operators will have additional time to submit detailed project lists for each sub-program.

Fiscal Impact: There is no fiscal impact associated with the requested action. The transit operators will work directly with MTC to access the STA funding.

Attachments:

- A. FY 2018-19 STA Revenue Based Estimates for Alameda County Transit Operators
- B. MTC Resolution 4321
- C. Alameda CTC STA Block Grant Distribution Formula Scenarios
- D. Alameda CTC Resolution 18-004, establishing the Alameda County STA Block Grant Program

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SB1 - FY 2018-19 Estimates*Revenue-Based State Transit Assistance (STA) and State of Good Repair (SGR)*

Alameda County Transit Operators	Base STA Distribution (A)	STA SB 1 Augmentation (B)	State of Good Repair (SGR) Program (C)	Total SB 1 Augmentation (STA + SGR) (D) = (B+C)	Total (E) = (A+D)	% Increase over Base Amount due to SB-1
AC Transit	\$8,309,164	\$8,309,164	\$3,149,541	\$11,458,705	\$19,767,869	138%
BART	\$16,098,558	\$16,098,558	\$6,102,066	\$22,200,624	\$38,299,182	138%
LAVTA	\$146,790	\$146,790	\$55,640	\$202,430	\$349,220	138%
Union City	\$45,153	\$45,153	\$17,115	\$62,268	\$107,421	138%
ACE (Ala. Co.)	\$98,681	\$98,681	\$37,404	\$136,085	\$234,766	138%
Total	\$24,698,346	\$24,698,346	\$9,361,766	\$34,060,112	\$58,758,458	138%

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Memorandum

TO: Congestion Management Agencies and Small Operators DATE: March 2, 2018

FR: Anne Richman, Director, Programming and Allocations

RE: State Transit Assistance Population-Based Funds – Implementation Schedule and Next Steps

STA County Block Grant Established

On February 28, 2018 the MTC Commission approved MTC Resolution 4321 (Attached) which establishes a new policy framework for the use of State Transit Assistance (STA) Population-Based (Public Utilities Code § 99313) funds in the MTC region.

MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, OBAG-style STA County Block Grant for STA Population-Based funds (70%), with funds continuing for the Regional Program (30%). The STA County Block Grant is accompanied by several policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding.

Implementation Schedule

Under MTC Resolution 4321 Congestion Management Agencies (CMAs) are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. The below table provides a summary of key dates relevant to the implementation of MTC Resolution 4321.

Date	Action
May 1, 2018	CMAs submit to MTC their STA Population-Based distribution for FY 2018-19
Late Spring/Summer 2018	Transit operators submit TDA/STA claims to MTC for FY 2018-19.
November 2018	STA payments for first quarter of FY 2018-19 made by the State Controller.
May 1, 2019	CMAs submit to MTC their STA Population-Based distribution for FY 2019-20.
May 1, 2020	CMAs submit to MTC information on how STA Population-Based funds were used in FY 2018-19 to benefit communities of concern.

Performance Measures Evaluation/Next Steps

MTC Resolution 4321 includes a policy that extends the performance measures established as a part of the Transit Sustainability Project (TSP) to the region's smaller transit operators. Based on discussions with CMAs and transit operators over the last several months, MTC Resolution 4321 includes a provision that directs MTC staff to work with CMA and small transit operator staff over the next year to "evaluate whether an alternate performance framework or metrics are more appropriate for the small operators."

MTC staff anticipate launching a discussion on alternative performance measures for small operators in the next few months.

MTC Staff Support

Staff from MTC's Programming and Allocations Section are available to assist CMAs and transit operators with implementation of MTC Resolution 4321. Please contact the following members of staff for assistance: William Bacon (415.778.6628, wbacon@bayareametro.gov), Cheryl Chi (415.778.5339, cchi@bayareametro.gov), or Theresa Romell (415.778.6772, tromell@bayareametro.gov).

Attachment

MTC Resolution 4321 (adopted February 28, 2018)

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

ABSTRACT

Resolution No. 4321

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheet dated February 14, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 28, 2018.

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county’s programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC. The swaps will be limited to transit-eligible activities unless there is concurrence from the transit operators.
- Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- Performance Measures:** All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. For operators that have already achieved a 5% real reduction in one of the above performance measures by FY 2017-18 no further reduction is required. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to

report on whether to retain the current framework or adjust the performance requirements.

- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should

the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

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Proposed STA County Block Grant Funding Distribution for Alameda County

6.8C

Option 1 - 100% to Low Income Student Riders on ASTPP

Alameda County's Share of FY 2018-19 STA Fund Estimate ¹ \$ 6,649,391

Program Category	% of Program	Funding by Category/Operator	% of Category
Small Operator Guarantee²	24%	\$ 1,595,854	100%
LAVTA		\$ 1,182,046	74%
Union City Transit		\$ 413,808	26%
Regional Paratransit / Mobility Management²	25%	\$ 1,662,348	100%
AC Transit (For East Bay Paratransit Service)		\$ 1,516,061	91%
LAVTA		\$ 88,104	5%
Union City Transit		\$ 58,182	4%
Lifeline / Means-based Program (100% reserved for Low Income Student Riders on ASTPP)^{3,4}	51%	\$ 3,391,189	100%
AC Transit		\$ 3,018,158	89%
BART		\$ -	0%
LAVTA		\$ 237,383	7%
Union City Transit		\$ 135,648	4%
Total STA Fund Distribution	100%	\$ 6,649,391	

Total by Operator		
Agency	Total \$	% Total
AC Transit	\$ 4,534,219	68%
BART	\$ -	0%
LAVTA	\$ 1,507,534	23%
Union City Transit	\$ 607,638	9%
	\$ 6,649,391	100%

- Notes:**
- Alameda County's Share of STA funds is 17.68% of MTC Region share; Source: MTC FY 2018-19 Fund Estimate, approved February 2018.
 - Small Operator and Regional Paratransit shares by operator are consistent with MTC's current formula.
 - Proposal would set aside 100% of the Lifeline/Mean-Based component for the Affordable Student Transit Pass Program (ASTPP).
 - Formula Distribution to Operators based on actual % distribution to Operators calculated from first year implementation of the ASTPP.

Proposed STA County Block Grant Funding Distribution for Alameda County

Option 2 - 100% to Lifeline Program

Alameda County's Share of FY 2018-19 STA Fund Estimate ¹ \$ 6,649,391

Program Category	% of Program	Funding by Category/Operator	% of Category
Small Operator Guarantee²	24%	\$ 1,595,854	100%
<i>LAVTA</i>		\$ 1,182,046	74%
<i>Union City Transit</i>		\$ 413,808	26%
Regional Paratransit / Mobility Management²	25%	\$ 1,662,348	100%
<i>AC Transit (For East Bay Paratransit Service)</i>		\$ 1,516,061	91%
<i>LAVTA</i>		\$ 88,104	5%
<i>Union City Transit</i>		\$ 58,182	4%
Lifeline / Means-based Program (100% to Lifeline Program; 0% reserved for Low Income Student Riders on ASTPP) ^{5,6}	51%	\$ 3,391,189	100%
<i>AC Transit</i>		\$ 2,459,785	73%
<i>BART</i>		\$ 810,275	24%
<i>LAVTA</i>		\$ 90,235	3%
<i>Union City Transit</i>		\$ 30,894	1%
Total STA Fund Distribution	100%	\$ 6,649,391	

Total by Operator		
Agency	Total \$	% Total
AC Transit	\$ 3,975,846	60%
BART	\$ 810,275	12%
LAVTA	\$ 1,360,385	20%
Union City Transit	\$ 502,884	8%
	\$ 6,649,391	100%

Notes:

1. Alameda County's Share of STA funds is 17.68% of MTC Region share; Source: MTC FY 2018-19 Fund Estimate, approved February 2018.
2. Small Operator and Regional Paratransit shares by operator are consistent with MTC's current formula.
5. Proposal would set aside 100% of the Lifeline/Mean-Based component for the Lifeline Program.
6. Formula Distribution to Operators based on % of low income ridership; Source: MTC compiled data from 2012/2013 California Household Travel Survey.

Proposed STA County Block Grant Funding Distribution for Alameda County

Option 3 - 50% to Low Income Student Riders on ASTPP; 50% to Lifeline Program

Alameda County's Share of FY 2018-19 STA Fund Estimate ¹ \$ 6,649,391

Program Category	% of Program	Funding by Category/Operator	% of Category
Small Operator Guarantee²	24%	\$ 1,595,854	100%
LAVTA		\$ 1,182,046	74%
Union City Transit		\$ 413,808	26%
Regional Paratransit / Mobility Management²	25%	\$ 1,662,348	100%
AC Transit (For East Bay Paratransit Service)		\$ 1,516,061	91%
LAVTA		\$ 88,104	5%
Union City Transit		\$ 58,182	4%
Lifeline / Means-based Program (50% reserved for Low Income Student Riders on ASTPP; 50% to Lifeline Program) ^{3,4,5,6}	51%	\$ 3,391,189	100%
Low Income Student Riders on ASTPP	25.5%	\$ 1,695,594	50%
AC Transit		\$ 1,509,079	89%
BART		\$ -	0%
LAVTA		\$ 118,692	7%
Union City Transit		\$ 67,824	4%
Lifeline Program	25.5%	\$ 1,695,594	50%
AC Transit		\$ 1,229,892	73%
BART		\$ 405,137	24%
LAVTA		\$ 45,118	3%
Union City Transit		\$ 15,447	1%
Total STA Fund Distribution	100%	\$ 6,649,391	

Total by Operator		
Agency	Total \$	% Total
AC Transit	\$ 4,255,032	64%
BART	\$ 405,137	6%
LAVTA	\$ 1,433,959	22%
Union City Transit	\$ 555,261	8%
	\$ 6,649,390	100%

Notes:

1. Alameda County's Share of STA funds is 17.68% of MTC Region share; Source: MTC FY 2018-19 Fund Estimate, approved February 2018.
2. Small Operator and Regional Paratransit shares by operator are consistent with MTC's current formula.
3. Proposal would set aside 50% of the Lifeline/Mean-Based component for the Affordable Student Transit Pass Program (ASTPP).
4. Formula Distribution to Operators based on actual % distribution to Operators calculated from first year implementation of the ASTPP.
5. Proposal would set aside 50% of the Lifeline/Mean-Based component for the Lifeline Program.
6. Formula Distribution to Operators based on % of low income ridership; Source: MTC compiled data from 2012/2013 California Household Travel Survey.

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Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
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City of Berkeley
Councilmember Kriss Worthington

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Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 18-004**

**Approval of the FY 2018-19 Distribution Formula for
Alameda County's STA County Block Grant Program**

WHEREAS, Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Authority (RTPA) for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a new policy framework for the distribution and use of State Transit Assistance (STA) Population-Based (Public Utilities Code § 99313) funds in the MTC region (MTC Resolution No. 4321); and

WHEREAS, MTC Resolution 4321 reserves 70 percent of MTC's STA Population-Based funding for a new transit-focused, OBAG-style STA County Block Grant Program that is to be administered by the region's Congestion Management Agencies (CMAs); and

WHEREAS, MTC Resolution 4321 established the percentage of the funds reserved for the STA County Block Grant Program that each CMA is to receive and identified 17.68 percent as Alameda County's share of funding; and

WHEREAS, MTC requires each CMA to submit annually by May 1st, a proposed distribution of STA County Block Grant Program funding to STA-eligible transit operators in the county, as a percentage of the county's total STA share; and

WHEREAS, MTC has adopted Resolution 4322, the region's FY 2018-19 Fund Estimate for STA Population-Based (Public Utilities Code § 99313) funds, which estimates the total funding available for the FY 2018-19 STA County Block Grant Program.

WHEREAS, Alameda CTC's 2014 Transportation Expenditure Plan includes funding for a pilot program for an Affordable Student Transit Pass Program (ASTPP). Alameda CTC is responsible for seeking and securing funding to expand the program. STA County Block Grant funds for the ASTPP will supplement and not displace any Measure BB funds. Funding for the ASTPP will not be backfilled with STA funds and transit operators are not responsible for funding additional needs of the ASTPP.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will administer Alameda County's STA County Block Grant Program in accordance with MTC Resolution 4321.

BE IT FURTHER RESOLVED, the Alameda CTC approves the FY 2018-19 Distribution Formula for Alameda County's STA County Block Grant Program, as detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, April 26, 2018 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

ATTEST:

Richard Valle
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

EXHIBIT A

Alameda County STA Block Grant Program - Funding Distribution		
Program Category	% of STA Program	% of Category
Small Operator Guarantee	24%	100%
LAVTA		74%
Union City Transit		26%
Regional Paratransit / Mobility Management	25%	100%
AC Transit (For East Bay Paratransit Service)		91%
LAVTA		5%
Union City Transit		4%
Lifeline / Means-based Program	51%	100%
Low Income Student Riders on the Affordable Student Transit Pass Program		50% of category, as follows:
AC Transit		89%
BART		0%
LAVTA		7%
Union City Transit		4%
Lifeline Program		50% of category, as follows:
AC Transit		73%
BART		24%
LAVTA		3%
Union City Transit		1%
Total STA Funding Distribution	100%	

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472000): Approval of Professional Services Agreement A18-0029 with HNTB Corporation for Project Initiation Document (PID) Phase Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0029 with HNTB Corporation (HNTB) for a not-to-exceed amount of \$1.3 million to provide services for the PID Phase.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the State Route 262 (Mission Boulevard) Cross Connector Project located in the City of Fremont. Mission Boulevard is a major east-west connector that connects commuter and commercial traffic between Interstate 880 (I-880) and Interstate 680 (I-680). Travel demand creates recurring traffic congestion on Mission Boulevard throughout the day on weekdays and weekends impeding the economic vitality of the region. Project benefits include improved traffic operations on Mission Boulevard between I-880 and I-680 by reducing traffic congestion, enhances local and regional economic vitality and improves safety.

The Alameda CTC selection process to procure consultant services for the PID phase of the project began in April 2017 with Commission approval to release the request for proposals (RFP). The RFP sought professional services to develop solutions, complete a comprehensive traffic study and obtain an approved PID for the Project as part of the Planning/Scoping phase.

RFP #18-0009 was released in November 2017. Proposals were received from one (1) firm. An independent selection panel comprised of representatives from the City of Fremont, Caltrans and Alameda CTC reviewed the lone proposal submitted by HNTB and concluded

that the HNTB team is qualified to complete the PID phase tasks. The selection panel further determined that an interview was not necessary and recommended proceeding with negotiations.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with the consultant, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$1.3 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 18 months.

HNTB is a certified local business enterprise (LBE) and their proposal included a commitment to 100% local business enterprise (LBE) and 30% SLBE participation. The Executive Director concurs with this recommendation.

Background

Alameda CTC is the implementing agency for the State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472000). Mission Boulevard is a major east-west connector between I 680 and I 880 that serves significant regional/local commute traffic and freight movement. Due to its proximity to various manufacturing/information technology offices, Warm Springs/South Fremont BART station and Silicon Valley's Golden Triangle region, Mission Boulevard continues to experience recurring traffic congestion throughout the weekday and weekends that impedes the economic vitality of the surrounding business community.

Several studies have previously been conducted including a Conceptual Design Alternative Study, Traffic Forecast Report, Existing Conditions Report, I-680/I-880 Corridor Study, and Mission Boulevard (SR-262) Express Lane Project Feasibility Study. The RFP sought professional services to develop solutions, complete a comprehensive traffic study and obtain an approved PID for the Project as part of the Planning / Scoping phase. The next phase of the project is to obtain Project Approval for the Preliminary Engineering / Environmental phase.

The Alameda CTC selection process to procure consultant services for this phase of the project began in April 2017 with Commission approval to release the RFP. RFP #18-0009 was released in November 2017. A pre-proposal meeting was held on December 2017 and was attended by 23 firms. On January 4, 2018, Alameda CTC received one lone proposal from HNTB.

An independent selection panel comprised of representatives from the City of Fremont, Caltrans, and Alameda CTC reviewed the technical proposal and concluded that the proposed team is qualified to complete the PID phase tasks. The selection panel determined that an interview was not necessary and recommended that Alameda CTC proceed into negotiations with HNTB.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC met and negotiated the contract with HNTB, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. HNTB Corporation is a well-established local firm, and its team is comprised of several certified local and small local firms. HNTB's proposal included a commitment to 100% local business enterprise (LBE) and 30% SLBE participation.

Staff has determined that the negotiated not-to-exceed amount of \$1.3 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to develop solutions, complete a comprehensive traffic study, and obtain an approved PID for the project is 18 months.

The Commission has programmed and allocated a total of \$9.0 million in Measure BB (TEP No. 040) towards the delivery of the project: \$1.5 million for Planning/Scoping, and \$7.5 million for Preliminary Engineering and Environmental.

Levine Act Statement: The HNTB Corporation Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$1.3 million in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2017-18 Capital Program Budget.

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Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: State Route 84 Expressway Widening and State Route 84 / Interstate 680 Interchange Improvements Project /(PN 1386.000): Approval of Professional Services Agreement A18-0030 with WMH Corporation for Final Design / Plans, Specifications and Estimate (PS&E) Phase Services

Recommendation

It is recommended that the Commission approve the Professional Services Agreement A18-0030 with WMH Corporation to provide professional services for the Final Design / Plans, Specifications and Estimate (PS&E) Phase, Right of Way (ROW) services for ROW Acquisition and Utility Coordination for the State Route 84 (SR 84) Expressway Widening and SR 84/ Interstate 680 (I-680) Interchange Improvements Project for a not-to-exceed amount of \$15.0 million.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for SR 84 Expressway Widening and I-680 Interchange Improvements Project (Project) in the City of Pleasanton and Community of Sunol. The Project proposes to widen SR 84 from two lanes to four lanes from south of Ruby Hill Drive to I-680 and make ramp modifications and other operational improvements to the SR 84/I-680 interchange. The improvements also include extending the I-680 Southbound Express Lane by approximately two (2) miles to the north.

This project is currently in the Project Approval & Environmental Document (PA&ED) phase. In anticipation of the approval of the environmental document, Alameda CTC initiated the selection process to procure consultant services for the Final Design/PS&E phase and released the request for proposals (RFP) #18-0008 in November 2017. One (1) proposal was received and an independent selection panel comprised of representatives from the City of Pleasanton and Alameda CTC reviewed the lone proposal. The panel determined that the WMH Corporation team, was responsive and qualified to perform the required services. The selection panel further determined that an interview was not necessary and recommended proceeding with negotiations.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with the consultant, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$15.0 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 36 months. Should WMH Corporation become the Design Engineer of Record for the Project, an amendment will be required to provide additional budget and time for design support services through construction once the Project is in a position to be advertised.

WMH is a certified small local business enterprise (SLBE) and their proposal included a commitment to 100% local business enterprise (LBE) and 60% SLBE participation. The Executive Director concurs with this recommendation.

Background

Alameda CTC is the implementing agency for the PA&ED, PS&E and Right of Way phases for the SR 84 Expressway Widening and SR 84 / I-680 Interchange Improvements Project (Project) (PN 1386.000). The Project proposes to widen SR 84 from two lanes to four lanes from south of Ruby Hill Drive to I-680 and make ramp modifications and other operational improvements to the SR 84/I-680 interchange. The improvements also include extending the I-680 Southbound Express Lane by approximately two (2) miles to the north.

The proposed improvements are expected to alleviate existing and projected traffic congestion to improve SR 84 as a regional connection between I-680 and I-580, consistent with other local and regional planning and programmed projects, improve traffic circulation between SR 84 and I-680, and in the vicinity of the SR 84/I-680 interchange, improve safety for motorists and cyclists on this segment of SR 84, and complete the statutory designation of this segment of SR 84 as an expressway facility.

This project is currently in the PA&ED phase. The Draft Environmental Impact Report / Environmental Assessment (DEIR/EA) was released for public review and comments in October 2017. Public meetings to discuss the DEIR/EA were held in November 2017. Approval of the Final EIR/EA is expected in May 2018.

In anticipation of the approval of the environmental document and in order to maintain the delivery momentum, Alameda CTC initiated the selection process to procure consultant services for PS&E services in November 2017. A pre-proposal meeting was held in December 2017 and was attended by 23 firms. Alameda CTC received one (1) proposal on January 4, 2018 from WMH Corporation.

An independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposal. The panel evaluated the proposal submitted by WMH Corporation and determined that the proposal was responsive and the WMH Corporation team is qualified to perform the services required. The selection panel further determined that an interview was not necessary and recommended proceeding with negotiations.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC met and negotiated the contract with WMH Corporation, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$15.0 million is fair and reasonable to both the Alameda CTC and the consultant and includes the services necessary to complete the Final Design / PS&E Phase, ROW Acquisition and Utility Coordination for the project. This amount represents 10% of the estimated construction capital cost and is within the normal range of costs for similar projects. The estimated duration to complete this work is 36 months. Should WMH Corporation become the Design Engineer of Record for the Project, an amendment will be required to provide additional budget and time for design support services through construction once the Project is in a position to be advertised.

WMH Corporation is a well-established local firm, and its team is comprised of several certified local and small local firms. The WMH Corporation proposal included a commitment to 100% local business enterprise (LBE) and 60% SLBE participation.

The SR 84 Expressway Widening and SR 84 / I-680 Interchange Improvements Project is included in the 2014 Transportation Expenditure Plan (TEP No. 031) with a commitment of \$122.0 million. Funds necessary for the Final Design / PS&E phase and ROW Phase work were programmed and allocated in April 2017 as part of the 2018 Comprehensive Investment Plan.

Levine Act Statement: The WMH Corporation Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$15.0 million in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2017-18 Capital Program Budget.

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Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: State Route 84 Expressway – South Segment Project/ (PN 1210.002):
Approval of Amendment No. 1 to Cooperative Agreement No. 04-2558 with Caltrans for the Construction Phase

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 1 to Cooperative Agreement No. 04-2558 with Caltrans to administratively adjust funding between capital and support work within the Construction Phase budget.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the State Route 84 Expressway Project. The Project, located in the City of Livermore, widens the existing two-lane highway facility, from Jack London Blvd. to Stanley Blvd. to a six-lane facility and Stanley Blvd. to Concannon Blvd. to a four-lane, limited-access controlled facility. The Project is being delivered as two construction packages: the North Segment, from Jack London Blvd. to Concannon Blvd. and the South Segment, from Concannon Blvd. to Ruby Hill Drive. Construction of the North Segment was completed in June 2014. The South Segment is in the construction phase and is anticipated to be open to traffic in late 2018.

The total construction cost for the South Segment is \$56,005,000 which is funded by; \$47,030,000 million from the State Transportation Improvement Program (STIP)-Regional Improvement Program (RIP), and \$8,975,000 of Alameda County Measure B and other local funds (as shown in Table 1). Coop 04-2558, executed in March 2015, confirmed Alameda CTC's role as the implementing agency for environmental, design, right-of-way acquisition, and utility relocation, and authorized Caltrans to administer the construction phase of the project. As a result of project bid savings, in July 2015, Caltrans and Alameda CTC partnered to apply the savings from the STIP-RIP capital savings towards eligible capital work including right-of-way, utility, and landscape. No provision was made to reflect the associated support costs.

This follow up administrative action adjusts the budget into the proper phase so that Caltrans may properly charge and seek reimbursement for the project work performed.

Background

The State Route 84 Expressway Project is part of the State Route 84 Transportation Corridor Improvements between Interstate 580 in Livermore and Interstate 680 in Pleasanton/Sunol. This corridor is being improved as a series of projects along the corridor in partnership with Alameda CTC, Caltrans, and the cities of Livermore and Pleasanton.

The State Route 84 Expressway Project is being delivered as two construction packages: the North Segment, from Jack London Blvd. to Concannon Blvd. and the South Segment, from Concannon Blvd. to Ruby Hill Drive.

The North Segment, approximately 1.6 miles, widened Route 84 to six lanes from Jack London Blvd. to Stanley Blvd. and to four lanes from Stanley Blvd. to Concannon Blvd. Caltrans advertised, awarded, and administered the construction contract for the North Segment which was completed in June 2014. The total project cost was approximately \$36.6 million.

The South Segment, approximately 2.4 miles, continues the widening of State Route 84 from two lanes to four lanes from Concannon Blvd. to Ruby Hill Drive in the City of Livermore. The project is currently in the construction phase and is anticipated to be open to traffic in late 2018.

The total construction cost for the South Segment is \$56,005,000 which is funded by \$47,030,000 million from the STIP-RIP, and \$8,975,000 of Alameda County Measure B and other local funds (as shown in Table 1).

In March 2015, Alameda CTC and Caltrans entered into Coop 04-2558 Coop which confirmed Alameda CTC's role as the implementing agency for environmental, design, right-of-way acquisition, and utility relocation, and authorized Caltrans to administer the construction phase of the South Segment. In July 2015, as a result of project bid savings, Alameda CTC requested Caltrans to apply the \$4.683 million of savings from the STIP-RIP construction capital to right-of-way and utility work. Caltrans has partnered with Alameda CTC to apply the savings towards eligible capital work including right-of-way, utility, and landscape. No provision was made to reflect the support costs associated with this work.

The proposed administrative adjustments, reflected in Table 1, will allow Caltrans to properly charge and seek reimbursement for the project work performed.

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

Attachment:

- A. Table 1: Funding Summary

TABLE 1: FUNDING SUMMARY ORIGINAL

SOURCE	FUNDING PARTNER	FUND TYPE	CALTRANS		TOTAL
			CONST. SUPPORT	CONST. CAPITAL	
State	ALAMEDA CTC	State Transportation Improvement Program (STIP)-Regional Improvement Program (RIP)*	\$7,550,000	\$39,480,000	\$47,030,000
Local	ALAMEDA CTC	Measure B, Other	\$455,000	\$8,520,000	\$8,975,000
Total			\$8,005,000	\$48,000,000	\$56,005,000

TABLE 1: FUNDING SUMMARY ADJUSTMENT

SOURCE	FUNDING PARTNER	FUND TYPE	CALTRANS		TOTAL
			CONST. SUPPORT	CONST. CAPITAL	
State	ALAMEDA CTC	STIP-RIP *	\$0	\$0	\$0
Local	ALAMEDA CTC	Measure B, Other	\$400,000	-\$400,000	\$0
Total			\$400,000	-\$400,000	\$0

TABLE 1: FUNDING SUMMARY REVISED

SOURCE	FUNDING PARTNER	FUND TYPE	CALTRANS		TOTAL
			CONST. SUPPORT	CONST. CAPITAL	
State	ALAMEDA CTC	STIP-RIP *	\$7,550,000	\$39,480,000	\$47,030,000
Local	ALAMEDA CTC	Measure B, Other	\$855,000	\$8,120,000	\$8,975,000
Total			\$8,405,000	\$47,600,000	\$56,005,000

* This fund type includes federal funds

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Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: I-880 SB HOV Lane – South Segment (PN 1376001) – Approval of Professional Services Agreement (A18-0035) with WMH Corporation for Highway Planting Design and Support Services During Construction

Recommendation

It is recommended that the Committee approve a Professional Services Agreement (A18-0035) with WMH Corporation for a not-to-exceed amount of \$250,000 to provide design and support services during construction for replacement highway planting.

Summary

The I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project located in the City of San Leandro is an Alameda County Transportation Commission (Alameda CTC) project funded by the State of California Proposition 1B Transportation Bond Program approved by California voters in November 2006. The South segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. WMH Corporation was selected in October 2008 through a competitive process to provide preliminary and final design services for the South Segment Project. The work was performed under Agreement A08-017.WMH. The current contract value is \$7,057,319 and will expire on June 30, 2018.

The South Segment Project was opened to the public in October 2015. In December 2016, while closeout activities for the mainline work was underway, the Commission authorized \$200,000 (\$160,000 of Demo and \$40,000 of San Leandro funds) to provide design services to implement replacement highway planting identified during the project environmental approval process. In September 2017, the Commission approved the exchange of the project's Federal Demo funds to Measure BB funds. In October 2017, Caltrans enacted additional administrative requirements regarding contract changes

(including amendments and addition of firms) on federal and state funded contracts. Currently all closeout work for the mainline work has been completed and only the highway planting work (100% locally funded) remains.

The requested action would allow for the closeout of the current federalized contract (A08-017.WMH) and the authorization of a new contract (A18-0035) for the effort necessary to deliver the replacement highway planting work through construction -without the additional administrative burdens of reporting and approvals currently required by the federalized contract. The estimated duration to complete the replacement highway planting project is 30 months.

Background

The I-880 Southbound High Occupancy Vehicle (HOV) Lane – South Segment Project located in the City of San Leandro is an Alameda County Transportation Commission (Alameda CTC) project funded by the State of California Proposition 1B Prop 1B) Transportation Bond Program approved by California voters in November 2006. The South segment Project improvements included freeway widening work to accommodate the new southbound HOV lane and the reconstruction of the Davis Street and Marina Boulevard overcrossings to provide standard vertical clearance over the freeway. WMH Corporation was selected in October 2008 and contracted to provide preliminary and final design services for the South Segment Project. This work was performed as part of professional services agreement A08-017.WMH. The current contract value is \$7,057,319 and expires June 30, 2018.

The South Segment Project was opened to the public in October 2015. In December 2016, while the closeout work on the mainline project was being completed, the Commission authorized \$200,000 (\$160,000 of Demo and \$40,000 of San Leandro funds) to implement replacement highway planting identified during the project environmental approval process. On December 31, 2016, Caltrans NEPA delegation was suspended. As a result, the environmental document for the replacement highway planting work was not revalidated until June 2017. In September 2017, the Commission approved the exchange of the project's Federal Demo funds to Measure BB funds for this remaining work. In October 2017, Caltrans enacted additional administrative requirements regarding contract changes (including amendments and addition of firms) on federal and state funded contracts. In November 2017, the City of San Leandro requested changes to the planting priority areas for design. A memorandum of agreement was approved in January 2018 authorizing the commitment of San Leandro funds for the design and construction of the replacement highway planting. Given that funding for the construction of the project has been fully identified and authorized by the City of San Leandro, it is recommended to include budget for design support during construction.

The estimated cost for WMH Corporation to prepare a design for the replacement planting for the project and to provide design support during construction is \$250,000. The estimated duration to complete the project is 30 months. The project funding plan for

the South Segment Project includes State Prop 1B funds, and various local contributions including Measure B, Measure BB, CMA-TIP, and City of San Leandro funds. All project funds have been allocated by the Commission to complete the project. The proposed professional services agreement work would be funded by \$200,000 Measure BB and \$50,000 of San Leandro funds, for a total value of \$250,000.

The requested action would allow for the closeout of the current federalized contract (A08-017.WMH) and the authorization of a new contract (A18-0035) for the effort necessary to deliver the replacement highway planting work through construction -without the additional administrative burdens of reporting and approvals currently required by the federalized contract.

Anticipated Commission actions required to further this work include authorization to advertise and award the resulting construction contract to implement the replacement highway planting work and authorization to engage a consultant team to provide construction management services.

Levine Act Statement: WMH Corporation did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$250,000. The action will authorize the encumbrance of previously allocated Measure BB, and San Leandro funds to be used for subsequent expenditure. This budget is included in the Project's funding plan and in Alameda CTC's Adopted FY 2017-2018 Capital Program Budget.

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Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Jhay Delos Reyes, Project Manager

SUBJECT: Approval of Administrative Amendment to Project Funding Agreement A10-0027 to extend agreement expiration date

Recommendation

It is recommended that the Commission approve an Administrative Amendment to Project Funding Agreement (A10-0027) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost and schedule.

The administrative amendment request shown in Table A has been reviewed and it has been determined that the request will not compromise project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment request as listed in Table A.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative

total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment request identified in Table A has been evaluated and is recommended for approval.

Levine Act Statement: Not applicable.

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

Attachment:

- A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	BART	BART Warm Springs Extension/Stage 2 Construction Phase	A10-0027	A1: Phase reallocation A2: Budget decrease and 12-month time extension from 12/31/2015 to 12/31/2016 A3: 6-month time extension from 12/31/2016 to 6/30/2018 A4: 12-month time extension to the grant funding agreement deadline from 6/30/2018 to 6/30/2019 (<i>current request</i>)	1	None

- (1) Project delays.
- (2) Extended project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).

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1. Welcome and Introductions

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:30 p.m. A roll call was conducted and all members were present with the exception of Preston Jordan, Ben Schweng, and Diane Shaw.

Subsequent to the roll call:

Ben Schweng arrived after the vote of item 3.1. Preston Jordan arrived during item 4.0.

2. Public Comment

There were no public comments.

3. Approval of July 26, 2017 Minutes

Corrections were requested to change the last sentence at the top of page 3 to "...issues with things..." and to change the last sentence at the bottom of page 3 to "...Matt Bomberg's last day...."

Midori Tabata made a motion to approve this item with the above corrections. Dave Murtha seconded the motion. The motion passed with the following votes:

Yes: Bisson, Fishbaugh, Hill, Johansen, Marleau, Murtha, Tabata, Turner

No: None

Abstain: None

Absent: Jordan, Schweng, Shaw

4. Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign Report

Leslie Lara-Enriquez presented an overview of the Safe Routes to Schools (SR2S) Program. It included new program goals, a new implementation structure, and development of new SR2S advisory committees to guide program implementation. She informed the committee that Alameda CTC is taking on a more active program management role with support of three consultant contracts to deliver the program. Ms. Lara-Enriquez noted that Tool Design Group and Transform will coordinate the countywide events and education, and that Alta Planning + Design will be involved in direct student safety training and site assessments. Ms. Lara-Enriquez stated that the SR2S Program grew from two schools in 2006 to 194 schools by 2016. Carolyn Clevenger provided an update on the iBike campaign and bicycle safety education.

Feliz Hill asked the projection for increasing the threshold number of schools. Ms. Lara-Enriquez said that the threshold goal this year was for 180 schools participating in the

program, which was exceeded. Ms. Lara-Enriquez noted that the goal is to eventually have all 350 public schools in Alameda County enrolled in the SR2S Program.

Feliz Hill asked what's involved to make the program self-sustaining in terms of funds. Ms. Clevenger stated that SR2S will never be revenue generating or pay for itself. The idea is for Alameda CTC to make it sustainable by having the program more integrated with the schools and connected at the District level.

Midori Tabata asked if Alameda CTC will be doing the overall management for the SR2S Program. Ms. Lara-Enriquez stated that she is taking on more of a program management role and the Alameda CTC resources will be focused on training, education and growing the program. She noted that Transform will continue to perform site coordination. Ms. Clevenger said that with the Alameda CTC formerly took a more hands-off approach, using one master contractor and many sub-contractors who managed and implemented the program. She said that with the new structure, Alameda CTC will get a better sense of what the program is doing and how to make it grow.

Midori Tabata asked if Alameda CTC had a discussion with the schools for alternative funding. Ms. Clevenger stated that with Senate Bill 1 there is an increase with the Active Transportation Program (ATP) and SR2S is eligible for funding through ATP. Alameda CTC is exploring additional partnerships for funding.

Liz Brisson asked how the Alameda County SR2S Program compares to others. Ms. Lara-Enriquez said the three most successful programs are implemented on a countywide level and most of the money comes through the Metropolitan Transportation Commission (MTC). She stated that the goal is to partner with the Alameda County Office of Education, which is how the San Mateo program is implemented.

Liz Brisson suggested Alameda CTC reach out to Councilmember Annie Campbell-Washington's office to utilize her prior experience as a school board member for ideas.

Feliz Hill asked if Alameda CTC explored partnership with local bicycle shops for visibility. Ms. Lara-Enriquez stated that the agency can explore this idea.

Preston Jordan asked if there was an evaluation of mode shift. Ms. Lara-Enriquez said we do an evaluation annually which is more about participation. Ms. Clevenger stated that mode shift metrics are evaluated as part of other efforts, and we haven't seen a big difference; that is one reason for the new approach and evaluation.

Dave Murtha asked if there are individual maps for each of the schools participating in SR2S program. Ms. Lara-Enriquez said SR2S has some funding for maps for some schools.

Preston Jordan suggested the agency use a pilot/control approach and use demographic data to figure out performance.

Matt Turner shared with the committee the infrastructure problems that are in the unincorporated areas that makes mode shift difficult. He noted that parent champions make a difference; however, when the children age out of the school it's difficult to replace the parent champions.

Ben Schweng stated that the SR2S materials do not show that it's for K-12. He's heard from several parents that they are disappointed in bike security for younger children and he suggested that the schools update their bicycle racks.

5. I-80/Gilman Interchange Project Review

Carolyn Clevenger stated that one of the main roles of BPAC is to provide input to sponsors of Capital Projects and she noted that the I-80/Gilman Interchange Project was first presented to the BPAC April 2016. The project is being brought to BPAC to receive input as the project continues to be advanced. Susan Chang, the project manager, stated that the I-80/Gilman Project is currently in the environmental phase and the draft document will be circulated at the beginning of 2018. She noted that a public hearing is scheduled for late January 2018. Ms. Chang stated that the project team met with Preston Jordan and members from Albany Strollers and Rollers to receive input on the I-80/Gilman Interchange Project. Ms. Chang and the consultant team presented the I-80/Gilman Project. Rodney Pimentel, Project Manager from Parsons Transportation Group discussed elements of the project and the project schedule. Preston Jordan summarized the content of the meeting that was held earlier with members from Albany Strollers and Rollers.

See Attachment 3.1A for a detailed log of BPAC comments on the project and responses from the project manager.

6. Caltrans District 4 Bicycle Plan Update

Sergio Ruiz, Caltrans Bicycle and Pedestrian Coordinator and Hugh Louch with Alta Planning + Design presented this item. Mr. Ruiz noted that this is Caltrans' first Bicycle Plan and the presentation covered:

- The purpose of the Bicycle and Pedestrian Plan
- Tasks
- Public Outreach
- Needs Analysis
- Project Identification
- Final product and the implementation

Mr. Ruiz noted that they are looking at four types of challenges for cyclists and pedestrians: overcrossings, challenges at existing ramps, conventional highway crossings, and travel along conventional crossings. The presentation closed with a summary of the final product and implementation.

Preston Jordan stated that hopefully Caltrans plan will focus on longer trips, higher speeds and more experienced cyclists. He suggested Caltrans entirely strike rectangle rapid flashing beacons, because it doesn't allow protection for cyclists.

Midori Tabata stated that she has issues with major interchanges such as those on I-880, which go across major corridors. The crossing at Davis Street in San Leandro is definitely a challenge. She noted that Freeway entrances and exits make walking and biking near them impossible.

David Fishbaugh noted issues on Highway 84 through Niles Canyon and Highway 238 in terms of bicycle lanes in poor conditions.

Ben Schweng noted challenges with downtown Hayward on the loop and noted that the dataset used to maintain cyclist-involved collisions does not reflect the actual number. Hugh Louch noted that they used multiple measures due to limitations with the various data sources.

7. Staff Reports

7.1. Countywide Bicycle and Pedestrian Plans Implementation Report

Carolyn Clevenger said this item will be deferred to the next BPAC meeting.

8. BPAC Member Reports

8.1. BPAC Calendar FY2017-18

The committee calendar is provided in the agenda packet for review purposes.

Preston Jordan stated that he attended MTC Active Transportation Working Group and brought up the topic Pavement Management Software, StreetSavers. He noted that MTC staff committed to put StreetSavers on the November 16, 2017 agenda.

8.2. BPAC Roster

The committee roster is provided in the agenda packet for review purposes.

9. Meeting Adjournment

The meeting adjourned at 8 p.m. The next meeting is scheduled for January 11, 2018 at the Alameda CTC offices.

Project: I-80 Gilman Interchange Project

Project Manager: Susan Chang (schang@alamedactc.org)

Comment	Response
<p>What "length" refers to in the tables in the presentation?</p>	<p>The structure length includes the approaches of the overpass. The Horseshoes are similar to each other – it takes significant length to get the vertical clearance over the freeway. But A2 is a unique design, parallel to the creek and reaching all the way to the Bay Trail.</p>
<p>Do you have the user-level information? How many are going to the sports field, versus Emeryville?</p>	<p>The soccer fields are extremely busy on the weekends. Parents at the stakeholder meetings are interested in riding bicycles to the fields, and along the shoreline. There are a lot of events at the fields. The city of Berkeley is interested in the overcrossing and the at-grade crossings.</p>
<p>Will the study team look at the A1 East - A2West hybrid that Preston Jordan recommended?</p>	<p>The hybrid option "h" described in the meeting uses the longer western ramp on the north shown in the L design, with a shorter (hybrid) eastern ramp that is shown in the northern U alternative. Both the h and the northern U would require additional engineering to integrate the longer arm of the L on the east, which needs more time for permits and funding.</p> <p>The map shows the Class I path, with some portions on low traffic volume reaches that are not Class I. He explains that any other route would eliminate novice bicyclists. Only the L design would be used by novice bicyclists. He strongly prefers the L. He would like this presentation to come to the City Council in Albany. Otherwise, the folks of Albany may miss out. Berkeley has one bridge and the L will connect the ball fields to other ball fields in a low-stress way. It will connect Albany and Berkeley to the waterfront, and it will connect existing Class I to existing Class I trails.</p> <p>It was indicated that the project will do the usage first and see what it is. There are also problems with the interchange itself. Maybe the project could be phased with the overcrossing taken out as a separate element. Right now, the project does not have enough money to carry through Alternative 2. There is a lot of Senate Bill 1 money coming in the future. But they will look at hybrid, do the usage study, and find out what the stakeholders and project sponsors want. There are Cycle 3 ATP Funds,</p>

Comment	Response
	4.1 million, which is tied to delivery schedule and it depends on phasing to show it. They have to get the support on it by the end of December, otherwise, the money will be lost. They want to do the right thing, and they need to strategize to do the right thing.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2017-2018**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-17	Jan-19
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18
8	Mr.	McWilliams III	Fred	Oakland	Alameda County Mayors' Conference, D-4	Feb-18		Feb-20
9	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jun-17	Jun-19
11	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18

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1. Call to Order and Roll Call

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:30 p.m. A roll call was conducted and she confirmed that a quorum was achieved. All members were present with the exception of Larry Bunn, Bob Coomber, Carmen Rivera-Hendrickson, Harriette Saunders, Will Scott, Linda Smith and Cimberly Tamura.

2. Public Comment

There were no public comments.

3. Approval of Consent Calendar

- 3.1. Approve the September 25, 2017 PAPCO Meeting Minutes
- 3.2. Approve the October 23, 2017 Joint PAPCO and ParaTAC Meeting Minutes
- 3.3. Review the FY 2017-18 PAPCO Meeting Calendar
- 3.4. PAPCO Roster
- 3.5. Paratransit Outreach Calendar

Esther Waltz moved to approve this item. Jonah Markowitz seconded the motion. The motion passed with the following votes:

Yes: Barranti, Costello, Hastings, Jacobson, Johnson, Markowitz, Orr, Ross, Rousey, Stadmire, Waltz, Zukas

No: None

Abstain: None

Absent: Bunn, Coomber, Rivera-Hendrickson, Saunders, Scott, Smith, Tamura

4. Paratransit Programs and Projects

4.1. Approve the FY 2018-19 Implementation Guidelines and Performance Measures for the Special Transportation for Seniors and People with Disabilities (Paratransit) Program

Naomi Armenta stated that the Implementation Guidelines for the Special Transportation for Seniors and People with Disabilities Program and performance measures are periodically reviewed and updated. She noted that the performance measures were last updated in FY 2016-17. Ms. Armenta requested that PAPCO approve the revised guidelines including input that was provided by the Paratransit Technical Advisory Committee (ParaTAC).

A suggestion was made to rename Taxi Subsidy to Taxi Subsidy/Same Day Transportation.

Joyce Jacobson asked when this item will go to the cities in its final form. Naomi Armenta said it will be ready at the beginning of FY 2018-19.

Joyce Jacobson asked when the next call for projects will occur. Ms. Armenta stated that the next Comprehensive Investment Plan call for projects is scheduled to take place in the fall of 2018.

Michelle Rousey moved to approve this item with modifications. Esther Waltz seconded the motion. The motion passed with the following votes:

Yes: Barranti, Costello, Hastings, Jacobson, Johnson, Markowitz, Orr, Ross, Rousey, Stadmire, Waltz, Zukas

No: None

Abstain: None

Absent: Bunn, Coomber, Rivera-Hendrickson, Saunders, Scott, Smith, Tamura

4.2. Access Alameda Booklet and Website Update

Naomi Armenta stated that Alameda CTC staff will work with PAPCO, ParaTAC, and stakeholders to update the Access Alameda booklet and website. She asked the committee to provide input for broad changes to the format, general content,

and design. Ms. Armenta noted that PAPCO will have an opportunity to review a mock-up of an updated booklet and provide comments and corrections in March.

Esther Waltz stated that the current overall layout is very clear and nicely laid out. She suggested to make it easier to enlarge the fonts on the website and in particular the phone numbers. Krystle Pasco stated that there is a pdf version of the booklet that may be enlarged using a smartphone or tablet.

Jonah Markowitz suggested doing a survey to determine the need/interest of enlarged fonts, Braille, and different languages. Naomi Armenta said that we'll make it clear for people to know that they may request alternative formats if needed.

Joyce Jacobson stated that the telephone numbers are buried in the index. She suggested that in addition, list the phone numbers within the index.

Joyce Jacobson asked how the 211 service is associated with the Access Alameda booklet. Ms. Armenta responded that 211 is listed as a resource in the booklet as well as on the website. Ms. Jacobson stated that the booklet and website should say that an individual will reach a "live" person if 211 is called.

Herb Hastings asked why isn't the Americans with Disabilities Act (ADA) Paratransit service applications included in the booklet along with the City-based Paratransit services application. Ms. Armenta stated that the City-based programs are under the purview of Alameda CTC and the ADA services are not. She also noted that including four applications in the booklet would be difficult.

Kevin Barranti stated that having phone numbers on the website or the booklet is a better idea than including four applications.

4.3. San Leandro Paratransit Program Report

Ely Hwang and Sandra Rodgers presented a brief overview of the City of San Leandro FY 2017-18 Paratransit program, which includes the Flex Shuttle Service and the Taxi Voucher Program.

Herb Hastings asked if the shuttle stops at the Bay Fair BART station. Ms. Rodgers said the shuttle stops at the Bay Fair Mall. Ms. Rodgers noted that the riders have requested a stop at the Bay Fair BART and it's on San Leandro's list of potential changes.

Shawn Costello asked if the shuttle goes down Bancroft Avenue by San Leandro High School. Ms. Rodgers said the shuttle stops one block away from the high school.

Joyce Jacobson asked if the Flex Shuttle eligibility of age 60 years or older comply with the Alameda CTC's Implementation Guidelines. Ms. Armenta responded that shuttles are not required to set age restrictions. Naomi said the 70 years age guideline is for door-to-door and taxi services.

Joyce Jacobson asked why the ridership is increasing for both programs. Ms. Rodgers responded that their drivers are a real asset to the team, because they've been consistent in providing high quality customer service for the last 10 years. She also said that the location of the stops are conveniently placed in front of major facilities and popular destinations.

4.4. Mobility Management – What We're Reading: Safer Streets

Naomi Armenta gave an update on this item. She noted that What We're Reading: Safer Streets is a blog from the National Center for Mobility Management website. Ms. Armenta noted that the blog covers a range of topics such as Vision Zero, which is a program to eliminate traffic fatalities and serious injuries. Both San Francisco and Oakland have Vision Zero projects. Another topic of interest in this blog is victim-blaming pedestrians, which is an attitude of people that are driving and can affect other's safety.

Ms. Armenta also gave an update on the Countywide Mobility Management meeting that was held on November 16, 2017 at East Bay Paratransit. The meeting focused on getting an update from the mobility management providers in Alameda County. The committee also discussed performance measures that would be appropriate for mobility management programs. Ms.

Armenta reminded PAPCO members of the Mobility Management Workshop on February 26, 2018 at the Joint PAPCO and ParaTAC meeting.

5. Committee and Transit Reports

5.1. Independent Watchdog Committee (IWC)

Herb Hastings mentioned that the IWC met on November 13, 2017. The committee reviewed the bylaws and discussed the outreach performed for the *15th IWC Annual Report to the Public*.

5.2. East Bay Paratransit Service Review Advisory Committee (SRAC)

Naomi Armenta provided an update on the SRAC meeting. She stated that an introduction of Stephanie Castillo, who is the new Customer Service Manager at East Bay Paratransit and the new SRAC Coordinator, took place. The committee received a presentation on the 2017 Consumer Survey.

5.3. Other ADA and Transit Advisory Committees

Esther Waltz stated that the Wheels Accessibility Advisory Committee (WAAC) met the first Wednesday in November. The committee discussed issues around the fixed route service.

6. Member Reports

Esther Waltz asked about the TBD outreach dates for 2018 on the outreach calendar. Krystle Pasco responded that she will let PAPCO know as outreach events are scheduled.

Shawn Costello says he's on the CAC for the Regional Center and their elections will be done in January.

7. Staff Reports

Naomi Armenta followed up on questions from the September 2017 PAPCO meeting regarding BORP data on adult and youth with disabilities. She confirmed that for this fiscal year BORP's target for youth was 90 and the actual was 89 served. For adults with disabilities the target was 300 and the actual served was 330.

Ms. Armenta stated that she followed up with the Alzheimer Services of the East Bay to get data on the number of trips and the number of registrants and she hasn't received a response.

Ms. Armenta provided an update on the travel training survey data. She noted that Alameda CTC requests two types of data from the travel training grant funding recipients: one-month post training survey and trainees that are also ADA-certified. The list received included 16 people registered with East Bay Paratransit and trained by Tri-City, The CIL, USOAC, and CRIL; 2 people were registered with LAVTA and were trained by Pleasanton; one Union City registrant was trained by Tri-City. Currently, only Union City has provided information so far, even though all recipients acknowledged receipt.

Joyce Jacobson said she was surprised that these organizations have been funded by PAPCO for many years and have received the largest grants but struggle to provide staff with data. Naomi said a majority of these programs focus on providing high quality service so the surveys become less of a priority. Ms. Jacobson said that it doesn't matter because they are receiving grants.

Carolyn Clevenger provided an update on the WSBTS program. Staff is looking at options to get this program up and running. Ms. Clevenger noted that to move forward is to do a new Request for Proposal (RFP) and call for projects. Alameda CTC is reaching out to our partners to see what opportunities exist. We will look at a call for projects or solicitation next year and staff will provide an update at the March meeting.

Krystle Pasco informed the Committee that PAPCO is not meeting in January and the next Joint PAPCO and ParaTAC meeting is scheduled for February 26, 2018.

8. Adjournment

The meeting adjourned at 3:30 p.m. The next Joint PAPCO and ParaTAC meeting is scheduled for February 26, 2018 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland. The next PAPCO Meeting is scheduled for March 26, 2018.



**PARATRANSIT ADVISORY AND PLANNING COMMITTEE
November 20, 2017
ROSTER OF MEETING ATTENDANCE**

Present	PAPCO Member	Appointed By
P	Stadmire, Sylvia Chair	Alameda County, District 3 Supervisor Wilma Chan
P	Johnson-Simon, Sandra, Vice Chair	Alameda County, District 4 Supervisor Nate Miley
P	Barranti, Kevin	City of Fremont Mayor Lily Mei
A	Bunn, Larry	Union City Transit Wilson Lee, Transit Manager
A	Coomber, Bob	City of Livermore Mayor John Marchand
P	Costello, Shawn	City of Dublin Mayor David Haubert
P	Hastings, Herb	Alameda County, District 1 Supervisor Scott Haggerty
P	Jacobson, Joyce	City of Emeryville Councilmember John Bauters
P	Markowitz, Jonah	City of Albany Mayor Peter Maass
P	Orr, Carolyn M.	City of Oakland Vice Mayor Rebecca Kaplan
A	Rivera-Hendrickson, Carmen	City of Pleasanton Mayor Jerry Thorne
P	Ross, Christine	Alameda County, District 2 Supervisor Richard Valle
P	Rousey, Michelle	BART Director Rebecca Saltzman
A	Saunders, Harriette	City of Alameda Mayor Trish Spencer

A	Scott, Will	Alameda County, District 5 Supervisor Keith Carson
A	Smith, Linda	City of Berkeley Councilmember Kriss Worthington
A	Tamura, Cimberly	City of San Leandro Mayor Pauline Cutter
P	Waltz, Esther Ann	LAVTA Executive Director Michael Tree
P	Zukas, Hale	A. C. Transit Director Elsa Ortiz

STAFF		
Present	Staff/Consultants	Title
	Cathleen Sullivan	Principal Transportation Planner
	Krystle Pasco	Assistant Program Analyst
	Naomi Armenta	Paratransit Coordination Team
	Richard Wiener	Paratransit Coordination Team
	Angie Ayers	Public Meeting Coordinator, Consultant

NAME	JURISDICTION/ ORGANIZATION	E-MAIL
1. ELY HWANG	CITY OF SAN LEANDRO	ELHWANG@SANLEANDRO.ORG
2. Sandy Rogers	City of San Leandro	srogers@sanleandro.org
3. Julie Parkinson	City of Pleasanton	jparkinson@cityofpleasanton.ca.gov
4. Kim Bridgeway	AC Transit	kbridgeway@actransit.org
5. Arnold Brillinger	SRAC	Arnold.Brillinger@sd.org
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Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee Meeting Minutes

Monday, February 26, 2018, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Roll Call and Introductions

Krystle Pasco called the meeting to order at 1:30 p.m. A roll call was conducted and all PAPCO members were present with the exception of Larry Bunn, Bob Coomber, Herb Hastings, Carolyn Orr, Carmen Rivera-Hendrickson, Harriette Saunders, Linda Smith, and Sylvia Stadmire.

All ParaTAC members were present with the exception of Richard Castrillon, Shawn Fong, Brad Helfenberger, Ely Hwang, Travis Huang, Jay Jeter, Paul Keener, and Laura Timothy.

2. Public Comment

A public comment was made by Jonah Markowitz. He stated the need for the Wheelchair Scooter Breakdown and Hospital Discharge Transportation Services.

A public comment was made by Shawn Costello. He stated that BART windows need cleaning.

A public comment was made by Will Scott. He stated that East Bay Paratransit (EBP) dispatchers should include footnotes in their manifest for drivers.

A public comment was made by Christine Ross. She stated that EBP needs to prioritize trips for medical needs, especially dialysis, then doctor/dentist appointments, then other discretionary trips.

3. Mobility Management and One-Call/One-Click Overview

Naomi Armenta provided an overview of mobility management and One-Cal/One-Click (OC/OC) services. Ms. Armenta stated that Alameda CTC provides funding for a variety of mobility management programs and the February Joint meeting is intended to focus on

OC/OC type services. According to the National Center for Mobility Management, "A one-call or one-click service strengthens a community's coordination of transportation services on many levels:

- It provides a one-stop source of transportation information for customers on services for which they are eligible;
- The development of a OC/OC service requires multiple community partners to come together around a shared vision of providing one-stop information and;
- It helps communities identify gaps in service that need to be filled.

4. Facilitating Access to Coordinated Transportation (FACT) Presentation

Naomi Armenta introduced Arun Prem, Executive Director of San Diego FACT. She stated that FACT was one of six programs highlighted in a document published by the National Center for Mobility Management in 2014, titled "Promising Practices in Mobility Management: One-Call/One-Click Transportation Information Services." Mr. Prem provided an overview presentation of FACT.

5. Panel and Discussion

Naomi Armenta introduced the panelists which included program managers providing locally funded mobility management services in Alameda County. Participants included:

- Center for Independent Living (CIL), Rebeca Servin
- Eden I&R 2-1-1, Sharan Aminy and Rick Otto
- Naomi Armenta provided an overview of the Tri-City Mobility Management Program, Shawn Fong was not able to attend due to a family emergency.

Members and guests had an opportunity to ask the panelists questions about their programs.

6. Member Reports

There were no member reports.

7. Staff Reports

There were no staff reports.

8. ParaTAC Member Presentation

Sid Schoenfeld with the City of Albany presented Jonah Markowitz, an outgoing PAPCO member, with an appreciation plaque and gift bag.

9. Adjournment

The meeting adjourned at 3:30 p.m. The next ParaTAC meeting is scheduled for March 13, 2018 at 9:30 a.m. The next PAPCO meeting is scheduled for March 26, 2018 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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**JOINT PARATRANSIT ADVISORY AND PLANNING COMMITTEE
AND PARATRANSIT TECHNICAL ADVISORY COMMITTEE
February 26, 2018
ROSTER OF MEETING ATTENDANCE**

Present	ParaTAC Member	Local Agency/Jurisdiction
P	Bailey, Dana	City of Hayward
A	Castrillon, Richard	City of Berkeley
P	Figueroa, Raymond	City of Pleasanton
A	Fong, Shawn	City of Fremont
A	Helfenberger, Brad	City of Emeryville
A	Hwang, Ely	City of San Leandro
A	Huang, Travis	City of Union City
A	Jeter, Jay	East Bay Paratransit
A	Keener, Paul	Alameda County Public Works
PP	Külm, Kadri	LAVTA
PP	<i>Jendayi Santana</i> McGee, Hakeim	<i>city of Oakland</i> City of Oakland
P	Parkinson, Julie	City of Pleasanton
P	Ridgeway, Kim	AC Transit
A	Rogers, Sandra	City of San Leandro
P	Schoenfeld, Sid	City of Albany
A	Timothy, Laura	BART
P	Williams, Victoria	City of Alameda

<i>A</i>	Zehnder, David	City of Newark
Present	PAPCO Member	Appointed By
<i>P</i>	Barranti, Kevin	City of Fremont Mayor William Harrison
<i>A</i>	Bunn, Larry	Union City Transit Travis Huang, Interim Transit Manager
<i>A</i>	Bob Coomber	City of Livermore Mayor John Marchand
<i>P</i>	Costello, Shawn	City of Dublin Mayor David Haubert
<i>A</i>	Hastings, Herb	Alameda County, District 1 Supervisor Scott Haggerty
<i>P</i>	Johnson, Sandra, Vice Chair	Alameda County, District 4 Supervisor Nate Miley
<i>A</i>	Orr, Carolyn M. (Rev)	City of Oakland Councilmember At-Large Rebecca Kaplan
<i>P</i>	Patterson, Margaret (Rev)	City of Albany Councilmember Peter Maass
<i>A</i>	Rivera-Hendrickson, Carmen	City of Pleasanton Mayor Jerry Thorne
<i>P</i>	Ross, Christine	Alameda County, District 2 Supervisor Richard Valle
<i>P</i>	Rousey, Michelle	BART President Rebecca Saltzman
<i>A</i>	Saunders, Harriette	City of Alameda Mayor Trish Herrera Spencer
<i>P</i>	Scott, Will	Alameda County, District 5 Supervisor Keith Carson
<i>A</i>	Smith, Linda	City of Berkeley Councilmember Kriss Worthington
<i>A</i>	Stadmire, Sylvia Chair	Alameda County, District 3 Supervisor Wilma Chan
<i>P</i>	Tamura, Cimberly	City of San Leandro Mayor Pauline Cutter
<i>P</i>	Waltz, Esther Ann	LAVTA Executive Director Michael Tree
<i>P</i>	Zukas, Hale	A. C. Transit Board President Elsa Ortiz

STAFF

Present	Staff/Consultants	Title
P	Cathleen Sullivan	Principal Transportation Planner
P	Krystle Pasco	Assistant Program Analyst
P	Naomi Armenta	Paratransit Coordination Team
	Richard Wiener	Paratransit Coordination Team
P	Angie Ayers	Public Meeting Coordinator, Consultant

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Chonita Chew	United Seniors of Oakland Alameda County	(510) 739-0851	Chonita@USOAC.org
2. MRS Christine Ross	Committee member	510-827-7038	rosscrs5634
3. Sid Schoenfeld	City of Albany	510-559-7275	sschoenfeld@albakal.org
4. The Rev'd Peggy Patterson	Albany Rep PAPCO	(505) 231-7690	rerpeggy@gmail.com
5. Justina Victoriano	Community Resources for Independent Living	(510) 881-5743	justina.victoriano@crihbayward.org
6. Mary Triston	City of Berkeley Paratransit Services	(510) 981-5135	mtriston@ci.berkeley.ca.gov
7. Joanna Huit	Whistlestop	415.456.9062 x72	jhuit@whistlestop.org
8. Joanna Palko	UCRAC	510 210 5934	
9. John Cunningham	CL County	925-674-7833	john.cunningham@dcd.cl.ca.gov
10. Drennen Shulton	MTC	415 778 5309	dshulton@bayareametro.gov
11. John Sanderson	SanTrans	650 508 6475	sandersonj@santrans.com
12. PETER ENGEL	CCTA	925-256-4741	pengel@ccta.net
13. Marc Soti	Transdev NA/SF Para Transit	415.351.7010	marc.soti@transdev.com
14. TIGHE BOYLE	" "	415 351-7018	tighe.boyle@transdev.com
15. Debbie McQuilkin	Solano Transportation Authority	707-399-3231	dmcquilkin@sta.ca.gov
16. Dana Bailey	City of Hayward	510.583.4252	Dana.Bailey@hayward-ca.gov
17. Victoria Williams	City of Alameda	510/747/7513	vwilliams@alameda.ca.gov
18. Rashida Kamara	CCCTA	925 880 2098	Kamara@CCCTA.org
19. Michelle Rousey	PAPCO	510 290-1565	mbyn13@hotmail.com
20. Raymond Figueroa	City of Pleasanton; Migueroa@cityofpleasanton.ca.gov		
21. Julie Parkinson	City of Pleasanton		jparkinson@cityofpleasanton.ca.gov
22. Sandy Rogers	City of San Leandro	510.571.7185	SRogers@sanleandro.org
23. Kimberly Tamura	City of San Leandro	(510) 357-5839	
24. Sandra J. Johnson	PAPCO	510 928 9089	sjje@aol.com
25. YVONNE BEHRENS	Commission on Aging City of Emeryville	(540) 467-0387	YVONNE@PBPI.COM
26. Terlayi Santana	City of Oakland Paratransit	(510) 238-3905	

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2017-2018**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Oct-16	Oct-18
2	Ms.	Johnson, Vice Chair	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Mar-17	Mar-19
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		Feb-18
4	Ms.	Behrens	Yvonne	Emeryville	City of Emeryville Mayor John Bauters	Mar-18		Mar-20
4	Mr.	Bunn	Larry	Union City	Union City Transit Steve Adams, Transit Manager	Jun-06	Jan-16	Jan-18
5	Mr.	Coomber	Robert	Livermore	City of Livermore Mayor John Marchand	May-17		May-19
6	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18
7	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18
8	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16
9	Rev.	Patterson	Margaret	Albany	City of Albany Councilmember Peter Maass	Feb-18		Feb-20
10	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	Jun-18
11	Ms.	Ross	Christine	Hayward	Alameda County Supervisor Richard Valle, D-2	Oct-17		Oct-19
12	Ms.	Rousey	Michelle	Oakland	BART President Rebecca Saltzman	May-10	Jan-16	Jan-18

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
13	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Jun-16	Jun-18
14	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18
15	Ms.	Smith	Linda	Berkeley	City of Berkeley Councilmember Kriss Worthington	Apr-16		Apr-18
16	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17
17	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	Jun-18
18	Mr.	Zukas	Hale	Berkeley	A. C. Transit Board President Elsa Ortiz	Aug-02	Feb-16	Feb-18
20		Vacancy			City of Hayward Mayor Barbara Halliday			
21		Vacancy			City of Newark Councilmember Luis Freitas			
22		Vacancy			City of Piedmont Vice Mayor Teddy King			
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci			



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: April Legislative Update

Recommendation

It is recommended that the Commission approve legislative positions and receive an update on federal, state, and local legislative activities.

Summary

The April 2018 legislative update provides information on federal and state legislative activities and recommendations on current legislation.

Background

The Commission approved the 2018 Legislative Program in December 2017. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

CJ Lake, LLC, Alameda CTC's federal lobbying firm, provided the following summary of federal activities.

FY18 Omnibus Appropriations Package

Overview: After weeks of negotiations, the House and Senate leadership released a final FY18 appropriations bill on March 21, 2018. Because this legislative package will likely be one of the few that will be signed into law prior to the midterm elections, various industries and stakeholders were wanting to attach extraneous provisions from tax corrections to shoring up the Affordable Care Act, and a potential immigration deal. Ultimately, very few riders were included, but negotiations came down to the wire with a Continuing Resolution (CR) set to expire on Friday, March 23. A few of the provisions unrelated to appropriations include: the Fix NICS bipartisan legislation which would improve background checks for gun purchases, the Affordable Housing Credit Improvement Act, and a technical correction to the tax package that lowered the tax bill for farmers selling grain to co-operatives, but at the expense of non co-op companies. Although discussed by leadership, an extension of the Deferred Action for Childhood Arrivals program and ACA stabilization language were not included in the final package.

There is quite a bit of additional funding from FY17 levels because of the bipartisan budget deal that was enacted in February which provides additional funding for both defense and non-defense programs. The February deal included an additional \$10 billion for infrastructure in FY18 and another \$10 billion for FY19. Those increases are evident in several of the Transportation Department funding accounts.

The House and Senate passed the bill and the president signed it just prior to the CR expiration on March 23rd.

Transportation: Under the FY18 bill, the Department of Transportation will receive a total of \$27.3 billion in discretionary spending, which is an \$8 billion increase from FY17 levels. \$3.0 billion of that increase goes to the major ongoing discretionary programs at DOT like TIGER, and another \$4.4 billion is additional discretionary general fund money that would go to transportation trust fund contract authority programs like the Transit State of Good Repair program.

- **Transit** – The FY18 omnibus provides a total of \$13.5 billion for the FTA, an increase of \$1.07 billion (8.6 percent) over last year. The main account at FTA (formula grants) is funded through the Highway Trust Fund and would receive \$9.7 billion, which is in line with the authorized level under FAST.

Capital Investment Grants – The CIG program would receive \$2.6 billion under the bill, which is an increase from FY17 levels and is above the FAST Act

authorized levels of \$2.3 billion. Previously, the president suggested phasing out the program beginning in FY17 and included this phase out in his FY18 and FY19 budget requests to Congress. The bill includes language that directs FTA to continue to move projects through the CIG pipeline. The bill also orders FTA to obligate at least 85 percent of the FY18 funds by December 31, 2019, meaning the Trump Administration will be forced to spend funding on projects.

State of Good Repair – In addition to the annual SOGR formula funding, the FY18 bill includes an additional \$400 million in State of Good Repair grants from General Fund money. It is unclear from the language if they would flow through the current formula or whether they would be discretionary.

- **TIGER/National Infrastructure Investment** – The bill provides \$1.5 billion for the TIGER grant program. This is an increase of \$1 billion over the FY17 levels of \$500 million. Direction included in the bill is as follows:
 - 30 percent is set aside for rural areas.
 - Maximum grant size is still \$25 million.
 - State maximum is 10 percent of the total allotment.
 - \$15 million can be used for planning grants.
- **Rail** – FRA is funded at \$3.1 billion, which is \$1.2 billion over the FY17 enacted level. The bill provides a total of \$1.9 billion for Amtrak, of which \$650 million is for Northeast Corridor grants and \$1.3 billion is to support the national network. Similar to last year, there are no funds for any kind of high-speed rail grants. The Federal-State Partnership for State of Good Repair Grant Program is funded at \$250 million, which is a \$225 million increase over the FY17 level. Consolidated Rail Infrastructure and Safety Improvements grants are funded at \$593 million, an increase of \$525 million from the fiscal year 2017 enacted level, to fund capital and safety improvements, planning, environmental work, and research. The bill also includes \$250 million for grants to rail operators to install positive train control (PTC) technologies.
- **Highways** – The Federal-aid Highways obligation limitation is at \$45 billion, which is \$1 billion above the FY17 level and consistent with the FAST Act authorizations.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities.

Supermajority approval: The California Business Roundtable is one of the main proponents of an initiative that expands the requirement for a two-thirds vote on taxes and fees. There are two proposals circulating; one applies to both state and local taxes and fees, and another applies only to local taxes and fees.

The objective of these initiatives is to reverse Supreme Court decisions. The court decisions include the City of Upland case that found Prop 218 does not apply to citizen initiatives that impose taxes or fees; the Cal Chamber v. CARB decision that found that the cap & trade program is not a tax or a fee; and the Schmeer v. Los Angeles County case that found that requiring retailers to collect 10 cents for providing paper bags was not an illegal fee. The changes go beyond these court cases, and would require any local tax and most fees to be approved by a two-thirds vote regardless of whether it is a special or general purpose tax. This initiative if approved in November might also reverse Regional Measure 3 if it is approved with a majority vote in June.

The initiative that applies to both state and local fees and taxes has already gathered 25 percent of the signatures needed to qualify. Both of the initiatives in circulation must submit 585,407 valid signatures by July 25, 2018, to qualify for the November ballot.

The initiative includes the following changes, and the full text is available here: <https://www.oag.ca.gov/system/files/initiatives/pdfs/17-0050%20%28Two-Thirds%20Vote%20Requirement%20V1%29.pdf>.

- The Constitution requires both houses of the legislature to approve any tax by a two-thirds vote. The initiative expands the definition of a tax that requires a 2/3 vote to include any levy, charge or exaction of any kind that is not specifically defined as an "exempt charge." An exempt charge includes, among others, fees for service, state park entrance fees, and judicial fine or penalty. In addition, state laws enacting new taxes must specify how revenues can be spent.
- The initiative would require regulations that contain a new, increased, or extended revenue-generating measure shall not be given any force or effect unless two-thirds of each legislative chamber approves the regulation.
- The initiative heightens legal threshold for state and local governments to prove that fees passed without two-thirds approval are not taxes.
- The initiative invalidates local taxes imposed in 2018, unless taxes meet criteria adopted by this measure.

- The initiative defines any levy, charge, or exaction of any kind that is imposed, adopted, created, or established by local law is either a tax or exempt charge. The initiative requires either a special tax or general tax to be approved by two-thirds of the governing board and two-thirds of the electorate. The tax measure must contain a binding statement on how the revenue can be spent, and state if the revenue is for unrestricted general revenue purposes.
- The initiative would require a two-thirds vote of the electorate for all taxes, including those put on the ballot through an initiative.

Zero emission buses: In December California Air Resources Board (CARB) staff released a “discussion” draft rule for transitioning public transit buses to zero emission by 2040. This proposal mainly centered on imposing a purchase mandate that phased in the number of zero emission buses a transit operator must purchase. This document has sparked considerable debate amongst transit operators, bus suppliers, and environmental groups on whether the proposed goals are achievable.

CARB staff recently released an update based on the comments received on the Innovative Clean Transit (ICT) discussion document. The release of this document precedes an anticipated workshop in April to discuss changes to the ICT language, and CARB staff is encouraging all interested parties to submit comments prior to the April workshop. The expectation is CARB will begin the formal rule making process shortly after the April workshop in order to present the ICT rule to the Board at its July meeting for adoption.

CARB staff would like any comments to be submitted as soon as possible in order to incorporate them into the April workshop. The entire document is available at <https://arb.ca.gov/msprog/ict/meeting/mt180327/180327ictconcept.pdf>.

VW settlement: The California Air Resources Board staff has released its discussion document on how it proposes to spend approximately \$423 million, which is California's share from the Volkswagen Environmental Mitigation Trust. The Trust is expected to be fully funded by November 2018, and California has 10 years to spend the funds. A copy of the proposed plan is available at https://www.arb.ca.gov/msprog/vw_info/vsi/vw-mititrust/meetings/021618_discussiondoc.pdf.

Table 1: Recommended Categories and Allocations

Eligible Mitigation Action Category	Eligible Technology ¹	Benefiting DC or LIC ²	Recommended Allocation (millions)
Transit, School, and Shuttle Buses	Zero-Emission	50%	\$130
Class 8 Freight and Port Drayage Trucks	Zero-Emission	50%	\$90
Light-Duty ZEV Infrastructure	Charging Equipment and Hydrogen Dispensing Equipment	35%	\$10
Zero-Emission Freight / Marine			
Forklifts and Port Cargo Handling Equipment	Zero-Emission	75%	\$70
Airport Ground Support Equipment	Zero-Emission		
Oceangoing Vessel Shorepower	Shorepower Systems		
Combustion Freight / Marine			
Class 7-8 Freight Trucks	Low NOx ³	50%	\$60
Freight Switchers	Tier 4		
Ferries / Tugs	Tier 4 and Tier 4-Equivalent Hybrid		
Admin Reserve ⁴			\$63
Total		> 50%	\$423

The largest recipient is zero emission transit and school buses, with 31 percent of the funds, or \$130 million directed toward these projects. The discussion document states that these funds would be allocated on a first come-first served basis. The funds would be allocated in manner similar to the HVIP rebate program, and would provide grants of up to \$180,000 for a battery electric bus and up to \$400,000 for a new fuel cell electric bus. The fuel cell bus amount includes \$100,000 for fueling infrastructure costs. These funds cannot be used in combination with HVIP funds.

Senate Bill 1

The Road Repair and Accountability Act of 2017 (SB 1) invests \$5.4 billion annually over the next decade to fix California's transportation system. It will address a backlog of repairs and upgrades, while ensuring a cleaner and more sustainable travel network for the future.

On February 22, 2018, Alameda CTC approved a support position on Proposition 69, Motor vehicle fees and taxes: restriction on expenditures: appropriations limit, as authorized by ACA 5 (Frazier). If approved by voters in June 2018, Proposition 69 will safeguard new SB 1 dollars for transportation use only under a constitutional amendment (ACA 5).

For more information about SB 1, refer to Attachment A: SB 1 Frequently Asked Questions. In Alameda County, in addition to transit operating funds and transit state

of good repair funds, the following provides an example of the types of capital projects that Alameda CTC is currently developing and delivering which could be delivered more quickly to the public if Alameda CTC and are partners are able to leverage SB 1 funding to deliver multimodal solutions that support the region's transportation system.

ID	Transportation Mode
	Bikeways
1	East Bay Greenway (Lake Merritt to South Hayward)
	Express Lanes
2	I-680 Express Lanes from SR-84 to Alcosta Boulevard
3	I-680 Sunol Express Lanes (Phase II)
	Goods Movement
4	Go Port: 7th Street Grade Separation and Port Arterial Improvements
	Interchanges and Highways
5	I-80 Ashby (SR 13) Interchange Improvements
6	I-80 Gilman Interchange Improvements
7	I-580/I-680 Interchange Improvements
	Interchanges and Highways Continued
8	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)
9	I-880 Interchange Improvements (Winton Avenue/A Street) - Phase 1
	I-880 Interchange Improvements (Winton Avenue/A Street) - Phase 2
10	SR-262 (Mission Boulevard) Cross Connector
11	SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements
	Interregional Rail Services: ACE, Capital Corridor
12	Countywide Alameda County Grade Crossing Program
13	Interregional Rail Services: ACE, Capital Corridor
	Multimodal Arterial Corridors
14	Dublin Boulevard Extension
15	East 14th Street/Mission and Fremont Boulevard Multimodal Corridor
16	Oakland/Alameda Access Project
17	San Pablo Avenue (SR-123) Multimodal Corridor
18	Telegraph Avenue Multimodal Corridor
19	University Ave Multimodal Corridor
20	West Grand/Grand Avenue/MacArthur Boulevard Multimodal Corridor

Regional Measure 3

SB 595 authorized Regional Measure 3 (RM 3) that allows voters to approve a toll increase to fund congestion-relief projects and improve mobility in the bridge corridors. On January 24, 2018, the Metropolitan Transportation Commission (MTC) Bay Area Toll Authority (BATA) approved putting RM 3 on the June 5 ballot in the nine Bay Area counties. The measure will raise bridge tolls by \$1 on the Bay Area's seven state-owned toll bridges in 2019, followed by additional \$1 increases in 2022 and 2025.

On February 27, 2018, the Alameda County Board of Supervisors approved putting RM 3 on the June 5 ballot in Alameda County. All nine counties in the San Francisco Bay Area have approved putting the measure on the ballot. The full MTC [Regional Measure 3 Expenditure Plan](#) is available online.

Legislation

Staff recommends positions on the bills noted in the following table.

Bill Number	Bill Information	Recommendation
AB 2418 (Mullin) Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.	This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.	Alameda CTC's 2018 legislative program supports legislation that increases transportation funding and supports emerging technologies such as alternative fuels and fueling technology to reduce greenhouse gas emissions. Staff recommends a support position on AB 2418.
AB 3000 (Friedman) Sales and use taxes: exemption: retail hydrogen vehicle fuel.	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Those laws provide various exemptions from those taxes. On and after January 1, 2019, and before January 1, 2030, this bill would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, retail hydrogen vehicle fuel.	Alameda CTC's 2018 legislative program supports legislation that increases transportation funding. AB 3000 will decrease the amount of sales tax that funds transportation. Staff recommends an oppose position on AB 3000.

Bill Number	Bill Information	Recommendation
SB 1328 (Beall) Mileage-based road usage fee.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. This bill would extend the operation of these provisions until January 1, 2023. It would also require the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.	Alameda CTC's 2018 legislative program supports legislation that supports the implementation of more stable and equitable long-term funding sources for transportation. Staff recommends a support position on SB 1328.

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

Attachment:

- A. SB 1 Frequently Asked Questions

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SB 1: Frequently Asked Questions

The Road Repair and Accountability Act of 2017 (SB 1) is a long-term transportation solution that will provide new revenues for road safety improvements, fill potholes and repair local streets, highways, and bridges. SB 1 will provide transportation investments in every community, improving the quality of life for all Californians. SB 1 includes strict accountability provisions to reduce waste and bureaucracy and dedicates all funds to transportation improvements. Opponents of SB 1 are spreading false information and flat-out untruths full of potholes.

1. How much of SB 1 funds will be used to fix our roads?

SB 1 invests more than \$5 billion annually directly for maintenance, repair, and safety improvements on state highways, local streets and roads, and bridges. SB 1 also provides investments in mass transit to help relieve congestion. In total, SB 1 will provide:

- \$1.5 billion for the State Highway Operations and Protection Program
- \$1.5 billion for local streets and roads
- \$400 million for bridge maintenance and repairs
- \$300 million for goods movement and freight projects
- \$275 million for congested corridors and relief management
- \$200 million for the Local Partnership Program to match locally generated transportation funds
- \$100 million for the Active Transportation Program to improve safety and expand access on streets, roads and highways for bicyclists and pedestrians.
- \$750 million for mass transit

2. What is the average cost of SB 1 to California motorists?

The California Department of Finance calculated that the average cost to motorists is roughly \$10/month. Here's how this is estimated:

- **Registration:** Nearly 50% of all registered vehicles in California are valued at less than \$5,000. Forty percent are valued at less than \$25,000. Thus, the average annual amount for vehicle registration is approximately \$48.

- **Fuel:** California’s 26 million licensed drivers consume 15.5 billion gallons per year. That is 577 gallons per driver, multiplied by 12 cents per gallon is \$69.24 each.

The annual average cost per driver is:

Vehicle Registration	\$47.85
Fuel	\$69.24
Total	\$117.09 per year OR \$9.76 per month

3. Which SB 1 funds go directly into the state's General Fund?

None. Revenues go directly into transportation accounts and are constitutionally protected.

Article XIX of the California Constitution already protects the gasoline excise tax and vehicle registration fees, and a portion of the sales tax on diesel, and dedicates them to transportation purposes. This accounts for about 70% of the revenues generated by SB 1. ACA 5, a constitutional ballot measure which will go before the voters in June 2018, extends these same constitutional protections to the remaining 30% of new revenues generated by SB 1.

4. What is the oversight for SB 1?

SB 1 creates a new Office of the Inspector General (IG) charged with overseeing projects and programs to ensure all SB 1 funds are spent as promised. The IG is required to report annually to the state Legislature.

Furthermore, SB 1 has significant accountability and transparency provisions designed to ensure the public has full access to information on how their tax dollars are being invested. Cities and counties must publicly adopt and submit to the state a planned list of projects and year-end reporting that accounts for every single dollar of SB 1 revenue they receive.

5. How will the new funds be used to build new roads?

SB1 funds can and will be used to build new roads and increase capacity on our roads and highways.

- SB 1 funds will be used to restore the State Transportation Improvement Program (STIP). The CTC previously cut and delayed \$1.5 billion in projects from STIP, including new capacity projects, which are now eligible to move forward.
 - There is \$200 million annually in SB 1 for self-help counties that can be used on new roads and capacity increasing projects.
 - SB 1 includes \$250 million annually for congested road and highway corridors and \$300 million for the trade corridor programs, which can both fund increased capacity.
 - Lastly, while cities and counties will primarily (initially) be using local funds on “fix it first” projects to repair roads in bad shape, local governments can use these funds for new roads and capacity enhancements, especially once their road conditions are brought up into a state of good repair.
-

6. Can California dedicate existing General Fund revenues to fix transportation?

California has a combined need of over \$130 billion over the next 10 years just to bring the state highway and local street and road systems into a good and safe condition. If we were to use funds from the General Fund, we would need to pull \$130 billion from important areas like education, healthcare, public safety, and other programs that Californians rely upon.

SB 1 follows the user-pay model where everyone pays their fair share and all drivers pay a little more to fix the roads they drive on.

7. Which state has the highest gas tax in the nation?

Figures from the Tax Foundation and the American Petroleum Institute show Pennsylvania tops out as the highest in the nation. California’s gas taxes haven’t been raised in more than 20 years and, as a result, transportation improvement funding simply hasn’t kept pace with inflation, leading to the backlogs of unfunded infrastructure. SB 1 changes that.

Since 2013, 26 states have increased gas taxes and other transportation revenues to fix their roads and bridges. In fact, of those 26 states, 17 are governed by Republicans.

8. What are the impacts of SB 1 on our economy?

SB 1 is a job creator. The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports 13,000 jobs a year. With the \$5 billion annually planned from SB 1, this measure will put 650,000 people to work rebuilding California over the next decade.

9. How will this this tax increase save money for California’s working families and businesses?

California motorists currently pay \$763 per year, on average, in extra vehicle repair costs due to wear and tear because of the poor condition of our roads. With SB 1, CA drivers will save money by driving on improved roads and will need fewer vehicle repairs.

10. Why are a very small amount of SB 1 funds being provided to CSU and UC for research?

SB 1 directs \$7 million (one-tenth of one percent of total SB 1 revenues) to CSU and UC transportation research institutions for research directly related to improving transportation technology, practices, materials, and impacts to the environment.

11. What percentage of the funding from the state’s gas tax increase will be used for "non-road-related projects like building parks and lifeguards?"

A percentage of the existing gas tax revenue related to fuel sales from boats, agricultural equipment, and other off-highway vehicles (quads, dirt bikes) has always gone toward supporting infrastructure related to these economic and recreational activities. The percent of gas tax revenues collected from these sources is two-percent (2%).

12. Which funds raised by SB 1 will be used to repay outstanding loans from certain transportation funds?

All outstanding transportation loans are being repaid by the General Fund. The FY 2016-17 state budget already started to repay those loans, and SB 1 requires all loans to be repaid by 2020.

13. How will SB 1 contribute to Caltrans and state highway system efficiencies?

Caltrans staffing levels are currently at the lowest they've been in a decade. Additionally, SB 1 mandates that the California Department of Transportation "shall implement efficiency measures with the goal to generate at least one hundred million dollars (\$100,000,000) per year in savings to invest in maintenance and rehabilitation of the state highway system."

14. What amount of SB 1 dollars will be diverted to fund high-speed rail?

No funds raised from SB 1 will be used to fund high-speed rail.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue:\$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. There is no remaining balance that could be used for the high-speed rail project.

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Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: April 19, 2018

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Senior Transportation Planner

SUBJECT: Receive an update on Alameda CTC's Measure B, Measure BB, and Vehicle Registration Fee Programs

Recommendation

This item is to provide an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. This item is for information only.

Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 VRF program. Collectively, the programs generate over \$270 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

Alameda CTC returns over half of Measure B/BB/VRF total revenues collected back to the twenty local jurisdictions and transit agencies as DLD funds. Recipients use DLD funds on locally prioritized transportation improvements that improve local access, safety, transit, infrastructure preservation and system reliability. Typical DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. For fiscal year (FY) 2017-18, DLD recipients will receive approximately \$153 million in DLD funds - \$74.0 million in Measure B, \$71.8 million in Measure BB, and \$6.8 million in VRF.

Each year, as part of the Annual Program Compliance Reporting process, Alameda CTC requires DLD recipients to complete Audited Financial Statements and Compliance Reports that summarizes the past fiscal year's financials, expenditures, and program achievements. The reports for the FY 2016-17 reporting period are currently under review. Compliance findings and program achievements will be presented to the Commission in June.

Additionally, Alameda CTC distributes discretionary Measure B/BB/VRF funds through competitive processes, and are subsequently monitored through separate funding agreements with project sponsors. There are currently \$320 million encumbered in active project sponsor agreements.

Background

The Measure B and Measure BB sales tax programs, and the VRF program provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are returned back to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements. From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs to the end of FY 2017-18, Alameda CTC projects distributing over \$1.2 billion in total DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The Measure B/BB transportation sales tax programs provide the largest source of DLD funds that are distributed by formula from Alameda CTC to the fourteen cities, the County, and five transit agencies serving Alameda County. Measure B/BB DLDs are flexible funding sources that allows Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects. Similarly, VRF program funds are distributed to the fourteen cities and the County by formula, but are used exclusively for locally prioritized street and road improvements that have a relationship to relieving congestion on the roadway system.

For FY 2017-18, Alameda CTC's projections for DLD funding distribution by program category is depicted in Table 1 below.

DLD Programs <i>(dollars in millions)</i>	MB	MBB	VRF	Total
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$29.3	\$26.8	\$6.8	\$62.9
Mass Transit	\$27.9	\$28.9		\$56.8
Special Transportation for Senior and People with Disabilities (<i>Paratransit</i>)	\$11.9	\$12.1		\$24.0
Bicycle and Pedestrian Safety	\$4.9	\$4.0		\$8.9
TOTAL	\$74.0	\$71.8	\$6.8	\$152.6

In terms of DLD expenditures, on average, DLD recipients expend annually less than the amount of DLD funds received for a fiscal year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds identified for future and/or larger capital improvements. Per the most recent recipients' financial statements, as of June 30, 2017, there is a collective fund balance of approximately \$93.3 million in DLD funds across all DLD recipients \$45.2 million in Measure B, \$39.3 million in Measure BB, and \$8.8 million in VRF funds (Attachment B). Alameda CTC is monitoring the fund balances starting with fiscal Year 2016-17 ending fund balances under the DLD Timely Use of Funds Policies (approved December 2015). This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. DLD recipients have until the end of fiscal year 2019-20 to draw down fund balances to the 40 percent allowable limit. Alameda CTC provides DLD recipients regular updates on existing DLD fund balances, timely use of funds requirements, and reporting requirements to keep recipients informed and compliant to the program requirements and policies.

To facilitate DLD program compliance monitoring, Alameda CTC requires DLD recipients to complete separate annual Audited Financial Statements and Program Compliance Reports that summarizes the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements. The Audited Financial Statements and Program Compliance Reports for FY 2016-17 were due on December 29, 2017. Alameda CTC staff, in conjunction with the Independent Watchdog Committee (IWC) is currently reviewing the reports, and will provide an update on the DLD fund balances, DLD accomplishments, and overall compliance determination as part of the Annual Program Compliance Summary Reports to the Commission in June.

Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. To streamline the programming and allocation of these funds, Alameda CTC consolidated the programming into one single process and document known as the Comprehensive Investment Plan (CIP), which covers a five-year programming horizon. On April 27, 2017, the Commission approved the 2018 CIP's programming and allocation recommendations for fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP. The 2018 CIP includes the coordination of local Measure B/BB/VRF funds with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs for selected improvements ranging from capital infrastructure, planning studies, transit operations, and program implementation.

Alameda CTC currently has approximately \$320 million in Measure B/BB/VRF discretionary programs funds in active agreements with various project sponsors. All discretionary grants are paid on a reimbursement basis upon after successful completion of the scope of work contained in funding agreements with the project sponsors. A current list of active Measure B/BB/VRF discretionary funded projects and programs is included in Attachment C. The next programming of discretionary funds is expected to occur in spring 2019 for the 2020 CIP.

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

Attachments:

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB/VRF Direct Local Distribution Fund Balances
- C. Measure B/BB/VRF Discretionary Program Summary

**Measure B/Measure BB/Vehicle Registration Fee
Historical Direct Local Distributions¹**

Fiscal Year	Measure B	Measure BB	Vehicle Registration Fee	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18 ²	\$73,954,882	\$71,760,427	\$6,840,000	\$152,555,309
Total	\$996,514,442	\$227,260,199	\$50,689,050	\$1,274,463,691

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2017-2018.

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**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances**

(As of the start of Fiscal Year 2017-18)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$4,406,923	\$4,859,416		\$9,266,339
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$942,696	\$104,279		\$1,046,975
ACE	\$1,649,615	\$5,358,820		\$7,008,435
Alameda County	\$1,159,643	\$2,829	\$630,825	\$1,793,297
City of Alameda	\$3,774,895	\$1,709,082	\$457,525	\$5,941,502
City of Albany	\$275,120	\$350,879	\$127,231	\$753,230
City of Berkeley	\$2,498,331	\$3,922,745	\$1,037,275	\$7,458,352
City of Dublin	\$842,263	\$755,108	\$207,516	\$1,804,887
City of Emeryville	\$1,024,967	\$351,899	\$179,404	\$1,556,270
City of Fremont	\$3,154,839	\$1,290,623	\$524,480	\$4,969,942
City of Hayward	\$4,773,849	\$4,101,603	\$1,020,835	\$9,896,287
City of Livermore	\$2,706,144	\$1,780,069	\$1,154,634	\$5,640,847
City of Newark	\$832,684	\$718,569	\$203,027	\$1,754,280
City of Oakland	\$12,493,323	\$9,510,040	\$1,262,281	\$23,265,644
City of Piedmont	\$73,181	\$238,316	\$4,931	\$316,429
City of Pleasanton	\$1,424,633	\$1,760,556	\$760,937	\$3,946,126
City of San Leandro	\$2,313,732	\$1,410,222	\$571,850	\$4,295,804
City of Union City	\$821,847	\$1,112,775	\$633,988	\$2,568,610
Total	\$45,168,686	\$39,337,831	\$8,776,739	\$93,283,255

Notes:

1. Measure B/BB/VRF DLD balances are from recipients' FY 2016-17 Audited Financial Statements.
2. The FY 2016-17 Ending Fund Balance is the starting fund balance for FY 2017-18.
3. Dollars are subject to change as Alameda CTC completes its financial review of the statements.

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Index	Agreement Number	Sponsor	Project Name	Measure B Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0062	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	6/27/2013	10/31/2019	In Progress
2	A13-0063	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	6/27/2013	10/31/2018	In Progress
3	A17-0083	City of Albany	Buchanan Bikeway Phase III	\$ 600,000	4/27/2017	12/31/2019	In Progress
4	A17-0087	City of Berkeley	Milvia Bikeway Project	\$ 350,000	4/27/2017	12/31/2018	In Progress
5	A17-0096	City of Emeryville	South Bayfront Bridge	\$ 2,000,000	4/27/2017	12/31/2019	In Progress
6	A17-0114	City of Oakland	E. 12th Street Bikeway	\$ 1,500,000	4/27/2017	12/31/2020	In Progress
7	A17-0126	City of Union City	Bicycle and Pedestrian Master Plan Update	\$ 150,000	4/27/2017	12/31/2019	In Progress
8	D17-0001	Alameda CTC	Countywide Bicycle and Pedestrian Planning and Promotion	\$ 357,000	4/27/2017	TBD	In Progress
9	D17-0050	Alameda CTC	Alameda County Safe Routes to School Program (match)	\$ 1,090,000	4/27/2017	12/31/2022	In Progress
Bike/Pedestrian Projects				\$ 7,376,000			
EXPRESS BUS PROGRAM							
1	A14-0026	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	6/27/2013	12/31/2019	In Progress
2	A17-0067	LAVTA	Pilot Transit Program for Last Mile Connections (Go Dublin! Demo Project)	\$ 100,000	7/28/2016	10/31/2018	In Progress
3	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 983,000	4/27/2017	12/31/2020	In Progress
4	A17-0107	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	\$ 1,414,000	4/27/2017	12/31/2019	In Progress
Express Bus Projects				\$ 2,818,000			
PARATRANSIT PROGRAM							
1	A17-0089	Center for Independent Living, Inc	Community Connections: Mobility Management Partnership (FY 17/18 & FY 18/19)	\$ 500,000	4/27/2017	12/31/2019	In Progress
2	A17-0094	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	\$ 296,000	4/27/2017	12/31/2019	In Progress
3	A17-0100	City of Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	\$ 298,000	4/27/2017	12/31/2019	In Progress
4	D17-0002	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	\$ 400,000	4/27/2017	TBD	In Progress
Paratransit Projects				\$ 1,494,000			
TRANSIT CENTER DEVELOPMENT PROGRAM							
1	I13-0011	Alameda CTC	Sustainable Communities Technical Assistance Program	\$ 1,200,000	4/27/2017	6/30/2019	In Progress
2	A17-0082	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$ 88,000	4/27/2017	12/31/2020	In Progress
3	A17-0099	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	\$ 930,000	4/27/2017	12/31/2019	In Progress
TCD Projects				\$ 1,018,000			
ALL ACTIVE PROJECTS SUMMATION				Measure B Active Projects	\$ 12,706,000		

**Alameda County Transportation Commission
Measure BB Discretionary Program
Active Project Sponsor Agreements**

Index	Agreement Number	Sponsor	Project Name	Measure BB Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
TEP 08: AFFORDABLE STUDENT TRANSIT PASS PROGRAM							
1	Various	Alameda CTC	Affordable Student Transit Pass Programs	\$ 15,000,000	5/25/2016	12/31/2019	In Progress
				Student Transit Pass Projects	\$ 15,000,000		
TEP 12: COORDINATION AND SERVICE GRANTS (PARATRANSIT)							
1	A17-0088	Bay Area Outreach Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	\$ 318,000	4/27/2017	12/31/2019	In Progress
2	A17-0092	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	\$ 220,000	4/27/2017	12/31/2019	In Progress
3	A17-0095	City of Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	\$ 70,000	4/27/2017	12/31/2019	In Progress
4	A17-0108	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	\$ 40,000	4/27/2017	12/31/2019	In Progress
5	A17-0110	LIFE Elder Care	VIP Rides Program (FY 17/18 and FY 18/19)	\$ 275,000	4/27/2017	12/31/2019	In Progress
6	A17-0124	Senior Support Program of the Tri-Valley	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	\$ 212,000	4/27/2017	12/31/2019	In Progress
7	D17-0005	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	\$ 500,000	4/27/2017	6/30/2022	In Progress
				Paratransit Projects	\$ 1,635,000		
TEP 21: DUMBARTON CORRIDOR AREA TRANSPORTATION IMPROVEMENTS							
1	TBD	City of Fremont	Warm Springs BART Station- West Side Access	\$ 5,000,000	12/7/2017	TBD	In Progress
				Dumbarton Corridor Area Projects	\$ 5,000,000		
TEP 26 : CONGESTION RELIEF, LOCAL BRIDGE, SEISMIC SAFETY							
1	A16-0079	City of San Leandro	San Leandro Streets Rehabilitation Project	\$ 3,000,000	3/26/2015	10/31/2018	In Progress
2	A17-0127	City of San Leandro	San Leandro Local Street Rehabilitation	\$ 16,000,000	4/27/2017	12/31/2020	In Progress
3	A17-0043	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements	\$ 41,000,000	7/28/2016	6/30/2019	In Progress
4	TBD	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements - Truck Parking	\$ 5,000,000	4/27/2017	TBD	In Progress
5	TBD	City of Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	\$ 11,200,000	3/24/2016	TBD	In Progress
6	TBD	City of Dublin	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	\$ 3,000,000	3/24/2016	TBD	In Progress
7	TBD	City of Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	\$ 6,600,000	4/27/2017	TBD	In Progress
8	D17-0026	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	\$ 5,000,000	3/24/2016	6/30/2020	In Progress
9	TBD	City of Hayward	Mission Blvd. Phase 2 & 3 (Complete Streets)	\$ 21,500,000	4/27/2017	TBD	In Progress
10	TBD	ACPWA	Hesperian Blvd Corridor Improvement (A St - I880)	\$ 7,000,000	3/24/2016	TBD	In Progress
11	D17-0027	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	\$ 4,000,000	4/27/2017	6/30/2017	In Progress
12	D17-0028	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	\$ 3,000,000	4/27/2017	TBD	In Progress
13	D17-0029	Alameda CTC	University Avenue Multi-Modal Corridor Project	\$ 2,000,000	4/27/2017	TBD	In Progress
14	D17-0030	Alameda CTC	Ashby (SR-13) Avenue Multimodal Corridor Project	\$ 1,000,000	4/27/2017	TBD	In Progress
15	D17-0037	Alameda CTC	Modal Plans Implementation E. 14th and Mission Blvd Corridors	\$ 1,500,000	7/28/2016	6/30/2019	In Progress
16	TBD	City of Alameda	Clement Avenue East Extension and Tilden Way	\$ 2,019,000	4/27/2017	TBD	In Progress
17	TBD	City of Dublin	Dublin Blvd - North Canyons Parkway Extension	\$ 8,288,000	4/27/2017	TBD	In Progress
18	A17-0101	City of Fremont	Safe and Smart Corridors Along Fremont Boulevard	\$ 1,771,000	4/27/2017	12/31/2019	In Progress
19	TBD	City of Hayward	SR-92 Clawiter Whitesell Interchange	\$ 440,000	4/27/2017	TBD	In Progress
20	D17-0053	Alameda CTC	I-880 Davis Street Interchange	\$ 539,940	9/28/2017	6/30/2022	In Progress
				Congestion Relief Projects	\$ 143,857,940		
TEP 27: Countywide Freight Corridors							
1	D17-0035	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	\$ 53,000,000	2/1/2018	6/30/2022	In Progress
2	D17-0025	Alameda CTC	Alameda County Rail Strategy Study	\$ 250,000	7/28/2016	6/30/2018	In Progress
3	D17-0051	Alameda CTC	Goods Movement Reduction Program	\$ 3,000,000	4/28/2017	TBD	In Progress
4	TBD	City of Berkeley	Railroad Crossing Safety Improvement Project	\$ 500,000	4/28/2017	TBD	In Progress
				Countywide Freight Corridors	\$ 56,750,000		
TEP 41: FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM							
1	D17-0041	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	\$ 300,000	7/28/2016	6/30/2019	In Progress
				Freight and Economic Projects	\$ 300,000		
TEP 42: GAP CLOSURE ON THREE MAJOR TRAILS							
1	D17-0021	Alameda CTC	Eastbay Greenway - Lake Merritt to South Hayward	\$ 3,500,000	3/26/2015	9/30/2018	In Progress
2	A17-0091	City of Dublin	Iron Horse Trail Corssing at Dublin Boulevard	\$ 1,770,000	4/28/2017	12/31/2020	In Progress
3	A17-0093	East Bay Regional Parks District	San Francisco Bay Trail - Albany Beach to Buchanan	\$ 642,000	4/28/2017	12/31/2019	In Progress

**Alameda County Transportation Commission
Measure BB Discretionary Program
Active Project Sponsor Agreements**

4	TBD	City of Fremont	Eastbay Greenway Trail Reach 6 (Innovation District to Bay Trail)	\$ 5,454,000	4/28/2017	TBD	In Progress
5	A17-0109	City of Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	\$ 1,617,000	4/28/2017	12/31/2020	In Progress
Three Major Trails				\$ 12,983,000			

TEP 44: BICYCLE AND PEDESTRIAN PROGRAM

1	A17-0125	City of Union City	Union City Boulevard Bike Lanes Phase 2	\$ 6,564,000	4/27/2017	12/31/2020	In Progress
Bicycle and Pedestrian Projects				\$ 6,564,000			

TEP 45: COMMUNITY DEVELOPMENT AND INVESTMENT PROGRAM

1	A17-0098	City of Emeryville	Emery Go Round General Benefit Operations	\$ 1,000,000	4/27/2017	12/31/2019	In Progress
2	TBD	City of Fremont	Warm Springs BART Station- West Side Access	\$ 25,000,000	4/27/2017	TBD	In Progress
3	A17-0104	City of Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	\$ 5,000,000	4/27/2017	12/31/2021	In Progress
4	A17-0113	City of Oakland	27th Street Complete Streets	\$ 1,950,000	4/27/2017	12/31/2019	In Progress
5	A17-0115	City of Oakland	East Oakland Community Streets Plan	\$ 100,000	4/27/2017	12/31/2019	In Progress
6	A17-0118	City of Oakland	OakMob Transportation Demand Management (TDM)	\$ 215,000	4/27/2017	12/31/2020	In Progress
7	A17-0061	City of Oakland	Broadway Shuttle Operations	\$ 660,000	4/27/2017	12/31/2019	In Progress
8	A17-0123	City of San Leandro	LINKS Shuttle Operations	\$ 420,000	4/27/2017	12/31/2019	In Progress
9	D17-0047	Alameda CTC	Transportation Demand Management (TDM) Program	\$ 434,000	4/27/2017	6/30/2019	In Progress
CDIP Projects				\$ 34,779,000			

TEP 46: TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

1	D17-0117	Alameda CTC	Overall Planning/Monitoring Services	\$ 100,000	7/28/2016	12/31/2019	In Progress
2	D17-0052	Alameda CTC	Matching Program For Last Mile Connections Technology Programs	\$ 200,000	7/28/2016	12/31/2019	In Progress
3	A17-0117	City of Oakland	MacArthur Smart City Corridor Project, Phase I	\$ 1,500,000	4/27/2017	12/31/2019	In Progress
4	D17-0052	Alameda CTC	NexGen Technology Pilot Initiative	\$ 1,000,000	4/27/2017	6/30/2022	In Progress
Technology Projects				\$ 2,800,000			

ALL ACTIVE PROJECTS SUMMATION

Measure BB Active Projects \$ 279,668,940

**Alameda County Transportation Commission
Vehicle Registration Discretionary Program
Active Project Sponsor Agreements**

Index	Agreement Number	Sponsor	Project Name	VRF Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0061	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$ 1,000,000	6/27/2013	10/31/2018	In Progress
2	A17-0086	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$ 750,000	4/27/2017	12/31/2019	In Progress
3	A17-0116	City of Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	\$ 2,500,000	4/27/2017	12/31/2019	In Progress
Bike/Pedestrian Projects				\$ 4,250,000			
TRANSIT PROGRAM							
1	A13-0057	BART	Berkeley BART Plaza & Transit Area Improvements	\$ 3,718,000	6/27/2013	10/31/2018	In Progress
2	A13-0058	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$ 5,730,000	6/27/2013	10/31/2018	In Progress
3	A17-0080	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	\$ 300,000	4/27/2017	12/31/2018	In Progress
4	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 4,018,000	4/27/2017	12/31/2020	In Progress
5	TBD	City of Oakland	Coliseum Transit Hub	\$ 4,846,000	4/27/2017	TBD	In Progress
6	A17-0119	City of Pleasanton	Bernal Ave Park and Ride Lot	\$ 912,000	4/27/2017	12/31/2018	In Progress
7	D17-0042	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan	\$ 300,000	4/27/2017	6/30/2022	In Progress
8	D17-0048	Alameda CTC	Comprehensive Multimodal Monitoring	\$ 1,250,000	7/28/2016	6/30/2021	In Progress
9	D17-0049	Alameda CTC	Corridor Studies Implementation	\$ 2,000,000	4/27/2017	12/31/2018	In Progress
Transit Projects				\$ 23,074,000			
ALL ACTIVE PROJECTS SUMMATION				VRF Active Projects	\$ 27,324,000		