



Commission Meeting Agenda Thursday, October 25, 2018, 2 p.m.

Chair: Richard Valle, Supervisor Alameda County District 2 Executive Director: Arthur L. Dao
Vice Chair: Pauline Cutter, Mayor City of San Leandro 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

- 4.1. Alameda CTC Recognition of Commissioner Kriss Worthington for his Service to the Alameda County Transportation Commission

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.

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|--|----|---|
| 6.1. Approve the September 27, 2018 Commission Meeting Minutes | 1 | A |
| 6.2. Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2017 and June 30, 2018 Update | 5 | I |
| 6.3. Approve Commissioner Travel to the Self-Help Counties Coalition Focus on the Future Conference | 19 | A |
| 6.4. Approve Alameda CTC FY2018-19 Member Agency Fee Schedule | 21 | A |
| 6.5. I-580 Express Lanes: Monthly Operations Status Update | 27 | I |
| 6.6. Approve the I-580 Express Lanes After Study Report to the Legislature | 37 | A |
| 6.7. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update | 41 | I |
| 6.8. Approve the Congestion Management Program 2018 Conformity Findings | 43 | A |
| 6.9. Approve the Transportation Fund for Clean Air FY 2018-19 Program | 47 | A |
| 6.10. Dublin/Pleasanton Parking Garage Project: Allocation of Regional Measure 2 funds for the Construction Phase | 55 | A |

6.11. Irvington BART Station: Allocation of Measure BB funds for the Design Phase	69	A
6.12. Oakland Alameda Access: Approval of Measure BB Allocation and Contract Amendment No. 1 to Professional Services Agreement A14-0051 with HNTB Corporation	75	A
6.13. Approve the Administrative Amendments to Various Project Agreements to extend agreement expiration dates (A13-0061, A14-0052, A14-0049)	83	A
6.14. Approve Community Advisory Committee Appointment	87	A

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

7.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair	I
7.2. Independent Watchdog Committee – Steve Jones, Chair	I
7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	91 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. Legislative Update	101	A/I
8.2. Congestion Management Program 2017 Multimodal Performance Report Update	107	I

9. Member Reports

10. Closed Session

10.1. Closed Session – Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director	A
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11. Adjournment

Next Meeting: Thursday, December 6, 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

Mayor Jesse Arreguin

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)	November 8, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	November 19, 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.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	November 26, 2018	1:30 p.m.
Alameda CTC Commission Meeting	December 6, 2018	2:00 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	February 21, 2019	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).

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, September 27, 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 Arreguin, Commissioner Chan, Commissioner Kalb, Commissioner Mei, Commissioner Miley and Commissioner Spencer.

Commissioner Duncan was present as an alternate for Commissioner Dutra-Vernaci. Commissioner Cox was present as an alternate for Commissioner Cutter.

Subsequent to the roll call:

Commissioner Arreguin arrived during item 4. Commissioner Kalb, Commissioner Mei, Commissioner Miley and Commissioner Spencer arrived during item 8.1.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Commissioner Valle noted that Proposition 6, which the Commission took an oppose position in July 2018, is putting Alameda CTC projects, roads, bridges and transit operations at risk. He noted that Alameda County could lose over \$40 million per year in road maintenance funds and over \$34 million in transit operating funds. Alameda CTC has been doing extensive outreach and education on SB 1 and he reported on several educational items Alameda CTC is developing and the risks of Proposition 6.

Commissioner Valle stated that he's working with many of the Commissioners on an opinion piece that will be submitted to newspapers next week. He concluded by encouraging the Commission to share information about Proposition 6 and requested them to reach out to Alameda CTC for information/tools they may use to share information about the importance of SB 1.

5. Executive Director Report

Art Dao informed the Commission that the Executive Director's report could be found in the folders as well as online. He reported that Alameda CTC continues to be focused on project delivery. The agency is also working on several planning initiatives that will come to the Commission in a couple of months. Mr. Dao stated that staff has attended local and regional transportation forums to present educational materials regarding the Commission's projects and programs funded and that could be funded with SB 1. He informed the Commission that the Independent Watchdog Committee (IWC) issued their 16th Annual Report to the Public for FY2016-17, and there were no significant findings included in the report, representing 16 years of clean audits. Mr. Dao concluded by

congratulating the promotion of two Alameda CTC employees and of an employee that received her Engineer-in-Training certification.

6. Consent Calendar

- 6.1.** Approve the July 26, 2018 Commission Meeting Minutes
- 6.2.** Approve the August 13, 2018 Special Commission Meeting Minutes
- 6.3.** FY2017-18 Fourth Quarter Report of Claims Acted upon Under the Government Claims Act
- 6.4.** Approve the Alameda CTC FY2017-18 Year-End Unaudited Investment Report
- 6.5.** I-580 Express Lanes: Monthly Operations Status Update
- 6.6.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update
- 6.7.** Legislative Update
- 6.8.** Approve the 2020 Transportation for Seniors and People with Disabilities (Paratransit) Discretionary Grant Program
- 6.9.** Bay Fair Connection: Update on Project Funding Agreement A19-0011 with the San Francisco Bay Area Rapid Transit District for the Scoping Phase
- 6.10.** Express Lanes Program: Approval of Professional Services Agreement A19-0001 with HNTB Corporation for System Manager and Program Support Services

Commissioner Haggerty moved to approve the Consent Calendar. Commissioner Ortiz seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Bauters, Carson, Cox, Duncan, Freitas, Haggerty, Halliday, Haubert, Kaplan, King, Maass, Marchand, Ortiz, Saltzman, Thorne, Valle
No: None
Abstain: None
Absent: Chan, Kalb, Mei, Miley, Spencer

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)

There was no one present from PAPCO.

8. I-580 Express Lane Policy Committee Action Items

8.1. I-580 Express Lanes After Study Update

Kristen Villanueva presented the preliminary findings from the legislatively-required I-580 Express Lanes After Study. Ms. Villanueva stated that Alameda CTC has been operating express lanes along I-580 since February 2016. AB 2032 (Dutra) authorized Alameda CTC to build and operate these lanes, and also required an "after" study of the express lanes to be submitted to the Legislature within three years of

operating the facility, which would be by February 2019. Ms. Villanueva covered the key findings from the after study and concluded by informing the Committee that the report will be finalized for the Legislature, which will be submitted in late fall. She noted that staff will recommend the Commission to approve the report in October.

Commissioner Bauters asked if staff analyzed the data collected to determine the cause for the increased number of vehicles on I-580. Ms. Villanueva stated that there is an increase in demand on I-580, similar to many other Bay Area freeways due likely in part because of a strong economy.

Commissioner Bauters expressed that he would like to see the data to support if there is induced demand on the roadway or if the number of vehicles is driven by economic growth. He also noted that the focus should be to increase transit, in particular express buses, to support the use of the lanes and manage congestion.

Mr. Dao noted that I-580 can't be widened any further, as this is the last possible expansion without encroaching on existing developments. When there is space to add a lane, it should be a toll lane and pricing should be used as a tool to manage congestion, complemented with good transit.

Commissioner Kaplan stated that people will use express buses if the Express Lanes go to the Bay Bridge or across the Bay Bridge.

Commissioner Maass asked if the study looked at all of I-580. Ms. Villanueva stated that this after study solely focused on the express lanes, but the I-580/I-680 work program on the next agenda item looked at the entire corridor.

Commissioner Halliday asked for a status update on the I-880 Express Lane. Mr. Dao stated that the I-880 Express Lane will be implemented and operated by the Metropolitan Transportation Commission (MTC) Bay Area Toll Authority (BATA). The lane will open late 2019 or early 2020. Mr. Dao stated that once the I-880 Express Lane is in operation, Alameda CTC will invite MTC/BATA to present to the Commission.

Commissioner King asked what the long term plans are to manage increased truck traffic in the corridor. Mr. Dao explained that the truck traffic going through the corridor to the Port of Oakland is one of the highest percentages in the Bay Area. He noted that a Goods Movement strategy is in place to get containers off the road onto rail.

Commissioner Kalb stated that he did not see greenhouse gas emissions reduction as part of the evaluation measures. Mr. Dao said that this report is addressing specific requirements as mandated by the state legislature.

This item was for information only.

9. Planning, Policy and Legislation Committee Action Items

9.1. Work Program for the I-580 and I-680 Corridors

Tess Lengyel, Liz Rutman and Trinity Nguyen provided the Commission with an update on Alameda CTC's work program for the I-580 and I-680 Corridors, including the importance of the corridors for interregional connectivity, goods movement and as major commute corridors. The staff provided an update on current and proposed projects for the I-580 and I-680 corridors and discussed projects undertaken by other agencies, including the San Joaquin County I-205 High-Occupancy Vehicle Lane Widening project and the Valley Link Project under way as a result of AB758. Staff discussed the importance of policy consistency with other agencies, particularly in relation to express lanes, and the proposed next steps for each for the corridor segments.

A public comment was heard from Ken Bukowski. He stated that when the Express Lane project started the revenue was supposed to go toward transit in order to reduce the cost of transit.

Commissioner Kaplan suggested that connecting I-580 Express Lanes to the Bay Bridge should be a high priority, even though it may not be done with a lane expansion. Commissioner Kaplan also suggested including the issues with the truck traffic in the I-580/I-680 work plan discussions.

Commissioner Haggerty stated that solving the congestion over the Dublin Grade should be a first priority in order to serve the residents of Alameda County.

Commissioner King asked what funding sources are being pursued. Ms. Lengyel stated that SB 1 has competitive programs, Regional Measure 3 funding, local partnership program funding, which is SB 1 funded, and there is also potential federal funding.

This item was for information only.

10. Member Reports

Commissioner Ortiz thanked the Commission for opposing SB 328 that was vetoed by the Governor. She discussed the issues with the Transbay Transit Center and noted that AC Transit is using the temporary Transbay Terminal.

Commissioner Kaplan noted that San Francisco recently had a bill signed authorizing San Francisco only to tax Transportation Network Companies (TNCs). She is interested in working with Commissioners to determine what can be done in the East Bay to determine policies for TNCs

11. Adjournment

The next meeting is Thursday, October 25, 2018 at 2:00 p.m.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Seung Cho, Director of Budgets and Administration

SUBJECT: Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2017 and June 30, 2018 Update

Recommendation

This item is to provide the Commission with an update on the Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2017 and June 30, 2018. This item is for information only.

Summary

This report provides an update of business utilization on active professional services and construction contracts with payments processed in Fiscal Year (FY) 2017-18. Business utilization is reported for Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) firm participation on locally-funded contracts subject to the Local Business Contract Equity (LBCE) Program that were awarded and administered by Alameda CTC. Utilization data is also included for locally-funded contracts that are exempt from the LBCE Program due to having additional state, regional, or non-local funds, or being less than \$50,000 in contract value. Additionally, an update on the LBCE Program certification activities within the same timeframe is presented for informational purposes only.

For contracts subject to the LBCE Program, historical data over the past nine years reveals that a total of \$86.5 million or 87% of contract payments went to certified LBE firms, while \$37.8 million or 38% of contract payments went to certified SLBE firms, substantially exceeding LBCE Program goals (see Attachment B - Local Business Contract Equity Program Goals Attainment Summary for Contracts with LBCE Program Goals – FY2008-09 to FY2017-18).

In the current reporting period there were a total of 30 active professional services contracts with LBCE Program goals. On these contracts, 90% of payments (\$14.3 million) went to certified LBE firms and 31% of payments (\$5.0 million) went to certified SLBE firms. There were

no active construction contracts funded with local funds in FY2017-18. This information is shown in Table 1 below.

TABLE 1 – Contracts with LBCE Program Goals						
Contract Type	LBCE Program Goals	Number of Contracts	Payments in FY2017-18 (July 1, 2017 through June 30, 2018)			
			Payment Amount	LBE	SLBE	VSLBE
Professional Services	70% for LBE; 30% for SLBE	30	\$15,851,804	90%	31%	2%
Construction	60% for LBE; 20% for SLBE	0	\$0	N/A	N/A	N/A
All Industries	-	30	\$15,851,804	90%	31%	2%

There were 23 active contracts exempt from the LBCE Program in this reporting period, of which 22 were in the professional services category and 1 was in the construction category. For contracts exempt from LBCE Program goals approximately 81% of payments (\$4.8 million) went to LBE certified firms and 32% of payments (\$1.9 million) went to SLBE certified firms. This information is shown in Table 2 below.

TABLE 2 – Contracts Exempt from LBCE Program Goals						
Contract Type	LBCE Program Goals	Number of Contracts	Payments in FY2017-18 (July 1, 2017 through June 30, 2018)			
			Payment Amount	LBE	SLBE	VSLBE
Professional Services	None	22	\$5,834,435	81%	32%	0%
Construction	None	1	\$19,369	0%	0%	0%
All Industries	-	23	\$5,853,804	81%	32%	0%

Background

In 1989, a contract equity program for the procurement of professional services was established which set goals of 70% for LBE, 25% for Minority Business Enterprise (MBE), and 5% for Women Business Enterprise (WBE).

In 1995, a program for construction contracts that set overall participation goals of 60% for LBE, 33% for MBE, and 9% for WBE was approved. Those goals were based on a disparity study and extensive public input from both the prime and minority contracting communities. Specific goals were set for each construction contract, based on biddable items and the availability of local MBE and WBE firms.

As a result of the passage of Proposition 209 in 1996 and the United States Department of Transportation's issuance of the final ruling on the Disadvantaged Business Enterprise (DBE) program in 2000, the MBE/WBE program and goal requirements were suspended. In lieu of the suspended MBE/WBE program, two new programs were adopted: the LBE/SLBE Program

for contracts funded with local dollars and the DBE program for contracts funded with federal dollars.

In January 2008, a revised LBE/SLBE Program was adopted and renamed as the LBCE Program. Administrative updates were made to the LBCE Program with the Commission's approval in December 2017. Revisions to the LBCE Program were aimed at increasing LBE, SLBE, and VSLBE participation in all areas of agency contracting opportunities, and to strengthen the program by streamlining and enhancing the certification processes, conforming to best practices, aligning the LBCE Program with the standards of partners and other public agencies, and ensuring compliance with applicable federal, state, and local statutes and Alameda CTC policies.

Reporting Process

Staff utilized a method of reporting similar to the prior period, which included an automated summary report of processed payments by vendor and LBCE Program utilization report generated from an in-house database. Data collection on all active and open contracts began on July 1, 2018, by surveying prime contractors and subcontractors for verification of payment amounts and other invoice details. Utilization of local dollars is determined by collecting and analyzing financial data relative to the amounts paid to LBE, SLBE, and VSLBE prime and subcontractors in two contract categories:

- Professional Services – includes both administrative contracts to assist in the administration of Alameda CTC's projects and programs, as well as engineering services contracts to assist Alameda CTC in the development and delivery of its Capital Program.
- Construction – includes construction contracts and suppliers awarded to builders of transportation facilities such as roadway and transit improvements.

For the current reporting period, 132 payment verification survey forms were sent to prime and subcontractors. Approximately 91% of the prime and subcontractors responded by completing and submitting survey forms.

The participation data and statistics, which serve as a basis for this report, have been independently reviewed and verified by L. Luster & Associates, Inc. (LLA). As stated in the attached memorandum from LLA, this report was found to be materially accurate and complete. (See Attachment C – Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2017 through June 30, 2018).

Certification Update

TABLE 3 – LBCE Program Certified Firms by Contract Types				
Contract Type	LBE	SLBE¹	VSLBE²	# of Firms Certified this Reporting Period
Professional Services	36	25	56	117
Construction	13	21	13	47
Total	49	46	69	164

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

Attachments

- A. FY2017-18 Contract Equity Utilization Report
- B. LBCE Program Goals Attainment Summary for Contracts with LBCE Program Goals – FY2008-09 to FY2017-18
- C. Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2017 through June 30, 2018



Contract Equity Utilization Report

Fiscal Year: 2018

6.2A

Current Reporting Period Start Date: 7/1/2017

End Date: 6/30/2018

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Current Reporting Period	Goal Attainment (Current Reporting Period)				Goal Attainment (Cumulative)			
				LBE	SLBE	VSLBE	DBE	LBE	SLBE	VSLBE	DBE
Contract Type: PSA (Professional Services Agreement)											
Goal Requirements for LBCE (70% for LBE and 30% for SLBE)											
A05-0004 - URS Corporation	\$16,250,000.00	\$15,873,687.26	\$168,029.25	100.00%	5.64%	3.16%	5.57%	98.41%	35.85%	6.28%	17.66%
A11-0058 - Vavrinek, Trine, Day & Co., LLP	\$539,500.00	\$448,500.00	\$81,000.00	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A13-0004 - GenSpring Family Offices	\$470,000.00	\$428,048.57	\$106,421.71	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0002 - MV Transportation, Inc.	\$140,000.00	\$54,163.03	\$7,156.65	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A14-0051 - HNTB	\$4,900,000.00	\$3,280,860.01	\$1,649,357.22	98.71%	18.52%	14.45%	14.60%	97.83%	21.92%	11.19%	20.17%
A14-0052 - AECOM Technical Services, Inc.	\$5,140,624.00	\$4,422,453.49	\$780,095.08	100.00%	28.87%	0.00%	9.83%	99.84%	25.13%	0.00%	7.84%
A16-0027 - Nelson/Nygaard Consulting Associates	\$2,000,000.00	\$1,102,771.82	\$415,144.44	100.00%	12.63%	0.00%	12.63%	98.91%	16.59%	0.00%	16.59%
A16-0075 - HNTB	\$1,000,000.00	\$808,712.70	\$404,068.18	100.00%	0.00%	0.00%	0.00%	100.00%	19.35%	0.00%	19.35%
A17-0001 - Kapsch TrafficCom Transportation NA, Inc.	\$15,000,000.00	\$1,717,772.80	\$1,379,400.82	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A17-0003 - CirclePoint	\$595,509.00	\$520,000.99	\$388,958.49	100.00%	100.00%	0.00%	17.30%	100.00%	100.00%	0.00%	12.94%
A17-0004 - Jacobs Engineering Group, Inc.	\$31,000,000.00	\$11,095,540.69	\$5,545,732.88	97.71%	30.05%	0.00%	21.93%	98.57%	27.95%	0.00%	22.37%
A17-0005 - Nelson/Nygaard Consulting Associates	\$596,254.00	\$531,723.93	\$274,614.12	95.86%	2.93%	0.00%	2.93%	97.30%	2.89%	0.00%	2.89%
A17-0006 - L. Luster & Associates, Inc.	\$1,296,249.00	\$504,035.71	\$207,032.25	100.00%	100.00%	0.00%	100.00%	99.88%	99.88%	0.00%	99.88%
A17-0007 - Koff & Associates Inc	\$75,000.00	\$43,430.95	\$19,634.95	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
A17-0010 - H.T. Harvey & Associates Ecological Cons	\$140,087.00	\$71,837.00	\$38,618.98	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.14%
A17-0021 - Novani, LLC	\$573,200.00	\$413,581.40	\$215,431.40	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
A17-0035 - VSCE, Inc.	\$1,315,988.00	\$906,604.63	\$418,112.49	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
A17-0036 - DMR Management Consultants, Inc.	\$2,094,771.00	\$751,207.50	\$348,525.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0037 - Sidhu Consulting, LLC	\$2,167,769.00	\$824,205.00	\$428,400.00	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0038 - Axis Consulting Engineers	\$724,500.00	\$555,975.00	\$264,375.00	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
A17-0039 - Chwen Siripocanont	\$1,097,850.00	\$752,410.00	\$402,300.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0042 - Associated Right of Way Services, Inc	\$124,594.00	\$97,444.96	\$51,048.00	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
A17-0052 - Malik Transportation and Management Solutions, Inc.	\$262,200.00	\$262,200.00	\$132,066.00	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0057 - VSCE, Inc.	\$1,465,000.00	\$424,282.53	\$253,246.24	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0071 - VSCE, Inc.	\$1,048,400.00	\$623,535.00	\$416,160.00	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0073 - Kimley-Horn and Associates, Inc.	\$3,650,000.00	\$779,127.43	\$543,295.76	100.00%	25.58%	0.00%	10.67%	100.00%	24.67%	0.00%	11.89%
A18-0001 - Meyers Nave Riback Silver & Wilson	\$600,000.00	\$120,325.67	\$109,067.17	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A18-0002 - Wendel, Rosen, Black & Dean, LLP	\$1,100,000.00	\$229,684.29	\$152,693.28	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A18-0026 - Mark Thomas & Company, Inc.	\$4,765,081.00	\$786,928.51	\$318,296.75	100.00%	18.00%	0.00%	12.96%	100.00%	19.97%	0.00%	7.29%
AA07-0001 - TY Lin International/CCS	\$19,684,919.00	\$17,325,637.01	\$333,521.97	99.71%	63.48%	0.00%	0.25%	84.79%	24.68%	0.00%	11.37%



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				LBE	SLBE	VSLBE	DBE	LBE	SLBE	VSLBE	DBE
Total PSA (Professional Services Agreement) - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)											
	\$119,817,495.00	\$65,756,687.88	\$15,851,804.08	90.31%	31.48%	1.54%	23.26%	90.69%	30.12%	2.07%	5.61%
Exempt from Goal Requirements											
A07-011.BKF.PH2 - BKF	\$15,475,780.00	\$15,450,554.64	\$126,013.24	100.00%	0.00%	0.00%	0.00%	98.17%	28.97%	0.00%	9.05%
A08-017.TYLIN - T.Y. Lin International CCS	\$3,508,972.00	\$3,472,113.48	\$2,788.05	100.00%	0.00%	0.00%	0.00%	100.00%	26.21%	0.00%	26.21%
A08-018 - URS Corporation	\$2,606,286.00	\$2,595,678.72	\$124,161.22	100.00%	0.00%	0.00%	0.00%	87.12%	2.07%	2.07%	2.07%
A10-0008 - S&C Engineers	\$2,025,750.00	\$2,016,253.76	\$3,366.27	100.00%	100.00%	0.00%	0.00%	86.48%	86.08%	0.00%	0.00%
A11-0038 - Delcan Corporation	\$7,375,523.00	\$7,295,499.31	\$792,132.71	0.00%	0.00%	0.00%	0.00%	3.82%	0.00%	0.00%	0.00%
A11-0039 - Kimley-Horn and Associates, Inc.	\$2,896,870.00	\$2,846,789.09	\$338,936.08	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A12-0027 - Nelson/Nygaard Consulting Associates	\$350,970.00	\$328,628.23	\$37,909.96	100.00%	0.00%	0.00%	0.00%	96.69%	0.00%	0.00%	0.00%
A13-0016 - Platinum Advisors, LLC	\$300,000.00	\$300,000.00	\$55,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0017 - CJ Lake, LLC	\$315,000.00	\$299,541.74	\$60,799.40	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0092 - ETC - Electronic Transaction Consultants	\$4,137,500.00	\$3,997,459.08	\$126,747.00	100.00%	0.00%	0.00%	0.00%	87.08%	0.00%	0.00%	0.00%
A14-0001 - Wilson, Sparling & Associates, Inc.	\$999,519.00	\$720,180.11	\$55,951.26	34.08%	34.08%	0.00%	0.00%	16.34%	16.34%	0.00%	0.38%
A15-0035 - WMH Corporation	\$11,725,405.00	\$10,942,157.62	\$2,379,101.94	100.00%	78.06%	0.00%	5.84%	100.00%	79.94%	0.00%	6.65%
A15-0043 - ETC - Electronic Transaction Consultants	\$3,000,000.00	\$1,751,652.50	\$326,619.00	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A17-0011 - Moore Iacofano Goltsman, Inc.	\$25,000.00	\$23,627.03	\$15,099.94	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A17-0070 - ETC - Electronic Transaction Consultants	\$7,500,000.00	\$1,609,679.82	\$1,252,827.07	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A18-0025 - System Metrics Group	\$475,000.00	\$234,502.15	\$100,709.22	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A99-0003 - WSP USA, Inc.	\$8,340,000.00	\$8,060,812.20	\$20,825.84	5.21%	0.00%	0.00%	0.00%	82.03%	16.70%	0.02%	3.44%
Total PSA (Professional Services Agreement) - Exempt from Goal Requirements											
	\$71,057,575.00	\$61,945,129.48	\$5,818,988.20	81.69%	32.30%	0.00%	2.39%	81.73%	28.07%	0.09%	0.22%
Total PSA (Professional Services Agreement)											
	\$190,875,070.00	\$127,701,817.36	\$21,670,792.28	87.99%	31.70%	1.12%	17.66%	86.34%	29.13%	1.11%	3.00%
Contract Type: CC (Construction Contract)											
Exempt from Goal Requirements											
A11-0026 - Steiny & Company, Inc.	\$11,259,616.36	\$10,851,899.11	\$19,368.93	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total CC (Construction Contract) - Exempt from Goal Requirements											
	\$11,259,616.36	\$10,851,899.11	\$19,368.93	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%



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				LBE	SLBE	VSLBE	DBE	LBE	SLBE	VSLBE	DBE
Total CC (Construction Contract)											
	\$11,259,616.36	\$10,851,899.11	\$19,368.93	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Contract Type: Coop (Cooperative Agreement)

Exempt from Goal Requirements

04-2440 - Caltrans	\$15,000,000.00	\$15,171,873.03	\$294,947.18	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2445 - Caltrans	\$6,559,000.00	\$6,525,382.73	\$26,300.27	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2558 - Caltrans	\$8,520,000.00	\$4,277,381.81	\$1,989,258.68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2568 - Caltrans	\$1,720,000.00	\$957,796.67	\$186,773.68	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2613 - Caltrans	\$115,000.00	\$45,074.98	(\$33,734.21)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2632 - Caltrans	\$114,360,000.00	\$21,839,929.98	\$6,278,695.28	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2669 - Caltrans	\$247,000.00	\$150,216.72	\$76,270.89	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2672 - Caltrans	\$334,000.00	\$131,428.92	\$68,341.94	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4-1895 - Caltrans	\$145,000.00	\$41,083.58	\$744.39	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4-2138 - Caltrans	\$27,400,000.00	\$27,066,564.01	\$109,763.80	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A11-0025 - City of Oakland	\$4,300,000.00	\$4,224,739.57	\$1,440,630.78	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	0.00%	0.00%
Ala 580 PM R7.8/R21.5 - Caltrans	\$125,000.00	\$40,341.83	\$21,553.52	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Coop (Cooperative Agreement) - Exempt from Goal Requirements

	\$178,825,000.00	\$80,471,813.83	\$10,459,546.20	0.00%	0.00%	0.00%	0.00%	0.10%	0.00%	0.00%	0.00%
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Total Coop (Cooperative Agreement)

	\$178,825,000.00	\$80,471,813.83	\$10,459,546.20	0.00%	0.00%	0.00%	0.00%	0.10%	0.00%	0.00%	0.00%
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Contract Type: LA (Letter Agreement)

Exempt from Goal Requirements

A18-0003 - Van Iwaarden Associates	\$9,000.00	\$6,800.00	\$6,800.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A18-0022 - City of Albany	\$5,000.00	\$3,000.00	\$3,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A18-0039 - Union Pacific Railroad	\$25,000.00	\$685.76	\$428.78	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
L17-0035 - Union Pacific Railroad	\$75,000.00	\$14,747.99	\$4,490.41	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
UPRR 745264 - Union Pacific Railroad	\$110,000.00	\$5,481.81	\$727.52	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total LA (Letter Agreement) - Exempt from Goal Requirements

	\$224,000.00	\$30,715.56	\$15,446.71	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
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				LBE	SLBE	VSLBE	DBE	LBE	SLBE	VSLBE	DBE
Total LA (Letter Agreement)	\$224,000.00	\$30,715.56	\$15,446.71	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Contract Type: PFA (Project Funding Agreement)

Exempt from Goal Requirements

A13-0041 - Alzheimer's Svc. Of the East Bay	\$400,000.00	\$400,000.00	\$8,332.93	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0042 - Bay Area Outreach and Recreation Program	\$568,000.00	\$534,518.90	\$37,420.71	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0043 - Center for Independent Living	\$679,000.00	\$679,000.00	\$60,792.58	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0044 - City of Emeryville	\$174,000.00	\$174,000.00	\$14,651.38	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0045 - City of Fremont	\$450,000.00	\$431,477.83	\$60,515.24	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0046 - City of Fremont	\$550,000.00	\$548,854.96	\$68,245.92	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0047 - City of Fremont	\$450,000.00	\$450,000.00	\$69,606.42	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0049 - City of Oakland	\$361,500.00	\$342,316.06	\$14,242.09	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0050 - City of Pleasanton	\$172,438.00	\$147,714.14	\$20,115.25	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0052 - Senior Support Program of the Tri-Valley	\$331,000.00	\$324,593.36	\$32,392.46	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0057 - Bay Area Rapid Transit	\$3,718,000.00	\$2,895,116.44	\$1,274,708.61	21.97%	20.97%	0.00%	39.98%	23.20%	22.50%	0.00%	37.50%
A13-0058 - City of Union City	\$5,730,000.00	\$2,626,874.66	\$86,343.33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0061 - East Bay Regional Park District	\$1,000,000.00	\$285,000.00	\$147,084.28	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0063 - City of Albany	\$536,000.00	\$44,513.07	\$44,513.07	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A13-0072 - Alameda County	\$90,000.00	\$90,000.00	\$7,599.85	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0030 - A C Transit District	\$50,000.00	\$43,156.42	\$10,099.85	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0065 - City of Dublin	\$90,000.00	\$90,000.00	\$75,500.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0066 - City of Fremont	\$430,000.00	\$326,570.12	\$276,568.95	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0069 - City of Oakland	\$660,616.00	\$182,686.09	\$145,262.45	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0070 - A C Transit District	\$925,000.00	\$578,029.72	\$143,334.90	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A14-0075 - Metropolitan Transportation Commission	\$500,000.00	\$449,142.10	\$60,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A15-0003 - A C Transit District	\$5,000,000.00	\$1,219,027.29	\$51,771.02	80.95%	0.00%	0.00%	0.00%	82.66%	0.00%	0.00%	0.00%
A15-0045 - City of Albany	\$32,800.00	\$32,800.00	\$32,800.00	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A15-0047 - City of Pleasanton	\$25,000.00	\$25,000.00	\$25,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A16-0009 - City of Oakland	\$100,000.00	\$49,998.00	\$25,000.00	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A16-0034 - City of Oakland	\$124,000.00	\$116,621.27	\$45,455.15	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A16-0035 - City of Pleasanton	\$53,000.00	\$53,000.00	\$23,852.54	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A16-0036 - City of San Leandro	\$50,000.00	\$50,000.00	\$12,500.00	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%



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				LBE	SLBE	VSLBE	DBE	LBE	SLBE	VSLBE	DBE
A16-0039 - California State University, East Bay	\$123,000.00	\$123,000.00	\$25,230.40	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A16-0040 - Livermore Amador Valley Transportation A	\$275,000.00	\$275,000.00	\$34,375.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A16-0076 - Alameda Contra Costa Transit District	\$10,000,000.00	\$1,956,301.02	\$713,571.14	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A16-0077 - City of Fremont	\$2,660,000.00	\$1,006,176.55	\$904,339.21	62.55%	40.87%	0.00%	0.00%	63.55%	41.29%	0.00%	0.00%
A16-0081 - City of Dublin	\$17,467,000.00	\$13,191,060.42	\$1,688,532.49	80.59%	0.00%	0.00%	0.00%	60.39%	0.44%	0.00%	0.08%
A17-0018 - Livermore Amador Valley Transportation A	\$2,000,000.00	\$139,560.00	\$115,080.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0019 - City of Union City	\$1,000,000.00	\$65,963.75	\$18,625.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0020 - A C Transit District	\$5,000,000.00	\$1,867,026.78	\$1,430,208.30	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0043 - City of Oakland	\$41,000,000.00	\$41,000,000.00	\$3,000,000.00	0.00%	0.00%	0.00%	0.00%	40.24%	4.20%	0.00%	0.21%
A17-0055 - City of Dublin	\$291,000.00	\$290,981.75	\$290,981.75	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0061 - City of Oakland	\$1,013,500.00	\$183,500.00	\$91,750.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0064 - California State University, East Bay	\$128,000.00	\$126,478.59	\$36,513.79	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0067 - Livermore Amador Valley Transportation A	\$100,000.00	\$49,226.46	\$11,617.33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0088 - Bay Area Outreach and Recreation Program	\$318,000.00	\$143,449.77	\$108,522.19	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0089 - Center for Independent Living	\$500,000.00	\$250,000.00	\$209,489.66	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0092 - Drivers For Survivors, Inc	\$220,000.00	\$118,965.93	\$93,522.70	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0094 - Eden I&R	\$296,000.00	\$143,132.98	\$63,364.37	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0095 - City of Emeryville	\$70,000.00	\$35,000.00	\$17,500.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0098 - City of Emeryville	\$1,000,000.00	\$489,672.60	\$244,838.80	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0108 - Livermore Amador Valley Transportation A	\$40,000.00	\$11,576.47	\$7,129.59	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0110 - Life Eldercare, Inc	\$275,000.00	\$118,675.36	\$93,546.62	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0124 - Senior Support Program of the Tri-Valley	\$212,000.00	\$120,600.75	\$88,438.35	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A18-0017 - East Bay Bicycle Coalition	\$75,000.00	\$73,232.26	\$73,232.26	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A18-0018 - City of Dublin	\$500,000.00	\$60,730.80	\$9,315.00	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
Total PFA (Project Funding Agreement) - Exempt from Goal Requirements											
	\$107,813,854.00	\$75,029,322.67	\$12,243,432.93	20.19%	5.41%	0.00%	4.37%	36.73%	3.86%	0.00%	0.71%
Total PFA (Project Funding Agreement)											
	\$107,813,854.00	\$75,029,322.67	\$12,243,432.93	20.19%	5.41%	0.00%	4.37%	36.73%	3.86%	0.00%	0.71%

Contract Type: PSFA (Project Specific Funding Agreement)



Contract Equity Utilization Report

Fiscal Year: 2018

Current Reporting Period Start Date: 7/1/2017

End Date: 6/30/2018

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Current Reporting Period	Goal Attainment (Current Reporting Period)				Goal Attainment (Cumulative)			
				LBE	SLBE	VSLBE	DBE	LBE	SLBE	VSLBE	DBE
Exempt from Goal Requirements											
2003-02 - City of Oakland	\$6,358,000.00	\$4,566,199.58	\$1,233,742.63	94.21%	0.00%	0.00%	0.00%	79.11%	8.19%	0.00%	9.90%
A07-0058 - City of Livermore	\$8,487,377.51	\$7,596,362.76	\$166,400.20	81.53%	73.61%	0.00%	3.14%	26.61%	21.82%	0.00%	1.21%
A10-0027 - Bay Area Rapid Transit	\$120,326,570.00	\$116,436,838.85	\$4,549,587.18	8.98%	0.00%	0.00%	0.47%	19.01%	3.50%	1.64%	9.63%
A12-0050 - City of Hayward	\$26,437,000.00	\$26,436,999.99	\$225,437.95	100.00%	0.00%	0.00%	0.00%	34.16%	7.36%	0.87%	0.85%
A14-0049 - Alameda County Public Works Agency	\$100,000.00	\$98,619.95	\$10,135.08	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ACTC_A10-013 - Alameda County Public Works Agency	\$265,000.00	\$214,363.15	\$1,902.27	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total PSFA (Project Specific Funding Agreement) - Exempt from Goal Requirements											
	\$161,973,947.51	\$155,349,384.28	\$6,187,205.31	31.23%	1.98%	0.00%	0.43%	23.69%	5.19%	1.38%	0.02%
Total PSFA (Project Specific Funding Agreement)											
	\$161,973,947.51	\$155,349,384.28	\$6,187,205.31	31.23%	1.98%	0.00%	0.43%	23.69%	5.19%	1.38%	0.02%
Total for All Contracts											
	\$650,971,487.87	\$449,434,952.81	\$50,595,792.36	46.39%	15.13%	0.48%	8.67%	38.87%	10.71%	0.79%	0.98%

**Local Business Contract Equity (LBCE) Program Goals Attainment Summary
for Contracts with LBCE Program Goals
FY2008-09 to FY2017-18**

Contract Type	Reporting Period	Number of Contracts	Total \$	LBE \$	LBE %	SLBE \$	SLBE %
Professional Services	FY 2008-09	84	\$14,671,927	\$12,954,839	88%	\$6,531,596	45%
	FY 2009-10	74	\$14,561,106	\$13,393,718	92%	\$7,775,840	53%
	FY 2010-11	80	\$13,365,337	\$11,848,462	89%	\$5,611,082	42%
	FY 2011-12	55	\$5,538,448	\$4,146,151	75%	\$2,139,857	39%
	FY 2012-13	33	\$6,994,351	\$5,052,417	72%	\$2,875,224	41%
	FY 2013-14	25	\$3,780,242	\$2,995,804	79%	\$1,687,257	45%
	FY 2014-15	24	\$4,729,816	\$4,369,404	92%	\$1,246,779	26%
	FY 2015-16	22	\$6,219,416	\$5,691,388	92%	\$1,688,572	27%
	FY 2016-17	36	\$13,348,171	\$11,746,390	88%	\$3,284,985	25%
	FY 2017-18	30	\$15,851,804	\$14,315,764	90%	\$4,990,148	31%
Subtotal for Professional Services Contracts			99,060,618	86,514,336	87%	37,831,339	38%
Construction	FY 2008-09	7	479,672	414,389	86%	278,066	58%
	FY 2009-10	0	-	-	0%	-	0%
	FY 2010-11	0	-	-	0%	-	0%
	FY 2011-12	2	43,173	-	0%	-	0%
	FY 2012-13	1	58,220	-	0%	-	0%
	FY 2013-14	1	90,526	-	0%	-	0%
	FY 2014-15	0	-	-	0%	-	0%
	FY 2015-16	0	-	-	0%	-	0%
	FY 2016-17	0	-	-	0%	-	0%
	FY 2017-18	0	-	-	0%	-	0%
Subtotal for Construction Contracts			671,591	414,389	62%	278,066	41%
Total (All Industries)			\$99,732,209	\$86,928,724	87%	\$38,109,405	38%

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Date: September 24, 2018

To: Seung Cho, Director of Budgets & Administration, Alameda CTC

FROM: Laura Luster, L. Luster & Associates
Maxima Paredes, L. Luster & Associates

RE: Independent Review of Alameda County Transportation Commission's Contract Equity Annual Utilization Report for the period July 1, 2017 through June 30, 2018

CC: Patricia Reavey, Deputy Executive Director of Finance & Administration,
Alameda CTC
Erika Cheng, Associate Administrative Analyst, Alameda CTC

L.Luster & Associates (LLA) has reviewed Alameda CTC payment and vendor data provided by Alameda CTC staff for the period July 1, 2017 through June 30, 2018.

LLA staff was given full access to the Project Control System (PCS) database, as well as contract/agreement files, payment invoices and responses to the vendor survey. LLA utilized these resources in conducting a thorough review to provide quality control and to assure data integrity for all payments made to vendors on contracts with Local Business Contract Equity goals within the above referenced period. Additionally, LLA followed up with respondent vendors to ensure that all vendor concerns were addressed and issues resolved.

LLA met with staff and presented its findings. Staff satisfactorily responded to all issues identified and presented.

Having completed the review process, L. Luster & Associates finds no material defects in the Alameda County CTC Contract Equity Annual Utilization Report for the period July 1, 2017 through June 30, 2018.

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

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

SUBJECT: Commissioner Travel to Focus on the Future Conference

Recommendation

It is recommended that the Commission approve Commissioner travel to the Self-Help Counties Coalition Focus on the Future Conference.

Summary

Per the Commissioner Travel and Expenditure Policy adopted in March 2016, all conference attendance for Alameda CTC Commissioners must be preapproved by the Finance and Administration Committee (FAC) to be eligible for reimbursement under this Policy.

Commissioner Haggerty plans to attend this year's Self Help Counties Coalition Focus on the Future Conference in Indian Wells, California. Approval of this item will authorize Commissioner Haggerty to be reimbursed for all reasonable and necessary expenditures while attending the conference on authorized agency business.

Background

The Focus on the Future Conference provides a forum for Self-Help Counties and other transportation agencies, elected officials, and the private sector to share experiences and highlight upcoming transportation projects. Commissioner Scott Haggerty plans to attend the conference in Indian Wells, California from October 28, 2018 through October 30, 2018. Requests for reimbursement of expenditures must be submitted on the authorized Alameda CTC Expense Reimbursement Form within 30 calendar days after the conclusion of the conference along with required documentation per the adopted policy.

Fiscal Impact: The fiscal impact of this trip will include all reasonable and necessary expenditures incurred during the conference which are included in the adopted FY2018-19 budget.



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Alameda CTC FY2018-19 Member Agency Fee Schedule

Recommendation

It is recommended that the Commission approve the FY2018-19 Member Agency Fee Schedule and allow for member agency fees to be adjusted annually based on the Consumer Price Index for All Urban Consumers (CPI-U) for San Francisco-Oakland-San Jose, CA.

Summary

Alameda CTC is recommending adoption of a member agency fee schedule for FY2018-19. Historically, member agency fees have been an essential funding source used to provide the local match requirement on federal and state funds on core function activities and to fund other core functions. Approval of the FY2018-19 member agency fee schedule will allow Alameda CTC to continue to utilize federal and state funding when possible to complete many of its activities and help to ensure the financial stability of the agency. The member agency fee schedule for FY2018-19, Attachment A, reflects a 3 percent increase over the fees for FY2017-18, which have not increased since FY2012-13. This represents an increase of less than \$42,000 across all member agencies. It is recommended that the Commission approve the following actions related to member agency fees:

- Approve the member agency fee schedule for FY2018-19, Attachment A, and
- For subsequent fiscal years, allow for member agency fees to be adjusted annually based on the Consumer Price Index for All Urban Consumers (CPI-U) for San Francisco-Oakland-San Jose, CA, constrained to a maximum adjustment of 3 percent per year and a provision to make no adjustment if the CPI decreases in any given year.

In 2007, a multi-year member agency fee schedule was adopted that covered FY2006-07 through FY2011-12 and included annual increases in fee levels ranging from 3.5 to 11.0 percent in order to fund core function activities. In FY2011-12, the increase in member agency fees over FY2010-11 was 6.0 percent and that increase carried through to FY2012-13. Since then, and over the last five years, Alameda CTC has refrained from increasing member agency fees. The total combined member agency fee amount has remained at \$1,394,819 since FY2012-13. Over the years, these fees have been used to pay the local match requirement on federal and state funds received for many core function activities such as implementing the Congestion Management Program, updating the Countywide Transportation Plan, Level of Service Monitoring, and developing a Bike and Pedestrian Plan. In addition to the ongoing requirements just mentioned, Alameda CTC is now also required to implement Measure BB projects and programs, manage the operations of the express lanes and complete many more transportation plans, some of which include the Community Based Transportation Plan and various Modal Plans (Multimodal Arterial Plan, Countywide Transit Plan, and Countywide Goods Movement Plan).

Direct Local Distribution (DLD) funds provided to the member agencies by Alameda CTC annually have increased significantly with the passage of Measure BB to a total of \$166.6 million for FY2017-18 as compared to \$64.8 million in FY2012-13, the last time the member agency fees were increased, and member agencies have accumulated fund balances of \$94.1 million of DLD funds as of June 30, 2017 as reported to the Commission in the FY2016-17 Compliance Summary Reports. Member agency fees are an allowable expenditure for compliance purposes in the DLD program. In addition, Senate Bill (SB) 1 funds have started flowing to the cities and counties for road maintenance and repairs in 2018 further increasing funds available for these types of projects.

The recommended member agency fee schedule for FY2018-19 reflects a 3 percent increase over the total FY2017-18 rate and the rate of the last five years, which represents an increase of less than \$42,000 across all member agencies. Using 2006 as the base year, the CPI-U for San Francisco-Oakland-San Jose has increased as follows over the last 11 years:

2007	3.27%
2008	3.11%
2009	0.73%
2010	1.37%
2011	2.60%
2012	2.68%
2013	2.24%
2014	2.84%
2015	2.61%
2016	3.01%
2017	3.22%

The increase of member agency fees by CPI-U would be constrained in any given year to a maximum adjustment of 3 percent and a provision to make no adjustment if the CPI decreases.

The allocation between the cities and the County have been updated in Attachment A to reflect the FY2016-17 actual Proposition 111 subvention allocations, which is the most current year of data available from the State Controller.

Member agency fees have historically been an essential funding source for Alameda CTC in order to fund core functions and to provide the local match required on federal and state funding sources for many of the agency's activities. Looking forward, as expectations of Alameda CTC workflow continues to increase, and historically, as it has become continually necessary to subsidize the funding of core function activities with other internal fund sources, it is necessary at this time to implement a minimal increase of CPI to the member agency fee schedule on an annual basis in order to help ensure the financial stability of the agency.

Fiscal Impact: Approval of the recommended fee schedule will set Alameda CTC's FY2018-19 revenue budget for member agency fees at \$1,436,665 which will be incorporated into Alameda CTC's FY2018-19 Mid-year budget update for approval in March 2019.

Attachment

A. Alameda CTC FY2018-19 Member Agency Fee Schedule

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
FY2018-19 Member Agency Fee Schedule**

CITIES/COUNTY	Proposition 111 Subventions		FY 17/18 Fees		FY 18/19 Fees
	FY 2016/17	Percent of Total			
City of Alameda	\$ 445,451	2.70%	\$ 36,963	\$ 38,790	
City of Albany	106,158	0.64%	8,927	9,195	
City of Berkeley	673,793	4.08%	57,327	58,616	
City of Dublin	322,239	1.95%	26,920	28,015	
City of Emeryville	65,859	0.40%	5,161	5,747	
City of Fremont	1,288,553	7.80%	109,354	112,060	
City of Hayward	893,324	5.41%	73,786	77,723	
City of Livermore	492,240	2.98%	41,566	42,813	
City of Newark	255,009	1.55%	21,341	22,268	
City of Oakland	2,375,994	14.39%	198,343	206,736	
City of Piedmont	63,039	0.38%	5,440	5,459	
City of Pleasanton	421,318	2.55%	36,126	36,635	
City of San Leandro	492,779	2.98%	42,681	42,813	
City of Union City	409,911	2.48%	35,149	35,629	
Alameda County	6,268,797	37.95%	531,705	545,214	
TRANSIT - AVERAGE OF CITIES/COUNTY					
AC Transit	971,631	5.88%	82,015	84,476	
BART	971,631	5.88%	82,015	84,476	
TOTALS:	\$ 16,517,727	100.00%	\$ 1,394,819	\$ 1,436,665	

History of City/County/Transit Fees		
Fiscal Year	Fees	% Change
1991-92	\$ 1,132,953	N/A
1992-93	831,241	-26.63%
1993-94	639,084	-23.12%
1994-95	581,195	-9.06%
1995-96	581,327	0.02%
1996-97	599,880	3.19%
1997-98	631,858	5.33%
1998-99	656,438	3.89%
1999-00	704,417	7.31%
2000-01	711,320	0.98%
2001-02	736,216	3.50%
2002-03	736,216	0.00%
2003-04	736,216	0.00%
2004-05	736,216	0.00%
2005-06	736,216	0.00%
2006-07	761,984	3.50%
2007-08	845,802	11.00%
2008-09	921,924	9.00%
2009-10	1,004,898	9.00%
2010-11	1,095,338	9.00%
2011-12	1,161,059	6.00%
2011-12	+154,808	
2012-13	1,394,819	6.00%
2013-14	1,394,819	0.00%
2014-15	1,394,819	0.00%
2015-16	1,394,819	0.00%
2016-17	1,394,819	0.00%
2017-18	1,394,819	0.00%
2018-19	1,436,665	3.00%

Notes: - The percentage distribution of the Proposition 111 subventions (section 2105 Hwy Users Tax) provides the basis for the distribution of member agency annual fees for the original 15 member agencies. The distribution of the Proposition 111 Subventions is based on the most recent year data provided by the State Controller, which was Fiscal Year 2016/17.

- The distribution for the two new member agencies is based on the average fee of the original 15 members as adopted by the Alameda CTC on July 22, 2010.

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Associate Transportation Engineer
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 August 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 the I-680 Interchange 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 purpose 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.

August 2018 Operations Update:

Nearly 826,000 express lane trips were recorded during operational hours in August, an average of approximately 35,900 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 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 62 percent 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
		August
By Type	HOV-eligible with FasTrak flex tag	44%
	SOV with FasTrak standard or flex tag	35%
	No valid toll tag in vehicle	21%
By Direction	Westbound	46%
	Eastbound	54%

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).

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from January 2018 – June 2018. 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 90-minute 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 45 mph and LOS D throughout longer sections of the corridor. During the evening commute, a small period of westbound reverse-commute congestion between Hacienda Road and San Ramon Road is observed 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.

In the eastbound direction, average express lane speeds from January 2018 through June 2018 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 3 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 lanes during the evening commute hours.

Table 2 presents the maximum posted toll rates to travel the entire corridor in each direction in August 2018, along with the average toll assessed to toll-paying users.

Table 2. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
August	Westbound	\$13.00 (4 of 23 days)	\$2.66
	Eastbound	\$12.00 (21 of 23 days)	\$3.69

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.

Through August of Fiscal Year 2018-19, the I-580 Express Lanes recorded almost 1.58 million total trips. Total gross revenues received include \$2.6 million in toll revenues and \$580,000 in violation fees and penalties.

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

Attachments

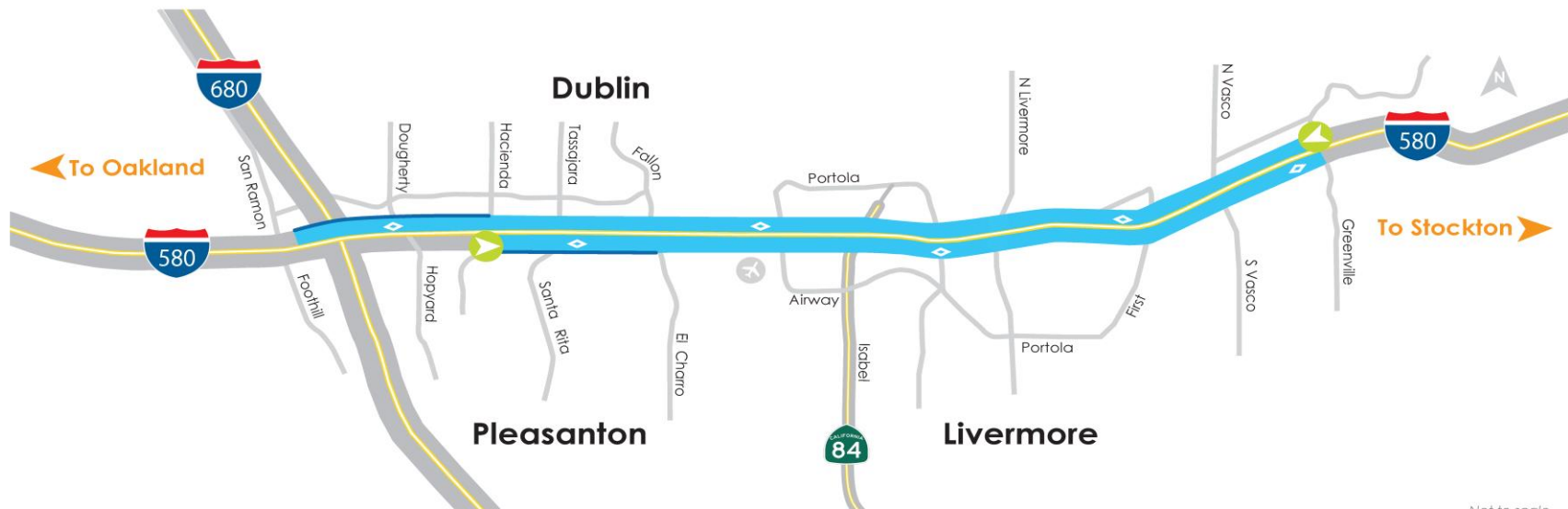
- A. I-580 Express Lanes Location Map
- B. I-580 Corridor Express Lanes Heat Maps January 2018 – June 2018

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I-580 Express Lanes Project Location Map

6.5A



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



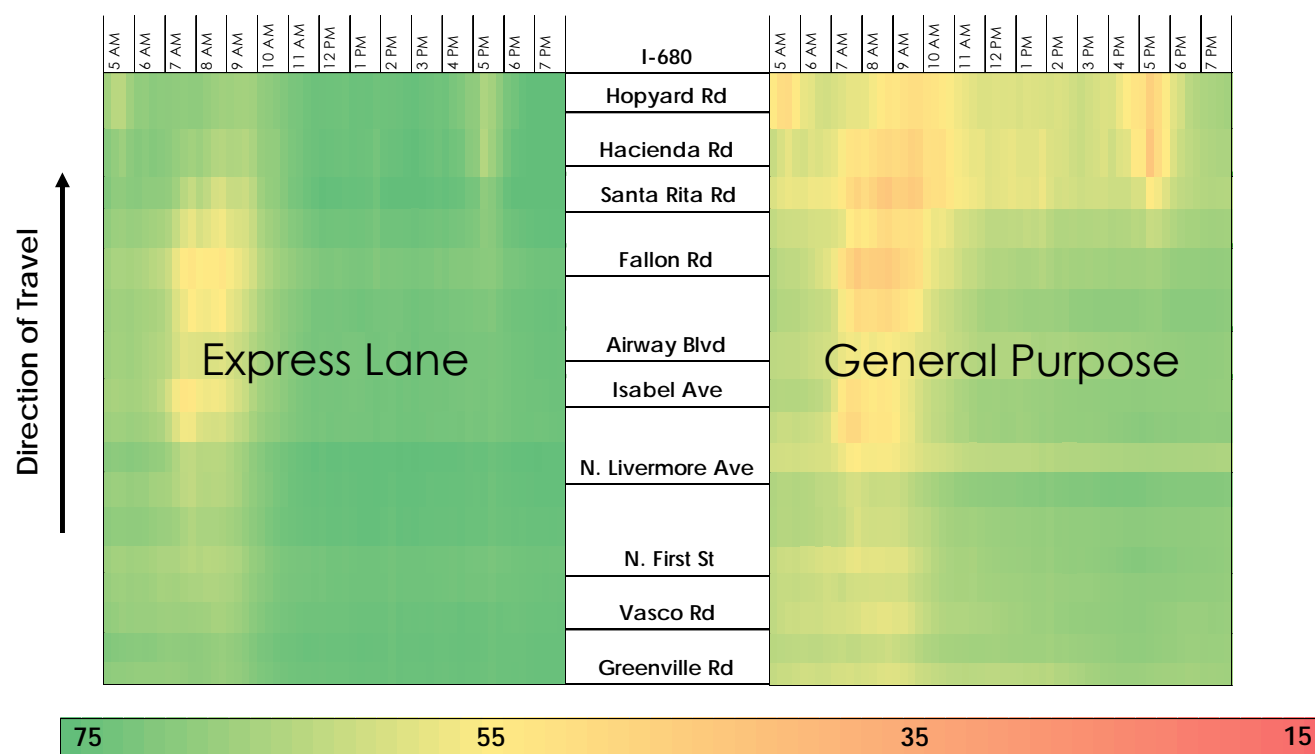
No entry/exit from westbound express lane from Hacienda to end.

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

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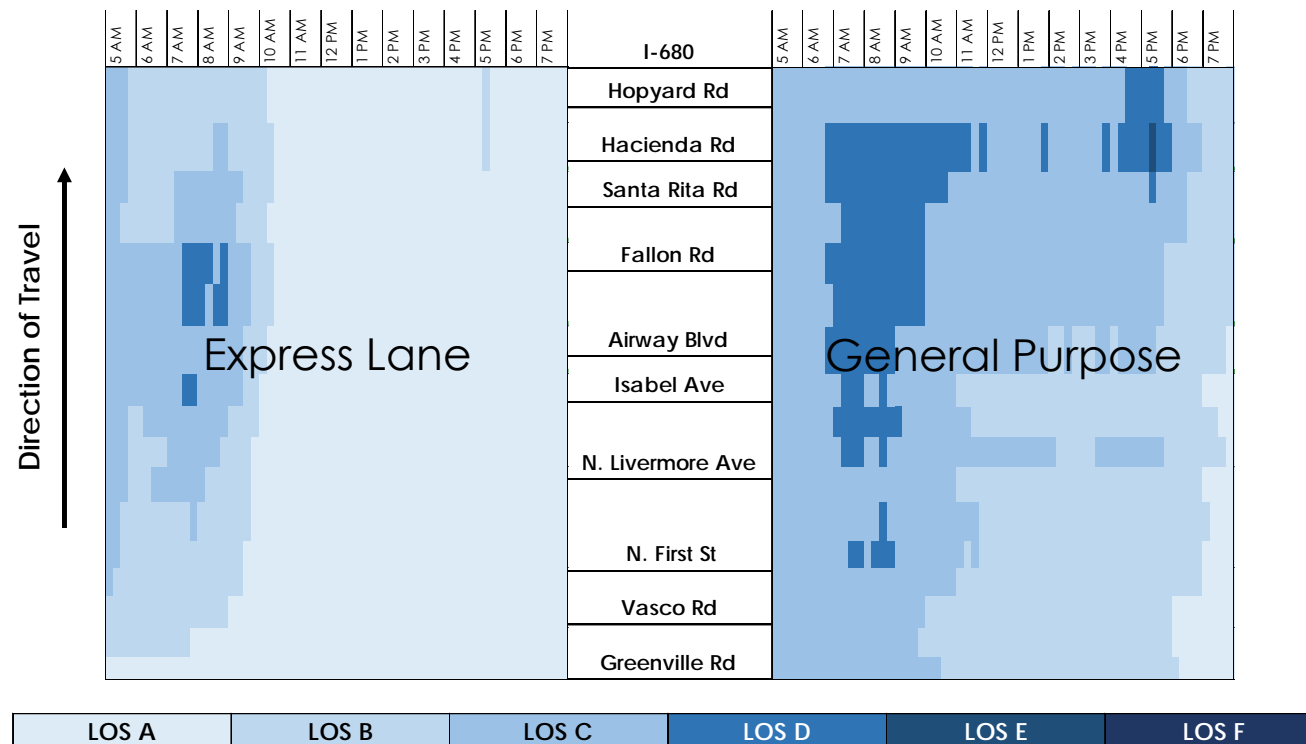
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, January 2018 – June 2018



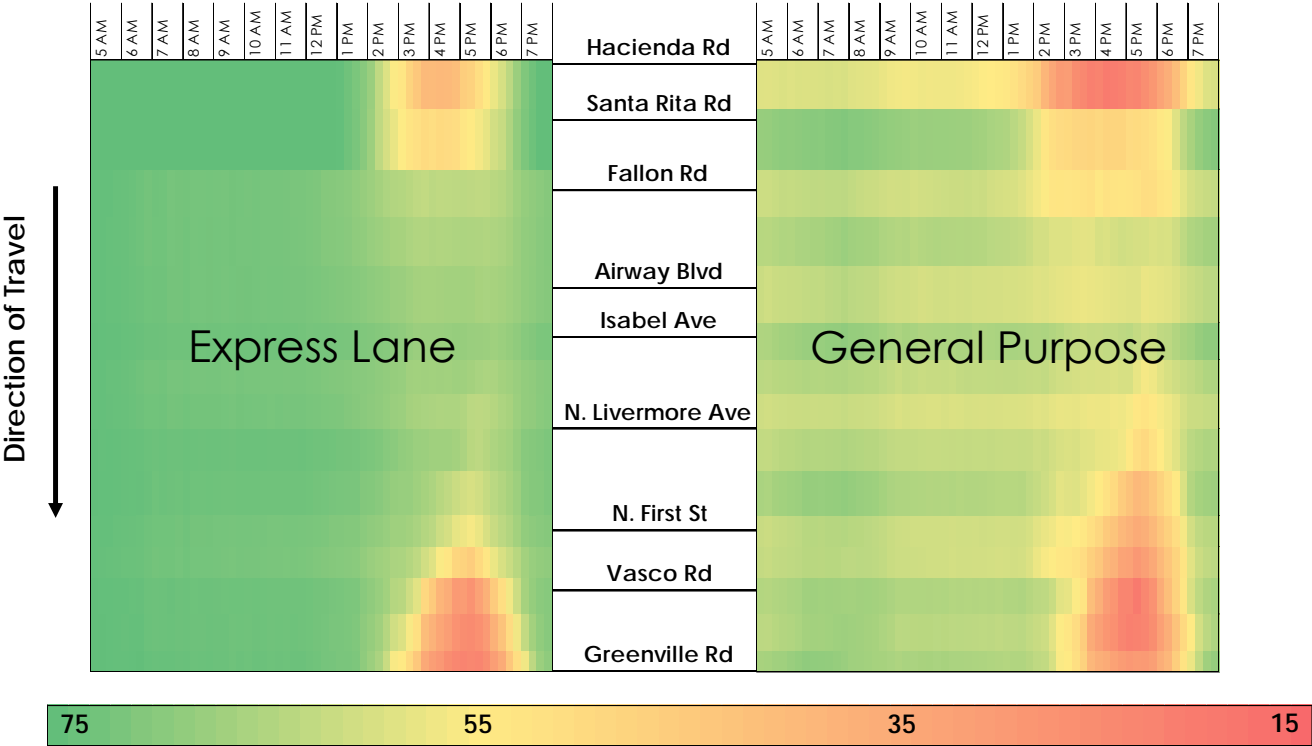
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, January 2018 – June 2018



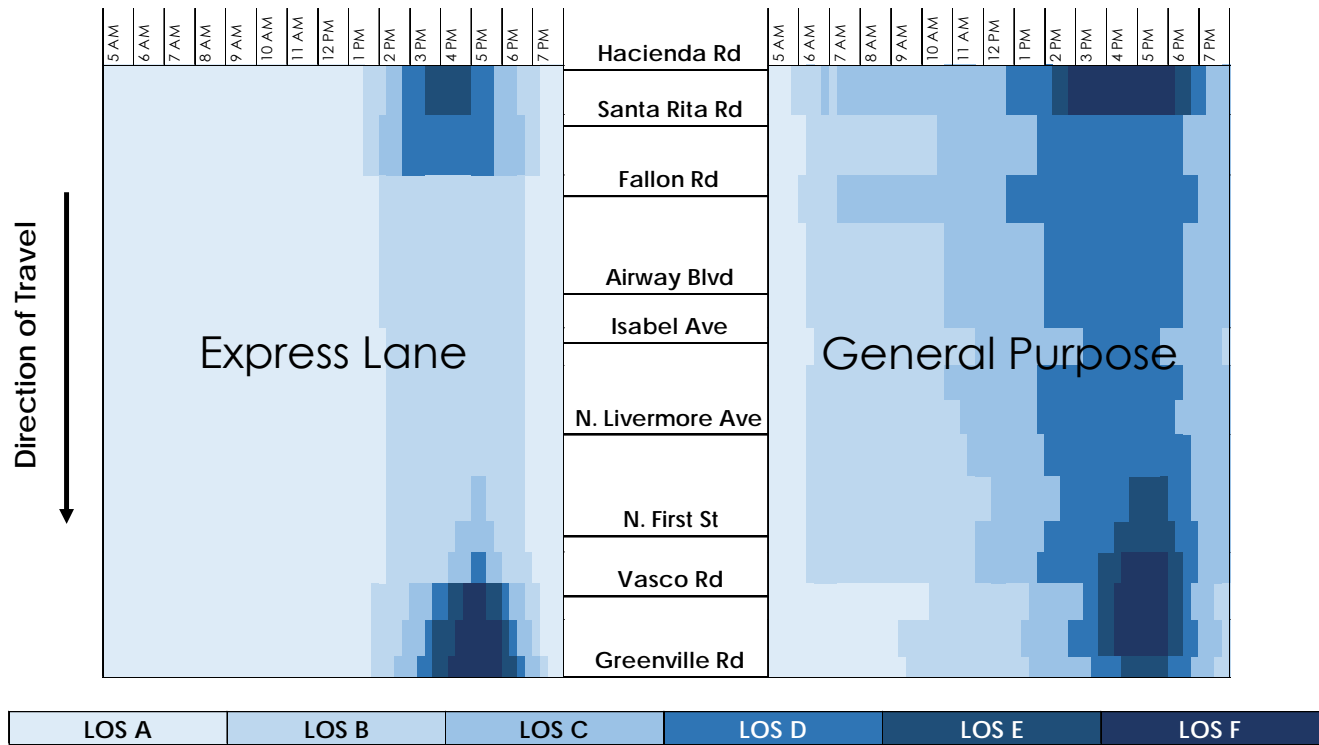
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, January 2018 – June 2018



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, January 2018 – June 2018





Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Elizabeth Rutman, Director of Express Lanes Implementation and Operations
Kristen Villanueva, Senior Transportation Planner
Saravana Suthanthira, Principal Transportation Planner

SUBJECT: Approve the I-580 Express Lanes After Study Report to the Legislature

Recommendation

It is recommended that the Commission approve the I-580 Express Lanes After Study Report to the Legislature.

Summary

At the September 10, 2018 I-580 Express Lane Policy Committee meeting, staff presented the key findings of the I-580 Express Lanes After Study. An After Study is a requirement under AB 2032, which authorized Alameda CTC to operate the I-580 Express Lanes. Since the September meeting, the study team has received feedback from both Caltrans and CHP and has finalized the report. The Draft I-580 Express Lanes After Study Report was approved at the October 8, 2018 I-580 Express Lane Policy Committee meeting with these comments incorporated.

The legislative report expands upon the key findings presented in September and provides information on project goals, evaluation methodology, results by evaluation measure, and a conclusion of how the I-580 Express Lanes performed against the project goals. The report is available for review [here](#).

Background

The I-580 Express Lanes (Project), extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 overcrossing in the westbound direction, were opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. The Project corridor is the second of two corridors authorized by AB 2032 for express lane operations in Alameda County. AB 2032 requires

an “after” study to be completed no later than three years after the Project opened to traffic and is codified in law as Streets and Highways Code Section 149.5 (g), which states:

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 of Transportation and California Highway Patrol regarding operation of the lane.

Caltrans and CHP reviewed the technical details of the evaluation and agreed with the findings. They offered suggestions for clarifying some aspects of the report, which were incorporated into the report.

I-580 Express Lanes After Study Report to the Legislature








The I-580 After Study report expands upon the key findings presented in September and provides details on project goals, evaluation methodology, results by evaluation measure, and a conclusion of how the I-580 Express Lanes performed against the project goals.

The focus of the legislative report is performance of the I-580 Express Lanes against the project goals. For purposes of this report, the study team compiled goals from the environmental documents for the I-580 Express Lanes and the authorizing legislation for express lanes in California. These documents and goals were developed before the express lanes were implemented on I-580. Based on this review, the goals for the I-580 Express Lanes are the following:

1. Provide congestion relief.
2. Project enhanced operational and safety improvements.
3. Expand available capacity for high-occupant vehicles (HOVs).
4. Expand the mobility options in the corridor.
5. Provide reliable travel time savings to express lane users.
6. Increase the efficiency of the transportation system by charging single occupant vehicles for use of available capacity without impacting carpool lane operations.
7. Maintain Level of Service (LOS) C in the express lanes.

Table 1 presents a high-level overview of the results of the after study compared to the project goals. A green check mark means the project met the goal whereas an orange check mark indicates the project partially met the goal. More detail is included in the report.

Table.1 I-580 Express Lanes After Study Performance

Project Goals		Did the Project meet its Goals?	
1	Provide congestion relief.		The project reduced overall travel times in the westbound AM peak direction by 5 minutes (28%) and in the eastbound PM peak direction by 3 minutes (19%). Annual vehicle hours of severe delay ¹ decreased by 151,000 vehicle-hours (47%).
2	Provide enhanced operational and safety improvements.		The project removed bottlenecks and reduced queuing from El Charro Road to Greenville Road in both directions. Collisions and number of fatal and injury collisions per million vehicle-miles traveled (severe collision rate) increased in the express lane corridor at similar rates as across Alameda County freeways and the I-880 corridor. Over the past year, there was a 5% decline in the severe collision rate in the express lane corridor.
3	Expand available capacity for HOVs.		The project added carpool capacity in both directions in the form of a new express lane in the westbound direction and a new express lane in the eastbound direction.
4	Expand the mobility options in the corridor.		Express lanes are faster and more reliable than the adjacent general purpose lanes, creating an attractive mobility option in the corridor.
5	Provide reliable travel time savings to express lane users.		Express lanes provide 2-4 minutes faster travel time than general purpose lanes on average. The variation of travel times is also lower in the express lanes than the general purpose lanes.
6	Increase the efficiency of the transportation system by charging single occupant vehicles for use of available capacity without impacting carpool lane operations.		The project improved travel time and reliability across all lanes during the AM and PM peak periods. The corridor carries 27-30% more vehicles in the AM peak period and up to 12% more vehicles in the PM peak period in the eastbound direction.
7	Maintain Level of Service (LOS) C in the express lanes.		The express lanes operate at LOS C in the AM and PM peak hours ¹
<p>Notes</p> <p>1. Per Caltrans standard methodology, LOS was estimated for the peak hours which are 8am to 9am for the AM peak hour and 5 pm to 6 pm for the PM peak hour.</p>			

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

¹ Severe delay is considered to occur when average speeds are slower than 35 mph.

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 18, 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

This item is provide the Commission with an update on the summary of 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 September 10, 2018, the Alameda CTC has not received any environmental documents for review.

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: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Approve the Congestion Management Program 2018
Conformity Findings

Recommendation

It is recommended that the Commission approve the Congestion Management Program (CMP) 2018 Conformity Findings that all jurisdictions are in conformance with the CMP requirements.

Summary

As a Congestion Management Agency, Alameda CTC implements a legislatively mandated Congestion Management Program (CMP), which requires evaluation of conformity with the CMP requirements. Local jurisdictions must comply with four elements of the CMP to be found in compliance. Non-conformance with the CMP requirements could result in local jurisdictions being at a risk of losing Proposition 111 gas tax subventions. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;
2. Travel Demand Management (TDM) Element: Complete the TDM Site Design Checklist;
3. Land Use Analysis Element:
 - a. Submit to Alameda CTC all Notices of Preparations, Environmental Impact Reports, and General Plan Amendments;
 - b. Review the allocation of Association of Bay Area Governments' land use projections to Alameda CTC's traffic analysis zones; and
4. Pay annual fees.

In August and September 2018, Alameda CTC worked with all Alameda County jurisdictions to acquire all the necessary documentation to determine CMP conformity for fiscal year 2017-2018. Documents were due to Alameda CTC by September 11, 2018. Attachment A summarizes the status of conformance documentation by jurisdiction. All jurisdictions have met the LOS Monitoring Deficiency Plans, TDM, Land Use Analysis Program and fee requirements.

Background

As the Congestion Management Agency for Alameda County, Alameda CTC requires annual conformance with four elements. The conformance elements and related activities undertaken to establish conformance are described below.

Level of Service Monitoring Program - Deficiency Plans

There are two active deficiency plans in the County based on the outcome from the Level of Service Monitoring performed on the CMP roadways in prior years. No new deficiency plans were required based on the 2018 level of service monitoring results. The following Deficiency Plans are active, and status reports and concurrence letters have been received.

1. SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection
Lead jurisdiction: City of Oakland
Participating jurisdictions: City of Alameda and City of Berkeley
2. SR-185 (International Boulevard) Between 46th and 42nd Avenues
Lead Jurisdiction: City of Oakland
Participating jurisdiction: City of Alameda

Travel Demand Management Element

Jurisdictions submitted the updated Site Design Checklist that aims to promote alternative transportation strategies with a travel demand management element.

Land Use Analysis Program

- *Development project review:* Jurisdictions reviewed the list of land use projects that Alameda CTC had reviewed and commented on during FY2017-18.
- *Land use forecast review:* Jurisdictions reviewed Plan Bay Area 2040 (Sustainable Communities Strategy) land use allocations as part of the Alameda Countywide Travel Demand Model update that was completed in June 2018.

All jurisdictions have met the LOS Monitoring Deficiency Plans, TDM, Land Use Analysis Program and fee requirements, and therefore, all are in conformance.

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

Attachment

- A. Fiscal Year 2017-18 CMP Conformance Table

Attachment A
FY 2017-2018 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program		TDM Element	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
Jurisdiction	GPA & NOP Submittals	Land Use Forecast Review	Checklist Complete	Payments thru 4th Qts FY 17/18	Deficiency Plan Progress Reports or Concurrence	
Alameda County	Y	Y	Y	Y	N/A	Y
City of Alameda	Y	Y	Y	Y	Y	Y
City of Albany	Y	Y	Y	Y	N/A	Y
City of Berkeley	Y	Y	Y	Y	Y	Y
City of Dublin	Y	Y	Y	Y	N/A	Y
City of Emeryville	Y	Y	Y	Y	N/A	Y
City of Fremont	Y	Y	Y	Y	N/A	Y
City of Hayward	Y	Y	Y	Y	N/A	Y
City of Livermore	Y	Y	Y	Y	N/A	Y
City of Newark	Y	Y	Y	Y	N/A	Y
City of Oakland	Y	Y	Y	Y	Y	Y
City of Piedmont	Y	Y	Y	Y	N/A	Y
City of Pleasanton	Y	Y	Y	Y	N/A	Y
City of San Leandro	Y	Y	Y	Y	N/A	Y
City of Union City	Y	Y	Y	Y	N/A	Y

N/A indicates that the jurisdiction is not responsible for any deficiency plan in the past fiscal year.

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

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

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2018-19 Program

Recommendation

It is recommended that the Commission approve the Transportation Fund for Clean Air (TFCA) County Program Manager FY 2018-19 Program. A Commission-approved program is due to the Air District by November 2, 2018.

Summary

TFCA County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. The Air District annually approves the program's policies and fund estimate. Per the Air District-approved fund estimate for fiscal year (FY) 2018-19, a total of \$2.278 million is available to the Alameda CTC to program to eligible projects by the established deadline of November 2, 2018. Staff recommends the Commission approve the recommended FY 2018-19 TFCA Program (Attachment A).

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, transit signal priority, signal timing and travel demand management (TDM) programs. As the designated TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County. A total of 6.25% percent of new revenue is set aside for the Alameda CTC's administration of the program. Per the distribution formula for Alameda County's TFCA funding, 70 percent of

the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which can help facilitate the programming of all available funds ahead of the annual deadline.

FY 2018-19 Program Development

An annual TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Projects proposed for TFCA funding are to be consistent with the Air District's FY 2018-19 TFCA County Program Manager Fund Policies (TFCA Policies) and cost-effectiveness requirements. The Alameda CTC's FY 2018-19 Expenditure Plan Application, which identified \$2,278,840 for programming to eligible projects, was approved by the Commission in February 2018 and by the Air District Board in May 2018. For reference, the Alameda CTC's FY 2018-19 TFCA fund estimate, with share balances by jurisdiction, is included as Attachment B. The Air District's TFCA Policies require the 40% TFCA revenue to be fully programmed on an annual basis. Any unprogrammed balance remaining after the established annual programming deadline may be redirected by the Air District to other projects in the region.

The 2018 Comprehensive Investment Plan (CIP) fund estimate included \$4 million from TFCA which represented two years of estimated TFCA revenue, FYs 2017-18 and 2018-19. Through the 2018 CIP evaluation process, projects for just one full year of TFCA funding could be identified, leaving the second year of revenue, FY 2018-19 funding, unprogrammed at the time the 2018 CIP was adopted. In February 2018, the FY 2018-19 TFCA fund estimate was distributed to the Alameda County Transportation Advisory Committee (ACTAC) representatives along with an initial request to propose candidate projects and provide project information. Over the last several months, staff has worked with ACTAC members to identify candidate projects for the available funding, with a particular focus on finding projects from agencies with higher TFCA balances. The recommended program includes funding for continuation of existing transit and TDM operations and bike facility projects initially evaluated and approved for funding through a prior CIP. The projects and recommended amounts included in the proposed FY 2018-19 Program (Attachment A) are based on TFCA eligibility and cost-effectiveness.

Next Steps

A Commission-approved program of projects is due to the Air District by November 2, 2018. The Alameda CTC will then prepare and execute project-specific funding agreements with project sponsors.

Fiscal Impact: TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2018-19 budget.

Attachments

- A. Alameda CTC Draft FY 2018-19 TFCA Program
- B. Alameda CTC FY 2018-19 TFCA Fund Estimate

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TFCA County Program Manager Fund, Draft FY 2018-19 Program

70% Cities/County Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY 18/19 fund estimate)	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Emeryville	South Bayfront Bridge Bike/Ped Overcrossing	Project will construct a 227 foot-long steel tied-arch pedestrian/ bicycle bridge over the UPRR tracks with concrete approach ramps along the east and west sides and constructing Horton Landing Park with a Class 1 path.	\$ 22,100,000	\$ 105,000	\$ (92,988)	\$ 240,810	\$ 105,000	TFCA funds were programmed 7/26/18.
Alameda CTC	Countywide Transportation Demand Management (TDM) Program, FY 2019/20	FY 2019-20 Countywide TDM program operations. The Alameda CTC's TDM program includes Guaranteed Ride Home (GRH); IBike, carpool and transit promotional campaigns; Bike Safety Education classes and Commute Choices website. 30% of the total TDM program cost is assigned to the transit portion of the TFCA fund estimate.	\$ 550,000	\$ 550,000	NA	\$ 55,555	\$ 382,788	
Alameda County	Hesperian Boulevard Class 2 Bike Lanes	In unincorporated Alameda Co., on Hesperian Blvd, from 1-880 overcrossing in San Leandro to A Street in Hayward, install 1.5 miles of new Class 2 bike lanes. Project provides a gap closure in existing facilities. Part of a corridor-wide project that includes pavement rehab, streetscape, landscape and intersection improvements, including upgraded signals, wider sidewalks and enhanced crosswalks.	\$ 24,640,000	\$ 200,000	\$ 598,019	\$ 249,364	\$ 138,000	
Alameda County	East 14th Street Bike Lanes	In unincorporated Alameda Co., on E. 14th St, from 162nd Ave to just north of I-238, install Class 2 and Class 4 bike lanes. This project features a protected bikeway northbound and a buffered bike lane southbound and provides a gap closure. Part of a corridor-wide project that spans one mile of East 14th Street and includes median, signal, streetscape and landscape improvements and enhances transit facilities.	\$ 18,530,000	\$ 200,000	\$ 598,019	\$ 248,758	\$ 123,000	
Oakland	East 12th Street Bikeway	In Oakland, on East 12th St, install bikeway, 35th - 54th Aves, including a two-way Class 4 protected bicycle lane from 40th Ave to 44th Ave. The project will result in a continuous bikeway in the International Blvd corridor from downtown Oakland, through East Oakland and provide a direct connection to Fruitvale BART.	\$ 1,695,000	\$ 200,000	\$ 236,464	\$ 244,669	\$ 140,000	
Oakland	Broadway Shuttle Operations	The Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Ave, weekdays, 7am - 10pm, at 11-16 minute frequencies. Funding is for: FY 2018-19 off-peak service and FY 2019-20 all service hours.	\$ 1,200,000	\$ 700,000	\$ 236,464	\$ 249,902	\$ 534,000	See Notes 1, 2
Subtotal Cities/County (70%) Requested				\$ 1,955,000	Amount Recommended		\$ 1,422,788	
					TFCA 70% Available to Program		\$ 2,318,040	
					Balance		\$ 895,252	

TFCA County Program Manager Fund, Draft FY 2018-19 Program

30% Transit Discretionary Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Alameda CTC	Countywide TDM Program FY 2019/20	FY 2019-20 Countywide TDM program operations.	\$ 550,000	\$ 550,000	NA	\$ 55,555	\$ 164,052	
Cal State East Bay	CSUEB Campus to Hayward BART - 2nd Shuttle Operations	Operations of CSUEB Campus to Hayward BART - 2nd Shuttle, Second shuttle provides free rides to and from CSUEB 7am-7pm, M-F. Funding is for FYs 2018-19 and 2019-20.	\$ 300,000	\$ 300,000	NA	\$ 249,118	\$ 215,000	See Note 1. Concurrence letter provided by AC Transit.
LAVTA	LAVTA Rte 30R/ Rapid Operations	LAVTA Rte 30R/ Rapid provides feeder service for key commute areas in Livermore, Dublin and Pleasanton. Service area includes: Livermore ACE rail station, Dublin/Pleasanton BART Station, Las Positas College, Lawrence Livermore and Sandia National Labs, and other employment centers. Funding is for FYs 2019-20 and 2020-21 operations.	\$ 6,520,000	\$ 500,000	NA	\$ 249,545	\$ 477,000	See Note 1.
Subtotal Transit Discretionary (30%) Requested				\$ 1,350,000	Amount Recommended		\$ 856,052	
					TFCA 30% Available to Program		\$ (39,200)	
					Balance		\$ (895,252)	

TFCA Category	New FY 2018-19 Fund Estimate	Prior Year Adjustments	Funds Available to Program	Amount Requested	TFCA Recommended	Balance ³ (Available less Recommended)
Subtotal 70% Cities/County	\$ 1,317,925	\$ 1,000,115	\$ 2,318,040	\$ 1,955,000	\$ 1,422,788	\$ 895,252
Subtotal 30% Transit	\$ 564,825	\$ (604,025)	\$ (39,200)	\$ 1,350,000	\$ 856,052	\$ (895,252)
Total FY 2018-19 Program	\$ 1,882,750	\$ 396,090	\$ 2,278,840	\$ 3,305,000	\$ 2,278,840	\$ -

Notes:

1. Recommendation reflects higher cost-effectiveness limitation for service in Air District defined Community Air Risk Evaluation (CARE) areas.
2. Programming TFCA to the Broadway shuttle is contingent upon the Air District Board's approval of a policy waiver for duplication of service.
3. Any FY 2018-019 TFCA funding unprogrammed by Alameda CTC as of November 2, 2018 may be programmed directly by the Air District.

Alameda CTC TFCA County Program Manager Fund: FY 2018-19 Fund Estimate

	A	B	C	D	E (B-C+D)	F (A+E)			
Agency	Population (Estimate ¹)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	79,928	4.86%	4.85%	\$ 63,950	\$ (126,259)	\$ -	\$ 5,046	\$ (121,213)	\$ (57,263)
Alameda County	150,892	9.17%	9.16%	\$ 120,727	\$ 467,626	\$ -	\$ 9,666	\$ 477,291	\$ 598,019
Albany	18,988	1.15%	1.15%	\$ 15,192	\$ (174,637)	\$ -	\$ 124,222	\$ (50,414)	\$ (35,222)
Berkeley	121,238	7.37%	7.36%	\$ 97,001	\$ 91,063	\$ 180,000	\$ 7,821	\$ (81,116)	\$ 15,886
Dublin	59,686	3.63%	3.62%	\$ 47,754	\$ 129,221	\$ -	\$ 3,677	\$ 132,898	\$ 180,652
Emeryville	11,854	0.72%	0.76%	\$ 10,000	\$ 76,316	\$ 180,000	\$ 696	\$ (102,988)	\$ (92,988)
Fremont	231,664	14.08%	14.06%	\$ 185,352	\$ 295,261	\$ 646,000	\$ 14,918	\$ (335,821)	\$ (150,469)
Hayward	161,040	9.79%	9.78%	\$ 128,847	\$ (134,689)	\$ -	\$ 10,068	\$ (124,622)	\$ 4,225
Livermore	89,648	5.45%	5.44%	\$ 71,727	\$ 650,681	\$ 193,000	\$ 5,662	\$ 463,343	\$ 535,069
Newark	45,422	2.76%	2.76%	\$ 36,342	\$ 405,367	\$ -	\$ 2,911	\$ 408,278	\$ 444,620
Oakland	426,074	25.90%	25.87%	\$ 340,898	\$ (51,824)	\$ 100,000	\$ 47,391	\$ (104,434)	\$ 236,464
Piedmont	11,283	0.69%	0.76%	\$ 10,000	\$ 93,509	\$ -	\$ 732	\$ 94,241	\$ 104,241
Pleasanton	75,916	4.61%	4.61%	\$ 60,740	\$ (92,454)	\$ 65,000	\$ 4,929	\$ (152,526)	\$ (91,786)
San Leandro	88,274	5.37%	5.36%	\$ 70,627	\$ 239,452	\$ 130,000	\$ 109,824	\$ 219,276	\$ 289,903
Union City	73,452	4.46%	4.46%	\$ 58,768	\$ 409,130	\$ 136,000	\$ 4,790	\$ 277,920	\$ 336,689
TOTAL 70% Cities/County:	1,645,359	100%	100%	\$ 1,317,925	\$ 2,277,761	\$ 1,630,000	\$ 352,353	\$ 1,000,115	\$ 2,318,040

FY 2018-19 TFCA New Revenue	\$ 1,955,286	(from FY 2018-19 Expenditure Plan)
Less 6.25% for Program Administration	\$ (122,205)	
Subtotal New Programming Capacity	\$ 1,833,081	
FY 2015/16 Program Administration Balance	\$ 4,337	
Calendar Year 2017 Interest Earned	\$ 45,333	
Total New Programming Capacity	\$ 1,882,750	

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 1,882,750	\$ 1,317,925	\$ 564,825
Funds Available from Closed Projects Adjustment	\$ 352,353	\$ 352,353	\$ -
FY 2017-18 Rollover (debit/credit) Adjustment	\$ 43,736	\$ 647,762	\$ (604,025)
Total Adjustments ²	\$ 396,090	\$ 1,000,115	\$ (604,025)
Adjusted Total Available to Program	\$ 2,278,840	\$ 2,318,040	\$ (39,200)

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2017 (released May 2017).
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/17.

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Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Dublin/Pleasanton Parking Garage Project: Allocation of Regional Measure 2 funds for the Construction Phase

Recommendation

It is recommended that the Commission approve the Initial Project Report (IPR) and Resolution 18-007 to request a Metropolitan Transportation Commission (MTC) allocation of \$7 million in Regional Measure 2 (RM2) funds for the construction phase of the Dublin/Pleasanton Parking Garage Project.

Summary

The Dublin/Pleasanton Parking Garage project consists of a multi-level parking structure that will accommodate 537 parking spaces at maximum and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project will be implemented by the Alameda County General Services Agency (GSA) on a 2.46 acre parcel of Alameda County owned land that is adjacent to the Dublin/Pleasanton BART station and the I-580 corridor.

The Livermore Amador Valley Transportation Authority (LAVTA) in partnership with the Alameda County General Services Agency (GSA) has already secured a \$20 million grant for this project through the 2018 Transit and Intercity Rail Capital Program (TIRCP). The total cost of the proposed project is estimated at \$34 million. The MTC and Alameda CTC are proposed to provide the remaining funds (\$7 million each for a total of \$14 million) to fully fund the project.

As the RM2 project sponsor, Alameda CTC is required to submit an allocation request of \$7 million for the Construction phase of the Dublin/Pleasanton Parking Garage Project to MTC. Per MTC's RM2 allocation procedures, the request requires an Alameda CTC Commission-approved IPR (Attachment A) and resolution (Attachment B).

Background

The Dublin/Pleasanton Station provides the second largest number of parking spaces in the BART system. However, during the weekday morning commute the parking lot often fills to capacity by 7:30 a.m. causing significant frustration for riders, increased traffic congestion on core freeways during peak commute times, and further environmental impacts from increased fuel consumption.

The Dublin/Pleasanton Parking Garage project consists of a multi-level parking structure that will accommodate 537 parking spaces at maximum and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project will be implemented by the Alameda County General Services Agency (GSA) on a 2.46 acre parcel of Alameda County owned land that is adjacent to the Dublin/Pleasanton BART station and the I-580 corridor. The project will significantly reduce traffic congestion, integrate multiple local and regional transit lines, increase transit access to a number of Bay Area and regional transit agencies, and further reduce Greenhouse Gas (GHG) emissions throughout the area.

The total cost of the proposed project is estimated at \$34 million. LAVTA in partnership with the Alameda County GSA has already secured a \$20 million grant for this project through the 2018 TIRCP. MTC and Alameda CTC are proposed to provide the remaining funds (\$7 million each for a total of \$14 million) to fully fund the project.

At its July 2018 meeting, the Alameda CTC Commission approved programming \$7 million in SB1-Local Partnership Program formula funds and VRF-Transit funds to this project. MTC proposes to program and allocate \$7 million in RM2 funds for this project. MTC's allocation is being proposed from RM2 Capital Project #32 (I-580 Tri Valley Rapid Transit Corridor Improvements; Sponsor Alameda CTC).

As the RM2 project sponsor, Alameda CTC is submitting an allocation request of \$7 million in RM2 funds for the construction phase of the Dublin/Pleasanton Parking Garage Project to MTC. Per MTC's RM2 allocation procedures, the request requires an Alameda CTC Commission-approved IPR and resolution.

Alameda CTC has been working closely with MTC, LAVTA, Alameda County GSA and BART to coordinate technical elements of the project regarding the design and operations, to ensure that users of the new garage have a clear understanding and experience using the garage and accessing BART. Alameda CTC and MTC have proposed several technical considerations to ensure seamless integration with the BART system, from a user's perspective. These conditions include requirements such as wayfinding/ signage to access BART, safety features for pedestrian access, and ensure security treatments and coordination for enforcement. Other considerations include hours of operation and providing priority to existing wait-listed BART patrons. Currently, there are approximately 5,800 names on the monthly permit wait-lists at the Dublin/ Pleasanton and West Dublin/Pleasanton BART stations.

It is recommended that the Commission approve the attached IPR and Resolution 18-007 required to request an allocation of \$7 million in RM2 funds for the Construction phase of the Dublin/Pleasanton Parking Garage Project. Upon approval, Alameda CTC will forward the allocation request to MTC for consideration.

Fiscal Impact: The action will authorize the allocation and encumbrance of \$7 million of RM2 funds for subsequent expenditure. This amount will be included in the Alameda CTC FY 2019-20 Capital Program Budget.

Attachments

- A. RM2 Initial Project Report
- B. Alameda CTC Resolution 18-007

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Regional Measure 2 Initial Project Report (IPR)

Project Title:

Dublin/Pleasanton Parking Garage

RM2 Project No.

32.3

Allocation History:

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

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

IPR Date	Amount Being Requested	Phase Requested
10/25/2018	7,000,000	CON

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

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

Alameda County Transportation Commission / Alameda County General Services Agency

B. Project Purpose

The Dublin/Pleasanton Parking Garage project will significantly reduce congestion in a high-traffic area, increase ridership to a number of Bay Area transit agencies, and further reduce Greenhouse Gas (GHG) emissions throughout the area. Although the Dublin/Pleasanton Station provides the second largest number of parking spaces in the BART system, the parking lot fills during each morning commute, many times by 7:30am causing significant frustration for riders, increased traffic congestion on core freeways during peak commute times, and further environmental damage from increased fuel consumption. Additionally, the lack of parking capacity has particular negative impacts on low-income individuals as it limits overall access to this originating BART line which promotes further traffic congestion on critical freeway corridors throughout the Bay Area. In partnership, Alameda County GSA will develop a multi-level parking structure that will accommodate 537 parking spaces at maximum and will include electric vehicle charging stations and preferred parking to vanpools to further maximize utilization.

C. Project Description (please provide details)

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

The Dublin/Pleasanton Parking Garage project consists of a multi-level parking structure that will accommodate 537 parking spaces at maximum and will feature elements such as electric vehicle charging stations and preferred parking for vanpools to maximize utilization. The project will be implemented by the Alameda County General Services Agency (GSA) on a 2.46 acre parcel of Alameda County owned land that is adjacent to the Dublin/Pleasanton BART station and on the I-580 corridor.

D. Impediments to Project Completion

No impediments to project completion have been identified.

E. Operability

Alameda County GSA, will plan and manage the construction of the project, and also operate, maintain, and own the completed garage for the duration of its use. In future, if use of the structure is no longer needed, the garage could be converted to a functional space that serves the need of the community at that time.

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: ☐ Yes ☒ No

The Environmental Document (Mitigated Negative Declaration) is scheduled to be completed by January 2019.

G. Design –

The Plans, Specifications & Estimate (PS&E) for the project is targeted for completion by early August 2019. The target date for final design (RTL milestone) is August 2019. The advertisement and award process is expected to be completed by September 2019.

H. Right-of-Way Activities / Acquisition –

No right of way acquisition or utility relocation is required for this project. The garage is proposed to be constructed on Alameda County owned land.

I. Construction / Vehicle Acquisition -

Construction of Dublin/Pleasanton Garage Project is expected to start in October 2019. The project is expected to be completed and opened to public by Fall 2020.
No vehicle acquisitions for this project.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	600
Design - Plans, Specifications and Estimates (PS&E)	2,600
Right-of-Way Activities /Acquisition (R/W)	400
Construction / Rolling Stock Acquisition (CON)	30,400
Total Project Budget (in thousands)	34,000

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

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	600
Design - Plans, Specifications and Estimates (PS&E)	2,600
Right-of-Way Activities /Acquisition (R/W)	400
Construction / Rolling Stock Acquisition (CON)	30,400
Total Project Budget (in thousands)	34,000

Regional Measure 2 – INITIAL PROJECT REPORT

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

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	600
Design - Plans, Specifications and Estimates (PS&E)	2,600
Right-of-Way Activities /Acquisition (R/W)	400
Construction / Rolling Stock Acquisition (CON)	30,400
Total Project Budget (in thousands)	34,000

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

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	600
Design - Plans, Specifications and Estimates (PS&E)	2,600
Right-of-Way Activities /Acquisition (R/W)	400
Construction / Rolling Stock Acquisition (CON)	30,400
Total Project Budget (in thousands)	34,000

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	NA	NA
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	October 2018	January 2019
Final Design - Plans, Specs. & Estimates (PS&E)	May 2019	August 2019
Right-of-Way Activities /Acquisition (R/W)	February 2019	May 2019
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	September 2019	November 2020

Regional Measure 2 – INITIAL PROJECT REPORT

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

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

This allocation is required for construction phase of the Dublin/Pleasanton Parking Garage Project. Environmental phase is targeted for completion in January 2019 with completion of Design phase in August 2019. Other non-RM2 funding in project include Transit Intercity Rail Capital (TIRCP), Alameda CTC's Vehicle Registration Fee (VRF) and SB-1 Local Partnership Program (LPP-formula) funds. The Alameda County Transportation Commission has approved programming of SB1- LPP and VRF funds. Alameda County GSA in partnership with LAVTA has already secured a \$20 million grant for this project, through the 2018 TIRCP program.

Amount being requested (in escalated dollars)	7,000,000
Project Phase being requested	CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	10/25/2018
Month/year being requested for MTC Commission approval of allocation	January /February 2019

O. Status of Previous Allocations (if any)

P. Workplan

Workplan in Alternate Format Enclosed ☐

TASK NO	Description	Deliverables	Completion Date
1	Scoping Phase	PSR	NA
2	PE/ENV	PAED Document	January 2019
3	PS&E	Construction Contract Ready to List	August 2019
4	Right of Way	Right of Way Certification	May 2019
5	Construction	Construction Complete	November 2020

Q. Impediments to Allocation Implementation

No impediments to allocation implementation have been identified

Regional Measure 2 – INITIAL PROJECT REPORT

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

☒ The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included
S. Next Anticipated RM2 Allocation Request.

Not applicable

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ **Governing Board Resolution attached**

☒ **Governing Board Resolution to be provided on or before: 10/25/2018**

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Vivek Bhat

Phone: 510-208-7430

Title: Director of Programming and Project Controls

E-mail: VBhat@alamedactc.org

Address: 1111 Broadway Suite 800, Oakland CA 94607

Information on Person Preparing IPR

Name: Vivek Bhat

Phone: 510-208-7430

Title: Director of Programming and Project Controls

E-mail: VBhat@alamedactc.org

Address: 1111 Broadway Suite 800, Oakland CA 94607

Applicant Agency's Accounting Contact

Name: Lily Balinton

Phone: 510-208-7416

Title: Director of Finance

E-mail: LBalinton@alamedactc.org

Address: 1111 Broadway Suite 800, Oakland CA 94607

Revised IPR 120905.doc



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City of San Leandro

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Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 18-007

Allocation Request for the Subproject 32.3: Dublin/Pleasanton Parking Garage Project

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

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

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

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

Whereas, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Subproject 32.3: Dublin/Pleasanton Parking Garage Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, describes the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC allocate Regional Measure 2 funds.

Now, Therefore, Be It Resolved, that the Alameda CTC and its agents shall comply with the provisions of the MTC's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that the Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP);

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

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;

Resolved, that the Alameda CTC approves the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

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

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

Resolved, that the Alameda CTC is authorized to submit an application for Regional Measure 2 funds for the Subproject 32.3: Dublin/Pleasanton Parking Garage Project as part of the Project 32: I-580 – Tri-Valley Rapid Transit Corridor Improvements, in accordance with California Streets and Highways Code 30914(c); and be it further

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

Resolved, that there is no legal impediment to the Alameda CTC making allocation requests for Regional Measure 2 funds; and be it further

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

Resolved, that Alameda CTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2

funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

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

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

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

Resolved, that the Alameda CTC authorizes its Executive Director, or his designee, to execute and submit an allocation request for the following phase of the following subproject with MTC for Regional Measure 2 funds for a total of \$7,000,000 for the project, purposes and amounts included in the project application attached to this resolution;

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	Allocation Request
	Value in \$ Thousands					
32.3 Dublin/Pleasanton Parking Garage Project	CON	0	7,000	7,000	7,000	7,000
	Total	0	7,000	7,000	7,000	7,000

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

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein;

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, October 25, 2018 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Richard Valle
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Irvington BART Station: Allocation of Measure BB funding for the Design Phase

Recommendation

It is recommended that the Commission approve the following actions related to the Irvington BART Station Project:

1. Allocate \$16,450,000 of Measure BB for the Design Phase; and
2. Approve and authorize the Executive Director to execute a Project Funding Agreement with the San Francisco Bay Area Rapid Transit District (BART) for the Design phase.

Summary

The City of Fremont, working cooperatively with BART, is the Sponsor of the Irvington BART Station Project (Project) (PN 1432.000), a named project in the 2014 Transportation Expenditure Plan (TEP), TEP No. 17 with a total Measure BB commitment of \$120,000,000. The Project, located in the City of Fremont, will construct a new BART station approximately half way between the existing Fremont BART Station and the Warm Springs/South Fremont Station, just southwest of the intersection of Washington Boulevard and Osgood/Driscoll Roads in the Irvington District.

The Project is situated in the Irvington Town Center, a Transit Oriented Development, and adjacent to the historic Gallegos Winery site. The Project will accommodate the alignment and improvements of the East Bay Greenway Trail that will pass through the Irvington Station and over the BART and UPRR tracks. For additional project details, refer to Attachment A- Project Fact Sheet.

Project Funding Agreement (PFA) A16-0077, approved on March 24, 2016, with the City of Fremont authorized \$2,660,000 of Measure BB for the environmental phase. The City anticipates securing environmental clearance by July 2019 and is now requesting authorization to proceed with the Design phase of the project. The estimated budget

cost for the design phase is \$16,450,000. BART would implement the Design Phase of the Project. A summary of Project Funding Commitments are shown in Table A.

Background

The Irvington BART Station was first studied as part of the Warm Springs extension in 1979 and was first approved by the BART Board in 1992. Most recently, the Irvington Station was planned to be constructed as part of the Warm Springs BART Extension. However, insufficient funding for the station delayed its development until Alameda County voters passed Measure BB in 2014, which specifically included funding for the station.

The City and BART are currently in the planning/environmental phase of the project. The work in this phase will result in the California Environmental Quality Act (CEQA) clearance for two plans:

The Station Site Plan (SSP). A site plan is a plan that locates all of the various elements that must fit into the boundary of the station property including the station platform and concourse building, access structures, transit accommodations, parking spaces, utilities, pedestrian and bicycle access facilities, passenger amenities, circulation elements, etc. A SSP for the Irvington BART Station was previously designed as part of the Warm Springs Extension in 2003. The old SSP is now more than ten years old and needs to be re-evaluated to take into account new regulations and information in its design. The existing project-level CEQA clearance for the SSP is a Supplemental Environmental Impact Report certified in June 2003. A final Environmental Impact Study was certified in Oct 2006 for National Environmental Protection Act (NEPA). BART is the CEQA lead and approval of the revised environmental document will be considered by the BART Board of Directors.

The Station Area Plan. The plan will address transportation, circulation, urban design, and public infrastructure near the Irvington station site and create a framework for future development and improvements near the station. The Station Area Plan will study areas most likely to be affected by the BART station approximately within a half-mile radius around the station (considered a comfortable walking distance from the BART station). The Station Area Plan will be consistent with existing land uses established in the City of Fremont General Plan and will include development standards and design guidelines that will enhance the neighborhood. The focus of the Station Area Plan will be creating a vibrant, pedestrian-friendly, transit-oriented neighborhood that ensures connectivity to the BART station and encourages transit use.

The City, in cooperation with BART, has achieved the following key milestones:

- Project Scoping and Delivery Plan (completed June 2016)
- Definition of Project Delivery Roles (Letter of Intent approved in December 2017)
- Developed three site plan alternatives.
- Conducted two community meetings and two community surveys.
- Developed a preferred SSP definition.
- Developed first draft of the Station Area Plan.

Environmental clearance and approvals of the preferred SSP and Station Area Plan is anticipated to be completed July 2019. In order to expedite the delivery of the project, the City is proposing to begin the design phase concurrently with the environmental phase. The estimated cost for the design phase is \$16,450,000.

The resulting project funding agreement would be with BART to implement the design phase.

Table A - Summary of Project Funding Commitments			Commitment Balance
Description	Date Authorized	Amount	
TEP Project Commitment	November 2014	\$120,000,000	\$120,000,000
Preliminary Scoping Allocation (Closed Out)	March 2015	\$86,771	\$119,913,229
Preliminary Engineering/Environmental Phase Allocation (Active)	April 2017	\$2,660,000	\$117,253,229
Design Phase Allocation (This request)	October 2018	\$16,450,000	\$100,803,229
Total Remaining Balance:			\$100,803,229

Fiscal Impact: The action will authorize the allocation of \$16,450,000 of Measure BB 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 2018-19 Capital Program Budget.

Attachment

- A. Project Fact Sheet

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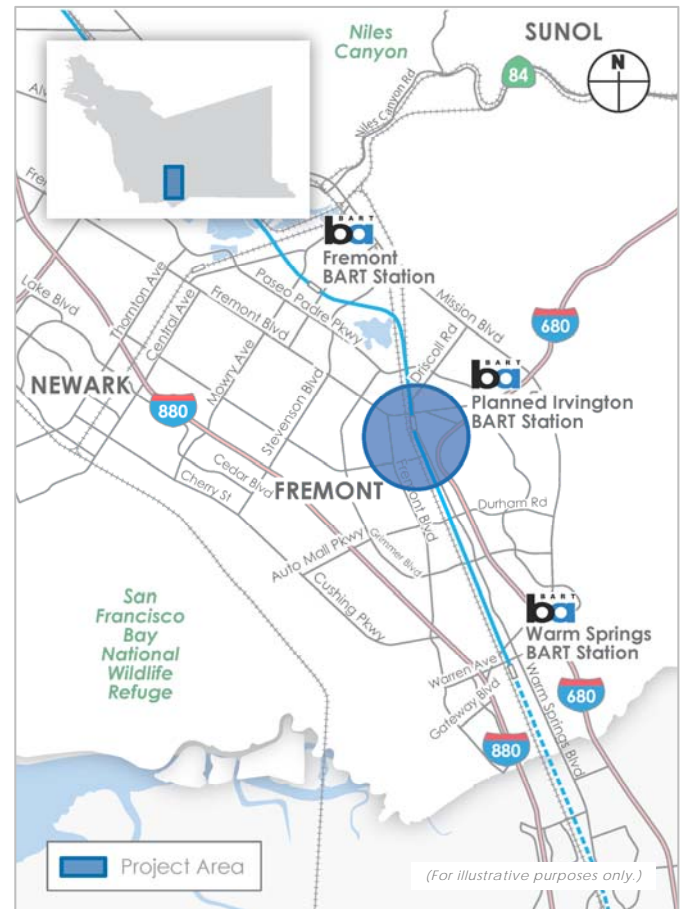
PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in coordination with the City of Fremont and the San Francisco Bay Area Rapid Transit District (BART), proposes to construct the Irvington BART station approximately half way between the existing Fremont BART Station and the Warm Springs/South Fremont Station, southwest of the intersection of Washington Boulevard and Osgood/ Driscoll Roads in the Irvington District.

The project is situated in the Irvington Town Center, a transit oriented development, and adjacent to the historic Gallegos Winery site. The project will accommodate the alignment and improvements of the East Bay Greenway Trail that will pass through the Irvington Station and over the BART and Union Pacific Railroad (UPRR) tracks.

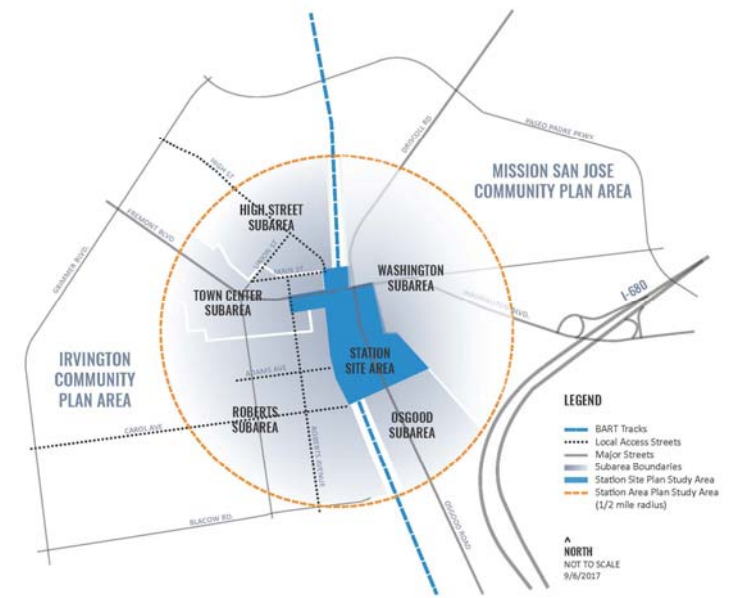
With the successful passage of Alameda County's Measure BB, an additional \$120 million has been committed toward the design and construction phases of the project.

The project is currently in the environmental phase and environmental clearance is anticipated in 2019.



PROJECT BENEFITS

- Facilitates development of the Irvington Town Center transit-oriented development
- Provides better access to BART
- Increases BART ridership and access for Fremont residents
- Reduces vehicle miles traveled, air pollution and global warming
- Accommodates the East Bay Greenway interregional multimodal trail system



Irvington BART Station Site Plan and Station Area Plan.



Irvington BART Station components.

STATUS

Implementing Agency: City of Fremont/BART

Current Phase: Preliminary Engineering/Environmental

For more information, including other proposed alternatives, visit <https://fremont.gov/2977/Irvington-BART-Station>

PARTNERS AND STAKEHOLDERS

City of Fremont, BART and Alameda CTC

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

Scoping/PE/Environmental	\$2,747
Final Design – Plans, Specifications and Estimates (PS&E)	\$16,450
Right-of-Way (Capital) & Construction	\$145,353
Total Expenditures	\$165,000

Note: Estimate based on the PE/Environmental phase and subject to update as Project progresses in design. Construction costs escalated to mid-year construction – 2024.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$120,000
State	TBD
Regional	TBD
Local	TBD
TBD	\$45,000
Total Revenues	\$165,000

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental Impact Review (EIR)*	Fall 2018	Summer 2019
Final PS&E	Fall 2018	2021
Construction	2022	2025
Revenue Operations	2026	

*Revalidation of May 2006 California Environmental Quality Act EIR.

Note: Information on this fact sheet is subject to periodic updates.



Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Susan Chang, Project Manager

SUBJECT: Oakland Alameda Access Project (PN 1196.000): Approval of Measure BB Allocation and Contract Amendment No. 1 to Professional Services Agreement A14-0051 with HNTB Corporation (HNTB)

Recommendation

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

1. Allocate \$5,000,000 of Measure BB funding for the Project Approval and Environmental Document (PA&ED) phase; and
2. Authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$4,593,000 for a total not-to-exceed amount of \$9,493,000 and a 36-month time extension to complete PA&ED phase services.

Summary

Alameda CTC is the project sponsor for the Oakland Alameda Access Project (Project). The Project, previously known as the I-880 Broadway-Jackson Interchange Project, has been in the planning stages for more than 20 years due to the lack of consensus between key stakeholders. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plan (TEP) and has a combined earmark of \$83,101,000 in Measure funds. To date, the Commission has approved a total allocation of \$8,101,000 of Measure B funds for the Project as shown in Table A (Project Funding Summary).

The Project is located along I-880 between Oak Street and Washington Street in Oakland, including the Webster Tube and Posey Tube, up to Atlantic Ave in Alameda. The Project proposes to remove and modify existing freeway ramps, modify the Posey tube exit, construct a new horseshoe ramp and a Class I bike path, and implement various

complete streets improvements. The Project is currently in the PA&ED phase and environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by late 2020. For additional project details, refer to Attachment A - Project Fact Sheet.

In December 2014, HNTB was selected through a competitive process to provide PA&ED phase services to obtain environmental clearance. The lack of stakeholder consensus for a preferred alternative has increased the scope of the services necessary to build stakeholder support for the Project and the improvements necessary to meet the Project's purpose and need. The additional services required for the delivery of the Project include (1) elevation of the environmental document type to Environmental Impact Report (EIR) / "complex" Environmental Assessment (EA), (2) conducting a significantly increased number of agency and stakeholder outreach meetings, (3) advancement of preliminary design, (4) implementation of a pedestrian crossing enhancement at 7th and Alice Streets, and (5) the development of a regional multimodal, multi-agency, corridor plan.

Authorization of Amendment No. 1 to Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$4,593,000 for a total not-to-exceed amount of \$9,493,000 and a 36-month time extension to December 31, 2021 will provide the resources and time necessary to provide additional environmental and preliminary engineering services through the completion of the PA&ED phase. A summary of all contract actions related to Agreement No. A15-0034 is provided in Table B.

Background

The Oakland Alameda Access Project, previously known as the I-880 Broadway Jackson Project, has been in the planning stages for more than 20 years. The Project was initially introduced as part of the 2000 Measure B TEP as the I-880 Jackson/Broadway Interchange Project. Due to the lack of consensus between the various stakeholders, agencies, and Caltrans on an acceptable solution, previous iterations of this project have not advanced beyond the Scoping phase. The most recent Project Study Report developed for this project was approved by Caltrans in March 2011. The recommended alternative did not move forward as it did not have the support of the local community, particularly key stakeholders in Chinatown.

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements.

To date, the Commission has approved a total allocation of \$8,101,000 of Measure B funds for the Planning/Scoping and PA&ED phases. An additional allocation of \$5,000,000 of Measure BB funding is required to allow the project to further the project development through the completion of the PA&ED phase. A summary of all project funding actions is provided as Table A.

<u>Table A: Summary of Project Funding Actions</u>		
<u>Oakland Alameda Access Project, formerly known as I-880 Broadway-Jackson Interchange Project</u>		
Description	Amount	Balance
2000 Measure B (ACTIA No.10)	\$8,101,000	\$8,101,000
2000 Measure B Allocation to Date – Planning/Scoping (\$3.201M) and PA&ED (\$4.9M)	(\$8,101,000)	\$0
2014 Measure BB (TEP No. 37)	\$75,000,000	\$75,000,000
2014 Measure BB Recommended Allocation – PA&ED Phase October 2018 – <i>(This agenda item)</i>	(\$5,000,000)	\$70,000,000
Remaining Balance		\$70,000,000

The Alameda CTC is the Project Sponsor and Caltrans is the lead agency for environmental review under NEPA and CEQA. In December 2014, under a competitive selection process, Alameda CTC selected HNTB to provide preliminary engineering and environmental studies. The resulting Professional Services Agreement No. A14-0051, as approved by the Commission, authorized HNTB to provide services for the PA&ED phase.

Over the past two years, Alameda CTC has worked closely with Caltrans, the cities of Oakland and Alameda, and local stakeholders in Chinatown, Downtown Oakland, Jack London District, and Alameda, to evaluate over a dozen alternatives and to identify additional project alternatives that all stakeholders could support. To date, only one alternative has successfully emerged through this process that supports the purpose and needs of the Project.

The purpose of the Project is to:

- Improve mobility and reduce traffic congestion for travelers between I-880, the City of Alameda, and downtown Oakland neighborhoods;
- Reduce freeway-bound regional traffic on local roadways and within area neighborhoods;
- Reduce conflicts between regional and local traffic; and
- Improve connectivity for bicycle and pedestrian traffic within the project area.

The Project improvements include:

- Removal and modification of existing freeway ramps.
- Modification of the Posey Tube exit in the City of Oakland.
- Construction of a new horseshoe ramp at Jackson Street below the I-880 viaduct that would connect to the existing North Bound I-880 /Jackson Street on ramp.

- Construction of a Class I bike path from the Posey Tube to a new 6th Street boulevard.
- Implementation of various “complete streets” improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

Additional tasks to support the delivery of the project have recently been identified that were not previously scoped. The proposed amendment will allow for increased efforts in the following areas that were not previously identified:

- In consultation with the California Department of Transportation (Caltrans) as outlined in the Standard Environmental Reference (SER), Volume 1, a “routine” EA determination was elevated to “complex” EA due to strong public controversy of the Project.
- In an effort to create a delicate balance among multiple stakeholders, the team had to produce many design concept variations. As a result, there has been a significant increase in the number of agency and stakeholder outreach meetings and a greater level of effort to build consensus.
- Advancing the preliminary design for a single viable alternative will better position the Project for external funds. In addition, the effort will be expanded to prepare additional topographic mapping on the Alameda side of the Posey and Webster Tubes and conduct additional design-level field surveys to support the design efforts.
- Implementing the initial phase of HAWK (High-intensity Activated cross Walk) at 7th and Alice Streets.
- The team will provide a regional strategy to address the broader needs and issues that have arisen during the development of the Project. The goal is to provide an approach to moving those conversations towards developing a multi-modal, multi-agency, regional corridor plan as a part of the next steps to complement the first phase of the project.

Staff has negotiated the contract amendment with HNTB based on the level of effort anticipated to be required to conduct the additional work scope. With the proposed modifications, the contract would continue to exceed the Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise. The Project's funding plan includes budget from Measure BB funds for this effort.

Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and the HNTB. Table B summarizes the contract actions related to Agreement No. A14-0051.

Table B: Summary of Agreement No. A14-0051			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with HNTB (A14-0051) <i>December 2014</i>	Professional engineering services for the PA&ED phase	N/A	\$4,900,000
<i>Proposed Amendment No. 1</i> <i>October 2018 – (This Agenda Item)</i>	Provide additional budget and 36 month time extension to December, 31 2021 to complete the project	\$4,593,000	\$9,493,000
Total Amended Contract Not-to-Exceed Amount			\$9,493,000

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

Fiscal Impact: The action will authorize an additional \$5,000,000 in Measure BB funding for subsequent encumbrance and expenditure. This amount is included in the Project's funding plan and upon approval, budget will be reflected in the Alameda CTC's FY 2018-2019 Capital Program Budget.

Attachment

- A. Project Fact Sheet

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Oakland-Alameda Access Project

6.12A

OCTOBER 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland-Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been identified and being environmentally reviewed to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.

PROJECT NEED

- Motorists experience heavy congestion on local roadways during morning and evening commute hours.
- Local roadways operate at poor levels of service due to high traffic volumes.
- Bottlenecks and delays affect motorists traveling between Posey and Webster Tubes, I-880 and I-980.
- Motorists must take indirect routes on Oakland/Chinatown streets to access the freeway.
- Active multimodal corridors result in vehicle-pedestrian conflicts.
- Poor access/connectivity exists for bicyclists and pedestrians due to the large footprint of I-880.



PROJECT BENEFITS

- Improves mobility and reduces traffic congestion for travelers between I-880 and I-980, the city of Alameda and downtown Oakland neighborhoods
- Reduces freeway-bound regional traffic on local roadways and within area neighborhoods
- Improves connectivity and safety for bicyclists and pedestrians within the project area
- Reduces conflicts between commute, neighborhood and truck traffic
- Reduces the barrier effect of I-880



Aerial view of Oakland-Alameda Access Project.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering and Environmental

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011.
- Public scoping meeting in fall 2017.
- Public hearing meeting in spring 2019.

PARTNERS AND STAKEHOLDERS

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

www.alamedactc.org/oakland-alamedaproject

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

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$10,929
Final Design (PS&E)	\$9,000
Right-of-Way	\$3,000
Construction	\$88,200
Total Expenditures	\$113,301

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$75,000
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$30,200
Total Revenue	\$113,301

SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Late 2020
Final Design	Early 2021	Late 2022
Right-of-Way	Early 2021	Late 2022
Construction	Late 2022	Late 2025

Note: Information on this fact sheet is subject to periodic updates.



Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Angelina Leong, Assistant Transportation Engineer

SUBJECT: Approve the Administrative Amendments to Various Project Agreements to extend agreement expiration dates

Recommendation

It is recommended that the Commission approve Administrative Amendments to Various Project Agreements (A13-0061, A14-0052, A14-0049) 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 phase/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: AECOM Technical Services, Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact associated 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	East Bay Regional Park District	Bay Trail – Gilman Street to Buchanan Street Project	A13-0061	A1: 24-month time extension from 10/1/2016 to 10/31/2018 A2: Administrative amendment to update deliverables A3: 14-month time extension from 10/31/2018 to 12/31/2019 (<i>current request</i>)	1	None
2	Alameda County Public Works Agency	I-880/Mission Boulevard (Route 262) Interchange Completion Project / Right-of-Way Services	A14-0049	A1: 12-month time extension from 12/31/2015 to 12/31/2016 A2: 12-month time extension from 12/31/2016 to 12/31/2017 A3: Budget increase and 12-month time extension from 12/31/2017 to 12/31/2018 A4: 12-month time extension from 12/31/2018 to 12/31/2019 (<i>current request</i>)	2	None
3	AECOM Technical Services, Inc.	SR 84 Widening from Pigeon Pass to I-680 Project / Project Approval and Environmental Design Phase Services	A14-0052	A1: Budget increase and 6-month time extension from 6/30/2018 to 12/31/2018 A2: 6-month time extension from 12/31/2018 to 6/30/2019 (<i>current request</i>)	2	None

- (1) Project delays.
- (2) Extended phase/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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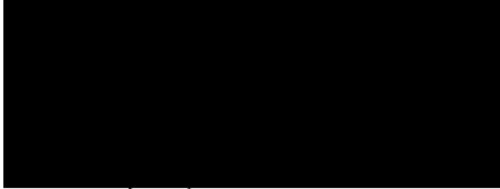
**Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Scott Haggerty, Alameda County, District 1**

Check the box and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Current Appointment:**
(action required)

Herb Hastings



Term Began: January 2016

Term Expires: January 2018

9-28-18

Date

A handwritten signature in black ink, appearing to read "Scott Haggerty", written over a horizontal line.

Supervisor Scott Haggerty, Alameda County, District 1

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Juli Moore
1111 Broadway, Suite 800
Oakland, CA 94607
Email: jmoore@alamedactc.org
Fax: (510) 893-6489

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Application for the Alameda CTC Independent Watchdog Committee (IWC)



Alameda CTC invites Alameda County residents to serve on its **Independent Watchdog Committee**, which generally meets quarterly on the evening of the second Monday of the month. Each member is appointed for a two-year term.

Membership qualifications:

Each IWC member must be an Alameda County resident and must not be an elected official at any level of government or a public employee of an agency that oversees or benefits from the proceeds of the sales tax or have any economic interest in any Measure B or Measure BB-funded projects or programs.

Name: Carl Tilchen

Home Address: [REDACTED]

Mailing Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the IWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer and relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume:** Please include your current biography or resume.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature: Carl Tilchen

Date: 9/24/18

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party: Scott Haggan

Signature: Scott Haggan

Date: 10-5-18



Carl Tilchen

IWC

1 message

Carl Tilchen

Fri, Sep 7, 2018 at 2:43 PM

To:

Attachment for Application to [The Independent Watchdog Committee](#) from Carl Tilchen

1. I am not currently a member of any public commissions or committees, nor have I served on these in the past.
2. I am very interested in serving on the IWC because I want to apply my extensive, real world, practical experience to make transportation in Alameda County safer & easier. I also want to help manage the budget for maximum benefits. I am a Graduate of [The International Tour Management Institute](#). I owned & operated a transportation business for 3 years. This business managed transportation by automobile, bus, train & airplane for many thousands of passengers & drivers. My business operated transportation in the San Francisco Bay Area, California, New York, Chicago, Nevada, Arizona, Canada & Mexico. I have also travelled & experienced transportation of all modes in Europe, Central & South America.

I was one of the most active & successful [Territory Managers](#) of [Shred-it USA, Inc.](#) for 10 years. My territory included almost all of Alameda County. My duties & responsibilities included extensive mapping, routing, planning, controlling expenditures, operating & scheduling transportation by my personal car & a fleet of 12 large trucks. I always planned the routing & parking places for these trucks for maximum safety, time management, efficiency & cost control.

3. I am retired. I can dedicate sufficient time, effort & cooperation with all committee members to improve transportation in Alameda County.
4. Bachelor Of Science in Business Administration from The New York Institute of Technology, Master of Science in Education from Long Island University. I speak Spanish & studied at The Instituto Iberoamericanos in Mexico. I was the leading Sales Representative of Worldview Systems, Inc. (this corporation managed & published the world's largest database of travel destination information) for 3 years. This position involved relationships with thousands of travel agents & tour operators. I also have many years experience in the consumer electronics & music industries. I have received a Certificate from [The California Dept. of Motor Vehicles](#) 4 times for successfully completing the [AARP Smart Driver Course](#).



1. Call to Order

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:30 p.m.

2. Roll Call

A roll call was conducted and all members were present with the exception of Bob Coomber, Shawn Costello, Christine Ross, Harriette Saunders, Linda Smith, and Cimberly Tamura.

3. Public Comment

A public comment was heard from Jonah Markowitz on an issue with East Bay Paratransit's reminder call system. He noted that the automated computer generated system calls cut short before asking additional questions including if you would like to cancel a trip or additional information you would like to provide the driver.

4. Approval of Consent Calendar

- 4.1. Approve the May 21, 2018 PAPCO Meeting Minutes
- 4.2. Receive the FY 2017-18 PAPCO Meeting Calendar
- 4.3. Approve the FY 2018-19 PAPCO Meeting Calendar
- 4.4. Receive the PAPCO Roster
- 4.5. Receive the Paratransit Outreach Calendar

Staff Note on Consent Calendar by Krystle Pasco:

Krystle Pasco emphasized that the FY 2018-19 meeting calendar was designed to accommodate the work plan of PAPCO and the needs of the Paratransit program. She also noted that there are meeting dates that are TBD. Alameda CTC staff will work with the PAPCO chair to determine if those meetings will be necessary.

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

Yes: Barranti, Hastings, Johnson, Orr, Patterson, Rousey,
Scott, Stadmire, Waltz, Zukas

No: None

Abstain: Behrens, Bunn, Rivera-Hendrickson

Absent: Coomber, Costello, Ross, Sanders, Smith, Tamura

5. Election of Officers

5.1. Approve the Election of PAPCO Chair and Vice Chair for FY 2018-19

Krystle Pasco facilitated this item and reviewed the PAPCO officers' roles and responsibilities and referenced the memo in the agenda packet. Krystle commenced the nomination process.

PAPCO members nominated Sylvia Stadmire for Chair, and she accepted the nomination. Sylvia was re-elected as Chair with the following votes:

Yes: Barranti, Behrens, Bunn, Hastings, Johnson, Orr,
Patterson, Rivera-Hendrickson, Rousey, Scott, Stadmire,
Waltz, Zukas

No: None

Abstain: None

Absent: Coomber, Costello, Ross, Sanders, Smith, Tamura

PAPCO members nominated Sandra Johnson as Vice Chair, and she accepted the nomination. Sandra was re-elected as Vice Chair with the following votes:

Yes: Barranti, Behrens, Bunn, Hastings, Johnson, Orr,
Patterson, Rivera-Hendrickson, Rousey, Scott, Stadmire,
Waltz, Zukas

No: None

Abstain: None

Absent: Coomber, Costello, Ross, Sanders, Smith, Tamura

5.2. Approve the Appointment of a PAPCO Representative to IWC for FY 2018-19

PAPCO members nominated Herb Hastings for the PAPCO representative to the Independent Watchdog Committee (IWC), and he accepted the nomination. Herb was re-elected as the PAPCO representative to the IWC with the following votes:

Yes: Barranti, Behrens, Bunn, Hastings, Johnson, Scott, Stadmire

No: None

Abstain: Zukas

Absent: Coomber, Costello, Ross, Sanders, Smith, Tamura

PAPCO members nominated Esther Waltz for the PAPCO representative to the IWC, and she accepted the nomination. The nomination did not pass with the votes:

Yes: Orr, Patterson, Rivera-Hendrickson, Ross, Waltz

No: None

Abstain: Zukas

Absent: Coomber, Costello, Ross, Sanders, Smith, Tamura

5.3. Approve the Appointment of a PAPCO Representative to the East Bay Paratransit Service Review Advisory Committee for FY 2018-19

PAPCO members nominated Esther Waltz for the representative to the East Bay Paratransit (EBP) Service Review Advisory Committee (SRAC), and she accepted the nomination. The nomination passed with the following votes:

Yes: Barranti, Behrens, Bunn, Hastings, Johnson, Orr, Patterson, Rivera-Hendrickson, Rousey, Scott, Stadmire, Waltz, Zukas

No: None

Abstain: None

Absent: Coomber, Costello, Ross, Sanders, Smith, Tamura

6. Paratransit Programs and Projects

6.1. Receive Community Resources for Independent Living (CRIL)

Accessible Vanshare Program Presentation

Naomi Armenta introduced this item, and Ron Halog, Executive Director of CRIL, presented this item.

Peggy Patterson asked if you needed to be in a wheelchair or have a mobility impairment to be able to use it. Ron Halog said anyone can use it.

Sylvia Stadmire asked if this works like Lyft or Uber. No, there's no driver that comes with it, it's just a wheelchair accessible rental van.

Esther Waltz asked if the vans will be available in the Dublin/Pleasanton area. Yes, eventually, but at this time there aren't enough vans to be expanded beyond the two current vans at the Hayward BART station and at their office location in Hayward.

Carmen Rivera-Hendrickson recommends they contact Mobility Works about grant funding for their nonprofit.

Hale Zukas asked if they were parked on the street. No, they currently have parking spots at the Hayward BART station, and one van is parked at their office location in Hayward.

Herb Hastings asked when the vans are available, and he further asked why the two vans have different availabilities. The van that is currently located at their office gets locked up at night so it's taken out of use then.

Yvonne Behrens asked how users get keys to the vans. Ron explained that you can get an access code through the app to punch in to the door to get in the vehicle and the keys are inside. The Getaround app has their own insurance so the driver doesn't even need to have insurance.

Hale Zukas asked if there's a car parked in their spot, do they have to park it on the street, and if there were mileage fees. No, unfortunately they have to park in another spot and usually get a ticket for it and there are zero mileage fees.

Naomi Armenta asked how many times the vans have been rented. Ron responded that the two vans have been rented approximately 25 times.

Will Scott asked why they haven't consider the license plate or placard for handicap parking. They're in the process of looking into the license plate version for handicap parking because the placard can be stolen.

Hale Zukas asked if Ron's been in contact with the police about the tickets from BART parking. Yes, we've been working together to try to limit the tickets the vans get.

6.2. Mobility Management – Human Behavior and Mobility Management

Naomi Armenta presented this item. She noted that at the Shared Use Mobility Center's 2018 Shared Mobility Summit in Chicago, Illinois, a variety of transportation professionals and technology developers discussed human behavior as a significant factor in how they introduce new ideas and types of services to mobility networks.

7. Committee and Transit Reports

7.1. Independent Watchdog Committee (IWC)

Herb Hastings had no report. The next meeting will take place on July 9, 2018 at 5:30 p.m.

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

Naomi Armenta had no report. The next meeting will take place on June 26, 2018 at 12:30 p.m. and officer elections will be taking place.

7.3. Other ADA and Transit Advisory Committees

Herb Hastings announced the next Wheels Accessibility Advisory Committee (WAAC) meeting will take place on July 11, 2018, a bit later than usual due to the holiday.

8. Member Reports

Sylvia Stadmire has been attending the BART Accessibility Task Force meetings since February. She noted that Alameda CTC was well represented by members of PAPCO. Sylvia Stadmire also asked about changes to AC Transit fares. Staff noted that fares will increase starting July 1st.

Peggy Patterson announced that a second driver was added to the City of Albany Paratransit program so the age limit was able to be lowered to include more trips to locations like the senior center.

9. Staff Reports

Naomi Armenta provided some follow up information from a previous PAPCO meeting where the 2018 Comprehensive Investment Plan (CIP) Paratransit Discretionary Grant Program progress reports were provided. She noted that the Committee asked for results of travel training surveys from the Center for Independent Living (CIL) and the Tri-City Mobility Management program. She noted that CIL sent some surveys and from those, 71% of people trained have shown independent transit travel skills. The target was 70%. The Tri-City Mobility Management program survey results showed that there were 338 contacts (261 service linkage, 31 service coordination, 3 advocacy). Performance measure targets from these are still pending. There were two questions for Eden I&R: What does "number of individuals with access to mobility management support over the online finder" mean? Naomi noted that the longer definition is the total number of persons who during the reporting period accessed Eden I&R's online resource finder for info on resources throughout Alameda County that includes travel access info using public transportation. This includes resources for programs such as travel training, and programs that provide assistance with mobility such as paratransit and senior rides. Second question: "Could we get some more details on outreach events that they attended?" Naomi noted that Eden I&R attended about 35 events, some with presentations. They have tracked all of the events and the level of participation at each.

Carmen Rivera-Hendrickson asked how many people use the service. It was a high number of service calls, they focused on the ones for transportation.

Krystle Pasco provided an update on the 2020 CIP process. She noted that staff is finalizing the schedule and they anticipate releasing the call for projects in October 2018. She also noted that the Committee has already approved the guidelines and funding priorities. Staff will provide another update at the September 24th meeting.

Krystle Pasco also noted that if PAPCO members did their outreach activity for the year and have not let her know, let her know asap. You can also let her know by sharing your outreach activities during Member Reports on the agenda.

10. Adjournment

The meeting adjourned at 3:00 p.m. The next PAPCO meeting is scheduled for September 24, 2018 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

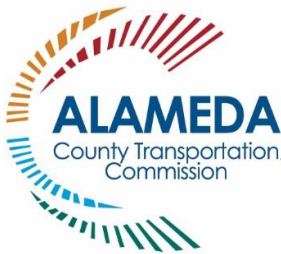
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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2018-2019**

7.3A

	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
5	Mr.	Bunn	Larry	Union City	Union City Transit Steve Adams, Transit Manager	Jun-06	Jan-16	Jan-18
6	Mr.	Coomber	Robert	Livermore	City of Livermore Mayor John Marchand	May-17		May-19
7	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18
8	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18
9	Mr.	Lewis	Anthony	Alameda	City of Alameda Mayor Trish Spencer	Jul-19		Jul-20
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16
11	Rev.	Patterson	Margaret	Albany	City of Albany Councilmember Peter Maass	Feb-18		Feb-20
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	Jun-18

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
13	Ms.	Ross	Christine	Hayward	Alameda County Supervisor Richard Valle, D-2	Oct-17		Oct-19
14	Ms.	Rousey	Michelle	Oakland	BART President Rebecca Saltzman	May-10	Jan-16	Jan-18
15	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18
16	Ms.	Smith	Linda	Berkeley	City of Berkeley Mayor Jesse Arreguin	Apr-16		Apr-18
17	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17
18	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	Jun-18
19	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: October 18, 2018

TO: Alameda County Transportation Commission

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

SUBJECT: October Legislative Update

Recommendation

This item is to provide the Commission with an update on federal and state legislative activities. This is an information item only.

Summary

The October 2018 legislative update provides information on federal and state legislative activities.

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

Alameda CTC staff will provide a verbal update on federal legislative activities if there are pertinent activities to report.

State Update

Alameda CTC staff will provide an update on state activities at the Commission meeting. Alameda CTC staff is currently working with partner agencies on development of a draft legislative platform to bring to the Commission for consideration in November 2018 for the 2019 calendar year.

Summary of Alameda CTC Bill Positions Outcomes: Governor Jerry Brown wrapped up his final actions upon legislation for the 2017-18 legislative session on September 30th. Alameda CTC closely followed over 50 bills this year and the Commission took formal positions on 10 bills. The following table summarizes the outcomes of the bills on which Alameda CTC took positions.

Bills	Subject	Status	Client - Position
AB 344 (Melendez R) Toll evasion violations.	AB 344 removes the requirement that a person contesting a notice of toll evasion violation must pay the associated penalty at the time an appeal is sought. Instead, requires that the penalty be paid, following the result of an investigation, administrative review, or court ruling, whichever is later, if found guilty.	DEAD	Alameda CTC - Oppose unless amended
AB 1912 (Rodriguez D) Public employees' retirement: joint powers agreements: liability.	This bill makes member agencies of a joint powers authority (JPA) liable for retirement obligations of the JPA. Under AB 1912 the requirement to address any unfunded retirement obligation would commence when the members of a JPA elect to dissolve the JPA. The member agencies shall mutually agree to the apportionment of the agency's retirement obligations.	Signed Into Law Chapter 909, Statutes of 2018	Alameda CTC – Oppose(prior version); Alameda CTC neutral on final version

<u>AB 2304</u> (Holden D) Reduced fare transit pass programs: report.	AB 2304 would take the next step in developing a better understanding of the student transit pass programs that exist. This bill requests the UC Institute of Transportation Studies to submit a report by January 1, 2020, that details reduced fare transit passes that are administered by public transit operators or any other entity.	DEAD	Alameda CTC - Support and Amend
<u>AB 2851</u> (Grayson D) Lead Exposure; Abatement	AB 2851 was gutted and amended during the last week of session. As amended the bill aimed to address the need to reach a compromise on abating lead paint in older homes. An agreement was not reached, and this bill is now considered dead. Previously, the bill would authorize each city within the jurisdiction of the Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan. In addition, the bill directed Caltrans to ensure its traffic signals within these cities are adjusted and maintained in accordance with the plan.	DEAD	Alameda CTC - Support if Amended (prior version)
<u>AB 3000</u> (Friedman D) Sales and use taxes: retail hydrogen vehicle fuel.	AB 3000 would exempt from state and local sales taxes the sale of hydrogen used as a vehicle fuel.	DEAD	Alameda CTC - Oppose
<u>SB 989</u> (Wieckowski D) State highways: relinquishment	This bill allows the California Transportation Commission (CTC) to relinquish segments of State Route 84 in the City of Fremont.	Signed Into Law Chapter 461, Statutes of 2018	Alameda CTC - Support

<p><u>SB 1119</u> (Beall D) Low Carbon Transit Operations Program.</p>	<p>SB 1119 makes changes to the Low Carbon Transit Operations Program (LCTOP) by specifying the type of projects these funds can be spent on in order to satisfy the requirement that 50% of the funds must benefit a disadvantaged community. The bill clarifies that meeting the requirement of spending at least 50% of an operators LCTOP funds to benefit a disadvantage community may include the following: transit fare subsidies, including student transit passes; transit connections to major employment areas, education centers, or medical facilities for residents of disadvantaged or low-income communities; and technology improvements that reduce emissions of greenhouse gases, including the purchase of zero-emission buses and fueling infrastructure.</p>	<p>Signed Into Law Chapter 606, Statutes of 2018</p>	<p>Alameda CTC - Support</p>
<p><u>SB 1328</u> (Beall D) Mileage-based road usage fee.</p>	<p>This bill extends the life of the Road Usage Charge Technical Advisory Committee (TAC) for four years and requires it to continue assessing the potential for a mileage-based revenue system as an alternative to the gas tax.</p>	<p>Signed Into Law Chapter 698, Statutes of 2018</p>	<p>Alameda CTC - Support</p>
<p><u>SB 1376 (Hill)</u> Transportation network companies: accessibility for persons with disabilities.</p>	<p>This bill requires the California Public Utilities Commission (CPUC) by January 1, 2020, to develop regulations relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle. As part of these regulations, the bill requires the CPUC to conduct workshops with stakeholders in order to determine</p>	<p>Signed Into Law Chapter 701, Statutes of 2018</p>	<p>Alameda CTC – Support if amended to include paratransit coordinating councils</p>

	community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.		
<u>SB 1434</u> (Leyva D) Transportation electrification; electricity rate design.	This bill aims to address the volatility with electricity rates when charging battery electric buses. Specifically, SB 1434 directs the CPUC to initiate a new rate making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use battery electric buses.	DEAD	Alameda CTC - Support

Senate Bill 1 (SB 1) repeal/Proposition 6: In July 2018, Alameda CTC took an oppose position on Proposition 6. If enacted, Proposition 6 would eliminate SB1 revenues. The implications of an SB1 repeal would be a reduction in existing transportation funding in the state and would create a requirement for the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval. This requirement could potentially lower transportation tax revenues in the future due to requiring voter approval of such tax increases, with the impact dependent on future actions by the Legislature and voters.

SB 1 Summary: SB 1, known as the "Road Repair and Accountability Act of 2017", was approved by the legislature and signed by the Governor in April 2017. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. The last time the gas tax was increased was about 25 years ago and has not kept pace with inflation. The estimated funding backlog for transportation maintenance over the next decade without SB1 is \$130 billion for road, highway and bridge repairs in California. Alameda CTC, local jurisdictions and transit operators receive formula funds and are also eligible for several SB 1 competitive funding categories. If SB 1 is repealed in November 2018, no future SB 1 funds will be available; however, existing allocated funds are able to be expended until the funding is exhausted. If the repeal occurs, funding allocations made by the California Transportation Commission for competitive grant programs for future years are at risk.

SB1 Funding At-Risk in Alameda County: If Proposition 6 passes, over \$40 million per year would be eliminated from local city and county roads funding in Alameda County to repair potholes, fix roads and bridges, improve safety, and implement complete streets projects. Over \$30 million per year in transit funding would be lost for AC Transit, Union City Transit, BART and ACE for state of good repair projects and operations. In addition, local partnership funds would be lost and competitive SB 1 funding programs would be eliminated, many of which could fund major corridor, freight and rail improvements in Alameda County.

SB1 Education: Alameda CTC along with agencies across the state are providing education about the effect of SB1 and what would be lost if it is repealed. Staff will provide an update on SB1 education efforts at the Commission meeting.

SB 1 public information, outreach and educational materials can be found at the links below:

California Transportation Commission: <http://www.catc.ca.gov/programs/sb1/>

California State Association of Counties: <http://www.counties.org/post/sb-1-road-repair-and-accountability-act-2017>

California League of Cities: <https://www.cacities.org/Policy-Advocacy/Hot-Issues/Transportation-Funding>

Alameda CTC: www.AlamedaCTC.org/FundingSolutions

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



Memorandum

8.2

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• 510.208.7400

• www.AlamedaCTC.org

DATE: October 18, 2018

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Saravana Suthanthira, Principal Transportation Planner
Chris Marks, Associate Transportation Planner

SUBJECT: Congestion Management Program 2017 Multimodal Performance Report

Recommendation

This item is to provide the Commission with an update on the Congestion Management Program 2017 Multimodal Performance Report.

Summary

Annually, Alameda County Transportation Commission (Alameda CTC) prepares a summary of the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system. The attached six fact sheets (Attachments A-F) distill key countywide trends and inventory county transportation assets. Alameda CTC tracks performance measures including overall commuting patterns, demand factors, and roadway, transit, biking and walking performance, and goods movement. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP) statute. The Performance Report (comprised of the six attached fact sheets), together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring which assess performance of specific modes at a more detailed level. The Performance Report satisfies one of the five legislatively mandated elements

of the CMP that the Alameda CTC must prepare as a Congestion Management Agency.

Key Findings

Bay Area Growth Continued: A positive growth trend, seen since the recession in jobs and population continued, locally and region-wide. While Alameda County has maintained a good balance of jobs and population—the adjacent Contra Costa and San Joaquin Counties have continued to add population, while San Francisco and Santa Clara counties have continued to add jobs—with Alameda County's transportation system bearing the added commute trips due to this regional jobs-housing imbalance.

Commuters continued to shift away from driving alone: Alameda County's commute patterns continued to be increasingly multimodal. Telecommuting is rising rapidly in Alameda County and in the region; 7% of the population now works from home.

Freeway and highway speeds stayed stable: After a continued annual decline since the end of the recession, freeway and highway speeds leveled off. The top 25 congested corridors throughout the Bay Area, including those in Alameda County, are shown in Attachment G.

Arterial speeds declined: Average speeds on arterial roads continued a multi-year decline, likely the result of diversions from congested freeways onto local roads.

Safety continued to decline: Total collisions increased by 10% between 2015 and 2016. However, fatal and severe collisions decreased by 5%. Pedestrians and cyclists continue to make up a disproportionate percent of injury and fatal collisions.

Pavement condition improved: 45% of roads in Alameda County now rate as good or excellent and average PCI equal to all time high after two years of Measure BB funding. Nearly 1,000 miles remain at risk, poor, or failing.

Total annual ridership is falling along with per-capita ridership:

Annual boardings dropped for the second consecutive year, by 4%, to 94 million in 2017. Per-capita transit ridership has continued to fall. 2017 was the first year since 2010 that BART lost total ridership. Ferry and commuter rail ridership increased.

Commuter transit markets have remained strong: Peak-hour commute transit markets have stayed resilient to the overall decline in transit ridership. Most losses appeared to have occurred in off-peak and weekend periods.

The 2017 Performance Report includes data for the most recently available reporting period, which is typically calendar year 2017 or fiscal year 2016-17. Because

publication of some data sources lags preparation of the report, some data used are prior to the 2017 reporting period.

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

Attachments

- A. Transportation System Fact Sheet
- B. Transit System Fact Sheet
- C. Freeway System Fact Sheet
- D. Highways, Arterials, and Major Roads Fact Sheet
- E. Goods Movement Fact Sheet
- F. Active Transportation Fact Sheet
- G. MTC's 2017 Top 25 Congested Corridors

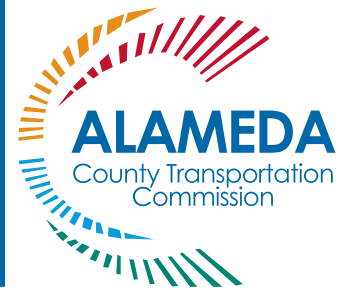
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Alameda County Transportation System

FACT SHEET

October 2018

8.2A



Alameda County's Multimodal Transportation Network

SNAPSHOT:

Population:



1.65 million people

21% of total Bay Area population

Jobs:



780,000 jobs

20% of all Bay Area jobs

Daily Transit Use:



320,000 average weekday riders

18% of Bay Area weekday ridership

Daily Vehicle Delay:



52,000 hours in traffic

30% of severe delays in the Bay Area

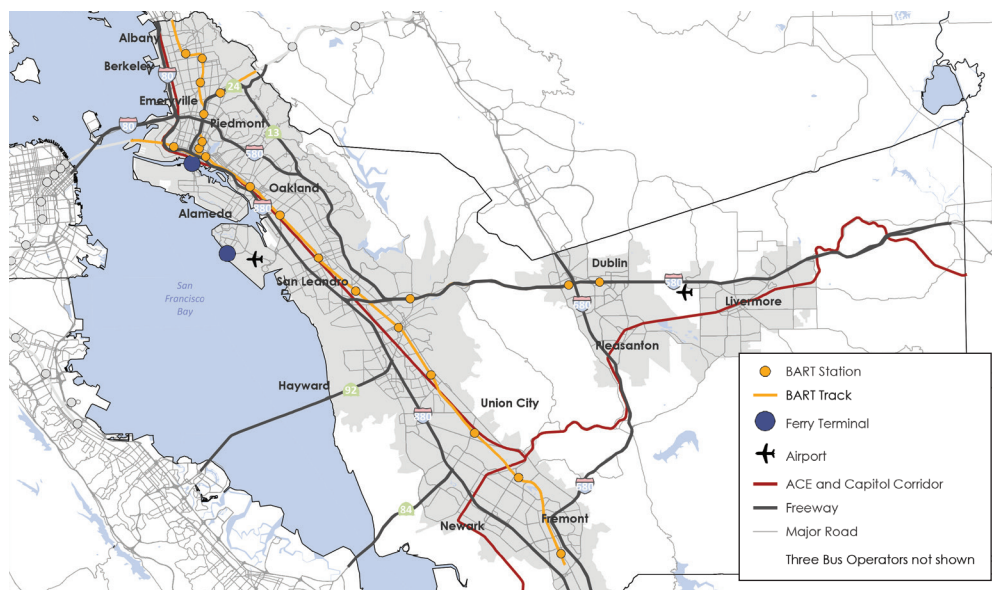
Alameda CTC annually evaluates the performance of the County's transportation system. Alameda CTC monitors trends in a series of performance measures that track overall travel patterns, roadways, transit, paratransit, biking, walking and livable communities.

Alameda County's rich and multimodal transportation network of roadways, rail, transit, paratransit, and biking and walking facilities allows people and goods to travel within the county and beyond. Today, population growth and a booming economy have increased travel demand and congestion significantly, and Alameda CTC continues to develop and deliver projects to expand travel choices and improve access and efficiency.

GROWING COMMUTER TRAVEL DEMAND

Alameda County's multimodal transportation system accommodates a significant share of the San Francisco Bay Area's commuter travel. Roughly one-third of regional commutes involve Alameda County in some way, either traveling within, to, from, or through Alameda County. Alameda County residents commute to work using various transportation modes, and non-driving modes are growing. Between 2010 and 2015, for every new solo driver, almost seven people began using transit, walking, biking, or telecommuting.

The map below shows the freeways, major roadways and transit routes in Alameda County's transportation network.



ALAMEDA COUNTY TRANSPORTATION NETWORK

Alameda County Roadways Are the Most Congested in the Bay Area

Alameda County's roadway network includes freeways, highways, arterials, collectors, local roads, bridges, tunnels, as well as a growing network of carpool and express lanes. It includes some of the most heavily-used and congested roads in the region.

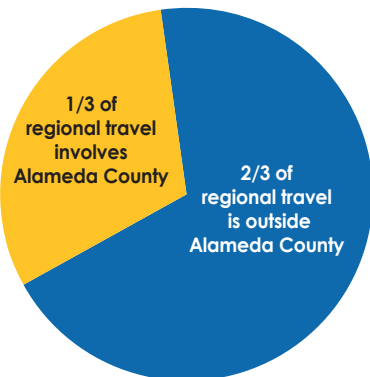


Congested Roadways:

most congested corridors Half of top 10 in Bay Area

31 minute average commute 5th longest in the Bay Area

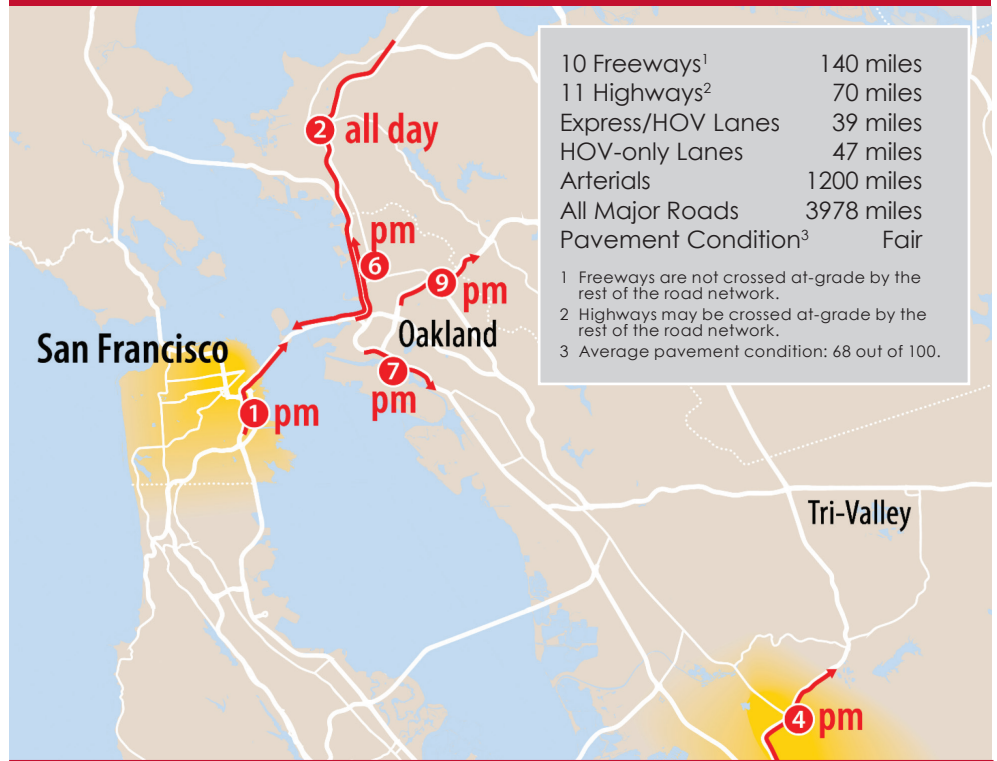
- **Six of 10 interstates** in the Bay Area pass through Alameda County.
- **42 million miles traveled daily** on Alameda County roads, almost one-quarter of all travel for the entire Bay Area.
- **Almost one-quarter of freeway miles are congested** with speeds below 30 mph at the p.m. peak.



BAY AREA TRIPS

Alameda County supports 33 percent of regional commute trips, despite having only 21 percent of the regional population. Nearly one-fifth of these trips are pass-through.

2017 TOP 10 CONGESTED BAY AREA CORRIDORS



Data source: MTC Vital Signs, Bay Area Freeway Locations with Most Weekday Traffic Congestion, 2017.



ALAMEDA COUNTY COMMUTING FACTS:

- **47 percent of trips on Alameda County roads** originate outside of the county
- **47 mph average p.m. speed** on freeways
- **412,000 vehicles** travel across the three bay-crossing bridges daily
- **Collisions declined** over the last decade, but have been increasing since the end of the recession.
- **3rd longest commute** for single-occupancy vehicles in the Bay Area:
 - **29 minutes** on average for single-occupancy vehicles
- **One fatal collision** every five days
- **22 injury collisions** each day
- **Pedestrians and cyclists more than twice as likely** to be involved in collisions than motorists

Transit Improves Mobility in Congested Corridors

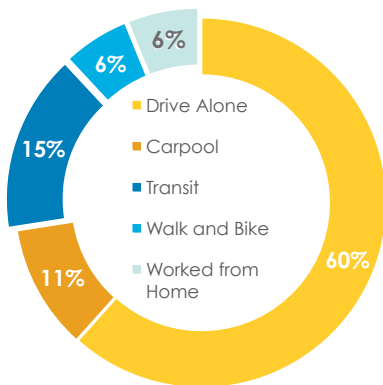
Transit is a critical travel mode for improving mobility throughout the county, particularly on our most congested corridors. Alameda County has one of California's most transit-rich environments.

Transit Commuting:



94 million transit riders annually

take BART, bus, rail, and ferry



TRIP SHARE

Alameda County has the second highest transit commute mode share in the state.



ACTIVE TRANSPORTATION

Alameda County's temperate weather provides a highly-supportive environment for active transportation.

- **394 miles of bikeways** are in the countywide network.
- **6 percent** of Alameda County residents walk or bike to work.
- **65 percent** of pedestrian and almost **60 percent** of bike collisions occurred on just 4 percent of roads.



ALAMEDA COUNTY TRANSIT FACTS:

BART:

- **22 of 47 BART** stations are in Alameda County
- **149,000 people** board BART every weekday
- **1 in 3 BART riders** board trains in Alameda County
- BART has one of the **highest farebox recovery ratios** in the county at 73 percent

Bus:

- **Three bus operators** service 170 bus routes and over 1,500 route-miles
- **159,000 people** board buses every weekday
- **1.8 million hours** of bus service were provided by operators last year
- **Transbay bus ridership grew 35 percent** in the last six years

Rail and Ferry:

- **Three commuter rail operators** serve 10 stations
- **2.1 million people** boarded commuter trains in 2017
- **Three ferry terminals** serve 8,000 commuters each weekday

Alameda County: Goods Movement Hub

Alameda County is the goods movement hub of Northern California. One-third of all jobs in Alameda County depend on goods movement, which is essential to the vibrancy of the regional economy and generates tax revenues to support crucial public investments.



ALAMEDA COUNTY GOODS MOVEMENT FACTS:

- **1.5 million tons of air freight** move through Oakland International Airport annually
- **123 freight rail miles** and 131 public at-grade mainline crossings
- **2.4 million containers** annually shipped and received by the Port of Oakland
- **7th busiest port** in the United States by container throughput
- **20,000 trucks per day** travel I-580, more than on any other road in the Bay Area
- **110 miles** of the National Highway Freight Network

Transportation System Challenges and Opportunities

Alameda County's multimodal transportation system faces increasing demand from a growing population of 1.65 million, congestion on freeways and arterial corridors, safety issues, and greenhouse gas emissions. Strategic infrastructure investments expand access and mobility, accommodate travel demand and provide more flexibility on different modes that can reduce emissions.



Alameda County has 39 miles of express lanes, with 71 miles planned in the near future. **Express lanes run 2-18 mph faster than overall freeway traffic.**

CHALLENGES

Alameda County roads experience a disproportionate amount of regional congestion. Alameda County has five of the top 10 most congested roads and 31 percent of the Bay Area's congestion-related vehicle delay. Congestion on freeway corridors also significantly impacts the movement of goods.

Approximately one-third of regional commuter trips involve Alameda County in some way, although Alameda County only has 21 percent of the region's population.

Alameda County has the second fastest population growth rate in the Bay Area over the last decade leading to increased travel demand on the already congested system.

Although commute patterns have become more multimodal over the last decade, most trips (60 percent) are still made in single-occupancy vehicles.

The goods movement hub in the region, Alameda County has the highest volumes of truck and freight rail traffic due to the Port of Oakland, major rail lines, and designated highway freight corridors.

OPPORTUNITIES

Alameda County is served by a rich multimodal transportation system which can be leveraged to increase the efficiency and throughput of the existing infrastructure for all modes and to expand transportation opportunities in more modes.

Express lanes increase the efficiency of our transportation system, for commuters, transit and freight by taking advantage of existing capacity to reduce peak-hour congestion. Alameda County already has 39 miles of express lanes and more in the project pipeline.

Alameda County has strong connections to national and international trade markets through the Port of Oakland and the Northern California megaregion. Plans at the Port of Oakland include increasing the share of goods transported by rail, which, if realized, could reduce the number of truck trips on congested roads.

Data sources:

Active transportation: 2016 Active Transportation Plan; Statewide Integrated Traffic Records System (SWITRS), 2016; Countywide Active Transportation Plan.

Air and seaports: FAA Enplanements, Vital Signs, Metropolitan Transportation Commission (MTC); FAA All-Cargo Data for US Airports, Vital Signs, MTC; Port of Oakland Container Statistics, Vital Signs, MTC.

Bridges: Caltrans Annual Average Daily Traffic via Regional Measure 3 (RM 3) Briefing Memo; Travel Model, RM 3 Briefing Memo, Alameda CTC.

Congested roadways: Vital Signs, MTC; 2018 Level of Service Monitoring Report, Alameda CTC; INRIX VHD, Vital Signs, MTC 2016.

Economy: CA Department of Finance Table E-5: Pop/Housing Estimates (2011-2017), Vital Signs, MTC; DMV and 2016 ACS Table B01001, DMV and 2015 American Community Survey (ACS) Table B01001.

Mode split: 2016 ACS 1-Year estimate.

Rail: Rail Strategy Study, Alameda CTC; National Transit Database (NTD) Annual Boardings; National Highway Freight Network Map and Tables for CA, Federal Highway Administration.

Roadways: 2018 LOS Monitoring Report, Alameda CTC; Caltrans Highway Performance Monitoring System Library, Vital Signs, MTC; INRIX, 2015, Vital Signs, MTC.

Safety: 2016 SWITRS via Transportation Injury Mapping System.

Transit: NTD FY 2015-16 and provisional data from transit operators for FY2016-17; Transbay Ridership data provided by AC Transit; BART System Boardings by station.



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Alameda County Transit System

FACT SHEET

October 2018



8.2B

Alameda County: Central Hub of Bay Area Transit



15 percent of Alameda County residents commute to work by transit, the second highest percent in the State.

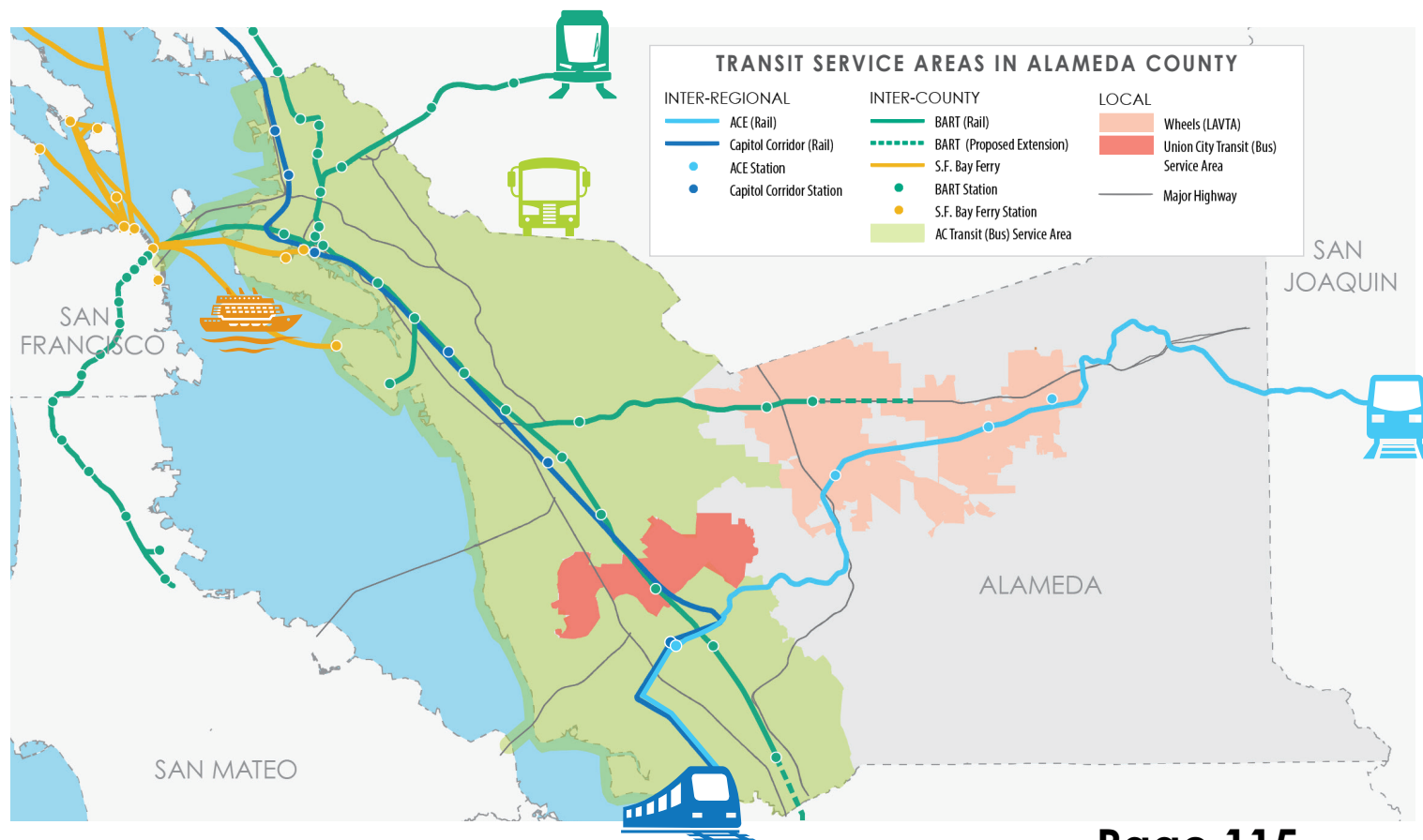
Alameda County is one of California's and the nation's most transit-rich, multimodal environments — with the second highest transit mode share in the state. Public transit plays a vital role in Alameda County's transportation network. Alameda County's seven major transit operators carried 94 million passenger trips in 2017.

EMISSIONS REDUCTION

Transportation is the single largest contributor of emissions. Shifting the balance from single-driver cars to transit and other modes can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and the environment in Alameda County.

ACCESS AND MOBILITY FOR EVERYONE

Transit provides access to work, school, medical appointments, and other important destinations. Widespread access to high quality transit service expands individual travel choice and helps meet growing travel demand.



Public Transit Providers Serving Alameda County

Seven transit agencies operate heavy rail, commuter rail, bus, ferry, and automated guideway services in Alameda County. Operational highlights from the fiscal year 2016-2017 appear below. Annual numbers reflect statistics for Alameda County only, unless otherwise noted.



BART

- **149,000 average weekday riders**
- **43 million annual riders, 46% of annual countywide transit ridership**
- **2nd largest transit provider in the Bay Area**
- 995,000 hours of train car service
- 68% fare box recovery ratio*
- 22 of 48 stations are in Alameda County
- 103 of 245 route miles
- 662 rail cars*
- 38 years average fleet age*
- 89% on-time performance

SF BAY FERRY

- **8,300 weekday riders***
- **1.6 million annual riders**
- 12,800 hours of ferry service
- 60% fare box recovery ratio*
- 12 ferries,* serving three terminals

* Systemwide.



AC TRANSIT

- **152,000 average weekday riders**
- **47 million annual riders, 50% of countywide annual transit ridership**
- **3rd largest transit provider in the Bay Area**
- 1.7 million hours of bus service
- 17% fare box recovery ratio*
- 1,118 route miles on 151 routes
- 630 buses*
- 10.4 mph average bus speed
- 70% on-time performance*

UNION CITY TRANSIT

- **973 average weekday riders**
- **280,000 total annual riders**
- 37,500 hours of bus service
- 7% fare box recovery ratio
- 105 route miles on eight routes
- 95% on-time performance



CAPITOL CORRIDOR

- **1.6 million total annual riders***
- 5.1 million hours of train car service*
- 58% system operating ratio*
- 86 of 342 route miles
- 91% on-time performance*

ACE

- **461,000 total annual riders**
- **1,755 average weekday riders**
- 20,500 hours of train car service
- 41% fare box recovery ratio*
- 90 of 172 route miles
- 87% on-time performance*

WHEELS (LAVTA)

- **5,500 average weekday riders**
- **1.5 million total annual riders**
- 122,000 hours of bus service
- 14% fare box recovery ratio
- 300 route miles on 14 routes
- 81% on-time performance



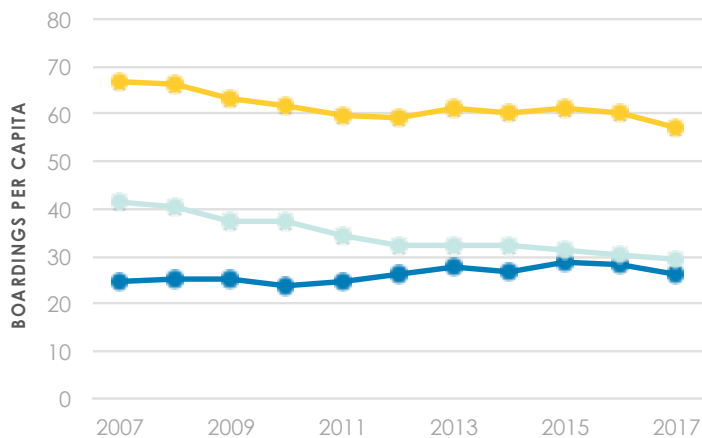
Source: National Transit Database (FY2007-16), provisional data from transit operators (FY2017).

Transit System Performance 2017

Over the last decade, total annual ridership in Alameda County had remained strong, primarily due to population growth. However, total ridership dipped slightly in 2016 for the first time since the end of the recession, before falling four percent in 2017.



Despite declines in annual boardings, transit ridership has remained strong in key markets – such as the transbay corridor.

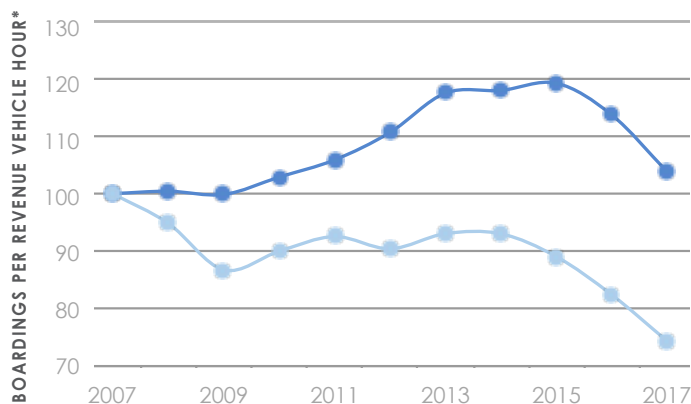
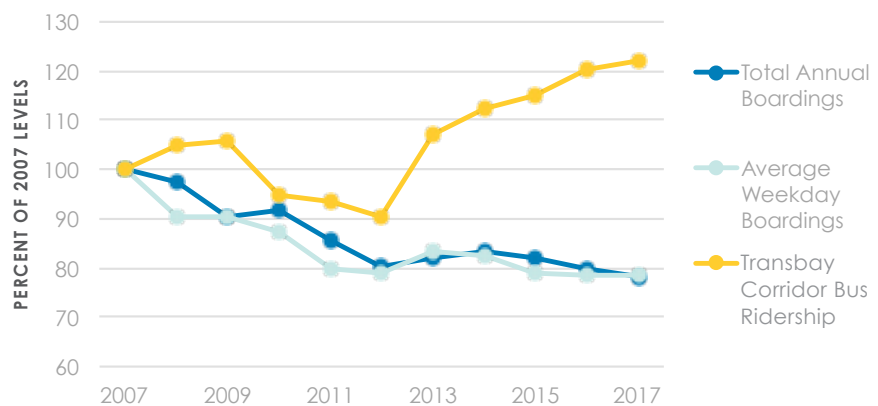


Total annual ridership is falling along with per-capita ridership

Alameda County has the second highest share of residents who commute by transit in the state — second only to San Francisco — yet total annual boardings per capita have declined 15 percent over the last decade.

Commuter transit markets have remained strong

While total annual ridership has fallen, commuter travel demand remains strong. AC Transit's systemwide weekday boardings have been stable the last few years, while ridership on Transbay routes continues to grow. Ridership losses are largely on weekends and off-peak.



— BART — AC Transit

Service utilization decreased as costs increase

Both BART and AC Transit increased service in 2017 while ridership declined, significantly increasing the cost per boarding for both. BART's operating expense per rider had generally improved since 2007, but increased 15 percent in 2017.

*Percent of 2007.

Transit System Challenges and Opportunities

Alameda County's transit operators are at a critical juncture. Inter-county services, especially in heavily congested and capacity-constrained parts of the system like the Transbay Corridor, have stayed competitive and attracted new riders. However, these systems are suffering from overcrowding. At the same time, local transit operators struggle to provide competitive service on increasingly congested roadways and are also faced with competition from a new range of on-demand mobility services.



Alameda County has the **third shortest** average commute time on transit in the Bay Area — 53 minutes.

AC Transit's Transbay ridership **grew 35 percent** in the last six years.



Data sources:
Operator facts and trends: 2016 Alameda CTC Performance Report, National Transit Database (FY2006-2015) and provisional data provided by transit operators.
Transbay growth: AC Transit Average Weekday Transbay Bridge Ridership (FY 2011/2012-FY2016-2017).
Transit commute time: 2015 American Community Survey 1-year estimates, average commute time by county of residence.
Transit mode share: 2016 American Community Survey, 2016 PUMS data.

CHALLENGES

Speed, frequency, and reliability: Many buses operate on congested roadways and struggle to stay on time and operate at competitive speeds.

Poor transit system integration: There are multiple transit systems in Alameda County, each with its own fare structure, ticketing system, and information, which can lead to confusion for passengers.

High need for reinvestment in aging systems: Even with the integration of the first new cars in 2017, BART has the oldest fleet of all major metropolitan transit providers in the United States. The average age of the fleet is 15 years older than the typical useful life of the trains. AC Transit stops and shelters are also old and declining in quality.

Increasing competition from new mobility services: The emergence of companies like Uber and Lyft appear to have coincided with declining transit ridership nationwide. These companies present both challenges as well as opportunities, particularly regarding first- and last-mile connections to transit.

OPPORTUNITIES

Strong transit market in Alameda County: Alameda County has many strong transit markets due to local land use patterns, demographics, and projected growth. Transit has a real potential to be a competitive choice over driving, with better performance relative to personal cars.

Growing Transbay market: Transit trips by bus, ferry, and BART between Alameda County and San Francisco have grown over the last decade. Transit demand is only expected to increase, so this represents an opportunity for strategic investment in Transbay operations to support growing ridership.

New funding and opportunity for investment: Investments that improve transit reliability, speed, and quality, especially on major travel corridors, will improve transit performance and competitiveness, making it a more attractive choice. This can help maintain current riders and attract new riders. New potential funding streams like Senate Bill 1 and Regional Measure 3 make more of these investments possible.

System integration: Clipper 2.0 presents an opportunity to create a seamless network, perhaps for the entire Bay Area. This integration is necessary to take full advantage of Alameda County's rich transit network and diverse operators.



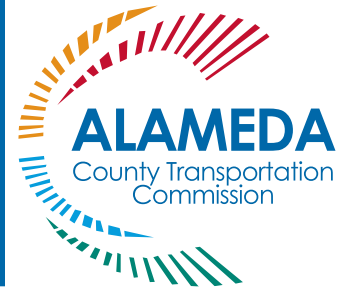
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Alameda County Freeway System

FACT SHEET

October 2018

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Alameda County's Freeway System Connects the Region



TOP 10 CONGESTED FREEWAYS



Alameda County has 140 miles of freeways, including **half of the top 10 most congested corridors** in the Bay Area.

As the geographic center of the San Francisco Bay Area, Alameda County connects the region with an extensive freeway network of almost 140 miles on six Interstates and four state routes. These freeways provide critical mobility for millions of commuters each day, and they are some of the most heavily-used and congested roads in the entire Bay Area.

Alameda County's freeways also facilitate the movement of more goods than any other county in the Bay Area. The freeway network includes 96 miles of managed lanes (carpool and express lanes), which extend the overall capacity of the network.

IMPORTANCE OF FREEWAYS

Alameda County's freeways are key regional and interregional connectors.

- **More than two-thirds of traffic** on the eight bay-crossing bridges travels to, from, or through Alameda County.
- **The freeway network carries goods** between the Port of Oakland, the region, and domestic markets beyond.
- **The county's freeways carry the most pass-through trips** in the region i.e., trips with origins and destinations outside Alameda County – 47 percent.

MANAGED LANES

Alameda County has express lanes on I-580, I-680, with more under construction on I-880 as well. These lanes are free for carpools, buses and motorcycles, and available to those driving alone for a fee based on distance and demand at peak hours. Express lanes in Alameda County have been shown to improve overall performance where after studies have been conducted.

Alameda County has another **47 miles of carpool lanes**. These lanes are free to high-occupancy vehicles (two or three persons per vehicle) and off-limits to single-occupancy vehicles during peak hours.

Carrying Goods



Alameda County freeways **move more freight than any other county** in the Bay Area.

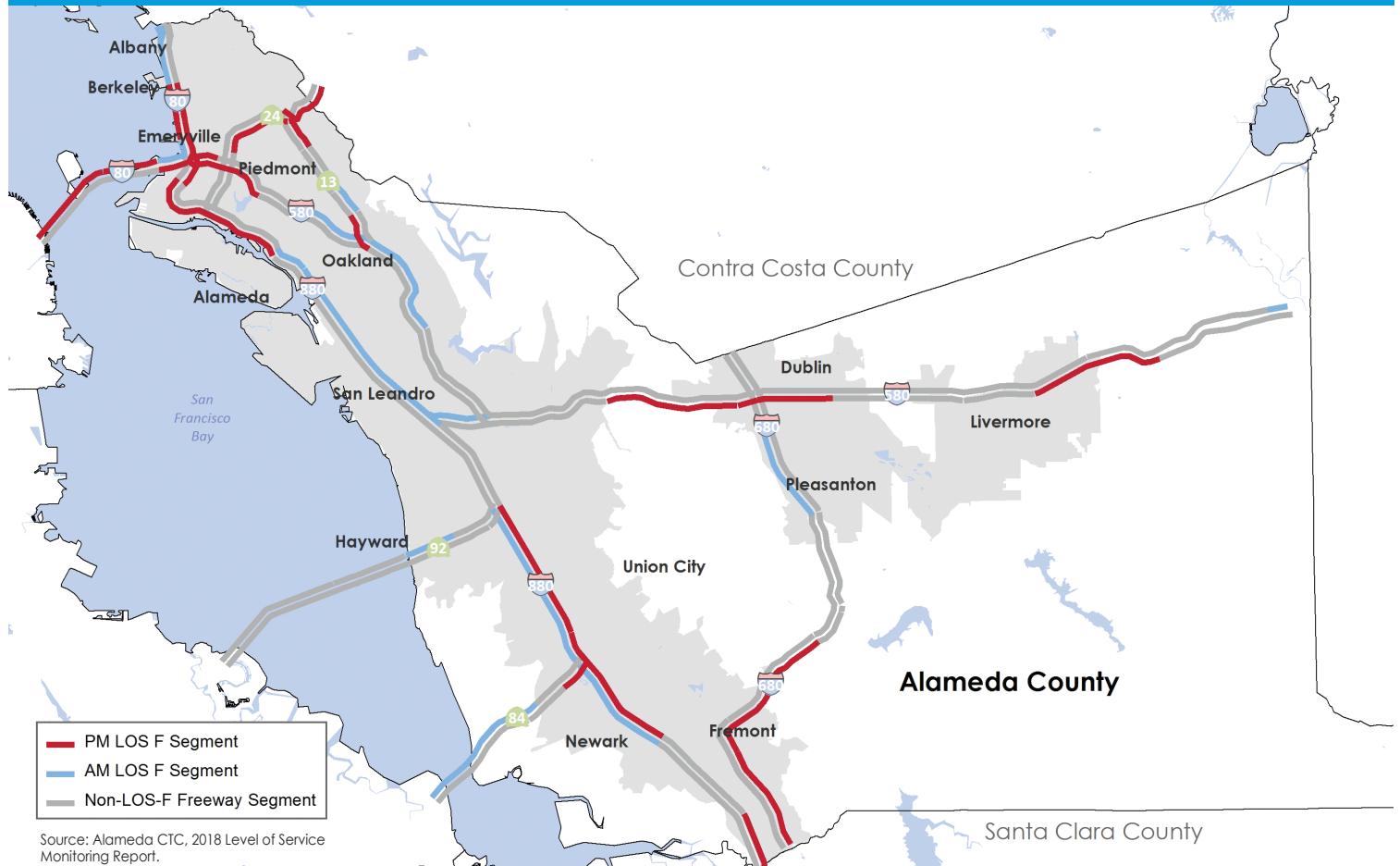


Alameda County Freeway Inventory (2018)

Freeway	Direction	Freeway Length*	Express Lanes	Peak Daily No. of Vehicles	Severe Vehicle Delay (hours per day)	AM Congested Miles** (morning peak)	PM Congested Miles** (afternoon peak)
I-80	N/S	8.0	–	275,000 vehicles at SR-13	11,519	6.0	11.2
I-238	E/W	2.5	–	155,000 vehicles at I-580	94	2.5	–
I-580	E/W	46.7	yes	254,000 vehicles at SR-13, Oakland	9,176	8.1	17.5
I-680	N/S	21.3	yes	172,000 vehicles at I-580, Pleasanton	7,730	4.0	9.6
I-880	N/S	35.3	–	277,000 vehicles at A Street, Hayward	19,456	19.2	19.2
I-980	E/W	2.5	–	134,000 vehicles at I-580, Oakland	60	–	–
SR-13	N/S	5.9	–	83,000 vehicles at Broadway Terrace	640	1.1	3.0
SR-24	E/W	3.5	–	173,000 vehicles at Caldecott Tunnel	2,269	–	4.5
SR-84	E/W	6.2	–	76,000 vehicles at I-880	180	5.1	1.2
SR-92	E/W	8.4	–	125,000 vehicles at I-880, Hayward	1,400	1.9	–

*Centerline miles; **Directional miles of LOS-F with average speeds below 35 mph.

CONGESTED FREEWAY SEGMENTS IN ALAMEDA COUNTY IN 2018

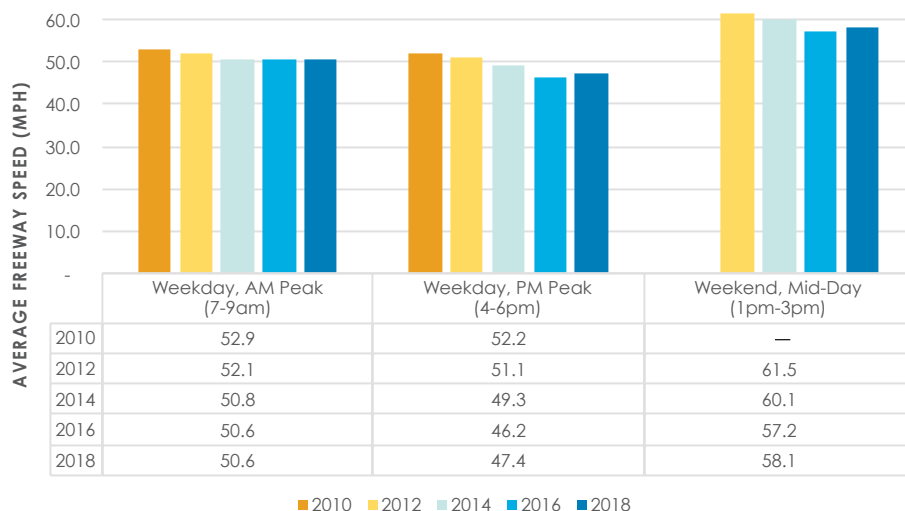


Freeway System Performance

After peaking in 2016, congestion declined slightly in 2018. Average freeway speeds stayed stable — improving 1.2 mph — and the number of congested freeway-miles decreased. Despite the recent incremental improvement, freeways remain far more congested today than they were a decade ago.

Freeway speeds increased slightly in 2018, after a multi-year decline, but remain below recession-era highs.

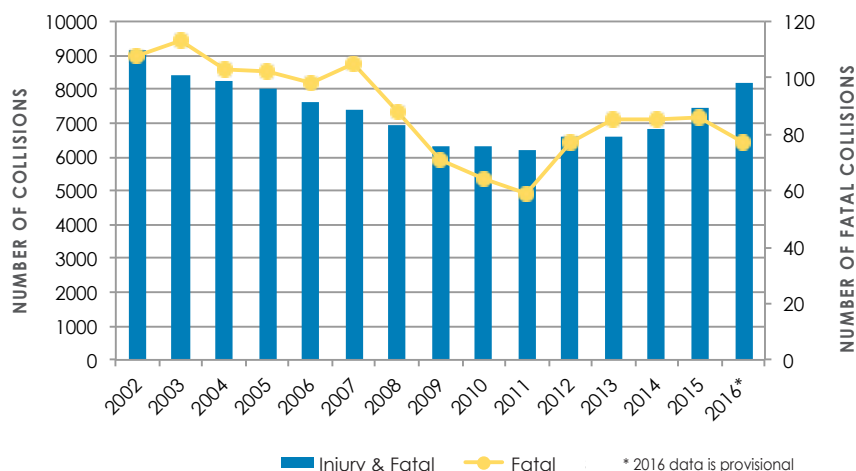
While average speeds improved, about one-quarter of the freeway network is still congested during the afternoon peak-period. This consistent congestion can be attributed to a growing population, a booming economy and related job growth.



Total collisions have increased 31 percent from post-recession lows.

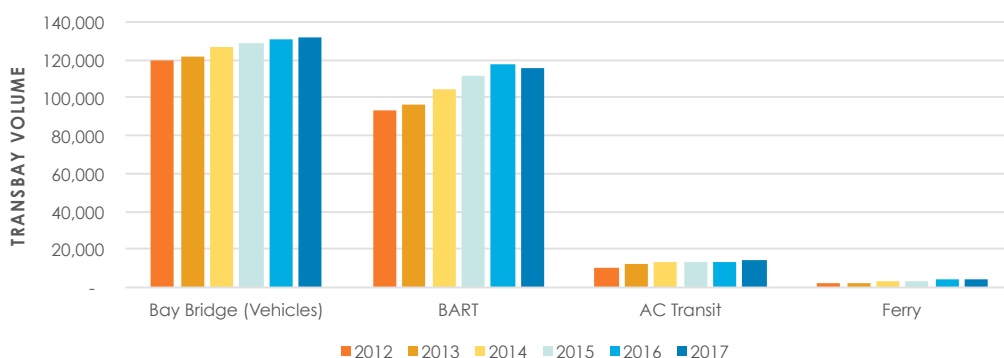


Fatal collisions declined in 2016 to the lowest number since 2011, while total collisions continue to increase. Alameda County accounts for 24 percent of total collisions in the Bay Area.



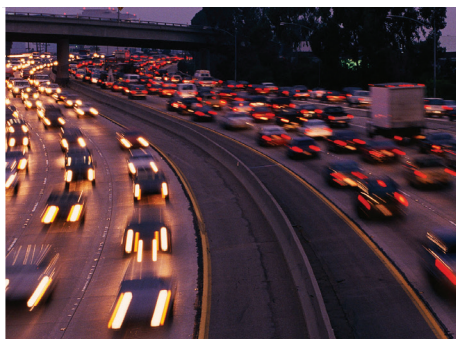
Bay Bridge Transbay Corridor at capacity.

Overcrowding on BART and congestion on the Bay Bridge have slowed growth in the number of trips across one of the most economically significant water crossings in the country. Transbay ferry and bus trips continue to grow, but carry many fewer trips than other modes.



Freeway System Challenges and Opportunities

As the geographic center of the Bay Area, Alameda County's extensive freeway network has experienced consistent congestion due to population and job growth, housing demand and an increasing number of commuters. Strategic improvements are underway or planned, which present the opportunity to increase overall network throughput and promote the use of alternative transportation modes.



As the region's freeway network hub, Alameda County experiences a **disproportionately high share of the region's congestion**.

Many Alameda CTC improvement projects are on major freight corridors and **benefit goods movement**.



CHALLENGES

As the region's freeway network hub, Alameda County experiences a disproportionately high share of the region's congestion.

Alameda County freeways carry a high number of commuters traveling either to, from or through Alameda County. Although only 21 percent of the Bay Area's population lives in Alameda County, it hosts one in three commutes regionwide.

The absolute number of drive-alone trips and vehicle miles traveled are increasing.

Congestion across more of the network remains severe, despite recent incremental improvements.

OPPORTUNITIES

Using local sales tax dollars and other regional, state and federal funds, Alameda CTC funds operational improvements and limited strategic improvement projects on the county's freeways, many of which are already underway, and more are planned. Many of these projects are on major freight corridors and benefit goods movement.

Working with partners at all levels, Alameda CTC is maximizing existing capacity. As most freeways are built out, and the options for improvements are limited, Alameda CTC is working with partners at all levels of government to explore opportunities to maximize use of existing capacity through improved operations and to promote use of alternative modes on Alameda County's major local roads.

Although the absolute number of commuters who drive alone has increased since 2000, the drive-alone mode share has fallen almost 10 percent since that time.

Increasing the number of managed lanes facilitates carpool expansion, offers excess capacity at the appropriate marginal cost, and provides the opportunity to reinvest revenues into the corridors.

Data sources:

2016 Level of Service Monitoring Report, 2016 Performance Report, Alameda CTC.

Traffic Census Program, Traffic Volumes: Annual Average Daily Traffic, California Department of Transportation, 2016.



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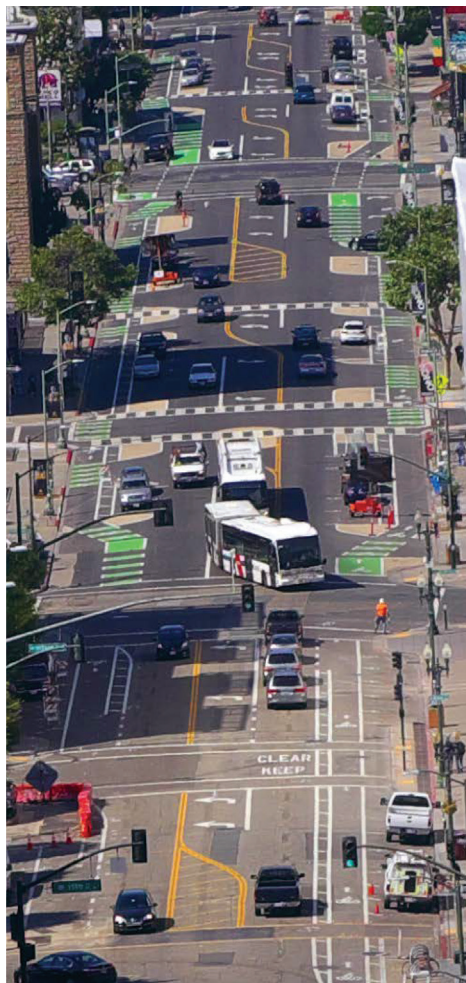
Alameda County Highways, Arterials, and Major Roads

FACT SHEET

October 2018



Alameda County Roadways: Critical Connectivity for Every Mode



Highways, arterials, and major roads are important connectors for both goods and people making local and regional trips. Many of these roads serve multiple users, including bicycles, pedestrians, cars, public transit, trucks and emergency vehicles. They connect communities to employment, activity centers, and other important destinations.

IMPORTANCE OF HIGHWAYS, ARTERIALS, AND MAJOR ROADS

Support all transportation modes: Alameda County's roadway network provides critical connectivity for cyclists, pedestrians, transit riders, trucks and cars.

Provide direct access to housing, employment, and activity centers:

Arterials and major roads are the critical link between the regional and local transportation networks. They provide connections to home, work and almost every other destination.

Support growth of jobs and housing: Highways, arterials and major roads support existing land uses, and can provide opportunities to support planned land uses.

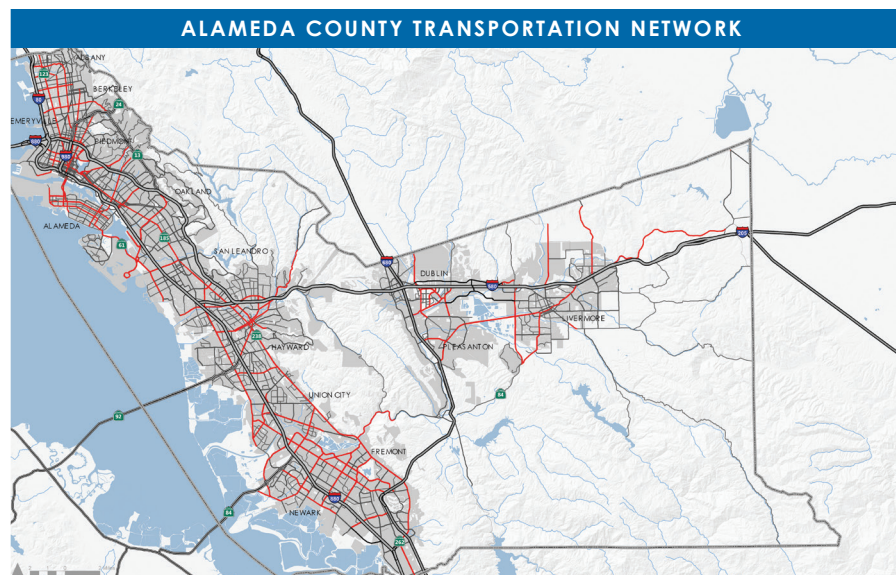
Continuous and connected network for all modes: Local governments, limited by the existing right-of-way, cannot increase vehicle capacity to keep pace with demand. Instead, cities are increasing overall person-throughput by designing streets to be safe and convenient for all modes, each of which should have a complete, continuous and connected network available.

At-a-Glance:



3,978 total miles of roadways in Alameda County include:

- 70 miles on 11 highways
- 1,200 miles of arterials and 2,700 miles of major local roads



Alameda County Highway Inventory

Highways	State Route	Cities	Direction	Highway Miles	Peak Daily Volume	Average AM Peak Period Auto Speed*	Average PM Peak Period Auto Speed*
Ashby Ave	SR-13	Berkeley	E/W	3.8	30,500 at Domingo Ave	21.8	16.7
Doolittle Dr, Otis Dr, Broadway, Encinal Ave, Central Ave, Webster St	SR-61	Alameda	N/S	5.7	41,500 at Alameda-San Leandro Bridge	22.3	22.6
42nd Ave	SR-77	Oakland	E/W	0.4	21,800 at I-880	19.2	22.3
Niles Canyon, Thornton Ave, Fremont Ave, Peralta Ave, Mowry Ave	SR-84	Fremont/Pleasanton Livermore/ Unincorporated County	E/W	21.9	71,000 at Thornton Ave/ Paseo Padre Pkwy	34.2	33.9
Foothill Ave, Jackson St	SR-92	Hayward	E/W	3.4	48,000 at Santa Clara St	23.4	18.5
Davis St	SR-112	San Leandro	E/W	1.8	55,000 at I-880	16.3	13.8
San Pablo Ave	SR-123	Albany/Berkeley Emeryville/Oakland	N/S	5.2	27,500 at Alameda/ Contra Costa Line	18.4	15.3
International Blvd/ East 14th	SR-185	Oakland/San Leandro/ Hayward	N/S	9.7	25,500 at 44th Ave	18.7	16.4
Mission Blvd	SR-238	Hayward/Union City/ Fremont	N/S	29.3	32,500 at SR-84	27.1	24.9
Webster/Posey Tubes	SR-260	Alameda/Oakland	N/S	1.4	30,000 on entire route	25.3	26.2
Mission Blvd	SR-262	Fremont	E/W	1.6	78,000 at I-680	31.9	26.5

* Directional miles of LOS-F as defined in Alameda CTC 2018 LOS Monitoring Report page 18.



ARTERIALS AND MAJOR ROADS

Alameda CTC has a designated Congestion Management Program network which, evaluates roadway performance every two years. This information is reported in charts and graphs as part of this fact sheet.



LOCAL ROADS

Local jurisdictions manage a network of about 3,500 miles of roads and report on their condition annually.

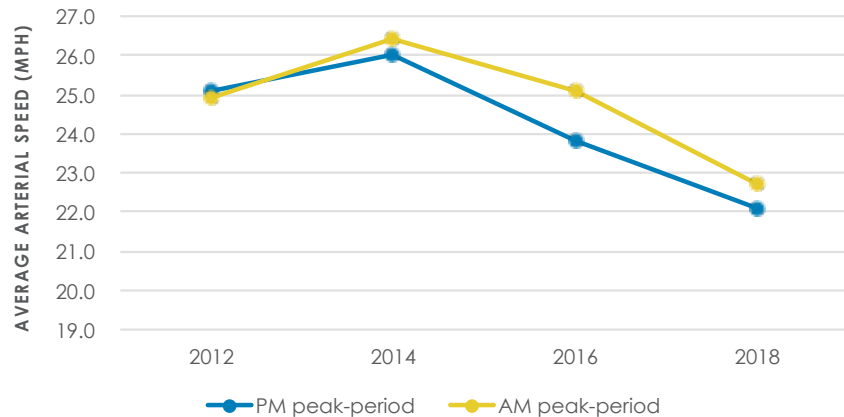
Arterial and Road Performance

In 2018, even as congestion on freeways and highways stabilized — congestion on arterial roads continued to build as a result of an improving regional economy and sustained job growth. Pavement conditions on these roads, however, are improving as a result of state and local investments.

Auto travel speeds declining



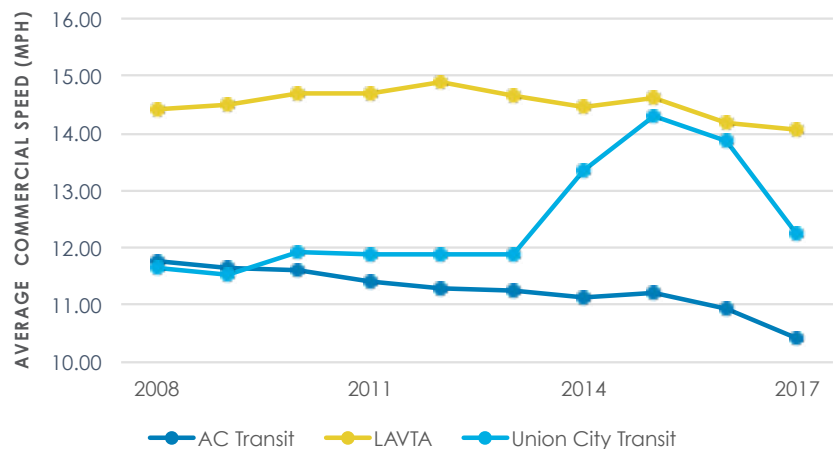
Morning and afternoon peak travel speeds on arterials decreased about 15 percent each in the last four years. Travel speeds on arterial roads continued to fall in 2018 even as speeds on freeways and highways remained stable.



Bus Transit speeds falling



All bus operators speeds dropped for the second consecutive year. Building congestion on arterial roads has slowed bus service, as well as cars and trucks. Speed differences between operators reflects the built environment and the nature of service.

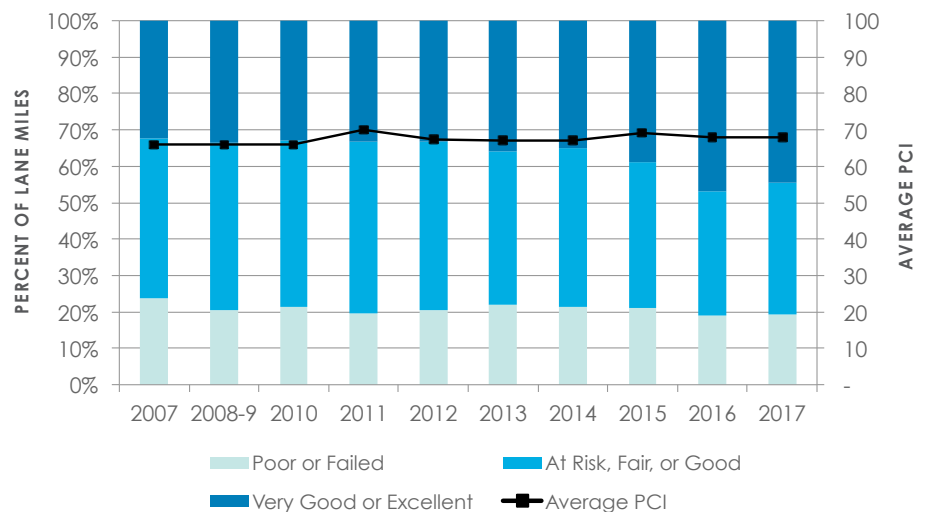


Local road conditions improving



Nearly half of all roads now rated Very Good or Excellent.

After remaining stable over the last decade, an influx of funding from Measure BB likely improved conditions on many roads. Almost half of roads are now rated “excellent or very good”, while about 1,000 miles (24%) are still rated “at risk, poor, or failing”. In 2017, countywide average Pavement Condition Index (PCI) was near the 2011 all time high of 70.



Challenges and Opportunities for Major Roads

Highways, arterials, and major roads serve a unique role as a connector between the regional and local transportation systems and directly link to local land uses (commercial and residential corridors). They must facilitate throughput for all modes and support local land use.

Traffic Volume:



40 percent of daily trips
in Alameda County
carried by 1,200 miles
of arterials



Pavement Conditions:



Almost half
of locally-managed
roadways

rated “**excellent or very good**”

24 percent
or 1000 miles

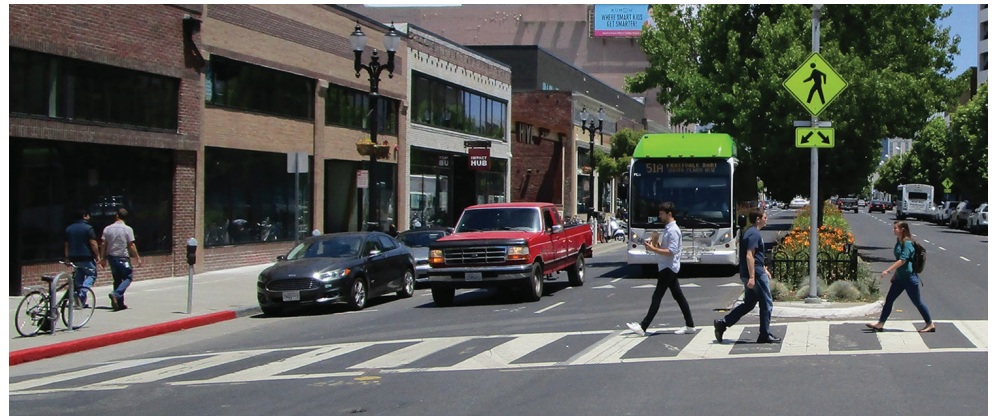
rated “**at risk, poor, or failing**”



CHALLENGES

Demand for roadway use is rising: Regional economic and population growth have increased demand for goods and services, and a variety of users, including cars, transit, bikes and trucks are competing to access the same roads.

Trip Diversion: Widespread congestion on freeways diverts trips onto adjacent arterials and local roads. The proliferation of wayfinding apps has exacerbated this problem, opening more local roads to cut-through traffic.



OPPORTUNITIES

Complete streets: Every city in Alameda County has adopted complete streets policies, which ensure that all projects, including basic street repaving, will look for opportunities to improve biking, walking and transit.

Multimodal Arterial Plan: The Countywide Multimodal Arterial Plan provides a roadmap for a future with improved mobility for all modes on a continuous and connected network, which can increase the efficiency and throughput of the entire transportation system.

Reducing conflict through design: Thoughtful facility design, operation, and maintenance can increase efficiency by reducing auto and transit delay and improve safety for all modes by reducing the severity of collisions. This promotes public health and creates vibrant local communities.

Advanced technologies: Emerging technologies can improve the operational efficiency of roadways while also supporting alternative modes and vulnerable users.



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Data sources: 2016 Alameda Countywide Multimodal Arterial Plan, Countywide Travel Demand Model, 2012-2018 LOS Monitoring Reports, National Transit Database FY2007-08 through FY2015-16, Commercial Bus Speeds, Transit Operator Provided Provisional Data FY2016-17, Commercial Bus Speeds, Alameda CTC; MTC Vital Signs 2016, Pavement Condition Index, Metropolitan Transportation Commission; California Department of Transportation, 2016 Annual Average Daily Traffic Data Book.

Alameda County Goods Movement

FACT SHEET

March 2018



8.2E

Alameda County Goods Movement – Critical to a Strong Economy

GOODS MOVEMENT SNAPSHOT:



- **The Port of Oakland handles 99 percent** of container volume for Northern California and is the seventh busiest port in the nation by volume.
- **The Oakland Airport** handles more air freight than all other Bay Area airports combined.
- **Alameda County's rail, freeway, and highway systems** carry goods to their final destinations.
- **33 percent of jobs** in Alameda County are goods movement-dependent.
- **\$953 billion in freight** currently flows through Northern California; \$2.4 trillion is expected by 2040.



International trade is the fastest growing element of goods movement in Alameda County.

Exports are growing at a faster rate than imports.

Alameda County enjoys one of the most strategic trade locations in the world. The San Francisco Bay Area and all of Northern California rely on the county's connections to both international and domestic markets including the Port of Oakland, Oakland International Airport, and a robust network of rail, roads, and highways.

Goods movement drives Alameda County's economy: about one-third of all jobs are goods movement-dependent.

GOODS MOVEMENT SYSTEM

Global gateways are essential entry and exit points that move high volumes of goods between domestic and international markets.

Facilities: ☐ Port of Oakland
☐ Oakland International Airport

Interregional and intraregional corridors: Freeways, highways, and rail subdivisions are the conduits linking Alameda County and the rest of the Bay Area to domestic markets.

Facilities: ☐ Freeways and Highways
☐ Rail Network

Local streets and arterials connect goods to and from their final origins and destinations. Arterial truck routes often serve as alternatives to congested freeways for regional truck trips and serve local businesses. Farm-to-market trips in rural parts of the county are vital to local goods movement. As e-commerce grows, direct parcel delivery activity to commercial and residential areas is also growing.

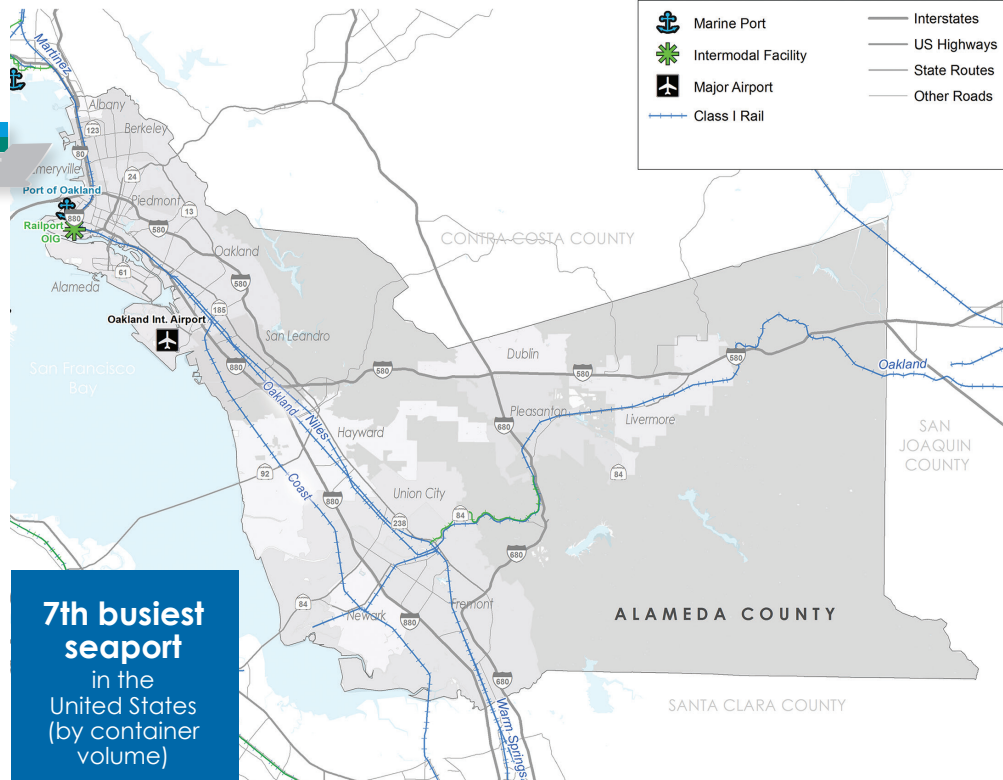


Global Gateway: Moving Bay Area Goods



PORT OF OAKLAND

The Port of Oakland is a global gateway for goods movement that the rest of Northern California relies on to bring goods to and from international and domestic markets. The Port handles more than 99 percent of the containerized goods moving through Northern California and is the only major container port in the Bay Area. Unlike other western ports, it handles more exports than imports.



7th busiest seaport
in the
United States
(by container
volume)

2.4 million containers
shipped through
the Port of
Oakland in 2017

153 percent growth
in container
volume handled
by the Port
(1998 – 2018)

1.5 million tons
of air freight
handled by
Oakland Airport
(2015)

14th busiest cargo airport
in North America

5 National Primary Freight Network Highways

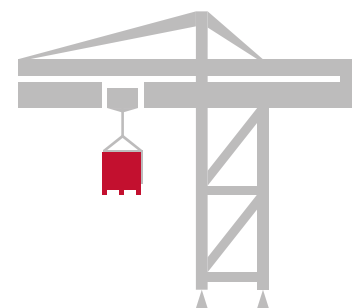
20,000 trucks per day
on key corridors
in Alameda County

123 rail miles
in Alameda County

133 public at-grade mainline rail crossings

60 daily trains
1/3 freight and
2/3 passenger
on busiest rail corridor

Top 20 freight carrying highway segments
in Bay Area are in Alameda County



RAIL FREIGHT NETWORK

Alameda County has two Class I rail carriers: Union Pacific (UP) and BNSF Railway. Many passenger rail services also operate on the same rail corridors.

In addition to rail lines, Alameda County has two intermodal terminals: UP's Railport — Oakland and BNSF's Oakland International Gateway. These terminals handle cargo to and from the Port of Oakland and domestic cargo.

HIGHWAY FREIGHT NETWORK

Key interregional and intraregional truck corridors in Alameda County include I-80, I-238, I-580, I-680, and I-880. These corridors carry over 20,000 trucks of all classes per day on average, performing both long-haul and short-haul truck moves.

Goods Movement Performance

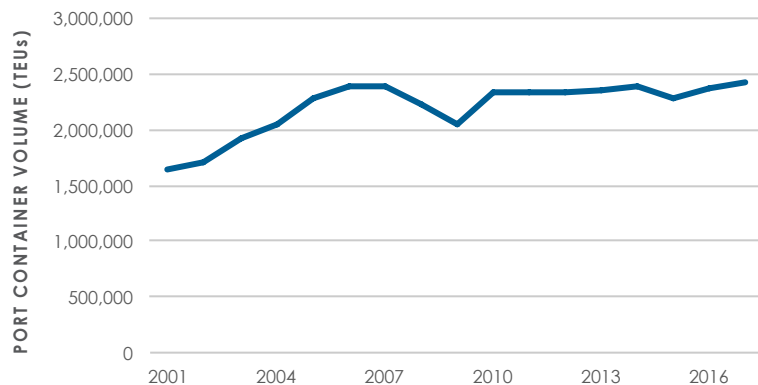
Alameda County provides most of the critical goods movement infrastructure (including the Port of Oakland, the Oakland International Airport, and various rail and highway infrastructure) that the rest of the region relies on to bring goods to and from international and domestic markets. Performance of this network is essential to keep goods moving and support the economy. Performance trends include the goods movement sector continuing to recover from the great recession with increasing container volumes at the Port of Oakland, increased air freight at the Oakland International Airport, and job growth in the goods movement industry.

The Port of Oakland is busier than ever.



In 2017, the Port handled a record volume of 2.4 million containers — breaking the previous record set in 2006. Planned port expansion projects

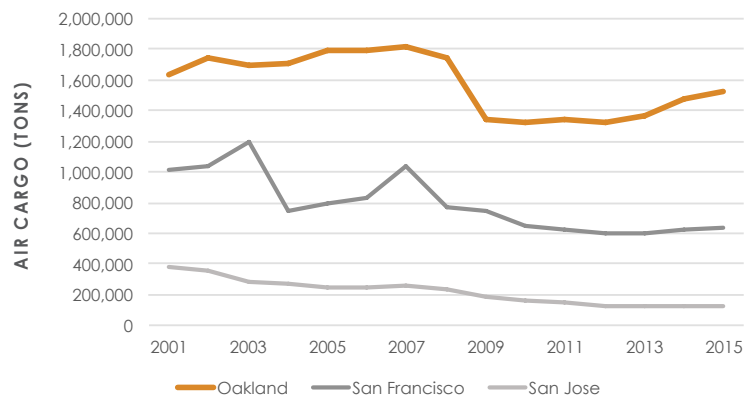
and improvements like the GoPort program and the new Oakland Global Logistics Center should increase Port capacity and efficiency.



Oakland Airport carries more air freight than any other Bay Area airport.



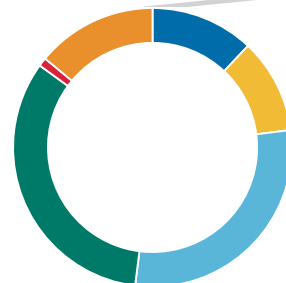
Oakland International Airport is the busiest cargo airport in the Bay Area and moves more goods than the other major airports combined.



Goods movement is a major force in Alameda County's economy.

One in three jobs in Alameda County is goods movement dependent. Goods movement-dependent industries are those for which moving goods to markets is a critical aspect of their business operations. There are many jobs in the transportation, warehousing, and logistics industries that do not require advanced education, supporting job diversity in the county. Growth in the goods movement industry can support more local jobs.

GOODS MOVEMENT JOBS



33 percent of jobs in Alameda County are goods movement dependent.

Transportation System Challenges and Opportunities



90 percent of Bay Area trade in agriculture, wine, and heavy machinery by weight goes through the Port of Oakland.



California freight rail volumes are projected to **more than double by 2040**.



\$953 billion in freight currently flows through Northern California; **\$2.4 trillion** is expected by 2040.

Data sources:
Airports data via Vital Signs, Federal Aviation Administration.
Alameda County Goods Movement Plan, Rail Strategy Study, Alameda CTC.
2016 North American Airport Traffic Summary (Cargo), Airports Council International.
Port volumes by year, Port of Oakland.
Plan Bay Area Economic Forecasts, Association of Bay Area Governments;
Cambridge Systematics analysis; Center For Continuing Study of the California Economy factors.

CHALLENGES

Congestion, reliability, and safety issues on shared-use interregional highway and rail corridors with limited ability to expand highway facilities.

Moving people and goods safely and efficiently is critical for our local economy and communities. Both highway and railroad corridors provide for shared use between passengers and goods movement and suffer from increasing congestion.

Increasing demand on a finite rail network. California freight rail volumes are projected to more than double by 2040. Demand for both passenger and freight rail is increasing on a network with limited capacity.

Pressure on local truck routes from changing land use development patterns, growing modal conflicts, and increased presence of trucks in neighborhoods and commercial areas due to growing use of e-commerce. A substantial amount of goods movement occurs on local streets and roads throughout Alameda County.

Air quality and health impacts. Emissions from goods movement can create significant health risks, and exposure to noise and light can adversely affect the health and well-being of residents. Safe, secure, and community-supportive goods movement projects and programs are essential to the well-being of our local communities.

OPPORTUNITIES

Rail investment. This is critical to supporting growth at the Port of Oakland and creating a world-class logistics hub. Promoting intermodal transloading in Oakland shifts truck traffic to rail and creates local jobs.

Port development. Development of new logistics facilities at the Port of Oakland results in increased local jobs and lower truck demand on highways.

Smart deliveries and operations. Alameda County has an opportunity to support maximum use of Intelligent Transportation Systems (ITS), connected vehicles, and other technology solutions to more efficiently use existing roadway capacity.

Interconnected and multimodal. Preserving and strengthening an integrated and connected, multimodal goods movement system that is coordinated with passenger transportation systems and local land use decisions will further support freight mobility and access.

Supporting technology development. This includes advancing an emissions reduction program and developing or supporting pilot technology demonstrations.

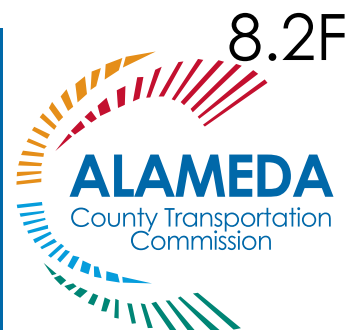


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Alameda County Active Transportation

FACT SHEET

October 2018



Alameda County Active Transportation: for All Ages and Abilities



6 percent
of Alameda County
residents bike or walk
to work.



The number of people bicycling and walking in the United States continues to grow as communities realize the benefits these activities have for public health and quality of life. Cities and counties across the Bay Area continue to invest in bicycle and pedestrian infrastructure, which continues to improve conditions for walking and biking.

Alameda County is home to an extensive major trails network, which includes the Bay Trail, East Bay Greenway, Ohlone Greenway and the Iron Horse Trail. In addition, several other trails are under development throughout the County.

COUNTYWIDE ACTIVE TRANSPORTATION PLAN

The Alameda County transportation system should inspire people of all ages and abilities to walk and bicycle for everyday transportation, recreation, and health, and provide a safe, comfortable, and interconnected network, which links to transit and major activity centers, and support programs and policies that encourage bicycling and walking.

COMPLETE STREETS

Complete Streets are roadways planned, designed, operated, and maintained for safe and convenient access by all users — including bicyclists, pedestrians, and transit riders — and in ways that are appropriate to the function and context of the facility. Since 2013, Alameda CTC has required that each jurisdiction adopt a Complete Streets policy.

CONNECTION TO TRANSIT

Bicycle and pedestrian facilities provide safe and convenient access to transit services such as BART, buses, the ferry, and regional rail.



65 percent
of pedestrian
collisions

60 percent
of bike
collisions

occur on just
4 percent
of roads in
Alameda County

Regional Trails: For Recreation and Daily Commutes



East Bay Greenway:

0.7 mile
built ✓

37 miles
planned

Stretching from Lake Merritt BART to South Hayward BART, The East Bay Greenway will be a 16-mile long active transportation spine connecting seven BART Stations in Alameda County. The first completed segment, in Oakland, extends from the Coliseum to 85th.

Bay Trail:

135 miles
built ✓

57 miles
planned

The expansive trail system, when complete, will ring the San Francisco and San Pablo bays. 135 miles have already been built along the Alameda County shoreline. This trail functions as both a recreational facility, and a valuable corridor for commuting.

Iron Horse Trail:

4 miles
built ✓

25 miles
planned

The existing multi-use path extends between the cities of Concord, in Contra Costa County, and Dublin and Pleasanton following the abandoned Southern Pacific Railroad right-of-way. When completed it will cover 52 miles (25.5 miles of which are in Alameda County) connecting 12 cities from Suisun Bay to Livermore.

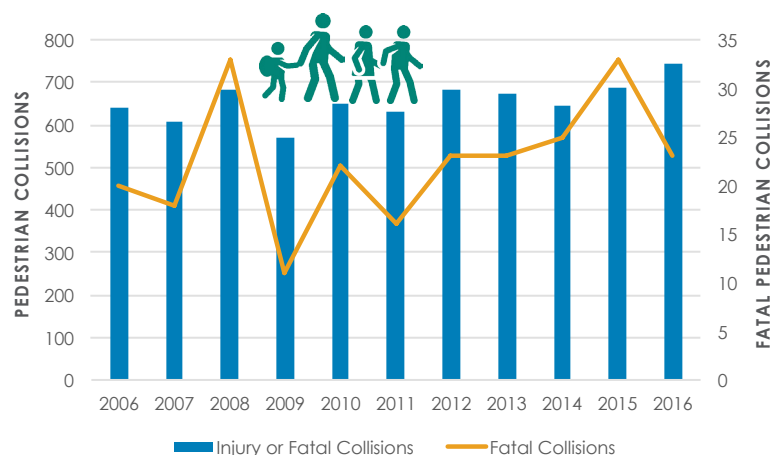
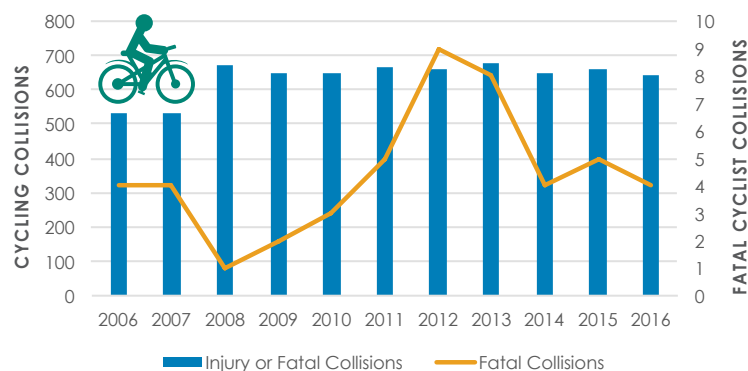
Active Transportation Safety Remains an Issue

A safe experience while walking and biking is integral to improving quality of life across the County. Yet, collisions remain high for bicyclists and pedestrians, who are the most vulnerable users on roads. One of Alameda CTC's goals is to provide a safe, comfortable, and interconnected multimodal network throughout the county.

Cyclists and pedestrians are involved in about **20 percent of all collisions**.

Total cyclist collisions remain high. Collisions involving cyclists rose 26 percent between 2007 and 2008 and have generally plateaued since then. While collisions have remained high for cyclists, this may partially be a function of increased exposure due to increased bicycling in the county.

Pedestrian collisions at record levels. Pedestrian collisions have continued to rise over the last decade and have reached a record number. Fatal collisions are also rising. Pedestrian safety remains an issue that requires education, enforcement, and infrastructure-based strategies, particularly for aging populations.



SAFE ROUTES TO SCHOOLS (SR2S)

Infrastructure is only one aspect of providing a safe, comfortable transportation system. The **Alameda County Safe Routes to Schools Program** promotes

and teaches safe walking and biking (as well as carpooling and transit use) as a viable way for students and families to travel to and from school.

Over 200 public elementary, middle, and high schools in Alameda county are currently enrolled in the SR2S program.

Active Transportation Challenges and Opportunities

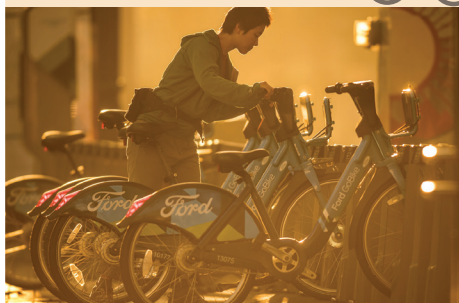
Alameda County's temperate weather provides a highly supportive environment for outdoor active transportation. Biking and walking are quick and efficient ways to travel short distances, affordable, pollution- and emission-free, and positive for public health.

Bikeshare in the East Bay

79
Bikeshare
Stations

850+
bikes

Launched in 2017 in Oakland, Berkeley, and Emeryville. Albany and Alameda have dockless bikeshare; Fremont is in planning phase.



Walking Trips



Half
of Alameda County
BART stations
have at least 30 percent
of their boardings from
walking trips.



CHALLENGES

Curb management becoming complex. Transportation network companies (like Uber and Lyft) have increased the demand for curb space which impacts some bicycle facilities and pedestrian crossings.

Collisions rise with exposure. Total collisions involving cyclists may reflect a rising use of bicycles for a number of types of trips, which in turn increases exposure.

Commutes are the longest trip we make. The average Bay Area commute is 13.5 miles or 34 minutes — not always conducive to daily biking and walking.

Partnerships are essential for regional trails. Developing, building and maintaining trails and greenways requires extensive partnerships with cities, counties, park districts, Caltrans, transportation agencies, community members, regulatory agencies, funding partners and in some cases, non-profits.

Benefits should be shared equitably. Active modes have the potential to reduce the share of household income spent on transportation, but only if disadvantaged communities share access to new facilities.

OPPORTUNITIES

Emergence of new technologies. New markets for scooters, dockless bikes, and e-bikes, all of which are in Alameda County, represent both a challenge and opportunity for public agencies to manage. The proliferation of new technology poses risks for safety as well — 21 percent of pedestrians in California reported they had been hit, or nearly hit, by a driver distracted by a cell phone.

Alameda County has the second most multimodal commutes of all Bay Area counties. 15 percent of residents use transit, 6 percent bike and walk to work. Only San Francisco County has a lower automobile mode share.

Every trip begins and ends with a walk. As a commute mode, walking has held steady—used by between 3 and 4 percent of Alameda County workers, by every trip begins with a walk, so a safe pedestrian environment is important for all.

The Countywide Active Transportation Plan (CATP). The CATP, set to be adopted in the Spring of 2019 is a framework for building a safer and more connected countywide network, comfortable for all ages and abilities.



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AlamedaCTC.org

Sources:

Statewide Integrated Traffic Records System (SWITRS) via the UC Berkeley Transportation Injury Mapping System (TIMS), 2017 Countywide Active Transportation Plan, Ford GoBike, Bay Area Rapid Transit District 2015 Station Access Survey, 2016 American Community Survey, Alameda County

MTC's 2017 Top 25 Congested Corridors

Rank	Route	Direction	Time	Location	County	Length (Miles)	Vehicle Hours of Delay
1	US-101/I-80	NB/EB	PM	Cesar Chavez St. to Treasure Island Tunnel	San Francisco	5.49	14660
2	I-80	WB	AM & PM	CA-4 to San Francisco Bay Bridge Toll Plaza	Alameda/ Contra Costa	17.5	12650
3	US-101	SB	PM	Fair Oaks Ave. to Oakland Rd./13 th St.	Santa Clara	7.12	7260
4	I-680	NB	PM	Scott Creek Rd. to Andrade Rd.	Alameda	9.53	6280
5	CA-4	EB	PM	Morello Ave. to Port Chicago Highway	Contra Costa	6.11	5610
6	I-80	EB	PM	West Grand Ave. to Gilman St.	Alameda	4.58	5460
7	I-880	SB	PM	Union St. to 29 th Ave.	Alameda	4.49	4770
8	I-280	SB	PM	Foothill Expy. to 7 th /10 th /Virginia St.	Santa Clara	12.87	4740
9	CA-24	EB	PM	I-580/I-980 to Wilder Rd.	Alameda/ Contra Costa	5.13	4520
10	I-680	NB	PM	Sycamore Valley Rd. to Buskirk Ave./Oak Park Blvd.	Contra Costa	10.83	4500
11	CA-4	WB	AM	Loveridge Rd. to Willow Pass Rd. (West)	Contra Costa	7.83	4500
12	I-880	NB	PM	CA-84/Thornton Ave. to Winton Ave.	Alameda	9.34	4420
13	US-101	NB	PM	Whipple Ave. to East Hillsdale Blvd.	San Mateo	5	4230
14	I-580	EB	PM	Crow Canyon Rd./Grove Way to Hacienda Dr.	Alameda	9.59	3990
15	US-101	NB	AM	Story Rd. to N. Fair Oaks Ave.	Santa Clara	12.15	3970
16	I-880	NB	AM	Winton Ave. to 22 nd Ave./23 rd Ave.	Alameda	12.82	3790
17	I-680/I-280	SB/NB	AM	Capitol Expy. to Foothill Expy.	Santa Clara	16.13	3460
18	CA-92	EB	PM	Hillsdale Blvd. to West End of San Mateo Bridge	San Mateo	4.89	3160
19	I-880	SB	AM	I-238/Lewelling Blvd. to Mowry Ave.	Alameda	13.63	3050
20	I-80	EB	PM	Central Ave. to Pinole Valley Rd.	Contra Costa	9.24	2830
21	US-101	SB	AM	Rowland Blvd. to N. San Pedro Rd.	Marin	7.84	2690
22	I-80	WB	AM & PM	W. Grand Ave. to US-101	Alameda/ San Francisco	7.35	2570
23	I-580	WB	AM	164 th Ave./Carolyn St. to Park Blvd.	Alameda	10.98	2210
24	I-205/I-580	WB	AM	San Joaquin County Line to Lane Drop W/O Grant Line Rd.	Alameda	2.6	2190
25	CA-85	NB	AM	CA-87 to De Anza Blvd.	Santa Clara	12.98	2180

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