



Commission Meeting Agenda Thursday, January 31, 2019, 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. Election of Chair and Vice Chair

- 4.1. [Election of Commission Chair and Vice Chair: Approve the election of the Commission Chair and Vice-Chair](#) 1 A

5. Chair and Vice Chair Report

6. Executive Director Report

7. Consent Calendar Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 7.1, 7.2 and 7.3.

- 7.1. [Approve the December 6, 2018 Commission Meeting Minutes](#) 3 A
- 7.2. [Approve the Alameda CTC meeting schedule for the 2019 calendar year](#) 9 A
- 7.3. [Approve Community Advisory Committee Appointment](#) 13 A
- 7.4. [I-580 Express Lanes: Monthly Operations Status Update](#) 15 I
- 7.5. [Congestion Management Program \(CMP\): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update](#) 25 I
- 7.6. [Federal, state, regional, and local legislative activities update](#) 29 A/I
- 7.7. [Development of the 2020 Countywide Transportation Plan Update](#) 41 I
- 7.8. [Measure B, Measure BB, and Vehicle Registration Fee Programs Update](#) 47 I
- 7.9. [Measure B and Measure BB Capital Projects Update](#) 59 I
- 7.10. [Substitution of the San Francisco Bay Area Rapid Transit District \(BART\) Small Business Program in lieu of Alameda CTC Local Business Contract Equity Program](#) 71 A

- | | | |
|---|-----|---|
| 7.11. Global Opportunities at the Port of Oakland Project (GoPort) (PN 1442000): Approval of Project Actions for the Construction Phase of the Freight Intelligent Transportation Systems Component of the GoPort Project | 103 | A |
| 7.12. Approve the Administrative Amendment to Grant Funding Agreement A13-0057 to extend agreement expiration date | 111 | A |

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

- | | | |
|---|-----|---|
| 8.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | | I |
| 8.2. Independent Watchdog Committee – Steve Jones, Chair | 115 | I |
| 8.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | 121 | I |

9. Planning, Policy and Legislation Committee Action Items

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

- | | | |
|---|-----|---|
| 9.1. Update on Metropolitan Transportation Commission Housing Compact | 129 | I |
|---|-----|---|

10. Member Reports

11. Adjournment

Next Meeting: Thursday, February 28, 2019

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

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember 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)	February 7, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	February 11, 2019	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.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	February 21, 2019	5:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	February 25, 2019	1:30 p.m.
Alameda CTC Commission Meeting	February 28, 2019	2:00 p.m.
Independent Watchdog Committee (IWC)	March 11, 2019	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	March 12, 2019	9:30 a.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019	1:30 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).

This page intentionally left blank



Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

FROM: Art Dao, Executive Director

SUBJECT: Approve the election of the Commission Chair and Vice-Chair

Recommendation

It is recommended that the Commission approve the election of the Chair and Vice-Chair of the Alameda County Transportation Commission.

Summary

Per the Alameda County Transportation Commission (Alameda CTC) Administrative Code, the elections of the Commission's Chair and Vice-Chair are to take place at the annual organizational Commission meeting and such elections are effective immediately. The Code also indicates that the term of the Chair and Vice-Chair is for a period of one year. The current Chair and Vice-Chair have just completed their first year of service.

Background

The Commission annually elects the Chair and Vice Chair at its organizational Commission meeting. The Administrative Code indicates that in selecting the Chair and Vice-Chair, members of the Commission should give reasonable consideration to rotating these positions among geographic areas.

Subsequent to the election, the Chair shall appoint all members of the Commission's six Standing Committees including the designation of the chair and vice-chair of each Committee. The Chair shall also make appointments to other local and regional transportation committees when these appointments are required from the Alameda CTC.

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

This page intentionally left blank



Alameda County Transportation Commission Commission Meeting Minutes Thursday, December 6, 2018, 2 p.m.

7.1

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 Bauters, Commissioner Chan, Commissioner Haubert, Commissioner Marchand, Commissioner Mei and Commissioner Miley.

Commissioner McQuaid attended as the alternate for Commissioner Carson.

Subsequent to the roll call:

Commissioner Miley arrived during item 5. Commissioner Mei arrived during item 7.2. Commissioner Haubert arrived during item 8.1.

3. Public Comment

Jane Krammer commented on the traffic congestion management presentation that was presented at the October Commission meeting and discussed Senate Bill (SB) 375 for sustainable neighborhoods.

4. Chair and Vice Chair Report

Commissioner Valle recognized departing Commissioner Trish Spencer and her impact on the residents in the City of Alameda. Commissioner Spencer stated that it's been a privilege to represent the City of Alameda and to work with the Commission on a regional basis to improve transportation.

Vice-Chair Cutter took a moment to reflect on the year's accomplishments, and to say a word of thanks to her fellow Commissioners. Vice-Chair Cutter provided highlights of the accomplishments, which included highway improvements and goods movement and rail projects. Chair Valle highlighted the East Bay Greenway project, Safe Routes to Schools, and the Affordable Student Transit Pass Programs along with SB 1 and Regional Measure 3 funding. Chair Valle noted that in 2019, the Commission is planning a retreat in the spring and legislative visits are planned to Sacramento and Washington D.C. He concluded by thanking the Commission for their dedication to fulfilling their promises to the voters.

5. Executive Director Report

Art Dao informed the Commission that the annual independent financial audit process has been completed. He stated that it was a clean audit and there were no significant findings. He reported that staff, along with Commissioner Dutra-Vernaci and Commissioner Haggerty, attended the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) Retreat where they discussed a regional strategy to deal with the housing crisis in the Bay Area, specifically the

Committee to House the Bay Area (CASA) Compact. MTC/ABAG also discussed the policy to distribute transportation funds to projects based on local jurisdiction's performance on housing production. Mr. Dao concluded by thanking the Commission for the year's accomplishments.

6. Consent Calendar

- 6.1.** Approve the October 25, 2018 Commission Meeting Minutes
- 6.2.** FY2018-19 First Quarter Report of Claims Acted Upon Under the Government Claims Act
- 6.3.** Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2018
- 6.4.** Approve the Alameda CTC FY2018-19 First Quarter Investment Report
- 6.5.** Approve the Alameda CTC FY2018-19 First Quarter Consolidated Financial Report
- 6.6.** Approve the Alameda CTC Staff and Retiree Benefits for Calendar Year 2019 and Salary Ranges for Fiscal Year 2019-20
- 6.7.** Approve the Fiscal Year 2019-20 Professional Services Contracts Plan
- 6.8.** Approve and adopt an amendment to the Alameda CTC Health Reimbursement Arrangement Plan for retirees
- 6.9.** I-580 Express Lanes: Monthly Operations Status Update
- 6.10.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update
- 6.11.** Affordable Student Transit Pass Program (ASTPP) Evaluation and Recommendations
- 6.12.** Safe Routes to School Program Update
- 6.13.** Express Lanes Program: Approval of Amendment No. 2 to Professional Services Agreement A16-0075 with HNTB for System Manager Services
- 6.14.** East Bay Greenway: Approve Release of Request For Proposal (RFP) for Preliminary Engineering Services and Authorize negotiations with the top ranked firm
- 6.15.** Approve Community Advisory Committee Appointment

Commissioner Saltzman commented on the ASTPP and noted that there are challenges in including BART because of Clipper limitations. She noted that Clipper Phase II is coming and requested that staff keep a space open for BART to participate in the program.

Commissioner Haggerty moved to approve the consent calendar. Commissioner Spencer seconded the motion. The motion passed with the following votes:

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

7. Community Advisory Committee Reports

7.6. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2 Independent Watchdog Committee (IWC)

Steve Jones, Chair of IWC, stated that the Committee met on November 19, 2018. The Committee welcomed new members and received a presentation on the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the year ended June 30, 2018. The next meeting is scheduled for January 14, 2019.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the Committee met on December 3, 2018. They approved the FY2019-20 Paratransit Program Implementation Guidelines and Performance Measures and received an update on the 2020 Paratransit Discretionary Grant Program. The next meeting is scheduled for January 28, 2019.

8. Planning, Policy and Legislation Committee Action Items

8.1. Legislative Update

Tess Lengyel introduced federal lobbyist Emily Bacque who provided an overview of the recent elections and how they will affect the federal government's activities. Ms. Bacque also described priorities and transportation funding opportunities for 2019.

Commissioner Valle thanked Ms. Bacque and her colleagues for their stewardship on the last Washington D.C trip.

Commissioner Kaplan requested that staff continue to track the pending transportation funding bill and any application submission deadlines.

Tess Lengyel provided an update on state and federal initiatives. She noted the success of two self-help counties, Marin and San Mateo, which passed sales tax measures and informed the Commission of changes in the legislative delegation in Alameda County. She then recommend that the Commission approve the 2019 Legislative program and outlined the six sections of the program which included Transportation Funding, Project Delivery and Operations, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and partnerships.

Commissioner Dutra-Vernaci asked why Alameda CTC wasn't listed as one of the agencies in an article about using the shoulder as a traffic solution. Mr. Dao stated that it's a good concept and, if it works for other agencies, Alameda CTC will get involved later.

Commissioner Saltzman stated that Alameda CTC should be focused on getting a bus lane on the Bay Bridge for transit riders. Mr. Dao stated that Alameda CTC should be working on lane conversion instead of shoulder conversion.

Commissioner Kaplan asked for an update on completing the Express Lanes to the Bay Bridge. Ms. Lengyel responded that staff is working on a design alternative analysis with MTC, Caltrans and the cities along the I-580 corridor.

Commissioner Kaplan requested adding taxation of Transportation Network Companies (TNCs) to Alameda CTC's legislative platform. Mr. Dao stated that taxation of TNC's is not under Alameda CTC's purview and suggested that Oakland's Department of Transportation (DOT) deal with the TNC issue on a local level. Commissioner Valle stated that the topic can be discussed in detail at the upcoming Commission Retreat.

Commissioner Kaplan moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed with the following votes:

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

8.2. Update on Metropolitan Transportation Commission Housing and Transportation Funding Conditioning Policy Considerations 1:7:09

Tess Lengyel stated that the Planning, Policy and Legislation Committed requested the Metropolitan Transportation Commission (MTC) staff to present MTC's policy consideration for a housing compact and potential future conditioning of transportation funding on housing production. She noted that MTC staff was not available to present today; however, they are committed to come and present to the Commission in January 2019. Ms. Lengyel stated that in November, Alameda CTC staff attended a MTC workshop that addressed two policy issues, the CASA Compact committee and Transportation Funding Conditioning/Housing Outcomes.

Staff noted the following suggestions and questions posed by the Commission to address with MTC/ABAG for the January 2019 Commission meeting:

- Not enough engagement of stakeholders was used to generate the CASA Compact document. Before the ABAG Executive Committee vote to sign off, a presentation should be given to the ABAG delegates, the general public and local elected officials.
- ABAG should approve the CASA Compact as amended.
- The CASA Compact will probably turn into legislation and the Commission should have a seat at the table to inform the process.
- Cities that have a housing plan should be exempt to allow for residential and commercial space to be built.

- ABAG should approve the good elements and consider incorporating other elements such as Assembly member Chiu's proposal for a new system of redevelopment for the State of California, which will have an impact on cities being able to fund affordable housing. Instead of taking cities' commercial spaces for development, redevelopment of old housing into new housing should be considered.
- Instead of saying no to the CASA Compact, the Commission should take an approach that points out things such as unfunded mandates and asks who will pay for the infrastructure that is needed to supply affordable housing.
- Alameda CTC Commissioners should speak to elected officials in their community to mount a strong lobbying effort.
- What kind of policies does the Commission want to promote? If a regional approach is taken, the region needs to look at creating regional housing sources and sharing the benefits regionally.
- Taxing employers and jurisdictions that have not paid their fair share should also be considered.
- An amendment to the CASA proposal was suggested that would dedicate money to the counties/cities that are solving the housing problems rather than keeping the money in the County of Origin.
- Is the vacant property tax for the actual property value or Proposition 13 value?
- The CASA proposal should add a fee for job/housing imbalance.

Commissioner Arreguin noted that the CASA Compact is proposing to shift the focus of the One Bay Area Grant (OBAG) 3 funding solely to a housing production allocation plan, which will have an effect on transportation funding.

A public comment was heard from Jane Krammer. She stated that she attended most of the CASA meetings and she agreed with several Commissioners that this is an honest attempt to solve a serious problem. Ms. Krammer asked how the information will be presented to the public.

Tess Lengyel stated that at the workshop there was discussion around conditioning transportation funding on housing production. The funds that are being looked at for repurposing are, Regional Measure 3, Transportation Development Act, OBAG 3, Active Transportation Program regional share of SB 1, and State Transportation Improvement Program that amount to \$185 million of transportation funds to be used for housing.

Art Dao stated that if the MTC CASA Compact moves forward, Alameda County will lose \$5 to \$12 million a year, Berkeley and San Leandro will be penalized, and transit operators are not included, but will be impacted.

Commissioner Kaplan requested staff to bring this item back in January 2019 and to make a recommendation regarding how the Commission should proceed.

Staff agreed to invite MTC to the January 2019 Commission meeting to discuss this item. Many of the Commissioners noted a schedule conflict between the January 24, 2019 meeting date and the U.S. Mayors Conference Annual meeting. The Commission directed staff to select an appropriate date for the January Commission meeting to resolve the conflict.

This item is for information only.

9. Action on Annual Performance Review of Executive Director

9.1. Approval of Deferred Action by the Full Commission on Annual Performance Review and Salary Parity Action for the Executive Director

Commissioner Haggerty moved to approve this item. Commissioner Cutter seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Cutter, Dutra-Vernaci, Freitas, Haggerty, Halliday, Haubert, Kalb, Kaplan, King, Maass, McQuaid, Mei, Miley, Ortiz, Saltzman, Spencer, Thorne, Valle

No: None

Abstain: None

Absent: Bauters, Chan, Marchand

10. Closed Session

10.1. Recess to Closed Session

A. Closed Session – Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Existing litigation; Dayoub v. Alameda CTC, et. al.

The Commission went into Closed Session Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Existing litigation; Dayoub v. Alameda CTC, et. al.

10.2. Reconvene to Open Session

Open session reconvened

10.3. Closed Session Report

There was nothing to report out from the closed session.

10.4. Action item from Closed Session

This item is for information only.

11. Member Reports

Commissioner Saltzman announced that BART launched their new App that has a great trip planner.

12. Adjournment

The next meeting will be announced once staff has reviewed calendars and rescheduled the January Commission meeting.



Memorandum

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

FROM: Art Dao, Executive Director

SUBJECT: Alameda CTC meeting schedule for the 2019 calendar year

Recommendation

It is recommended that the Commission approve the Alameda CTC meeting schedule for the 2019 calendar year.

Summary

Per the Alameda County Transportation Commission (Alameda CTC) administrative code, the Alameda CTC annually adopts a schedule of regular meetings. The schedule outlines the meetings in a calendar format for the full Commission in addition to standing committee meetings including: I-680 Joint Powers Authority (I-680 JPA); I-580 Express Lane Policy Committee (I-580 PC); Finance and Administration Committee (FAC); Planning, Policy and Legislation Committee (PPLC); and Programs and Projects Committee (PPC). The Goods Movement Planning Committee (GMPC), Transit Planning Committee (TPC), Audit Committees and any Ad-hoc or steering committee meeting schedules are developed at the discretion of the Commission and are noticed in accordance with any applicable California Government Codes.

Background

Pursuant to the Alameda CTC Administrative Code, the Commission shall adopt the schedule of regular meetings of the Commission and the Standing Committees for the upcoming year. The Commission and each Standing Committee may change the date for a regular meeting of such body to another business day if the regular date is a holiday or as otherwise determined by the Commission or such Standing Committee.

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

This page intentionally left blank



Alameda County Transportation Commission 2019 Meeting Calendar*

7.2A

All meetings dates and materials are available on the [Alameda CTC website](#).

Meetings	Meeting Start Time	Meeting Dates
Finance and Administration Committee (FAC) I-680 Sunol Smart Carpool Lane JPA (I-680 JPA) I-580 Policy Committee (I-580 PC) Planning, Policy & Legislation Committee (PPLC) Programs and Projects Committee (PPC)	8:30 a.m. 9:30 a.m. 10:00 a.m. 10:30 a.m. 12:00 p.m.	January 14, 2019 February 11, 2019 March 11, 2019 April 8, 2019 May 13, 2019 June 10, 2019 July 8, 2019 September 9, 2019 October 14, 2019 November 18, 2019**
Alameda County Transportation Commission	2:00 p.m.	January 31, 2019** February 28, 2019 March 28, 2019 April 25, 2019 May 23, 2019 June 27, 2019 July 25, 2019 September 26, 2019 October 24, 2019 December 5, 2019

*Standing Committees meet on the second Monday of the month. The full Commission meets on the fourth Thursday of the month. The Alameda CTC Commission is on recess during the month of August. There is no Commission meeting in the month of November and no Committee meetings during the month of December. The Goods Movement Planning Committee (GMPC), the Transit Planning Committee (TPC), and the Audit Committee meeting schedules are developed at the discretion of the Commission and usually occur immediately following the last standing committee meeting.

** This date has been adjusted due to an agency holiday or based on a pre-existing scheduling conflict.

This page intentionally left blank

Immediate Past President
PAULINE RUSSO CUTTER
Mayor of San Leandro

President
BARBARA HALLIDAY
Mayor of Hayward

Vice President
ALAN NAGY
Mayor of Newark

Alameda County Mayors' Conference

Alameda
Trish Spencer

Albany
Rochelle Nason

Berkeley
Jesse Arreguin

Dublin
David Haubert

Emeryville
Ally Medina

Fremont
Lily Mei

Hayward
Barbara Halliday

Livermore
John Marchand

Newark
Al Nagy

Oakland
Libby Schaa

Piedmont
Robert McBain

Pleasanton
Jerry Thorne

San Leandro
Pauline Russo Cutter

Union City
Carol Dutra-Vernaci

Executive Director
Steven Bocian

December 13, 2018

Ms. Angie Ayers
Public Meeting Consultant
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dear Ms. Ayers,

At its regular meeting of December 12, 2018, the Alameda County Mayors' Conference reappointed Kristi Marlaeu to the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee as a District 1 representative and Steven Jones to the Alameda County Transportation Commission Independent Watchdog Committee as the District 1 representative. Our records indicate that their new terms will begin on January 1, 2019 and expire on December 30, 2021. Please advise if these dates are inaccurate so I can adjust our records if necessary.

Please contact Kristi and Steven directly if you have any questions regarding next steps and any requests for additional information.

Please contact me if you have any questions or need to follow-up regarding this appointment.

Sincerely,

Steven Bocian

Steven Bocian
Executive Director

c. Christi Marlaeu and Steven Jones



City of Emeryville

INCORPORATED 1896

1333 Park Avenue, Emeryville, CA 94608-3517
t (510) 596-4300 | f (510) 596-4389

ALAMEDA CTC

JAN 14 2019

RECEIVED

January 9, 2019

Alameda County Transportation Commission: Paratransit Advisory and Planning Commission

Attn: Commission Secretary
1111 Broadway Suite 800
Oakland, CA 94607

RE: New City of Emeryville Appointment to Alameda County Transportation Commission: Paratransit Advisory and Planning Commission

To Commission Secretary:

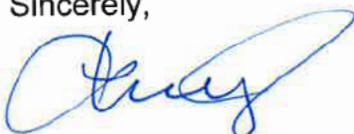
This letter confirms that the City of Emeryville has appointed the following City representative(s) to serve on the Alameda County Transportation Commission: Paratransit Advisory and Planning Commission, per City of Emeryville Resolution No. 18-165 at our City Council regular meeting on December 10, 2018, for a term expiring on December 31, 2020:

Primary Representative	Yvonne Behrens	
Alternate Representative	Not Applicable	

If either of the above designated City representatives are no longer able to attend meetings due to a conflict of schedules, a newly appointed representative will be designated at the City's earliest convenience.

If you have any questions, please contact the City Clerk's Office at (510) 450-7800 or city_clerk@emeryville.org.

Sincerely,



Lorrayne Leong, Deputy City Clerk
lleong@emeryville.org

Encl: City of Emeryville Resolution No. 18-165



Memorandum

7.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

FROM: Jesse Peoples, 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 October - November 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.

October – November 2018 Operations Update:

Table 1 summarizes the monthly and average daily trips during the operational hours in October and November. Table 2 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 65 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Monthly Trips during Operational Hours

Month	Total Trips	Average Daily Trips
October 2018	792,000	34,400
November 2018	670,000	33,500

Table 2. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹	
		October	November
By Type	HOV-eligible with FasTrak flex tag	47%	47%
	SOV with FasTrak standard or flex tag	35%	35%
	No valid toll tag in vehicle	18%	18%
By Direction	Westbound	46%	45%
	Eastbound	54%	55%

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

Express lane users typically experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst).

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from April 2018 – September 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 a 30-minute period of LOS D experienced near 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 April 2018 through September 2018 ranged from 20 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 3 presents the maximum posted toll rates to travel the entire corridor in each direction in October and November 2018, along with the average toll assessed to toll-paying users.

Table 3. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
October	Westbound	\$13.00 (6 of 23 days)	\$2.81
	Eastbound	\$12.00 (18 of 23 days)	\$3.59
November	Westbound	\$13.00 (2 of 20 days)	\$2.41
	Eastbound	\$12.00 (16 of 20 days)	\$3.78

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 November of Fiscal Year 2018-19, the I-580 Express Lanes recorded over 3.7 million total trips. Total gross revenues received include \$6.1 million in toll revenues and \$1.2 million in violation fees and penalties; the pro-rated forecast operating budget is \$2.3 million.

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

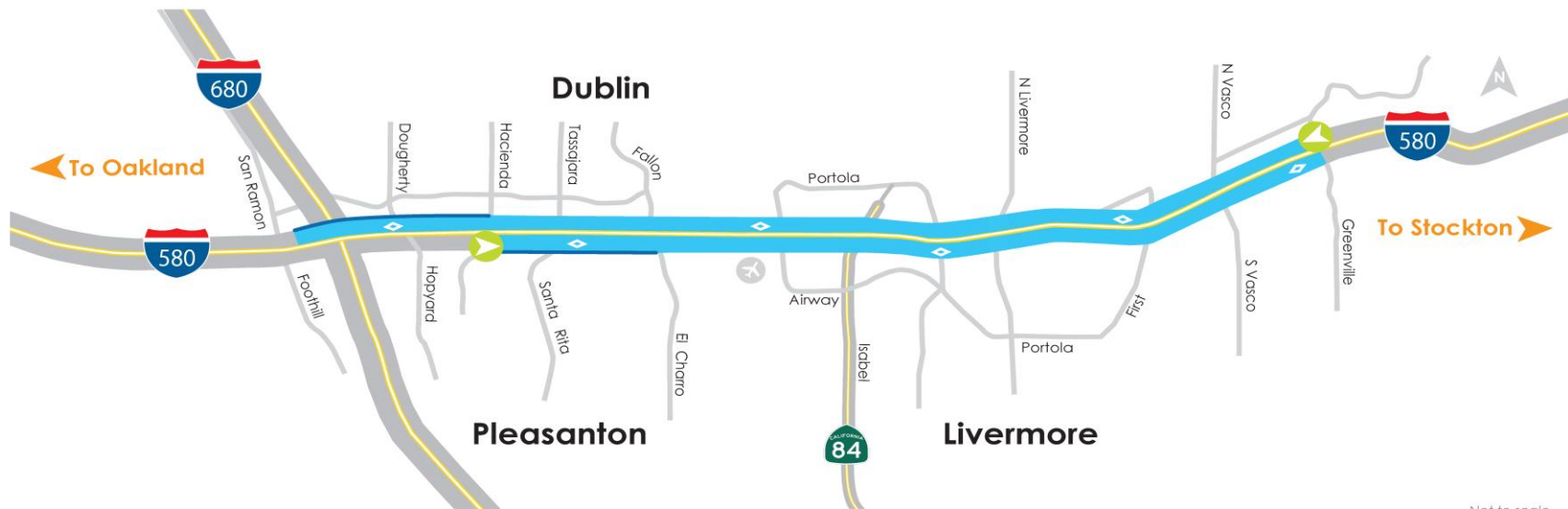
Attachments:

- A. I-580 Express Lanes Location Map
- B. I-580 Corridor Express Lanes Heat Maps April 2018 – September 2018



I-580 Express Lanes Project Location Map

7.4A



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



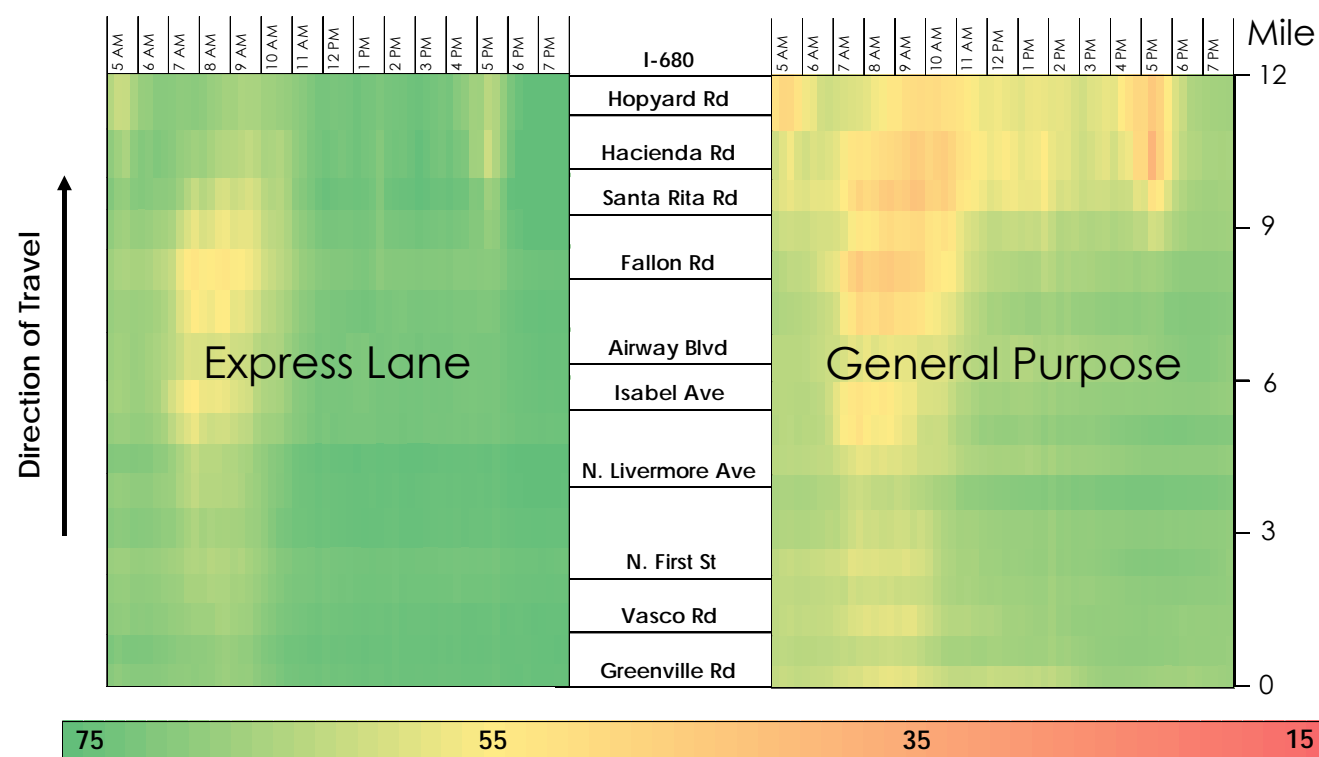
No entry/exit from westbound express lane from Hacienda to end.

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

This page intentionally left blank

Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, April 2018 – September 2018

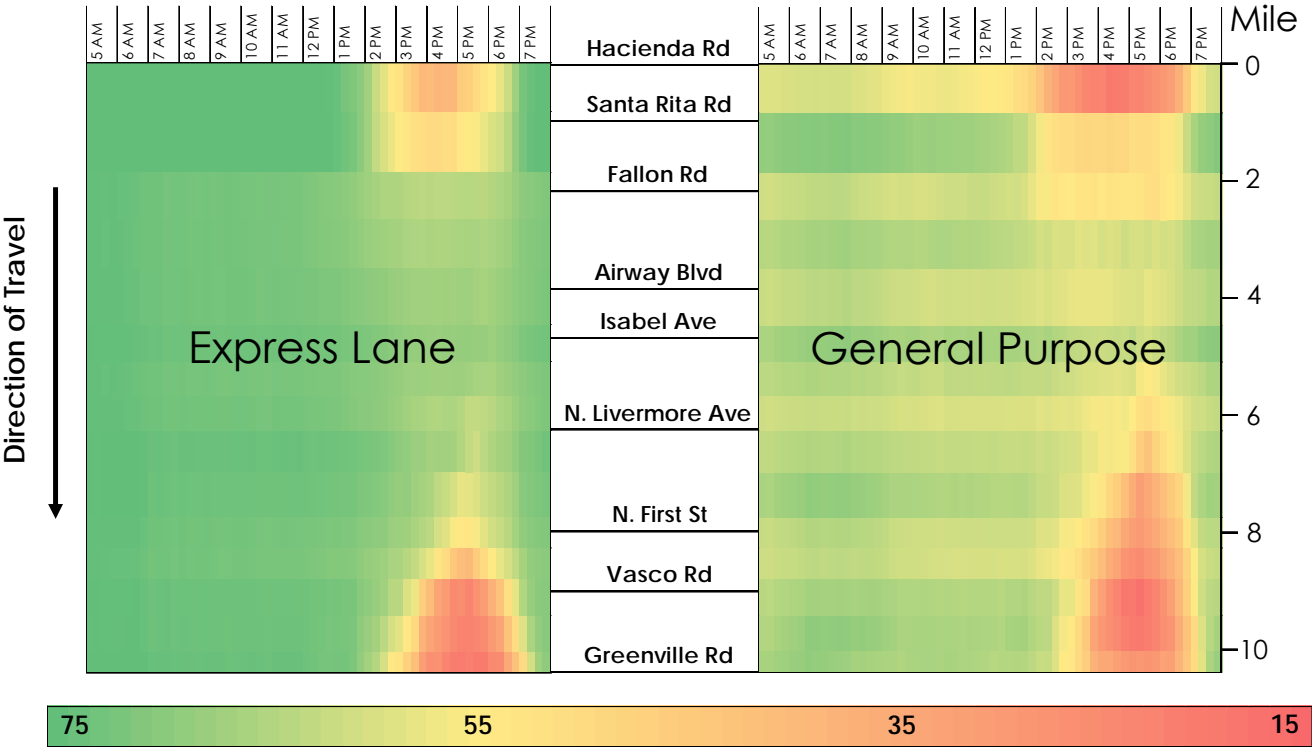


Monday-Friday, April 2018 – September 2018



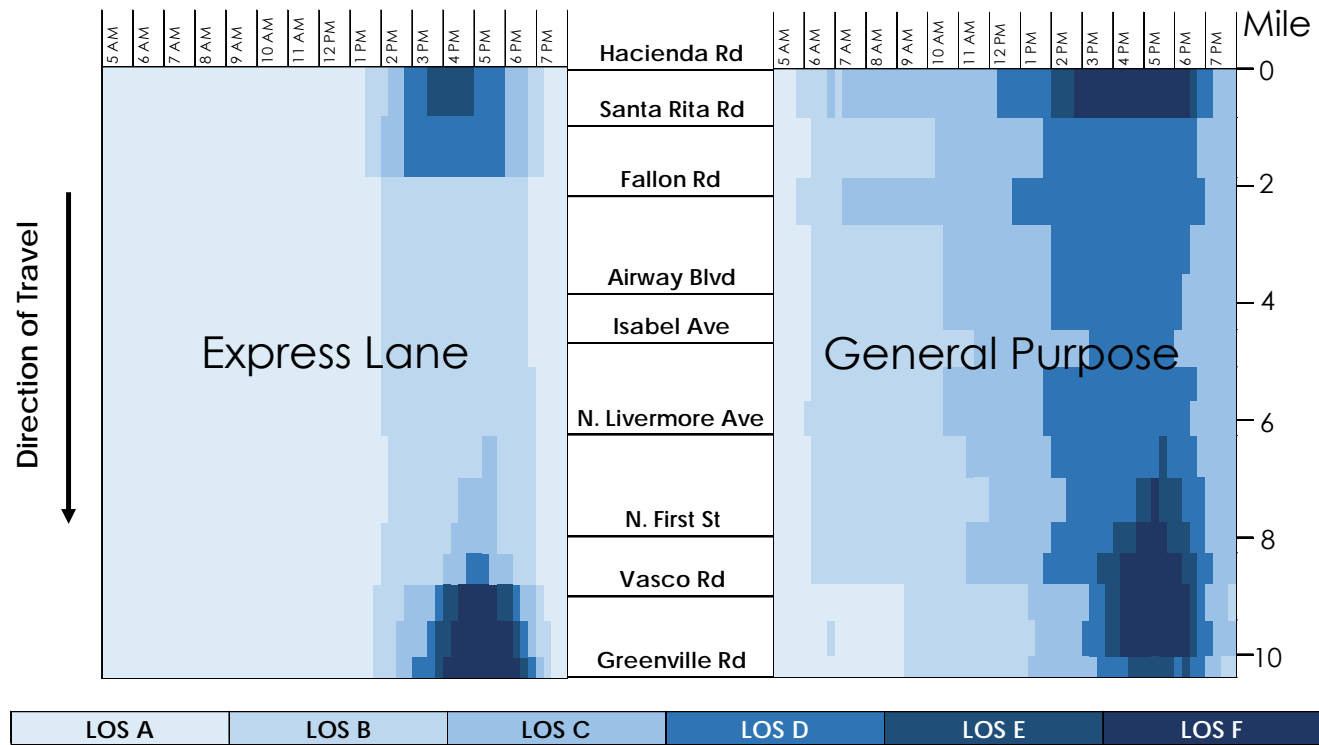
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, April 2018 – September 2018



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, April 2018 – September 2018





Memorandum

7.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 24, 2019

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 to 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 November 11, 2018, the Alameda CTC reviewed one NOP. A response was submitted and is included as Attachment A.

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

Attachment:

- A. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the 2040 Union City General Plan Update

This page intentionally left blank



November 14, 2018

Carmela Campbell, AICP
Planning Manager
City of Union City
34009 Alvarado-Niles Road
Union City, CA, 94587

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the 2040 Union City General Plan Update

Dear Ms. Campbell,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the 2040 Union City General Plan Update. The planning area covers the entirety of the City of Union City. The 2040 General Plan Update emphasizes infill and reuse development within the City limits, encourages higher-density and mixed use projects where appropriate, and supports walkable design that compliments the existing natural and built environment. Focus areas for growth in Union City include the Greater Station District, Union City Boulevard Corridor, and Horner-Veasby Area. The 2040 General Plan Update provides the policy framework to guide future development toward land uses that support walking, biking, and transit ridership, including a Vision Zero policy. The 2040 General Plan Update places a greater emphasis on active transportation infrastructure such as protected bike lanes and enhanced pedestrian crossings, improved transit facilities and services, and accessibility.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: http://www.alamedactc.org/app_pages/view/5224

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Union City and Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda

- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



Memorandum

7.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Federal, state, regional, and local legislative activities update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

Summary

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The program is designed to be broad and flexible, allowing Alameda CTC 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, D.C.

The 2019 Alameda CTC Legislative Program is divided into six sections:

1. Transportation Funding
2. Project Delivery and Operations
3. Multimodal Transportation, Land Use and Safety
4. Climate Change and Technology
5. Goods Movement
6. Partnerships

Legislative, policy, and funding partnerships throughout the Bay Area and California will be key to the success of the 2019 Legislative Program.

Background

The Commission approved the 2019 Legislative Program in December 2018. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

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 and policy updates.

Federal Update: At the end of the year, due to the inability to pass authorizing appropriations bills to fund a multitude of federal agencies, including the Department of Transportation, a partial government shutdown occurred. Staff will provide additional verbal updates at the January meeting addressing the outcome of the shutdown and any effects on transportation.

State Update: On December 3, the California State legislature convened for its kick-off of the 2019-2020 legislative session to swear in new members and commence its organizational efforts for the new legislative session, including opening the process for bill submission.

The legislature will return to Sacramento on January 7 to officially begin the 2019-2020 legislative session and the new gubernatorial administration of Governor Gavin Newsom will be sworn in.

Governor Gavin Newsom: Governor-elect Newsom has been hiring several members of his cabinet. Newsom has hired Ann O'Leary as his Chief of Staff and Ana Matosantos as his Cabinet Secretary. O'Leary, a lawyer and founding executive director of the Center on Health, Economic, and Family Security and the UC Berkeley School of Law, was the Senior Policy Advisor to the 2016 Clinton presidential campaign. Matosantos served as the Director of the Department of Finance under both Governors Schwarzenegger and Brown, as well as a deputy legislative secretary in the State's Health and Human Services Agency. Anthony Williams, formerly the director of government relations for Boeing and advisor to Senate Pro Tems Steinberg and Burton will be Newsom's Legislative Affairs Secretary. Catherine Lhamon will be his Legal Affairs Secretary, transitioning from her service as the Assistant Secretary for Civil Rights at the U.S. Department of Education. Staff will provide updates on cabinet members as they become finalized.

New Senate Leadership and Committee Appointments: On December 21, Senate pro Tempore Toni Atkins (San Diego) announced new Senate leadership positions, committee assignments and the separation of the Senate Transportation and Housing Committee into two separate committees. Senator Beall will be the Chair of the Senate Transportation Committee and Senator Weiner will be the Chair of the Senate Housing Committee. Formal adoption of the designated committee chairs

and vice chairs will take place in January 2019 and full committee membership will be assigned thereafter. The following summarizes the overall Senate leadership positions and those relative to Alameda CTC's state Senate delegation. Attachment A includes the full list of Senate Leadership Assignments.

Senate Leadership Positions

- Senate Majority Leader: Senator Robert M. Hertzberg (D-Los Angeles)
- Assistant Majority Leader: Senator Mike McGuire (D-Healdsburg)
- Majority Whip Senator Nancy Skinner (D-Berkeley)
- Assistant Majority Whips: Senator Maria Elena Durazo (D-Los Angeles) and Senator Scott D. Wiener (D-San Francisco)
- Democratic Caucus Chair: Senator Connie M. Leyva (D-Chino)

Senate Standing Committees

- Business, Professions and Economic Development: Senator Steven M. Glazer (D-Contra Costa), Chair.
- Public Safety: Senator Nancy Skinner (D-Berkeley), Chair.
- Transportation (new committee: Senator Jim Beall (D-San Jose), Chair and Senator Shannon Grove (R-Bakersfield), Vice Chair.
- Budget Subcommittee #2 on Resources, Environmental Protection, Energy and Transportation: Senator Bob Wieckowski (D-Fremont), Chair.
- Budget Subcommittee #5 on Corrections, Public Safety and the Judiciary: Senator Nancy Skinner (D-Berkeley), Chair.

Assembly Leadership: When the legislature reconvened in early December, Assembly Speaker Anthony Rendon (Los Angeles) announced that the Assembly leadership team will remain the same in the new session with the following leadership positions:

- Speaker Pro Tempore: Assemblymember Kevin Mullen (D-San Mateo)
- Majority Leader: Assemblymember Ian Calderon (D-Los Angeles)

State Budget: According to state law, Governor Newsom will release his 2019-2020 proposed budget on January 10th. Budget subcommittees will begin hearings on the budget in early May prior to the Governor's May Revise, which must be submitted by May 14. Thereafter, both the Assembly and Senate will finalize each house's version of the budget, then conference to resolve differences. The legislative leaders and the Governor will meet in June to address any outstanding issues and a final budget must be adopted by June 15, so the new budget year can begin on July 1 after the Governor signs the final budget bill.

Transportation Update: In December, an initiative aimed at "Ending High-Speed Rail and Shifting State Highway Construction and Maintenance from the State to

Counties" was cleared for circulation. Former San Diego City Councilmember and current chairman of Reform California, Carl DeMaio, filed an initiative constitutional amendment with the Secretary of State in September. The Attorney General's office released a summary and title and the Legislative Analyst's Office and Department of Finance prepared a fiscal summary for the measure. The proposal would eliminate the State's high-speed rail project and shift transportation program funds and responsibilities to local governments beginning in January 2021:

- The Citizens' Lock Box for Road Repairs, Maintenance, and Improvement would be established. This account would receive revenues from fuel excise taxes and the sales tax on diesel fuel, which is a critical funding source for public transit and intercity rail. These funds could only be used for capital outlay and maintenance of local streets and state highways.
- The Citizens' Lock Box for Transportation Infrastructure Repair, Maintenance, Operation, and Improvement would be established and would receive the revenues from state taxes on vehicle sales, vehicle insurance premiums, and vehicles. The initiative limits the use of these funds to local street and highway construction, improvement, maintenance, and operations. These funds could also be used for "public mass transit guideway projects," which includes rail and presumably bus rapid transit projects, but nothing else.
- Cities and counties would receive all of the funding from the two new accounts in proportion to the amount of transportation funding a city or county received as of January 1, 2018. Cities and counties would be responsible for maintaining and constructing local streets and roads and the portions of state highways located within their jurisdiction.
- The measure would maintain the current amount of transportation revenues, but would shift them as follows:
 - Transportation revenues would increase by about \$10 billion.
 - \$12 billion would be shifted from the State to local governments.
 - Funding for 1991 realignment would decrease by \$3 billion, funding for 2011 realignment would decrease by \$2 billion, and funding for other local public safety programs would decrease by \$1 billion. The State would be constitutionally required to backfill the reduction in 2011 realignment, and if they did not backfill 1991 realignment, it would come undone.
 - There would be a \$4 billion reduction in State General Fund revenues.
 - The State would have to backfill about \$1 billion in transportation bond debt service that is currently paid for by truck weight fees.
 - The Prop 98 minimum school funding would be reduced by about \$1.6 billion.

Termination of the high-speed rail project would reduce state expenditures, but it is unclear by how much. It would likely be in the tens-of-billions of dollars.

The measure contains significant uncertainty and impacts would depend upon how it is implemented. Demaio previously stated that he would only proceed with this initiative if Proposition 6 was approved. However, with the failure of Prop 6, he has not announced whether he intends to begin gathering signatures to qualify the measure. If so, he must gather 585,407 signatures from registered voters by the end of May.

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

Attachments:

- A. Alameda CTC 2019 Legislative Program
- B. Senate Leadership Positions

This page intentionally left blank



2019 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Oppose efforts to repeal transportation revenues streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforces training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that link transportation, housing, and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. Support investments in active transportation, including for improved safety and Vision Zero strategies. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets. Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. Support the expansion of zero emissions vehicle charging stations. Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs. Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings. Partner with community and national organizations and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

Senate Leadership Positions



FOR IMMEDIATE RELEASE

Dec. 21, 2018

CONTACT: Lizelda.Lopez@sen.ca.gov

Senate Leader Atkins Announces Committee Assignments for the 2019-2020 Legislative Session

SACRAMENTO – California Senate President pro Tempore, Toni G. Atkins (D-San Diego), today announced the Senate’s leadership positions and committee assignments. These assignments reflect a diversity of skills and backgrounds needed to continue to move California forward and achieve the people’s work.

Designated committee chairs and vice chairs will be formally adopted by the Senate in January 2019.

Senate Leadership Positions

- Senator Robert M. Hertzberg (D-Los Angeles), Senate Majority Leader.
- Senator Mike McGuire (D-Healdsburg), Assistant Majority Leader.
- Senator Nancy Skinner (D-Berkeley), Majority Whip.
- Senator Maria Elena Durazo (D-Los Angeles) and Senator Scott D. Wiener (D-San Francisco), Assistant Majority Whips.
- Senator Connie M. Leyva (D-Chino), Democratic Caucus Chair.

Standing Committees

Agriculture

- Senator Cathleen Galgiani (D-Stockton), Chair.
- Senator Scott Wilk (R-Santa Clarita), Vice Chair.

Appropriations

- Senator Anthony J. Portantino (D-La Cañada-Flintridge), Chair.
- Senator Pat C. Bates (R-Laguna Niguel), Vice Chair.

Banking and Financial Institutions

- Senator Steven Bradford (D-Gardena), Chair.
- Senator Ling Ling Chang (R-Brea), Vice Chair.

Budget and Fiscal Review

- Senator Holly J. Mitchell (D-Los Angeles), Chair.
- Senator Jim Nielsen (R-Tehama), Vice Chair.

Business, Professions and Economic Development

- Senator Steven M. Glazer (D-Contra Costa), Chair.
- Senator Ling Ling Chang (R-Diamond Bar), Vice Chair.

Education

- Senator Connie M. Leyva (D-Chino), Chair.
- Senator Scott Wilk (R-Santa Clarita), Vice Chair.

Elections and Constitutional Amendments

- Senator Thomas J. Umberg (D-Santa Ana), Chair.
- Senator Jim Nielsen (R-Tehama), Vice Chair.

Energy, Utilities and Communications

- Senator Ben Hueso (D-San Diego), Chair.
- Senator John M. W. Moorlach (R-Costa Mesa), Vice Chair.

Environmental Quality

- Senator Benjamin Allen (D-Santa Monica), Chair.
- Senator Pat C. Bates (R-Laguna Niguel), Vice Chair.

Governance and Finance

- Senator Mike McGuire (D-Healdsburg), Chair.
- Senator John M. W. Moorlach (R-Costa Mesa), Vice Chair.

Governmental Organization

- Senator Bill Dodd (D-Napa), Chair.
- Senator Scott Wilk (R-Santa Clarita), Vice Chair.

Health

- Senator Richard Pan (D-Sacramento), Chair.
- Senator Jeff Stone (R-Temecula), Vice Chair.

Housing (new committee)

- Senator Scott D. Wiener (D-San Francisco), Chair.
- Senator Mike Morrell (R-Inland Empire), Vice Chair.

Human Services

- Senator Melissa Hurtado (D-Sanger), Chair.
- Senator Jeff Stone (R-Temecula), Vice Chair.

Insurance

- Senator Susan Rubio (D-Baldwin Park), Chair.
- Senator Brian W. Jones (R-San Marcos), Vice Chair.

Judiciary

- Senator Hannah-Beth Jackson (D-Santa Barbara), Chair.
- Senator Andreas Borgeas (R-Fresno), Vice Chair.

Labor, Public Employment and Retirement (new committee)

- Senator Jerry Hill (D-San Mateo), Chair.
- Senator Mike Morrell (R-Inland Empire), Vice Chair.

Legislative Ethics

- Senator Holly J. Mitchell (D-Los Angeles), Chair.

Natural Resources and Water

- Senator Henry Stern (D-Canoga Park), Chair.
- Senator Brian W. Jones (R-Santee), Vice Chair.

Public Safety

- Senator Nancy Skinner (D-Berkeley), Chair.
- Senator John M. W. Moorlach (R-Costa Mesa), Vice Chair.

Rules

- Senate President pro Tempore Toni G. Atkins (D-San Diego), Chair.
- Senator Scott Wilk (R-Santa Clarita), Vice Chair.

Transportation (new committee)

- Senator Jim Beall (D-San Jose), Chair.
- Senator Shannon Grove (R-Bakersfield), Vice Chair.

Veterans Affairs

- Senator Bob Archuleta (D-Pico Rivera), Chair.
- Senator Shannon Grove (R-Bakersfield), Vice Chair.

Budget Sub-Committees

Budget Subcommittee #1 on Education

- Senator Richard D. Roth (D-Riverside), Chair.

Budget Subcommittee #2 on Resources, Environmental Protection, Energy and Transportation

- Senator Bob Wieckowski (D-Fremont), Chair.

Budget Subcommittee #3 on Health and Human Services

- Senator Richard Pan (D-Sacramento), Chair.

Budget Subcommittee #4 on State Administration and General Government

- Senator Maria Elena Durazo (D-Los Angeles), Chair.

Budget Subcommittee #5 on Corrections, Public Safety and the Judiciary

- Senator Nancy Skinner (D-Berkeley), Chair.

Full committee membership will be announced at a later date.



Memorandum

7.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Director of Planning
Kate Lefkowitz, Associate Transportation Planner

SUBJECT: Development of the 2020 Countywide Transportation Plan Update

Recommendation

This item provides an update to the Commission on the development of the 2020 Countywide Transportation Plan (CTP). This item is for information only.

Summary

Every four years, Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document to guide future transportation development for all transportation modes and users in Alameda County. The existing CTP was adopted in 2016, and is due for an update by 2020. The CTP is expected to be completed and adopted in June of 2020 (Attachment A).

The CTP informs and feeds into the region's long range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which is developed by the Metropolitan Transportation Commission (MTC) and is also updated every four years. MTC has initiated the update to Plan Bay Area 2040, which serves as the region's RTP/SCS. Alameda CTC will actively participate in the Plan Bay Area update process and coordinate the CTP development with the Plan Bay Area update.

Discussion

Alameda CTC, working closely with member agencies, develops and updates the CTP. The 2020 CTP will have a 2050 horizon, consistent with the RTP, and will address opportunities and challenges facing the county's transportation system, assess potential impacts of major trends on the transportation system, and articulate a set of priority initiatives, including projects, programs and policies. While the CTP will look out to 2050 to consider long-term trends and challenges, given the huge uncertainties when looking that far into the future, the

effort will focus on identifying a more near-term vision to guide Alameda CTC's transportation planning efforts.

The CTP will include the following efforts to help frame and inform the long term vision:

- Evaluate major performance trends to identify significant needs both in the shorter and longer term time horizons.
- Assess and document emerging trends that could influence travel patterns and needs within and to/from Alameda County.
- Consider opportunities for stronger coordination between transportation, land use and economic development to support the diversity of needs and opportunities throughout the county.
- Establish a methodology for identifying the major needs in the county over multiple time horizons.
- Develop specific action plans for each major need identified through the performance-based assessment. This could include recommendations for large capital projects, programs of smaller capital projects, programs (e.g. Safe Routes to School), operational strategies, and policies. This will include near and medium term strategies as well as a long term vision.
- Initiate partnerships with local jurisdictions, regional partners and other public and private partners to implement the CTP.

Outreach to Jurisdictions: Alameda CTC initiated the 2020 CTP process through meetings with Alameda County jurisdictions and transit agencies, starting in November 2018 and continuing into January. The purpose of these meetings was to identify major initiatives and emerging transportation priorities within Alameda County jurisdictions and transit agencies, and hear directly from our local partners about the challenges and opportunities they see. Key themes heard during these meetings will be shared at the Committee meeting.

State of the System Report: To inform the 2020 CTP, Alameda CTC will develop a comprehensive assessment of the county's transportation network. The document will be a "state of the system" report that will assess the performance of the county's transportation system with the intent of highlighting gaps and issue areas within the county's transportation network.

The objective of the analysis is to identify key issues in the performance of today's transportation system and assess how these issues affect mobility and access of people and goods throughout the county. This effort will build off of Alameda CTC's robust Congestion Management Program, which includes a number of performance reporting elements, and identify critical issues, opportunities and challenges to lay the framework for the CTP. Additionally, this task will show how trends affect future performance across user groups/major commute corridors.

At the completion of this task, the state of the system report shall provide enough detail and content to enable Alameda CTC staff to (1) identify focus areas for the CTP development and (2) develop initial strategies and articulate a work plan to further develop and refine strategies for these focus areas.

CTP development process and schedule: Similar to the 2016 CTP development, the 2020 CTP update will be a transparent process, with Alameda CTC working closely with the jurisdictions, transit agencies, and stakeholders. Public engagement for the Plan will be held at strategic milestones throughout the Plan development process to ensure the public has the ability to inform and be aware of the plan, and focus on providing convenient and effective opportunities for the public to engage.

The Alameda County Technical Advisory Committee (ACTAC) will serve as the primary technical working group informing the development of the CTP and will have CTP-related items on its agenda throughout its development. Both Public Works/Transportation ACTAC representatives as well as the Planning Directors from member agencies will be invited to participate at these meetings. Following discussions with ACTAC, CTP items will come before the Planning Policy and Legislation Committee for discussion and input on a regular basis over the course of the development of the CTP.

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

Attachment:

- A. 2020 CTP Update Schedule

This page intentionally left blank

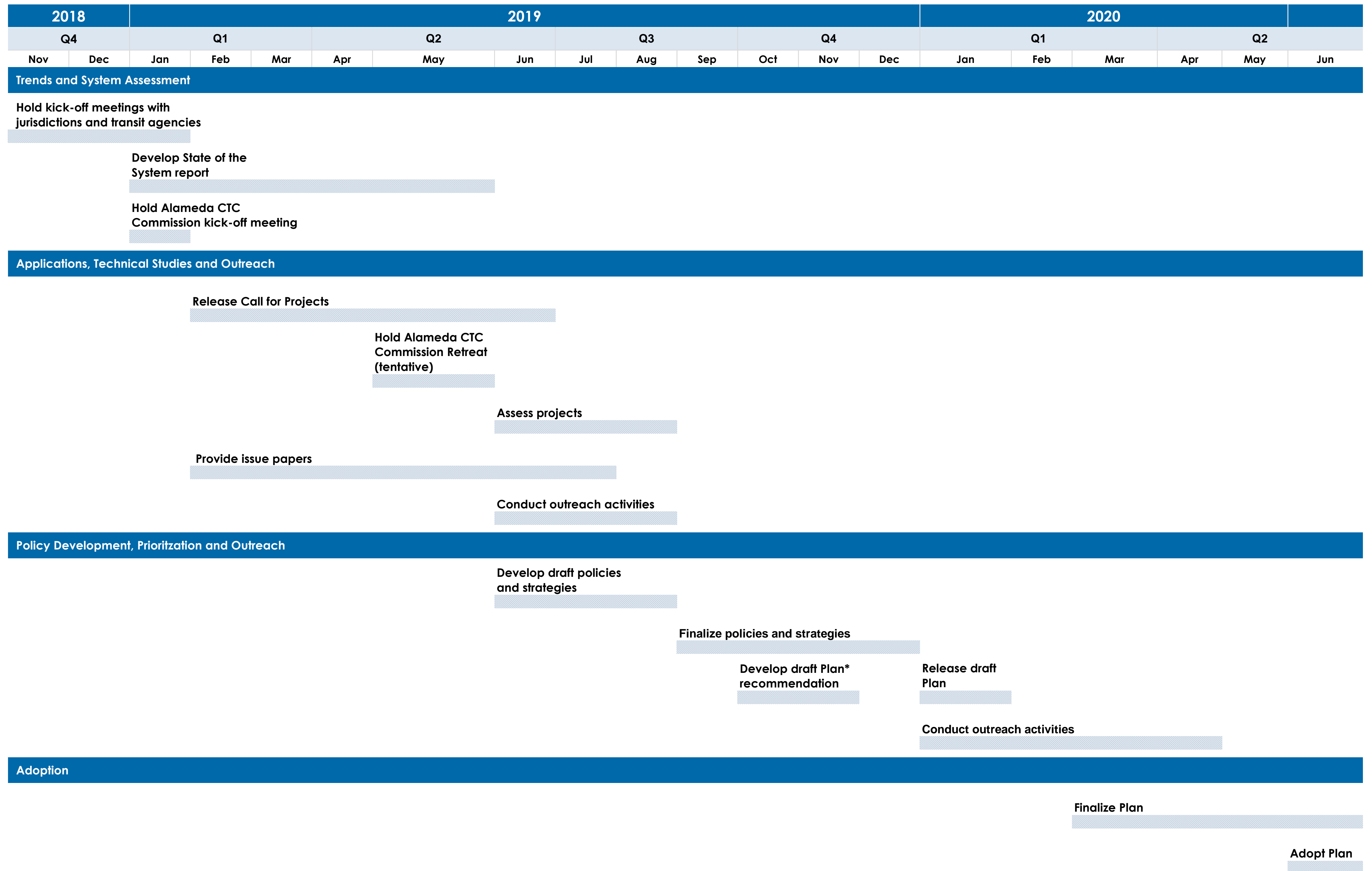


ALAMEDA COUNTY TRANSPORTATION COMMISSION

Countywide Transportation Plan

Draft Key Milestones for FY 2018-19 through FY 2019-20

7.7A



* Plan (Countywide Transportation Plan)

\\Actfs01\shared\Planning_Policy_Public_Affairs\Planning\CWTP\2020\1_CityMtgS\SCHEDULE

This page intentionally left blank



Memorandum

7.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 VRF program. Collectively, the programs generate \$316 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

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

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

Alameda CTC returns over half of Measure B/BB/VRF total revenues collected back to the twenty local jurisdictions and transit agencies as DLD funds. Recipients use DLD funds on locally prioritized transportation improvements that improve local access, safety, transit, infrastructure preservation and system reliability. Typical DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. For fiscal year (FY) 2018-19, DLD recipients are projected to receive approximately \$164 million in DLD funds - \$80 million in Measure B, \$77 million in Measure BB, and \$7 million in VRF.

Each year, as part of the Annual Program Compliance Reporting process, Alameda CTC requires DLD recipients to complete Audited Financial Statements and Compliance Reports that summarizes the past fiscal year's financials, expenditures, and program achievements. The reports for the FY 2017-18 reporting period were due December 2018. Compliance findings and program achievements will be presented to the Commission later in June 2019.

Additionally, Alameda CTC distributes discretionary Measure B/BB/VRF funds through competitive processes, and are subsequently monitored through separate funding agreements with project sponsors. There are currently \$316 million encumbered in active project sponsor agreements.

Background

The Measure B and Measure BB sales tax programs, and the VRF program provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are returned back to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements. From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs to the end of FY 2017-18, Alameda CTC distributed over \$1.2 billion in total DLD funds to local recipients, with an additional \$164 million in DLD distributions estimated for FY 2018-19 (Attachment A – Historical Direct Local Distributions by Fund Program).

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

For FY 2018-19, Alameda CTC's projections for DLD funding distribution by program category is depicted in Table 1 below.

Table 1: Direct Local Distribution Projections (FY 2018-19)				
DLD Programs <i>(dollars in millions)</i>	MB	MBB	VRF	Total
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$31.6	\$28.9	\$6.8	\$67.3
Mass Transit	\$30.0	\$31.1		\$61.1
Special Transportation for Senior and People with Disabilities (<i>Paratransit</i>)	\$12.8	\$13.0		\$25.8
Bicycle and Pedestrian Safety	\$5.3	\$4.3		\$9.6
TOTAL	\$79.7	\$77.3	\$6.8	\$163.8

Annually, on average, DLD recipients expend annually less than the amount of DLD funds received each fiscal year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds identified for future and/or larger capital improvements. Per the most recent recipients' financial statements, as of June 30, 2017, there is a collective fund balance of approximately \$94.1 million in DLD funds across all DLD recipients \$45.6 million in Measure B, \$39.8 million in Measure BB, and \$8.7 million in VRF funds (Attachment B). Alameda CTC is monitoring the fund balances starting with fiscal Year 2016-17 ending fund balances under the DLD Timely Use of Funds Policies (approved December 2015). This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. DLD recipients have until the end of fiscal year 2019-20 to draw down fund balances to the 40 percent allowable limit. Alameda CTC provides DLD recipients regular updates on existing DLD fund balances, timely use of funds requirements, and reporting requirements to keep recipients informed and compliant with the program requirements and policies.

To facilitate DLD program compliance monitoring, Alameda CTC requires DLD recipients to complete separate annual Audited Financial Statements and Program Compliance Reports that summarizes the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements. A program compliance workshop was held in September 2018 with the DLD recipients to guide them through the reporting requirements. The Audited Financial Statements and Program Compliance Reports for FY 2017-18 were due at the end of December. Alameda CTC staff, in conjunction with the Independent Watchdog Committee (IWC) will review the reports, and provide an update on the DLD fund balances, DLD accomplishments, and overall compliance determination as part of the Annual Program Compliance Summary Reports to the Commission in June 2019.

Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. To streamline the programming and allocation of these funds, Alameda CTC consolidated the programming into one single process and document known as the Comprehensive Investment Plan (CIP), which covers a five-year programming horizon. In July 2018, the Commission approved the 2018 CIP Update with the latest programming and allocation for fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP. The 2018 CIP includes the coordination of local Measure B/BB/VRF funds with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs for selected improvements ranging from capital infrastructure, planning studies, transit operations, and program implementation.

Alameda CTC currently has approximately \$316 million in Measure B/BB/VRF discretionary programs funds in active agreements with various project sponsors. All discretionary grants are paid on a reimbursement basis upon successful completion of the scope of work contained in funding agreements with the project sponsors. As of June 30, 2018, project sponsors have requested \$106 million in reimbursements against the \$316 million in active agreements. A current list of active Measure B/BB/VRF discretionary funded projects and programs is included in Attachment C. The next programming of discretionary funds is expected to occur in spring 2019 for the 2020 CIP.

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

Attachments:

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB/VRF Direct Local Distribution Fund Balances
- C. Measure B/BB/VRF Discretionary Program Summary

**Measure B/Measure BB/Vehicle Registration Fee
Historical Direct Local Distributions¹**

Fiscal Year	Measure B	Measure BB	Vehicle Registration Fee	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18	\$81,030,004	\$78,118,871	\$7,429,111	\$166,577,986
FY 18/19 ²	\$79,724,412	\$77,358,758	\$6,840,000	\$163,923,171
Total	\$1,083,313,976	\$310,977,402	\$58,118,161	\$1,452,409,539

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2018-2019.

This page intentionally left blank

**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances**

(As of the start of Fiscal Year 2017-18)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$4,406,923	\$4,859,416		\$9,266,339
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$942,696	\$104,279		\$1,046,975
ACE	\$1,649,615	\$5,358,820		\$7,008,435
Alameda County	\$1,159,643	\$2,829	\$630,825	\$1,793,297
City of Alameda	\$3,774,892	\$1,709,082	\$457,525	\$5,941,499
City of Albany	\$724,275	\$792,306	\$48,754	\$1,565,335
City of Berkeley	\$2,496,351	\$3,922,745	\$1,037,275	\$7,456,372
City of Dublin	\$842,263	\$755,108	\$207,516	\$1,804,887
City of Emeryville	\$1,024,966	\$351,899	\$179,404	\$1,556,269
City of Fremont	\$3,154,838	\$1,290,623	\$524,480	\$4,969,941
City of Hayward	\$4,773,849	\$4,101,603	\$1,020,835	\$9,896,287
City of Livermore	\$2,706,144	\$1,780,069	\$1,154,634	\$5,640,847
City of Newark	\$832,684	\$718,569	\$203,027	\$1,754,280
City of Oakland	\$12,493,323	\$9,510,040	\$1,262,281	\$23,265,644
City of Piedmont	\$73,181	\$238,316	\$4,931	\$316,429
City of Pleasanton	\$1,424,633	\$1,760,556	\$760,937	\$3,946,126
City of San Leandro	\$2,313,732	\$1,410,222	\$571,850	\$4,295,804
City of Union City	\$821,847	\$1,112,775	\$633,988	\$2,568,610
Total	\$45,615,857	\$39,779,258	\$8,698,262	\$94,093,377

Notes:

1. Measure B/BB/VRF DLD balances are from recipients' FY 2016-17 Audited Financial Statements.
2. The FY 2016-17 Ending Fund Balance is the starting fund balance for FY 2017-18.

This page intentionally left blank

Alameda County Transportation Commission
Measure B Discretionary Program
Active Project Sponsor Agreements

7.8C

Index	Agreement Number	Sponsor	Project Name	Measure B Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0062	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	6/27/2013	10/31/2019	In Progress
2	A13-0063	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	6/27/2013	10/31/2018	In Progress
3	A17-0083	City of Albany	Buchanan Bikeway Phase III	\$ 600,000	4/27/2017	12/31/2019	In Progress
4	A17-0087	City of Berkeley	Milvia Bikeway Project	\$ 350,000	4/27/2017	12/31/2018	In Progress
5	A17-0096	City of Emeryville	South Bayfront Bridge	\$ 1,895,000	4/27/2017	12/31/2019	In Progress
6	A17-0114	City of Oakland	E. 12th Street Bikeway	\$ 1,500,000	4/27/2017	12/31/2020	In Progress
7	A17-0126	City of Union City	Bicycle and Pedestrian Master Plan Update	\$ 150,000	4/27/2017	12/31/2019	In Progress
8	D17-0001	Alameda CTC	Countywide Bicycle and Pedestrian Planning and Promotion	\$ 357,000	4/27/2017	TBD	In Progress
9	D17-0050	Alameda CTC	Alameda County Safe Routes to School Program (match)	\$ 1,090,000	4/27/2017	12/31/2022	In Progress
Bike/Pedestrian Projects				\$ 7,271,000			
EXPRESS BUS PROGRAM							
1	A14-0026	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	6/27/2013	12/31/2019	In Progress
2	A17-0067	LAVTA	Pilot Transit Program for Last Mile Connections (Go Dublin! Demo Project)	\$ 100,000	7/28/2016	10/31/2018	In Progress
3	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$ 983,000	4/27/2017	12/31/2020	In Progress
4	A17-0107	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	\$ 1,414,000	4/27/2017	12/31/2019	In Progress
Express Bus Projects				\$ 2,818,000			
PARATRANSIT PROGRAM							
1	A17-0089	Center for Independent Living, Inc	Community Connections: Mobility Management Partnership (FY 17/18 & FY 18/19)	\$ 500,000	4/27/2017	12/31/2019	In Progress
2	A17-0094	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	\$ 296,000	4/27/2017	12/31/2019	In Progress
3	A17-0100	City of Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	\$ 298,000	4/27/2017	12/31/2019	In Progress
4	D17-0002	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	\$ 400,000	4/27/2017	TBD	In Progress
Paratransit Projects				\$ 1,494,000			
TRANSIT CENTER DEVELOPMENT PROGRAM							
1	I13-0011	Alameda CTC	Sustainable Communities Technical Assistance Program	\$ 1,200,000	4/27/2017	6/30/2019	In Progress
2	A17-0082	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$ 88,000	4/27/2017	12/31/2020	In Progress
3	A17-0099	City of Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	\$ 930,000	4/27/2017	12/31/2019	In Progress
TCD Projects				\$ 1,018,000			
ALL ACTIVE PROJECTS SUMMATION							
Measure B Active Projects				\$ 12,601,000			

Alameda County Transportation Commission
Vehicle Registration Discretionary Program
Active Project Sponsor Agreements

Agreement			Project Name	VRF	Commission	Agreement	Status
Index	Number	Sponsor		Funds Awarded	Approval Date	Expiration Date	
BICYCLE AND PEDESTRIAN PROGRAM							
1	A13-0061	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$1,000,000	6/27/2013	10/31/2019	In Progress
2	A17-0086	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$750,000	4/27/2017	12/31/2019	In Progress
3	A17-0116	City of Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	\$2,500,000	4/27/2017	12/31/2019	In Progress
Bike/Pedestrian Projects				\$4,250,000			
TRANSIT PROGRAM							
1	A13-0057	BART	Berkeley BART Plaza & Transit Area Improvements	\$3,718,000	6/27/2013	10/31/2018	In Progress
2	A13-0058	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$5,730,000	6/27/2013	10/31/2020	In Progress
3	A17-0080	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	\$300,000	4/27/2017	12/31/2018	In Progress
4	A17-0081	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	\$4,018,000	4/27/2017	12/31/2020	In Progress
5	TBD	City of Oakland	Coliseum Transit Hub	\$4,846,000	4/27/2017	TBD	In Progress
6	A17-0119	City of Pleasanton	Bernal Ave Park and Ride Lot	\$912,000	4/27/2017	12/31/2018	In Progress
7	D17-0042	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan	\$300,000	4/27/2017	6/30/2022	In Progress
8	D17-0048	Alameda CTC	Comprehensive Multimodal Monitoring	\$1,250,000	7/28/2016	6/30/2021	In Progress
9	D17-0049	Alameda CTC	Corridor Studies Implementation	\$2,000,000	4/27/2017	TBD	In Progress
Transit Projects				\$23,074,000			
ALL ACTIVE PROJECTS SUMMATION							
VRF Active Projects				\$27,324,000			

Alameda County Transportation Commission
Measure BB Discretionary Program
Active Project Sponsor Agreements

Index	Agreement Number	Sponsor	Project Name	Measure BB Funds Awarded	Commission Approval Date	Agreement Expiration Date	Status
TEP 08: AFFORDABLE STUDENT TRANSIT PASS PROGRAM							
1	Various	Alameda CTC	Affordable Student Transit Pass Programs	\$ 15,000,000	5/25/2016	12/31/2019	In Progress
Student Transit Pass Projects				\$ 15,000,000			
TEP 12: COORDINATION AND SERVICE GRANTS (PARATRANSIT)							
1	A17-0088	Bay Area Outreach Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	\$ 318,000	4/27/2017	12/31/2019	In Progress
2	A17-0092	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	\$ 220,000	4/27/2017	12/31/2019	In Progress
3	A17-0095	City of Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	\$ 70,000	4/27/2017	12/31/2019	In Progress
4	A17-0108	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	\$ 40,000	4/27/2017	12/31/2019	In Progress
5	A17-0110	LIFE Elder Care	VIP Rides Program (FY 17/18 and FY 18/19)	\$ 275,000	4/27/2017	12/31/2019	In Progress
6	A17-0124	Senior Support Program of the Tri-Valley	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	\$ 212,000	4/27/2017	12/31/2019	In Progress
7	D17-0005	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	\$ 500,000	4/27/2017	6/30/2022	In Progress
Paratransit Projects				\$ 1,635,000			
TEP 21: DUMBARTON CORRIDOR AREA TRANSPORTATION IMPROVEMENTS							
1	A16-0087	City of Fremont	Warm Springs BART Station- West Side Access	\$ 5,000,000	12/7/2017	12/31/2020	In Progress
Dumbarton Corridor Area Projects				\$ 5,000,000			
TEP 26 : CONGESTION RELIEF, LOCAL BRIDGE, SEISMIC SAFETY							
1	A16-0079	City of San Leandro	San Leandro Streets Rehabilitation Project	\$ 3,000,000	3/26/2015	10/31/2019	In Progress
2	A17-0127	City of San Leandro	San Leandro Local Street Rehabilitation	\$ 13,000,000	4/27/2017	12/31/2020	In Progress
3	A17-0043	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements	\$ 41,000,000	7/28/2016	6/30/2019	In Progress
4	A17-0043	City of Oakland	Oakland Army Base Roadway Infrastructure Improvements - Truck Parking	\$ 5,000,000	4/27/2017	12/31/2020	In Progress
5	A16-0081	City of Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	\$ 11,200,000	3/24/2016	12/31/2018	In Progress
6	TBD	City of Dublin	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	\$ 3,000,000	3/24/2016	TBD	In Progress
7	TBD	City of Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	\$ 6,600,000	4/27/2017	TBD	In Progress
8	D17-0026	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	\$ 5,000,000	3/24/2016	6/30/2020	In Progress
9	TBD	City of Hayward	Mission Blvd. Phase 2 & 3 (Complete Streets)	\$ 21,500,000	4/27/2017	TBD	In Progress
10	TBD	ACPWA	Hesperian Blvd Corridor Improvement (A St - I880)	\$ 7,000,000	3/24/2016	TBD	In Progress
11	D17-0027	Alameda CTC	San Pablo Avenue (SR 123) Mult-Modal Corridor Project	\$ 4,000,000	4/27/2017	6/30/2017	In Progress
12	D17-0049	Alameda CTC	Corridor Studies Implementation	\$ 6,000,000	4/27/2017	TBD	In Progress
13	D17-0037	Alameda CTC	Modal Plans Implementation E. 14th and Mission Blvd Corridors	\$ 1,500,000	7/28/2016	6/30/2019	In Progress
14	A18-0058	City of Alameda	Clement Avenue East Extension and Tilden Way	\$ 2,019,000	4/27/2017	12/31/2019	In Progress
15	A18-0018	City of Dublin	Dublin Blvd - North Canyons Parkway Extension	\$ 7,748,000	4/27/2017	3/31/2019	In Progress
16	A17-0101	City of Fremont	Safe and Smart Corridors Along Fremont Boulevard	\$ 1,771,000	4/27/2017	12/31/2019	In Progress
17	TBD	City of Hayward	SR-92 Clawiter Whitesell Interchange	\$ 440,000	4/27/2017	TBD	In Progress
18	D17-0053	Alameda CTC	I-880 Davis Street Interchange	\$ 539,940	9/28/2017	6/30/2022	In Progress
Congestion Relief Projects				\$ 140,317,940			
TEP 27: Countywide Freight Corridors							
1	D17-0035	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	\$ 53,020,000	2/1/2018	6/30/2022	In Progress
2	D17-0025	Alameda CTC	Alameda County Rail Strategy Study	\$ 250,000	7/28/2016	6/30/2019	In Progress
3	D17-0051	Alameda CTC	Goods Movement Reduction Program	\$ 3,000,000	4/28/2017	TBD	In Progress
4	A18-0045	City of Berkeley	Railroad Crossing Safety Improvement Project	\$ 500,000	4/28/2017	12/31/2020	In Progress
Countywide Freight Corridors				\$ 56,770,000			
TEP 41: FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM							
1	D17-0041	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	\$ 300,000	7/28/2016	6/30/2019	In Progress
2	A18-0045	City of Berkeley	Railroad Crossing Safety Improvement Project	\$ 500,000	4/28/2017	12/31/2020	In Progress
Freight and Economic Projects				\$ 300,000			

Alameda County Transportation Commission
Measure BB Discretionary Program
Active Project Sponsor Agreements

TEP 42: GAP CLOSURE ON THREE MAJOR TRAILS								
1	D17-0021	Alameda CTC	Eastbay Greenway - Lake Merritt to South Hayward	\$	3,500,000	3/26/2015	9/30/2018	In Progress
2	A17-0091	City of Dublin	Iron Horse Trail Corssing at Dublin Boulevard	\$	1,770,000	4/28/2017	12/31/2020	In Progress
3	A17-0093	East Bay Regional Parks District	San Francisco Bay Trail - Albany Beach to Buchanan	\$	642,000	4/28/2017	12/31/2019	In Progress
4	A18-0059	City of Fremont	Eastbay Greenway Trail Reach 6 (Innovation District to Bay Trail)	\$	5,454,000	4/28/2017	12/31/2020	In Progress
5	A17-0109	City of Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	\$	1,617,000	4/28/2017	12/31/2020	In Progress
Three Major Trails				\$	12,983,000			

TEP 44: BICYCLE AND PEDESTRIAN PROGRAM								
1	A17-0125	City of Union City	Union City Boulevard Bike Lanes Phase 2	\$	6,564,000	4/27/2017	12/31/2020	In Progress
Bicycle and Pedestrian Projects				\$	6,564,000			

TEP 45: COMMUNITY DEVELOPMENT AND INVESTMENT PROGRAM								
1	A17-0098	City of Emeryville	Emery Go Round General Benefit Operations	\$	1,000,000	4/27/2017	12/31/2019	In Progress
2	A16-0087	City of Fremont	Warm Springs BART Station- West Side Access	\$	25,000,000	4/27/2017	13/31/2020	In Progress
3	A17-0104	City of Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	\$	5,000,000	4/27/2017	12/31/2021	In Progress
4	A17-0113	City of Oakland	27th Street Complete Streets	\$	1,950,000	4/27/2017	12/31/2019	In Progress
5	A17-0115	City of Oakland	East Oakland Community Streets Plan	\$	100,000	4/27/2017	12/31/2019	In Progress
6	A17-0118	City of Oakland	OakMob Transportation Demand Management (TDM)	\$	215,000	4/27/2017	12/31/2020	In Progress
7	A17-0061	City of Oakland	Broadway Shuttle Operations	\$	660,000	4/27/2017	12/31/2019	In Progress
8	A17-0123	City of San Leandro	LINKS Shuttle Operations	\$	420,000	4/27/2017	12/31/2019	In Progress
9	D17-0047	Alameda CTC	Transportation Demand Management (TDM) Program	\$	434,000	4/27/2017	6/30/2019	In Progress
				CDIP Projects	\$	34,779,000		

TEP 46: TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM								
1	D17-0048	Alameda CTC	Overall Planning/Monitoring Services	\$	100,000	7/28/2016	12/31/2019	In Progress
2	D17-0052	Alameda CTC	Matching Program For Last Mile Connections Technology Programs	\$	200,000	7/28/2016	12/31/2019	In Progress
3	A17-0117	City of Oakland	MacArthur Smart City Corridor Project, Phase I	\$	1,500,000	4/27/2017	12/31/2019	In Progress
4	D17-0052	Alameda CTC	NexGen Technology Pilot Initiative	\$	1,000,000	4/27/2017	6/30/2022	In Progress
Technology Projects				\$	2,800,000			

ALL ACTIVE PROJECTS SUMMATION			
		Measure BB Active Projects	\$ 276,148,940



Memorandum

7.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Alameda CTC's Measure B and Measure BB Capital Projects Update

Recommendation

This item is to provide the Commission with an update on the Measure B and Measure BB Capital Projects. This item is for information only.

Summary

This is an informational item on the status of Measure B and Measure BB Capital Projects. Alameda CTC is responsible for administering local funds collected from the 1986 Measure B, 2000 Measure B and 2014 Measure BB transportation sales tax programs.

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Approximately 40 percent of the net sales tax revenues are earmarked for specific capital projects as set forth in the 2000 Measure B Transportation Expenditure Plan.

On November 4, 2014, Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP), Measure BB, authorizing the extension of the existing transportation sales tax and augmenting it by one-half percent to fund projects and programs. Approximately 35 percent of the Measure BB net sales tax revenues is identified for capital projects.

An overview of the Measure B and Measure BB active capital projects is provided in Attachment A. As of January 1, 2019, the Measure B and BB capital portfolio consists of 29 active projects spanning various stages of delivery; including Scoping, Preliminary Engineering (PE)/ Environmental, Design, and Construction with an estimated value totaling nearly \$3.4 billion. The combined Measure B/BB funds currently programmed to these capital projects is \$888 million. This update focuses specifically on the delivery and status of capital projects directly managed by

Alameda CTC including the major milestones achieved in 2018 and the anticipated milestones for 2019.

Background

Measure B has provided a consistent source of vital transportation funding to numerous capital projects in Alameda County. In 2006, this local funding source was critical to securing over \$447 million in state Prop 1B Bond funding and created thousands of much needed construction jobs in Alameda County.

Alameda CTC continues its mission to expand access and improve mobility, and with the successful passage of Measure BB in November 2014, this new critical local funding stream will extend and augment the previous programs to provide an additional \$8 billion in transportation program and project investments over the next 30 years. Approximately 35 percent (\$2.8 billion) is identified for capital projects.

The Commission's actions since the passage of Measure BB have created a pipeline of projects that will not only achieve the benefits identified in the 2014 TEP, but will also create a steady stream of projects at various stages of project readiness to compete for future funding opportunities as they are made available. Most notably in 2017, as a result of Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, which was signed into law on April 28, 2017, \$54 billion in state funding is anticipated to be available over the next decade to fix roads, freeways and bridges in communities across California. Additionally, in June 2018, Regional Measure 3 (RM3) was approved and is estimated to generate \$4.45 billion for transportation capital investments over a 25-year period and \$60 million annually to support transit operations. Alameda CTC is working with the Metropolitan Transportation Commission and Caltrans to advocate for funding for projects in Alameda County.

As of January 1, 2019, the Measure B and BB capital portfolio consists of 29 active projects spanning various stages of delivery; including Scoping, Preliminary Engineering (PE)/ Environmental, Design, and Construction with an estimated value totaling nearly \$3.4 billion. For projects implemented by jurisdictions within Alameda County, Alameda CTC provides project management oversight (PMO). For Alameda CTC sponsored projects, which require multi-jurisdictional coordination and/or have significant regional impacts, Alameda CTC provides Project Management (PM) from initiation through project completion.

1986 Measure B: The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan. Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects. Amendment No. 2, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission

Boulevard Spot Improvements projects and added the I-880 to Mission Boulevard East-West Connector Project to replace the Historic Parkway Project.

Significant 1986 Measure B achievements include:

- Widened the Nimitz Freeway to eight and ten lanes, added auxiliary lanes and upgraded interchanges;
- Built Airport Roadway from Harbor Bay/Maitland to Airport Drive adding alternative access to Oakland International Airport;
- Constructed local road improvements in San Leandro and Hayward;
- Added freeway to freeway connections at the Route 13/24 Interchange;
- Modified and upgraded the Interstate (I)-580/680 Interchange;
- Realigned Route 84 and diverted cut through traffic out of downtown Livermore to the current Route 84 corridor; and
- Extended BART from Bay Fair to Dublin/Pleasanton.

2000 Measure B: The 2000 Measure B (ACTIA) program of capital projects includes 27 original projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B program provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. The 2000 Measure B program has accomplished significant transportation improvements in Alameda County.

Significant 2000 Measure B achievements include:

- Implemented the first Rapid Bus Service and Bus Rapid Transit in the East Bay;
- Widened I-238 to six lanes;
- Widened I-680 and implemented the first Bay Area Express Lane;
- Built the new Isabel Ave Interchange and added carpool lanes along I-580;
- Widened State Route (SR) 84 to expressway standards;
- Provided for local street and road improvements in Oakland, Newark, San Leandro and Hayward;
- Extended BART to Warm Springs to connect to San Jose;
- Constructed the Oakland Airport Connector between BART and Oakland International Airport;
- Converted carpool lanes to express lanes along I-580;

- Implemented major innovative traffic relief technology on 22 miles of I-80; and
- Measure B funding programmed for emerging projects was successfully utilized to secure \$447 million in Prop 1B Bond funds towards the delivery of \$1.14 billion in highway projects in Alameda County collectively termed the Prop 1-Bond Highway Program (see Attachment B). Eight projects have been opened to the public. The final project is anticipated to be completed by June 2019.

Significant Prop 1B achievements include:

- 100 percent of Prop 1B bond funding committed to Alameda CTC projects has been allocated;
- Constructed the new Isabel Ave – SR 84/I-580 Interchange;
- Added carpool lanes along I-580 in both the eastbound and westbound directions and currently converting to a new express lane facility;
- Widened SR 84 to four and six lanes between Jack London and Concannon Boulevards;
- Constructed carpool lanes in the southbound direction along I-880 from Hegenberger Road to Marina Boulevard and reconstructed the Davis St. and Marina Blvd. interchange/overcrossings; and
- Implemented improvements at Marina Boulevard to facilitate increased demand generated by the new Kaiser Hospital development which opened in spring 2014.

2014 Measure BB: On November 4, 2014, Alameda County voters approved the reauthorization and augmentation of the local funding stream ensuring continued vital investments in transportation programs and capital improvements. The sales tax authorized by Measure BB is guided by the 2014 TEP and will remain in effect for a total of 30 years. It will generate an estimated \$8 billion to fund essential transportation investments throughout Alameda County. Approximately 35 percent (\$2.8 billion) is identified for capital projects.

Significant 2014 Measure BB achievements include:

- In June 2015, the Commission approved the first allocations of Measure BB funds which included scoping phase allocations for various 2014 TEP categories for a total of \$6.55 million. These funds allowed jurisdictions to refine project scope, cost and schedule for future applications and further project development.
- In March 2016, the Commission approved the Capital Projects Delivery Plan (CPDP), a portfolio of regionally significant, multi-jurisdictional projects to be implemented by Alameda CTC.

- In July 2016, the Commission approved a \$755 million two-year allocation plan, with \$173 million allocated specifically for 21 named capital projects and 5 discretionary capital programs.
- As of December 31, 2018, a total of \$415 million in capital allocations has allowed Alameda CTC to pursue and secure over \$400 million in external funding from various federal, state, and regional funds to support the delivery of Alameda CTC lead projects. Most notably, \$195 million was from SB1 for the 7th Street Grade Separation and Port Arterial Improvements. Work is underway to prepare for future cycles of SB1 funding and the requirements of the recently approved RM3.

Significant Alameda CTC Capital Project Milestones Achieved in 2018:

In addition to its oversight responsibilities for externally sponsored projects funded by Measure B and Measure BB, Alameda CTC performs direct Project Management and implementation of projects approved by the Commission. Projects led by Alameda CTC generally require multi-jurisdictional coordination and/or have significant regional impact. Alameda CTC continues to focus on bringing projects to a state of readiness for competitive funding. The following highlights significant progress achieved in 2018 on Alameda CTC lead projects.

Scoping Phase:

1. **SR-262 (Mission Blvd) Cross Connector (Project No. 1472.000):** Located in the City of Fremont, the project proposes to improve operations and safety along and in the vicinity of SR-262, a major east-west connector between I-880 and I-680. The scoping phase was initiated in May 2018 and it is anticipated to take 24 months to complete the project study report. The completion of the scoping document is required for soliciting federal and state funding and will provide crucial information for future project phases. With the recent passage of Regional Measure 3, up to \$15 million of additional funding is available for the delivery of the project.
2. **I-880 Interchange Improvements (Winton Ave./A Street) (Project No. 1471.000):** Located in the City of Hayward, at the Winton Avenue and A Street interchanges on I-880, the proposed project improvements include reconfiguring the I-880 interchange at Winton Avenue to enhance access to the Southland Mall and implement Complete Streets features, and reconstructing the I-880/A Street interchange to widen A Street and provide additional lane capacity for potential future freeway widening. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers. The scoping phase was initiated in October 2018 and it is anticipated to take 12 months to complete the scoping document.

Environmental Phase:

1. **I-680 Express Lanes from SR-84 to Alcosta Blvd. (Project Nos. 1490.000):** Located on I-680 in the Cities of Pleasanton, Dublin, and San Ramon and the community of Sunol, the project proposes to close the gap between existing and in-progress High Occupancy Vehicle (HOV)/express lane projects directly to the north and south. The project extends for approximately 9 miles on northbound and southbound I-680 through Sunol, Pleasanton, Dublin, and San Ramon. Three open house events were held to kick off the environmental phase of the project in October 2018. Environmental clearance for both state and federal requirements is anticipated to be achieved by May 2020.
2. **I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway) (Project No. 1453.000):** Located in the City of Hayward, at the Whipple Road/Industrial Parkway Southwest and Industrial Parkway interchanges on I-880, the proposed project will implement full interchange improvements at the I-880/Whipple Road interchange, including a northbound off-ramp, a southbound HOV bypass lane on the southbound loop off-ramp, bridge reconstruction over I-880, and surface street improvements and realignment. Caltrans approved the scoping document in August 2018, thus allowing the environmental process to begin. Environmental clearance for both state and federal requirements is anticipated to be achieved by November 2019.
3. **East Bay Greenway - Lake Merritt BART to South Hayward BART (Project No. 1457.001):** The project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16 miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland. The project connects seven BART stations as well as downtown areas, schools, and other major destinations. Environmental clearance for state requirements was achieved in March 2018 followed by federal requirements in November 2018.

Design Phase:

4. **SR 84 Widening from South of Ruby Hill Drive to I-680 and SR 84 / I-680 Interchange Improvements (Project No. 1386.000):** Located in the City of Pleasanton and the community of Sunol, the project proposes to widen and conform SR-84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County. The project will also improve SR-84/I-680 interchange ramps and extend the existing southbound I-680 HOV/express lane northward by approximately two (2) miles. The purpose of the proposed project is to alleviate traffic congestion, improve operations and safety, and improve bicycle access on SR-84 and at the SR-84/I-680 interchange. Design was initiated in June 2018, and with the passage of Regional Measure 3, the project is fully funded and would be in a position to advertise by April 2020.

5. **GoPort- 7th Street Grade Separation and Port Arterials Improvements (Project No. 1442.00X):** The GoPort Project consists of a program of projects to construct and reconstruct two railroad grade separations at 7th Street (7th Street Grade Separation East and 7th Street Grade Separation West) and to improve operations on major on-Port arterial roadways at the Port of Oakland (Port). The proposed project consists of three independent, inter-related, and synergistic project components, namely: the 7th Street Grade Separation East (7SGSE), 7th Street Grade Separation West (7SGSW), and Freight Intelligent Transportation System (FITS). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port while also generating benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system. Design for the 7SGSE was initiated in September. The FITS delivered the 100% design package in December 2018 and it is anticipated that the construction contracts will be advertised in May 2019.

Construction Phase:

6. **I-680 Sunol Express Lanes - (Phase 1 construction) (PN 1369.000):** Located in the Cities of Pleasanton and Fremont and the community of Sunol, the project will provide enhanced mobility for motorists in both the northbound and southbound directions as a combination of two projects. The I-680 Sunol Express Lane project environmentally cleared the widening of I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County to ultimately construct a 14-mile long northbound HOV/Express Lane in the corridor. The project is being implemented with a phased approach focused on providing immediate operational benefits within current projected funding availability. The I-680 Sunol Express Lane - Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84. To minimize disruptions to the traveling public, conversion of the existing southbound I-680 Express lane from a controlled access tolling configuration to an open access configuration and Caltrans' rehabilitation project has been incorporated into the northbound Phase 1 project. Phase 1 construction project broke ground in March 2018. Completion is anticipated in late 2020.
7. **State Route 84 Expressway Widening – South Segment (Project No. 1210.002):** Located in the cities of Livermore and Pleasanton, the project involves widening a 2.4 mile section of SR 84 (Isabel Avenue) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes. Construction began October 2015 and was opened to traffic November 2018. The construction

phase cost of \$59 million was funded primarily with state funding sources of approximately \$47 million, or 80%, of the \$59 million.

Anticipated Alameda CTC Capital Project Milestones in 2019:

Alameda CTC's successes with securing external funding to deliver projects has a consistent formula: stakeholder/local consensus on project objectives/scope and project readiness. These critical elements will continue to be the focus in 2019 as SB1, RM3, and any new federal funds that become available. The following list highlights the major delivery milestones targets for 2019.

Complete Scoping and Begin Environmental:

- San Pablo (SR 123) Multi-modal Corridor
- East 14th Street/Mission and Fremont Boulevard Multi-modal Corridor
- I-880 Interchanges (Winton Ave and A Street)

Complete Environmental and Begin Design:

- I-80 Gilman Interchange Improvements
- East Bay Greenway - Lake Merritt BART to S. Hayward BART
- 7th Street Grade Separation West

Complete Design and Begin Construction:

- GoPort- 7th Street Grade Separation and Port Arterials Improvements - Freight Intelligent Transportation System (FITS)
- I-880 SB HOV (Replacement Planting)

Complete construction:

- I-880 North Safety and Operational Improvements at 23rd and 29th

Additional project details are available on the Alameda CTC website:

(<https://www.alamedactc.org/projects/>).

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

Attachments:

- A. Alameda CTC Measure B and BB Capital Projects Portfolio
- B. Proposition 1B Bond Summary

Measure B and BB Active Capital Projects Portfolio																	
Index	AlaCTC Project No.	Project Name	Project Sponsor	Implementation Method ¹	Program ²	Program No. ²	Current Phase ³	Construction Schedule ⁴		Funding ⁵ (Millions)							
								Begin	End	Sales Tax Funds ⁷		Leveraged Funds					Total Funding (All Sources)
										2000 MB (ACTIA)	2014 MBB ⁶	Federal	State	Regional	Other/ Local	Unsecured Funds ⁹	
1	1433.000	Bay Fair Connector/BART METRO	BART	PMO	2014 MBB	TEP 18	Scoping	TBD	TBD	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6
2	1448.000	I-580/I-680 Interchange Improvements (Study)	Alameda CTC	PM	2014 MBB	TEP 33	Scoping	TBD	TBD	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
3	1471.000	I-880 Interchange Improvements (Winton Ave./A Street)	Alameda CTC	PM	2014 MBB	TEP 40.x	Scoping	TBD	TBD	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3
4	1472.000	SR-262 (Mission Blvd) Cross Connector	Alameda CTC	PM	2014 MBB	TEP 40.x	Scoping	TBD	TBD	0.0	9.0	0.0	0.0	15.0	0.0	0.0	24.0
5	1475.000	San Pablo (SR 123) Multi-modal Corridor	Alameda CTC	PM	2014 MBB	TEP 26.x	Scoping	TBD	TBD	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
6	1476.000	East 14th Street/Mission and Fremont Boulevard Multi-modal Corridor	Alameda CTC	PM	2014 MBB	TEP 26.x	Scoping	TBD	TBD	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
7	1457.001	East Bay Greenway - Lake Merritt BART to South Hayward BART	Alameda CTC	PM	2014 MBB	TEP 42.x	PE/Environmental	Various	Various	0.3	3.5	2.7	0.0	0.0	0.0	0.0	6.5
8	1490.000	I-680 Express Lanes from SR-84 to Alcosta Blvd.	Alameda CTC	PM	2014 MBB	TEP 35.x	PE/Environmental	2023	2026	0.0	20.0	0.0	0.0	0.0	0.0	460.0	480.0
9	1453.000	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)	Alameda CTC	PM	2014 MBB	TEP 38/39	PE/Environmental	2023	2025	0.0	11.3	0.0	0.0	0.0	0.0	162.7	174.0
10	1432.000	Irvington BART Station	Fremont	PMO	2014 MBB	TEP 17	PE/Environmental	2022	2025	0.0	120.0	0.0	0.0	0.0	0.0	45.0	165.0
11	1445.000	I-80 Ashby Interchange Improvements	Alameda CTC	PM	2014 MBB	TEP 30	PE/Environmental	2022	2024	0.0	23.0	0.0	0.0	0.0	0.0	29.0	52.0
12	1444.000	I-80 Gilman Interchange Improvements	Alameda CTC	PM	2014 MBB	TEP 29	PE/Environmental	2020	2023	0.0	12.0	1.1	25.8	4.2	0.3	12.0	55.3
13	1196.000	Oakland/Alameda Access (Formerly I-880/Broadway-Jackson)	Alameda CTC	PM	2000 MB	ACTIA 10/TEP 37	PE/Environmental	2022	2025	8.1	75.0	0.0	0.0	0.0	0.0	30.2	113.3
14	1442.002	GoPort: 7th Street Grade Separation (West)	Alameda CTC	PM	2014 MBB	TEP 27.x	PE/Environmental	2021	2023	0.0	27.4	0.0	0.0	0.0	0.0	205.1	232.5
15	1442.001	GoPort: 7th Street Grade Separation (East)	Alameda CTC	PM	2014 MBB	TEP 27.x	PS&E (Design)	Aug 2020	Dec 2022	0.0	19.0	0.0	183.0	0.0	0.0	50.0	252.0
16	1442.000	GoPort: Freight Intelligent Transportation System	Alameda CTC	PM	2014 MBB	TEP 27.x	PS&E (Design)	Aug 2019	Dec 2021	0.0	6.6	11.5	12.5	0.0	0.0	0.0	30.6
17	1386.000	SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements	Alameda CTC	PM	2000 MB	ACTIA 08B /TEP 31	PS&E (Design)	Feb 2021	Oct 2023	1.0	122.0	0.0	11.1	85.0	14.9	0.0	234.1
18	1211.001	Dumbarton Corridor Improvements (Central Ave Overpass)	Newark	PMO	2000 MB	ACTIA 25	PS&E (Design)	Aug 2019	Nov 2020	16.1	0.0	0.0	0.0	0.0	0.8	18.5	35.4
19	1205.000	East 14th St/Hesperian Blvd/150th St. Intersection Improvement	San Leandro	PMO	2000 MB	ACTIA 19	PS&E (Design)	Aug 2020	Feb 2021	3.2	0.0	0.0	0.0	0.0	1.3	2.6	7.1
20	1181.000	Castro Valley Local Area Traffic Circulation Improvement (Strobridge Extension)	Alameda County	PMO	1986 MB	MB241	PS&E (Design)	TBD	TBD	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
21	1177.000	I-880 to Mission Blvd East-West Connector	Union City	PMO	1986 MB	MB226	PS&E (Design)	TBD	TBD	88.8	0.0	0.0	0.0	0.0	21.0	210.1	319.9
22	1376.001	I-880 Southbound HOV (Replacement Planting)	Alameda CTC	PM	2000 MB	ACTIA 27C	PS&E (Design)	Nov 2019	Nov 2020	0.1	0.5	0.0	0.0	0.0	2.6	0.0	3.2
23	1190.000	Downtown Oakland Streetscape Improvement	Oakland	PMO	2000 MB	ACTIA 04	Construction	Sep 2007	Dec 2019	6.4	0.0	0.0	0.4	0.0	2.7	0.0	9.5
24	1193.001	Telegraph Avenue Corridor Transit Project (East Bay Bus Rapid Transit)	AC Transit	PMO	2000 MB	ACTIA 07A/TEP 13	Construction	Nov 2014	Oct 2019 ⁶	11.7	10.0	90.6	32.9	58.4	8.9	5.0	217.5
25	1187.000	Altamont Commuter Express Rail	SJRRRC	PMO	2000 MB	ACTIA 01	Construction	Various	Various	13.2	0.0	123.1	155.3	0.0	182.6	0.0	474.2
26	1369.000	I-680 Sunol Express Lanes - (Phase 1 construction)	Alameda CTC	PM	2000 MB	ACTIA 08/TEP 35.x	Construction	Mar 2018	Dec 2020	137.5	40.0	0.0	58.3	0.0	0.0	0.0	235.8
27	1367.000	I-880 North Safety and Operational Improvements at 23rd and 29th	Alameda CTC	PM	2000 MB*	ACTIA 27C	Construction	Jul 2014	Mar 2019	4.9	8.0	1.8	79.9	12.3	6.6	0.0	113.7
28	1210.002	Route 84 Expressway - South Segment	Alameda CTC	PM	2000 MB	ACTIA 24/TEP 32	Construction	Oct 2015	Dec 2018	39.4	10.0	0.0	47.0	0.0	13.5	0.0	109.9
29	1195.000	Iron Horse Transit Route (Dougherty Road Widening)	Dublin	PMO	2000 MB	ACTIA 09	Construction	Jul 2016	Sep 2018	6.3	11.2	0.0	0.0	0.0	5.4	0.0	22.9
TOTAL										342.0	545.9	230.8	606.2	174.9	260.6	1,230.2	3,390.5
Notes: 1. Project Management (PM), Project Management Oversight (PMO) 2. *Part of Prop 1B; "x" reflects a grouped capital subproject. 3. The current phase shown is based on available information as of the date of this update. 4. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date. End Construction dates reflect open to traffic/substantial work completion and does not include time for project closeout or plant establishment. Various denotes multiple construction packages anticipated. TBD: To be determined. 5. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC. 6. End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin. 7. Bolded amounts reflect fund exchange arrangement. 8. Funding shown for 2014 TEP named Capital Projects reflects allocated funds and/or funds committed as match for external grant awards. 9. Additional action required to secure estimated funds necessary to proceed to construction upon completion of design phase.																	

Updated through December 31, 2018.

This page intentionally left blank

Alameda County Projects		Total Project Cost (x million)	Total Prop 1B Bond Funds Allocated (x million)	Total Other Fund Sources (x million)	Prop 1B Program Type	Construction Schedule
Highway						
1	I-580 Eastbound HOV Lane - Greenville to Hacienda Corridor	\$146.2	\$72.9	\$73.3	CMIA/STIP	07/2008 - 04/2016
2	I-580 Westbound HOV Lane - Greenville to Foothill Corridor	\$143.9	\$82.3	\$61.6	CMIA	11/2012 - 10/2016
3	I-580/Isabel Interchange	\$123.5	\$45.1	\$78.4	CMIA	06/2009 - 04/2012
4	I-580 Express Lanes	\$54.3	\$0.0	\$54.3	-	06/2014 - 02/2016*
5	I-680 Sunol SB HOV/HOT/ Lane and SI	\$231.0	\$8.0	\$223.0	STIP	10/2008 - 04/2012
6	Route 84 Expressway Widening Corridor	\$142.0	\$16.1	\$125.9	CMIA	03/2012 - 12/2018*
7	I-80 Integrated Corridor Mobility (include. San Pablo TLSP)	\$78.8	\$65.2	\$13.6	CMIA, TLSP	04/2011 - 03/2016
8	I-880 SB HOV Lane Extension - Hegenberger to Marina Corridor	\$114.9	\$82.6	\$32.3	CMIA	09/2012 - 03/2016
9	I-880 North Safety and Operational Improvements at 23rd and 29th Avenues	\$105.8	\$75.0	\$30.8	TCIF/STIP	04/2014 - 03/2019*
Sub-total		\$1,140.4	\$447.2	\$693.2		
Transit						
10	BART to Warm Springs	\$767.0	99.1	667.8	SLPP	06/2011 - 12/2015
11	BART Oakland Airport Connector	\$484.1	\$20.0	464.1	SLPP	11/2010 - 11/2014
Sub-total		\$1,251.1	\$119.1**	\$1,131.9		
Implemented by Others						
12	I-580 Truck Climbing Lane	\$44.9	\$44.9	\$0	TCIF	06/2012 - 06/2016
13	Outer Harbor Intermodal Terminal	\$499.2	\$242.1	\$257.1	TCIF	01/2010 - 12/2019
Sub-total		\$544.1	\$287.0	\$257.1		
Total		\$2,935.6	\$853.4	\$2,082.2		

This page intentionally left blank



Memorandum

7.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
Seung Cho, Director of Procurement and Information Technology

SUBJECT: Substitution of the San Francisco Bay Area Rapid Transit District (BART) Small Business Program in lieu of Alameda CTC Local Business Contract Equity Program

Recommendation

It is requested that the Commission consider the substitution of the San Francisco Bay Area Rapid Transit District (BART) Small Business Program (SBP), which includes a Local Small Business component covering Alameda County-based certified businesses, in lieu of the Alameda CTC Local Business Contract Equity Program (LBCEP) on a program-wide basis for all contracts procured and administered by BART that would otherwise be subject to the LBCEP, including the design phase of the Irvington BART Station Project, a capital project named in the 2014 Measure BB Transportation Expenditure Plan.

This item was discussed at the January 14, 2019 Programs and Projects Committee (PPC). The item was approved after clarifications were provided by BART staff regarding the substitution request and the differences between BART's SBP and the Commission's LBCEP. The memo has been revised to reflect the clarifications provided at the PPC meeting.

Summary

The City of Fremont, working cooperatively with BART, is the Sponsor of the Irvington BART Station Project (Project) (PN 1432.000), a named capital project in the 2014 Transportation Expenditure Plan (TEP) with a total Measure BB commitment of \$120 million. The Project consists of a new BART station along the Warm Springs extension approximately halfway between the Fremont and the Warm Springs/South Fremont stations in the Irvington District of the City of Fremont.

In October 2018, the Commission allocated \$16,450,000 of Measure BB for the design phase of the project and also authorized the execution of a Project Funding Agreement (PFA). However, discussions related to the provisions of the PFA led to a

need for clarifications related to portions of the PFA boilerplate language concerning the Alameda CTC LBCEP.

The Commission received a request from BART to substitute its own Small Business Program, which includes a Local Small Business component covering Alameda County-based certified businesses, in lieu of the LBCEP (Attachment A). The request from BART was for a program-wide substitution of BART's Small Business Program for all future contracts procured and administered by BART that would otherwise be subject to the LBCEP.

The request from BART is based on BART's established procedures and existing management systems used for procurement on non-federal contracts. Their system is set up to capture local businesses from the three Bay Area counties that are currently part of BART's district: Alameda, Contra Costa and San Francisco. The substitution would create a larger pool of competition for Alameda County businesses on BART contracts in Alameda County than if the Commission's LBCEP were applied. However, BART staff also pointed out that the reverse could be true, that Alameda County businesses could in turn work on BART contracts in Contra Costa and San Francisco counties.

Another fundamental difference between BART's SBP and the Commission's LBCEP is contract-specific goal setting. The LBCEP prescribes the same Local Business Enterprise (LBE) and Small Local Business Enterprise (SLBE) contract goals for all contracts. BART's SBP establishes contract-specific participation goals.

The Commission's LBCEP allows for an implementing agency to request a substitution of their own, Board-approved local business preference program for the LBCEP. Approval of the program-wide substitution would apply to all future BART contracts on all projects beginning with the design phase of the Irvington BART Station project.

Background

In 2014, Alameda County voters passed Measure BB, which specifically included \$120 million of funding for the Irvington BART station. 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 Station Site Plan (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.

Table A below summarizes the Measure BB funding commitment to the Irvington BART Station Project.

Table A - Summary of Measure BB Project Funding Commitment			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 (Active)	October 2018	\$16,450,000	\$100,803,229
Total Remaining Balance:			\$100,803,229

The Commission allocated \$16,450,000 of Measure BB for the design phase of the station project in October 2018. The execution of a PFA for the design phase was also approved in October, however, discussions related to the provisions of the PFA led to a need for clarifications related to portions of the PFA boilerplate language concerning the LBCEP.

The LBCEP allows for an implementing agency to request a substitution of their own, Board-approved local business preference program for the LBCEP. Approving such a substitution effectively grants a waiver to the provisions of the LBCEP related to contract goals being set for LBE, SLBE, and VSLBE participation on contracts funded wholly or in part by Measure B and BB sales tax and Vehicle Registration Fee (VRF) funds. The provisions of the LBCEP related to reporting the actual participation of LBE/SLBE/VSLBE firms will still be in effect as required by the PFA.

The Commission received a request from BART to substitute their Small Business Program in lieu of the LBCEP. The request from BART was for the substitution of BART's Small Business Program for all contracts procured and administered by BART that would otherwise be subject to the LBCEP. The design phase of the Irvington BART Station Project is the next project with BART contracts that would be subject to the LBCEP.

The substitution, if approved, will be based on the understanding that BART will manage all aspects related to procurement and contracting and indemnify the Commission accordingly. Any inquiries or matters brought to the Commission related to BART contracts will be redirected to the BART Board.

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

Attachment:

- A. BART Request to Substitute their Small Business Program for the Commission's Local Business Contract Equity Program



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

August 10, 2018

2018

VIA ELECTRONIC MAIL and US POSTAGE

Robert Raburn, Ph.D.
 PRESIDENT

Nicholas Josefowitz
 VICE-PRESIDENT

Grace Crunican
 GENERAL MANAGER

Ms. Trinity Nguyen
 Director, Project Delivery
 Alameda County Transportation Commission
 1111 Broadway, Suite 800
 Oakland, CA 94607

Re: Request to Use Sponsor Agency Small Business Program

Dear Ms. Nguyen,

DIRECTORS

Debora Allen
 1ST DISTRICT

Joel Keller
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Thomas M. Blalock, P.E.
 6TH DISTRICT

Lateefah Simon
 7TH DISTRICT

Nicholas Josefowitz
 8TH DISTRICT

Bevan Dufty
 9TH DISTRICT

It is the San Francisco Bay Area Rapid Transit District's (BART) understanding that, pursuant to Alameda County Transportation Commission's (ACTC) Local Business Contract Equity (LBCE) Program Section I.C., the LBCE Program only applies to contracts which are funded by ACTC funds (VRF, Measure B and/or Measure BB funds) or ACTC funds and local funds and specifically does not apply to contracts that include regional, state and/or federal funds. It is also our understanding that BART operational funds and Measure RR funds are regional, not local, funds.

As a Sponsor Agency, BART requests, pursuant to LBCE Program Section II.C., to utilize our own small business program (BART SB Program) in lieu of the LBCE Program for all contracts procured by BART that are subject to the LBCE Program. The BART SB Program has been formally adopted by the BART Board of Directors. A copy of the BART SB Program and evidence of its adoption by the BART Board of Directors is attached.

Should you have any questions regarding this matter, I may be reached at (510) 464-7194 or via e-mail at mwiggin@bart.gov.

Sincerely,

Maceo Wiggins
 Department Manager, Office of Civil Rights

Attachments

1. BART SB Program
2. Evidence of adoption of BART SB Program by BART Board of Directors

SMALL BUSINESS PROGRAM

Policy Description (V09-01-11)

Amendment 1 (V11-16-12)

Amendment 2 (05-11-17)

Amendment 3 (09-14-17)

1. SMALL BUSINESS PROGRAM POLICY

It is the Policy of the San Francisco Bay Area Rapid Transit District (“BART”) to encourage the participation of Small Businesses in BART contracts. Accordingly, BART hereby adopts this Small Business (“SB”) Program pursuant to California Public Contract Code Section 2002. The purpose of the SB Program is to encourage and facilitate full and equitable participation by Small Businesses in BART construction, procurement, and services contracts and agreements that are awarded through a competitive process and are financed solely with local and state funds (“non-federal contracts”). As appropriate, the SB Program seeks to achieve these objectives on three levels: (1) BART’s award of Contracts and Agreements to SBs, (2) the award of First Tier Subcontracts to SBs by Prime Contractors, Suppliers, and Consultants, and (3) the award to Lower Tier SB Subcontractors by First or Other Tier Subcontractors.

2. FINDINGS

- **BART** enters into non-federal contracts and agreements for construction, procurement, and services. Many of the contracts and agreements in each of these areas afford opportunities for SBs to perform work as Contractors, Suppliers, Consultants, and as Subcontractors, Subsuppliers, and Subconsultants.
- **SBs** generate jobs, provide economic opportunity, and boost economic output throughout

California and, in particular, in the counties in which BART operates and does business – Alameda County, Contra Costa County, City and County of San Francisco, and San Mateo County.

- **BART** desires to contribute to the growth and stability of the small business community.
- **BART** recognizes, and through the SB Program, works to address and mitigate, the difficulties SBs may encounter when competing against larger more established businesses for BART contracts and agreements.
- **BART** recognizes that this SB Program is only applicable to non-federal construction and procurement contracts and services agreements, such as repair services, technical support services, real estate support services, and professional services agreements, as well as design-build contracts issued pursuant to Public Contract Code Section 20209.5, to be awarded through a competitive process where price and other factors are considered in the award.
- **BART** recognizes that Disabled Veteran Business Enterprises (“DVBES”) should be utilized to the extent possible in BART’s construction, procurement, and services contracts and agreements as part of the Small Business Program.
- **BART** recognizes that Lesbian, Gay, Bisexual, and Transgender Business Enterprises (“LGBTBES”) should be utilized to the extent possible in BART’s construction, procurement, and services contracts and agreements as part of the Small Business Program.

3. DEFINITIONS

- **“Agreement”** means an agreement between BART and a Consultant for services.
- **“Bid”** means the proposal or offer of the Bidder for the Construction or Procurement

Contract when completed and submitted on the prescribed Bid Form.

- ***“Bidder”*** or ***“Proposer”*** means any individual, firm, partnership, joint venture, corporation, or combination thereof (collectively ***“firm”***), submitting a Bid or Proposal for a contract or services agreement, acting directly or through a duly authorized representative.
- ***“Broker”*** means a firm which arranges sales of goods or services from other firms absent its own inventory of those goods or its own forces to conduct the services.
- ***“Consultant”*** means a firm that has entered into an Agreement with BART.
- ***“Contract”*** refers collectively to Prime Construction Contracts, First Tier Subcontracts, and Procurement Contracts.
- ***“Contractor”*** means a Prime Construction Contractor awarded a construction contract by BART.
- ***“Disabled Veteran Business Enterprise”*** or ***“DVBE”*** means a firm that is certified as a Disabled Veteran Business Enterprise and as a Small Business by the State of California, Department of General Services and in its database for SBs found at www.dgs.ca.gov.
- ***“First Tier Subcontract”*** means a contract between a Prime Contractor and First Tier Subcontractor or Subsupplier.
- ***“First Tier Subcontractor,”*** ***“Subcontractor,”*** or ***“Subsupplier”*** means a firm that has been awarded a First Tier Contract by a Prime Contractor or a Supplier.
- ***“Lesbian, Gay, Bisexual, and Transgender Business Enterprise”*** or ***“LGBTBE”*** means a firm that is certified as an LGBTBE firm by a certifying body listed in Appendix B and certified as a Small Business by the State of California, Department of General Services, found in the DGS database for SBs at www.dgs.ca.gov.
- ***“Local Disabled Veteran Business Enterprise”*** or ***“Local DVBE”*** means a firm that is certified as a DVBE and as a Small Business by the State of California, Department of General Services, found in the DGS database for SBs at www.dgs.ca.gov, and whose

principal place of business is located in one of the three counties of Alameda, Contra Costa, or San Francisco.

- ***“Local LGBTBE”*** means a firm certified as an LGBTBE by a certifying body listed in Appendix B, and as a Small Business by the State of California, Department of General Services, and found in the DGS database for SBs at www.dgs.ca.gov, and whose principal place of business is located in one of the three counties of Alameda, Contra Costa, or San Francisco.
- ***“Local Small Business”*** or “LSB” means a firm that is certified as an SB by the State of California, Department of General Services, found in the DGS database for SBs at www.dgs.ca.gov, and whose principal place of business is located in one of the three counties of Alameda, Contra Costa, or San Francisco.
- ***“Prime Construction Contract”*** means a construction contract between BART and a Prime Contractor.
- ***“Prime Construction Contractor”*** or “Contractor” means a firm that has been awarded a Prime Construction Contract by BART.
- ***“Principal Place of Business”*** means the fixed office or location where the business conducts, on a regular basis, all the services for which Local SB verification is sought, other than work required to be performed at the job site. None of the following constitute a principal place of business: a satellite or regional office, a post office box, a temporary location, a movable property, or a location that was established to oversee a project, such as a construction project office.
- ***“Procurement Contract”*** means a contract between BART and a Supplier.
- ***“Proposal”*** means the offer of the Proposer for the Services Agreement, in response to BART’s request when completed and submitted on the prescribed Proposal Form.
- ***“Second Tier Subcontractor”*** means a firm that has been awarded a Subcontract by a First Tier Subcontractor.

- ***“Small Business”*** or ***“SB”*** means a firm certified as an SB by the State of California, Department of General Services and found in its database for SBs at www.dgs.ca.gov.
- ***“Subconsultant”*** means a firm that has entered into a subcontract with a Consultant.
- ***“Subcontract”*** means a Contract entered into between a Contractor, Supplier, or Consultant with a Subcontractor, Subsupplier, or Subconsultant, respectively.
- ***“Subsupplier”*** means a firm that has entered into a Contract with a Supplier or Contractor.
- ***“Supplier”*** means a firm that has been awarded a Procurement Contract by BART.

4. RESPONSIBILITIES AND DUTIES OF THE OFFICE OF CIVIL RIGHTS

- (a) BART’s General Manager has designated the Department Manager of the Office of Civil Rights as the SB Liaison Officer. As SB Liaison Officer, the Department Manager is responsible for implementing and monitoring the SB Program, coordinating with the District staff in implementing the SB Program, establishing participation goals in Contracts and Agreements where there are subcontracting opportunities for SBs, and making amendments to the SB Program, including alternative SB certification requirements, as needed, with the approval of the Deputy General Manager.
- (b) Where Prime Construction Contractors, Suppliers, Consultants, or First Tier Subcontractors, where applicable, commit in their Bid or Proposal to utilize SB First or Second Tier Subcontractors in order to meet the applicable SB goal, the Office of Civil Rights shall monitor their performance to confirm that the SB utilization level presented in the Bid or Proposal is met throughout the life of the Contract or Agreement, including the substitution of SB Subcontractors and change orders, where appropriate.

5. QUALIFICATION AS AN SB, LSB, DVBE, AND LGBTBE

- (a) A Bidder or Proposer seeking an SB preference Contract or Agreement with BART, or a firm seeking to be recognized as an SB Subcontractor, Subsupplier, or Subconsultant, shall be certified as an SB and be listed in the State of California, Department of General Services ("DGS") database for SBs, at www.dgs.ca.gov prior to the submission of the Bid or Proposal.
- (b) A firm seeking to be recognized as a Local Small Business (LSB) as a Bidder, Proposer, or as an LSB Subcontractor, Subsupplier, or Subconsultant, shall be a certified SB in the DGS database for SBs at www.dgs.ca.gov prior to the submission of the Bid or Proposal and shall have its principal place of business in Alameda, Contra Costa, or San Francisco counties, as verified by BART staff prior to Award. (See Appendix A – Verification of LSB Firms.)
- (c) A firm seeking to be recognized as a DVBE Bidder, Proposer, or as a DVBE Subcontractor shall be certified as an SB and as a DVBE by the State of California DGS, and be listed in the DGS database for SBs, at www.dgs.ca.gov, prior to the submission of the Bid or Proposal.
- (d) A firm seeking to be recognized as an LGBTBE Bidder, Proposer, or as an LGBTBE Subcontractor shall be certified by one of the BART-recognized certifying bodies listed in Appendix B, be certified as an SB by the State of California DGS, and be listed in the DGS database for SBs, at www.dgs.ca.gov, prior to the submission of the Bid or Proposal.
- (e) Independence and Affiliation: SBs, including LSBs, shall be independent businesses and shall not be dependent upon other firms for resources, management, or other aspects of their businesses. The District may take into consideration the affiliation of other businesses that may or may not be SBs or LSBs. The District, in considering affiliation, will consider identities of interest; the sharing of facilities, employees, ownership, or equipment; contractual relationships between the businesses; or other key factors.

(f) **Commercially Useful Function:** SBs and LSBs shall perform a commercially useful function. A business performs a commercially useful function when it is responsible for the execution of the work of the contract and is carrying out its responsibilities by performing, managing, and supervising the work involved. To perform a commercially useful function, the business must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. Generally, if the SB or LSB does not perform or exercise responsibility for at least 30 percent of its contract or subcontract with its own workforce, or the portion of work that would be expected to be self-performed on the basis of normal industry practice for the type of work involved, then the District will presume that it is not performing a commercially useful function.

6. SB PROGRAM ANNUAL LIMIT

An annual limit of \$3,000,000 will be available for the total dollar preferences allowed under the SB Program for each fiscal year for Contracts up to a maximum value of \$10,000,000. For Contracts over \$10,000,000, BART's Office of Civil Rights, in conjunction with the project sponsor, will determine on a Contract-by-Contract basis whether the Program will apply and if so, any applicable limits to the total dollar preference.

7. PRIME CONTRACTS AND AGREEMENTS ELIGIBLE FOR SB PREFERENCE

(a) BART, may, at its sole discretion, designate specific Prime Construction Contracts, Procurement Contracts or Agreements with a maximum value of \$10,000,000, as eligible for an SB Bidder or Proposer preference (including LSBs, DVBES, Local DVBES, LGBTBEs, and Local LGBTBEs) of up to 5% of the lowest responsible Bidder's or Proposer's Bid or Proposal price, with the exact percentage applicable to a particular

Contract or Agreement determined by BART. The maximum bid preference is \$250,000 on contracts not funded by the Measure RR Bond (Measure RR) and \$500,000 on contracts that are funded by Measure RR. Any SB Prime Preference contract shall have a minimum self-performance percentage to be set by BART prior to advertisement of the Bid, which is applicable to any awarded SB Prime.

(b) SB Prime Construction Contractors, Suppliers, or Consultants who bid on such Contracts or Agreements will be granted the percentage preference set by BART on their Bid or Proposal price only during evaluation for determining the award of the Contract or Agreement. However, the actual Contract or Agreement awarded will be for the amount of the original bid or proposal. The amount of the preference will be based on the following:

- 1) If the contract is projected to be for less than \$5 million, and the funding for the contract does *not* include Measure RR money, the SB preference will be 5% of the lowest responsible bid for SBs, DVBES, and LGBTBES.
- 2) If the contract is projected to be for less than \$5 million and the funding for the contract *does* include Measure RR money, the SB preference will be 5% of the lowest responsible bid for LSBs, Local DVBES, and Local LGBTBES.

(c) For contracts that are at least \$5 million and less than \$10 million, BART will decide if the contract will have an SB prime preference or a preference based on meeting the SB Subcontractor Participation Goal, but not both. The amount of the preference for contracts with an SB prime preference will be based on the following:

- 1) If the contract has a value of between \$5 million and \$10 million and the funding for the contract does *not* include Measure RR money, the SB preference will be \$250,000 for SBs, DVBES, and LGBTBES.

- 2) If the contract has a value of between \$5 million and \$10 million and the funding for the contract *does* include Measure RR money, the SB preference will be 5% of the lowest responsible bid for LSBs, Local DVBES, and Local LGBTBEs, with a maximum dollar amount of \$500,000.

8. CONTRACT-SPECIFIC SB SUBCONTRACTOR PARTICIPATION GOALS

- (a) BART, in its sole discretion, may establish, for a particular Construction or Procurement Contract or Services Agreement, with a value at or above \$5,000,000, an SB Subcontractor Participation Goal. For contracts that are at least \$5 million and less than \$10 million, BART staff will decide if the contract will have a SB prime preference or a preference based on meeting the SB Subcontractor Participation Goal, but not both. The SB Subcontractor Participation Goal shall be expressed as a percentage of the total Bid or Proposal price for a Contract or Agreement, less allowances and options. The Bidder or Proposer that meets the SB Subcontractor Participation Goal will be eligible for a preference of up to 5% of the lowest responsible Bidder's or Proposer's Bid or Proposal price, only during evaluation for determining the award of the Contract or Agreement, based on the following funding:

- 1) If *not* funded by Measure RR, a preference of up to 5% for meeting the SB Subcontractor Participation Goal with SBs, DVBES, and/or LGBTBEs. The dollar limit cap on the Subcontractor Participation Goal on contracts not funded by Measure RR is \$1,000,000.
- 2) If funded in whole or in part by Measure RR, a preference of 5% for meeting the Local SB Subcontractor Participation Goal solely with LSBs, Local DVBES, and/or Local

LGBTBEs. The dollar limit cap on the Subcontractor Participation Goal on Measure RR funded contracts is \$1,500,000.

(b) In calculating whether the SB Subcontractor Participation Goal has been met, BART will count the value of subcontracts with SB or LSB Subcontractors, as follows:

- 1) For an SB or LSB Subcontractor, a prime bidder shall receive 100% credit of the SB or LSB Subcontract value towards the SB or LSB Subcontractor Participation Goal, with the exception that any work that an SB or LSB subcontractor subcontracts to a non-SB or non-LSB, respectively, shall not be counted toward the SB or LSB Subcontractor Participation Goal;
- 2) For an SB or LSB Subsupplier, a prime bidder shall receive 60% credit of the value of the Subcontract towards an SB or LSB Subcontractor Participation Goal; and
- 3) For an SB or LSB Broker, a prime bidder shall receive 8% credit of the value of the Subcontract towards an SB or LSB Subcontractor Participation Goal.

(c) Regardless of the preference, the actual Contract or Agreement awarded will be for the original Bid or Proposal. Bidders that do not meet the SB or LSB Subcontractor Participation Goal are not eligible for the preference.

9. CONTRACT-SPECIFIC SB LOWER TIER SUBCONTRACTOR PARTICIPATION

BART, in its sole discretion, may recognize Lower Tier SB firms towards meeting the Contract SB Subcontractor Participation Goal on designated prime construction contracts subject to subsections (a) through (c), below. On Measure RR funded contracts, a Lower Tier LSB firm shall count towards meeting a LSB Subcontractor Participation Goal with LSB Subcontractors. The Prime Contractor shall include provisions in its First Tier Subcontracts providing for the

following:

- (a) A provision requiring that the First or Lower Tier Subcontractor provide copies of the SB Lower Tier subcontracts to BART, and provide other documentation deemed needed by BART to confirm the SB participation.
- (b) A provision requiring that the Subcontractor at any tier provide BART with the information designated by BART which BART deems necessary for determining whether the SB Lower Tier Subcontractor is performing work on the Contract, including reports on payments made to SB Lower Tier Subcontractors.
- (c) A provision requiring the First or Lower Tier Subcontractor to make good faith efforts to replace an SB Lower Tier Subcontractor with another SB firm if a substitution is deemed necessary.

10. SB SUBCONTRACTOR PARTICIPATION GOALS IN DESIGN-BUILD CONTRACTS

For design-build contracts issued pursuant to Public Contract Code Section 22160, BART may establish three SB Subcontractor Participation Goals for services, procurement, and construction, respectively.

The Proposers for the design-build contracts may be required to meet the SB Subcontractor Participation Goal for services and commit to meeting the SB Subcontractor Participation Goals for procurement and construction in order to be eligible for a preference of up to 5%, which will be credited in the price portion of the Proposal, subject to following the provisions of Section 8. BART staff will monitor the Contractor's performance of the Contract following award to ensure that the Contractor meets the SB Subcontractor Participation Goals for services, procurement and construction.

11. THE CONTRACTOR'S SB OBLIGATIONS AFTER THE AWARD OF THE CONTRACT

In Contracts and Agreements with an SB Subcontractor Participation Goal, the Contractor shall take all reasonable steps to ensure that its SB Subcontractors or Subconsultants are able to successfully perform their subcontract responsibilities.

12. SUBSTITUTION OF SBs

Should the Contractor, Supplier, Consultant or Other Tier Subcontractor, where applicable, establish that the substitution of any SB or LSB Subcontractor, Subsupplier, Subconsultant or, where applicable, Lower Tier SB or LSB Subcontractor, is necessary, the Contractor, Supplier, Consultant or Other Tier Subcontractor, shall, subject to the approval of BART, replace the affected SB or LSB Subcontractor, Subsupplier or Subconsultant with another SB or LSB, as applicable, Subcontractor, Subsupplier or Subconsultant or demonstrate that it made good faith efforts to do so consistent with the following terms:

- ***In determining whether*** good faith efforts have been made, BART will consider the steps taken by the Contractor, Supplier, Consultant, or Other Tier Subcontractor, where applicable, on the actions listed below. These steps are reflective of good faith efforts taken by a Contractor, Supplier, Consultant, or Other Tier Subcontractor seeking to replace an SB with another SB in order to maintain its commitment to meet the SB Subcontractor Participation Goal.
- ***Identify and select*** specific subcontracting areas of the Contract or Agreement to be performed by SB Subcontractors, Subsuppliers or Subconsultants.
- ***Advertise*** the subcontracting opportunity in one or more daily or weekly newspapers, small business association publications, trade-oriented journals or other media specified by BART. Advertise in publications, newspapers, and other media, including local media as

appropriate, likely to be available to SBs, DVBES, and LGBTBEs. The required advertising shall be completed sufficiently in advance of the selection decision to allow potential SB Subcontractors, Subsuppliers or Subconsultants a reasonable time in which to bid for or otherwise seek the Subcontract.

- ***Provide*** written solicitation notice of subcontracting opportunities to a reasonable number of SB Subcontractors, Subsuppliers or Subconsultants with enough time prior to the selection decision to allow the SBs to offer a proposal.
- ***Follow up*** initial solicitations to SB Subcontractors, Subsuppliers or Subconsultants to confirm whether the potential SB Subcontractors are interested in performing the Subcontracts.
- ***Provide*** interested SB Subcontractors, Subsuppliers or Subconsultants with information about the proposal, plans, specifications, and/or requirements for the subcontracting work to be performed.
- ***Request*** assistance in identifying potential SB Subcontractors, Subsuppliers, or Subconsultants from community organizations, contractor groups, DVBE organizations, or BART's Office of Civil Rights.
- ***Offer*** assistance with regard to bond or insurance requirements for SBs.
- ***Negotiate*** in good faith with SB Subcontractors, Subsuppliers or Subconsultants who express an interest in subcontracting, as appropriate.

13. SB PARTICIPATION REPORTS

Contractors, Suppliers and Consultants shall submit on a form provided by BART a monthly SB or LSB Subcontractor Utilization Report to the Office of Civil Rights (OCR) showing the total amount paid to date to each SB. Prime contractors, suppliers or consultants must submit all reports requested by OCR related to the participation of subcontractors, sub-suppliers or subconsultants on BART contracts.

14. FAILURE TO ADHERE TO SB REQUIREMENTS

The failure of a Contractor, Supplier, or Consultant, or First-Tier Subcontractor, where applicable, to adhere to any of the requirements of the SB Program shall constitute a material breach of the Contract or Agreement and may result in BART terminating the Contract or Agreement or imposing appropriate sanctions. Among other things, BART may withhold payments or portions of payments to the Contractor, Supplier, or Consultant or undertake other enforcement measures due to the failure of the Contractor, Supplier, or Consultant or where applicable, the First-Tier Subcontractors, to comply with the SB participation requirements. Such payments withheld will be released once the Contractor, Supplier, or Consultant or its First-Tier Subcontractors, conform with the SB participation requirements.

APPENDICES MAY BE SUBJECT TO REVISION, SUBSTITUTION, DELETION OR ADDITION BY THE OFFICE OF CIVIL RIGHTS CONSISTENT WITH THE TERMS OF THE PROGRAM WITHOUT REQUIRING BOARD APPROVAL OF THE REVISION OR CHANGES TO THE PROGRAM.

APPENDIX A: VERIFICATION OF THE LOCAL STATUS OF SMALL BUSINESSES

Verification is the process by which all firms seeking to participate as Local Small Businesses (LSBs) are determined to have met the eligibility requirements to participate as LSBs on Measure RR contracts, including Local DVBES and Local LGBTBEs. This appendix provides guidance for verifying firms as LSBs.

1. Declaration of Eligibility for Local Small Business Preference

DGS certified Small Businesses bidding on a BART contract must declare their Small Business eligibility including DGS certification number in the Declaration of Eligibility for Local Small Business Preference. On Measure RR funded contracts, the Declaration of Eligibility for Local Small Business Preference will also include a Local status declaration, including the address of the principal place of business.

2. Verifying information on the California Department of General Services Website

Upon receiving a Declaration of Eligibility for Local Small Business Preference or Local Verification Request form, OCR will verify whether the address and city listed on the DGS Small Business database is located within the three Measure RR counties: Alameda, Contra Costa, or San Francisco. If not, the request is denied and the firm is not considered to be Local for BART. The firm may re-request verification of local status if its address has changed on the DGS website to one of the Measure RR counties.

3. Verifying Local Status of a Small Business within Alameda, Contra Costa, or San Francisco Counties

a) After verifying the location listed on the DGS website, OCR will check to see if the SB is already certified as local by one of the following agencies:

- Alameda County (Small and Local Business or Emerging and Local Business)
- City/County of San Francisco (Local Business Enterprise)
- City of Oakland (Local Business Enterprise)

If the SB is certified as local by one of the above agencies, the SB shall be considered a verified Local SB by BART.

b) For firms not certified as local by a neighboring county or city, BART will request that the Small Business owner(s) provide documentation to demonstrate that the business qualifies as Local:

- A copy of their business license in the city where their business is based (or county if in an unincorporated area);
- A copy of a real estate property tax assessment or lease in the name of the firm or owner;
- A copy of the firm's (or owner's, if applicable) most recent federal tax return

c) These documents must be provided and examined prior to the award of the contract to gain the Local Small Business preference. If any of the documents show an address other than the one in the DGS database, it is grounds for rejection of local status, although the business owner may be given an opportunity to explain.

d) In some cases, a range of factors may be considered to determine the firm's principal place of business. These factors include:

- Location where the firm's owner(s) and CEO work on a regular basis,
- Where the headquarters facility is located, which may be indicated by signage,

reception, and administrative and project records,

- Where employees, in quality and quantity, report regularly to work,
- Where the firm's primary operations take place,
- Where resources such as major equipment or supplies are kept,
- The address listed for the firm on any other certification, including Disadvantaged Business Enterprise (CUCP), Micro/Small Business Entity (BART), Minority and Women Business Enterprise (BART), and Local Business Enterprise (Contra Costa County), and
- Analysis of google map images – or similar – of the address listed as the principal place of business.

e) The District expects all SBs seeking Local status to cooperate fully with requests for information relevant to the verification process and other requests for information. Failure or refusal to provide such information is cause for denial or removal of status as Local to BART (Local Small Business).

4. Declaration of Eligibility for Local Small Business Subcontractors

On contracts with a SB Preference for Bidders meeting a Local SB Subcontractor Participation Goal, any Bidder wishing to meet the Goal must declare Local SB subcontractors on the Designation of Subcontractors, M/WBE, and SB Participation Form. After the bids are submitted, OCR will confirm that the address listed in the DGS database for each designated Local SB Subcontractor is Local and will ask any Bidder appearing to meet to Local SB Subcontractor Participation Goal to gather and submit Local status documentation for each of their Local SB Subcontractors including a Local Verification Request form and the three items listed in paragraph #3. OCR will evaluate the

documentation to verify Local status of each SB Subcontractor.

5. Already Verified Local SBs

Once a SB has been verified as Local they will be added to a database maintained by BART. A Small Business bidder previously verified as Local by BART will still need to submit a Declaration of Eligibility for Local Small Business Preference as part of its bid. But its Local status does not need to be verified as described in paragraph #3.

6. Requesting Verification of Local Status Outside of the Bid Process

A DGS certified Small Business may request that OCR verify their Local status outside of any contract bid process. This can be done by completing a Local Verification Request form available on the OCR website. OCR staff will follow the steps in Paragraphs #2 and #3 to verify the Local status of the SB.

7. List of Verified Local Firms

OCR will provide notification to the firm that it has been verified as Local and will add it to the list of verified LSB, Local DVBE, and Local LGBTBE firms. This list is a supplement to the DGS list of certified SBs and potential LSBs but is not meant to replace it for outreach purposes. The list of currently verified LSBs will be made available on the BART website. If an SB, DVBE, or LGBTBE is removed from the DGS website, they are regarded as removed from BART's LSB list as well.

- OCR will use the industry codes – North American Industry Classification System (NAICS) – listed on the DGS website for the firm and add them to the list of verified LSBs. The assignment of a NAICS code is only for informational purposes to assist potential Bidders in identifying LSBs capable of performing work to be subcontracted.

8. Possible Site Visits

From time to time the District may request additional information or conduct site visits to ensure that a SB verified as Local remains eligible for Local status. Failure to timely cooperate or comply with a request for a site visit is a ground for denial or removal of status as a BART LSB.

9. Renewal of Local Status

Each year on or near the anniversary of the SB's verification as Local, OCR will ask the Local Small Business to complete a Declaration of No Change in Address, in order to keep its Local Small Business status current. If an SB has changed address but still remains within Alameda, Contra Costa, or San Francisco Counties, it must submit a lease, utility bill, or property tax assessment as verification of its new address as Local. If a Local SB moves outside of Alameda, Contra Costa, and San Francisco Counties it loses its Local status with BART. Every three years in order to renew its Local status, all verified Local SBs must re-submit the documentation listed in paragraph #3.

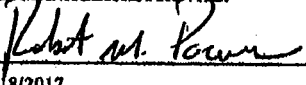

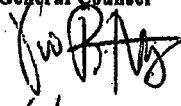

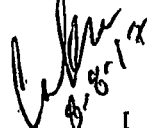
APPENDIX B: Lesbian, Gay, Bisexual, and Transgender (LGBTBE) CERTIFICATION

The Bidder or Proposer is responsible for indicating the LGBTBE certification status, whether of a SB or LSB Prime seeking a Prime Preference based on LGBTBE status, or of a LGBTBE Subcontractor.

1. BART accepts the LGBTBE certification of the following organizations:
 - a) National Gay and Lesbian Chamber of Commerce (NGLCC). The NGLCC, a national organization based in Washington, D.C.;
 - b) California Public Utilities Commission (CPUC), through its Supplier Clearinghouse. OCR will provide information on the District's website regarding the CPUC's searchable database of certified LGBTBE firms.
2. Any LBGTBE certified firm must also be certified as a Small Business by the State of California, Department of General Services, and listed in the DGS database for SBs at www.dgs.ca.gov.
3. In order to be eligible for the SB Prime Preference or the SB Subcontractor Participation Preference, the LGBTBE shall be certified by one of the above certifying bodies listed in #1 of this appendix and as an SB by the DGS at the time of the Bid.
4. BART will list verified Local LGBTBEs on its website along with other verified LSBs.



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: 		GENERAL MANAGER ACTION REQ'D:		
DATE: 7/8/2017		BOARD INITIATED ITEM: No		
Originator/Prepared by: Tim Lohrentz Dept: Office of Civil Rights  Signature/Date: Aug 8, 2017	General Counsel  8/8/17 []	Controller/Treasurer  8/8/17 []	District Secretary []	BARC  8/8/17 []

PROPOSED SMALL BUSINESS PROGRAM MODIFICATIONS - LGBT Business Enterprises

PURPOSE: To request that the Board adopt modifications to the BART Small Business (SB) Program to include Lesbian, Gay, Bisexual, and Transgender Business Enterprises (LGBTBE) and a self-performance requirement for Small Business Primes.

DISCUSSION:

In September 2011, the Board approved a Small Business program for non-federally funded contracts (SB Program), as authorized by California Public Contract Code Section 2002. The District started implementation of the program in 2012. The SB Program provides bid preferences for SB Prime Bidders and, on larger contracts, for Bidders that meet an SB subcontractor participation goal. A business is considered an SB if they are certified by the California Department of General Services as an SB or a Disabled Veteran Business Enterprise (DVBE) Small Business. In April 2017, the Board approved a modification to the SB Program to provide for a Local Small Business (LSB) category on Bond Measure RR funded (RR) contracts.

Like SBs, LGBTBEs face barriers in the marketplace, especially in the construction industry. To assist LGBTBEs gain access to the marketplace and to further inclusiveness of the SB Program, staff recommends modifying the SB Program as follows:

- To add a LGBTBE category to the SB Program. A business is considered a LGBTBE if they are certified as LGBTBE by either the National Gay and Lesbian Chamber of Commerce or the California Public Utilities Commission and certified as an SB by the State of California Department of General Services. Additionally, a LGBTBE is considered an LSB if they meet the definition of LSB under the SB Program.

Modifications to add LGBTBE to SB Program

- The Office of Civil Rights (OCR) will list Local SBs, including Local LGBTBEs, on its website to promote participation on RR contracts.
- LGBTBE would identify themselves in the bid documents when bidding as prime Bidders and prime Bidders would identify LGBTBE subcontractors on Bid documents, similar to DVBES.
- OCR will track awards, commitments, and payments to LGBTBEs.

Additionally, to ensure the bid preference received through the Small Business Program is applied in accordance with its intended purpose, staff recommends adding a self-performance requirement to SB Prime Preference contracts or agreements won by a SB Prime.

FISCAL IMPACT: There is no fiscal impact with these modifications.

ALTERNATIVES: The alternative is to make no modifications to the Small Business Program and reject the proposed modifications to include LGBT Business Enterprises in the SB Program.

RECOMMENDATION: It is recommended that the Board adopt the following motion:

MOTION:

The Board hereby adopts the modifications to BART's Small Business Program for non-federal contracts, to add a Lesbian, Gay, Bisexual, and Transgender Business Enterprise category and a self-performance requirement for Small Business Primes.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688, Oakland, CA 94604-2688

Board of Directors
Minutes of the 1,796th Meeting
September 14, 2017

A regular meeting of the Board of Directors was held September 14, 2017, convening at 9:04 a.m. in the Board Room, 344 20th Street, Oakland, California. President Saltzman presided; Kenneth A. Duron, District Secretary.

Directors present: Directors Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman.

Absent: None. Director Allen entered the Meeting later.

President Saltzman called for Introduction of Special Guests. Director Raburn introduced and welcomed Mr. Dan Barki, League of Women Voters observer. Mr. Barki addressed the Board.

President Saltzman announced that the order of agenda items would be changed and called for the General Manager's Report. A video highlighting the work accomplished during the Labor Day weekend was presented.

Consent Calendar items brought before the Board were:

1. Approval of Minutes of the Meetings of August 10, 2017 (Special and Regular).
2. Award of Invitation for Bid No. 9021, Step Assemblies.
3. Award of Invitation for Bid No. 9023, Step Chain.
4. Award of Invitation for Bid No. 9032, 34.5 kV Cable.

Director Dufty made the following motions as a unit. Director McPartland seconded the motions, which carried by unanimous acclamation. Ayes – 8: Directors Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes - 0. Absent – 1: Director Allen.

1. That the Minutes of the Meetings of August 10, 2017 (Special and Regular), be approved.
2. That the General Manager be authorized to award Invitation for Bid No. 9021, an estimated quantity contract, for the purchase of Westinghouse escalator step assemblies, to Precision Escalator, for the amount of \$1,420,250.00, including taxes, pursuant to notification to be issued by the General Manager.

3. That the General Manager be authorized to award Invitation for Bid No. 9023, an estimated quantity contract, for the purchase of escalator step chain assemblies, to Precision Escalator, for the amount of \$679,098.00, including taxes, pursuant to notification to be issued by the General Manager, and subject to the District's protest procedures.
4. That the General Manager be authorized to award Invitation for Bid No. 9032, for 34.5kV Cable Replacement between KWS-ANA and MTF-MVS Substation, to The Okonite Company, in the amount of \$1,215,525.15, pursuant to notification to be issued by the General Manager, subject to compliance with the District's protest procedures and the Federal Transit Administration's requirements related to protests; and that the General Manager be further authorized to purchase up to 150% of the Contract Bid price, subject to certification of the Controller/Treasurer that funding is available.

(The foregoing three motions were made on the basis of analysis by the staff and certification by the Controller/Treasurer that funds are available for these purposes.)

President Saltzman called for Public Comment. Aleta Dupree addressed the Board.

Director Josefowitz, Chairperson of the Finance, Bond Oversight, and Administration Committee, brought the matter of Title VI Mitigation Action Plan for Magnetic-Stripe Ticket Surcharge before the Board. Ms. Sharon Moore, Program Manager, Workforce and Policy Compliance, and Ms. Jennella Sambour-Wallace, Manager of Special Projects, presented the item.

Aleta Dupree addressed the Board.

Director Allen entered the Meeting.

The item was discussed. Director McPartland moved that the Board approve the Title VI Fare Mitigation Action Plan for the Magnetic-Stripe Ticket Surcharge. President Saltzman seconded the motion, which carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes - 0.

Director Josefowitz brought the matter of Proposed Small Business Program Modification to Include Lesbian, Gay, Bisexual and Transgender Business Enterprises before the Board. Mr. Wayne Wong, Department Manager, Office of Civil Rights, presented the item.

The following individuals addressed the Board.

Paul Pendergast
Sandra Escalante
Aleta Dupree

President Saltzman moved that the Board adopt the modifications to BART's Small Business Program for non-federal contracts to add a Lesbian, Gay, Bisexual, and Transgender Business

Enterprise category and a self-performance requirement for Small Business Primes. Director Simon seconded the motion, which carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes - 0.

Director Josefowitz brought the matter of Update of Implementation Plan for Disparity Study Recommendations before the Board. Mr. Wong presented the item. The item was discussed.

Director Josefowitz brought the matter of Amendment to Late Night Bus Service Agreement before the Board. Mr. Bob Franklin, Department Manager, Customer Access, presented the item. President Saltzman moved that the General Manager or her designee be authorized to execute an amendment to the Agreement between the Alameda-Contra Costa Transit District and the San Francisco Bay Area Rapid Transit District in Connection with the Late Night Bus Core Service Project to extend funding for enhanced late night bus core service through mid-August 2018; and that the General Manager provide ridership and financial information for this service as a part of BART's Fiscal Year 2019 Preliminary Budget. Director Raburn seconded the motion. The item was discussed. The motion carried by electronic vote. Ayes – 8: Directors Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes - 1: Director Allen.

Director Josefowitz brought the matter of Safety, Reliability, and Traffic Relief Program (Measure RR): Staffing and Contracting Plan, before the Board. Mr. Robert Mitroff, Acting Assistant General Manager, Planning, Development, and Construction; and Ms. Tamar Allen, Chief Maintenance and Engineering Officer, presented the item. The item was discussed.

Director Keller, Chairperson of the Operations, Safety, and Workforce Committee, brought the matters of Change Order to Contract No. 11OG-130A, Balboa Park Station – Phase 2, with Proven Management, Inc., for Concourse Ceiling and Lighting Upgrades (C.O. No. 4); and Agreements with the City of Oakland and Union Pacific Railroad for Support Services for the 34.5kV Cable Replacement Project and the M03 Interlocking Project before the Board. Director Dufty made the following motions as a unit. Director Blalock seconded the motions, which carried by unanimous acclamation. Ayes – 9: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, Simon, and Saltzman. Noes - 0.

1. That the General Manager be authorized to execute Change Order No. 004, Ceiling and Lighting Treatment, for \$2,425,000.00, to Contract No. 11OG-130A, Balboa Park Station East Side Connection Improvement Phase 2, with Proven Management, Inc.
2. That the General Manager be authorized to execute Agreements with the City of Oakland and Union Pacific Railroad for a not-to-exceed amount of \$400,000.00, for support services related to the 34.5kV Replacement Project and the M03 Interlocking Renewal Project.

Jerry Grace and Sara D. addressed the Board.

Director Keller brought the matter of Fare Evasion Reduction before the Board. Mr. Paul Oversier, Assistant General Manager, Operations, and Chief of Police Carlos Rojas gave presentations on Fare Evasion Reduction Initiatives, Proposed Ordinance to Require Persons

inside the Paid Area of BART to Provide Proof of Payment (First Reading), and Proposed Ordinance Prohibiting Fare Evasion by Minors (First Reading).

The following individuals addressed the Board.

Randall Glock

Aleta Dupree

Jerry Grace

Jill Buck

The item was discussed.

President Saltzman exited the Meeting, and Vice President Raburn assumed the gavel.

Vice President Raburn announced that the Board would enter into closed session under item 10-A (Conference with Labor Negotiators) of the Regular Meeting agenda, and that the Board would reconvene in open session upon conclusion of the closed session.

The Board Meeting recessed at 12:18 p.m.

The Board Meeting reconvened in closed session at 12:29 p.m.

Directors present: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, and Simon.

Absent: President Saltzman.

The Board Meeting recessed at 12:59 p.m.

The Board Meeting reconvened in open session at 1:07 p.m.

Directors present: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, and Simon.

Absent: President Saltzman.

Vice President Raburn announced that the Board had concluded its closed session and that there were no announcements to be made.

Director Keller brought the matter of Transportation Resource Associates Maintenance and Service Options Study before the Board. Mr. Oversier; Ms. Allen; Mr. Shane Edwards, Assistant Chief Maintenance and Engineering Officer; and Mr. Christopher Wallgren, Vice President, Transportation Resource Associates, presented the item. The item was discussed.

Director Keller brought the matter of Update on Public Safety Initiatives before the Board. Mr. Tim Chan, Manager of Planning, and Chief Rojas presented the item. The item was discussed.

The following individuals addressed the Board.

Jamie Renton
Gena Alexander
Jerry Grace

Director Raburn, Chairperson of the Planning and Legislation Committee, brought the matters of On-Demand Bicycle Locker and Bicycle Station Kiosk Maintenance Agreement and Amendment to Lease at 300 Lakeside Drive, Oakland, before the Board. Director Josefowitz made the following motions as a unit. Director Raburn seconded the motions, which carried by unanimous acclamation. Ayes – 8: Directors Allen, Blalock, Dufty, Josefowitz, Keller, McPartland, Raburn, and Simon. Noes - 0. Absent – 1: Director Saltzman.

1. That the General Manager be authorized to enter into direct negotiations with eLock Technologies to execute an agreement in an amount not to exceed \$582,755.00.
2. That the General Manager or her designee be authorized to execute Amendment No. 8 to the lease for 300 Lakeside Drive in Oakland with SIC-Lakeside LLC, consistent with the terms contained in SIC's proposal dated September 7, 2017.

Vice President Raburn called for the balance of the General Manager's Report.

General Manager Grace Crunican reported on steps she had taken and activities and meetings she had participated in, ridership, upcoming events, and outstanding Roll Call for Introductions items. She noted the District had received a grant for \$8.7 million from the Federal Emergency Management Agency for security projects, and that the District was currently undergoing the California Public Utilities Commission Triennial Audit.

Vice President Raburn called for Board Member Reports, Roll Call for Introductions, and In Memoriam.

Vice President Raburn reported that he had attended the Ron Brown Business and Economic Summit and the Oakland Pride celebration.

Director Allen reported she had given a presentation to the Contra Costa Taxpayers Association.

Vice President Raburn called for Public Comment. Jerry Grace addressed the Board.

The Meeting was adjourned at 3:29 p.m.

Kenneth A. Duron
District Secretary



Memorandum

7.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Kanda Raj, Project Manager

SUBJECT: Global Opportunities at the Port of Oakland Project (GoPort) (PN 1442000): Approval of Project Actions for the Construction Phase of the Freight Intelligent Transportation Systems Component of the GoPort Project

Recommendation

It is recommended that the Commission approve the following actions related to the Freight Intelligent Transportation System (FITS) component of the GoPort project:

1. Authorize the Executive Director to enter into a Cooperative Agreement with the Port of Oakland for the construction phase; and
2. Approve the release of construction phase contracts.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Project which includes a program of projects to improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. GoPort consists of three project components, namely: The Freight Intelligent Transportation Systems (FITS), 7th Street Grade Separation East (7SGSE), and 7th Street Grade Separation West (7SGSW). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port and also generate benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system.

The FITS project is the first of the three GoPort projects to begin construction. It consists of the deployment of advanced and innovative demonstration technologies that seek to

improve the efficiency, safety, operations, circulation and reliability of truck and rail access throughout the seaport.

The FITS project was included in the 2002 Oakland Army Base (OAB) Redevelopment Environmental Impact Report (EIR) and the 2012 OAB EIR Addendum. Both state-level California Environmental Quality Act (CEQA) documents were approved by the City of Oakland as the Lead Agency and the Port of Oakland as the Responsible Agency. Alameda CTC has worked collaboratively with Caltrans and the Port of Oakland to obtain federal-level National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) in October 2018. The FITS project is currently in the final stages of design and obtaining right-of-way clearance. It is anticipated that the project will be advertised by May 2019.

The cost of the FITS project is \$30.6 million, with a total estimated construction cost of \$24 million as shown in Table A. Both Alameda CTC and the Port of Oakland have successfully competed in competitive grant opportunities and collectively received \$24 million in external funding to close the construction funding gap. Alameda CTC leveraged \$6.6 million of its local Measure BB funds to secure \$9.7 million in federal funding from the Federal Highway Administration (FHWA) under the Fiscal Year (FY) 2017 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program and \$12.4 million in state funding from the California Transportation Commission (CTC) under the 2018 Trade Corridor Enhancement Program (TCEP). Additionally, the Port was successfully awarded \$1.8 million from the U.S. Department of Homeland Security (DHS) under the FY 2017 Port Security Grant Program (PSGP).

The FITS project will be delivered as five separate contract packages due to schedule, funding requirements, and resource availability. Alameda CTC and the Port are working cooperatively to deliver the five packages. Responsibilities for delivery during the construction phase are shown in Table B.

Upon approval of this item, staff will enter into a Cooperative Agreement with the Port of Oakland for the construction phase of the two Port implemented FITS contract packages for which the Port received federal funding from the DHS and release the construction phase contracts for advertisement by May 2019. Staff expects to return to the Commission in July 2019 with an award recommendation of the Alameda CTC implemented FITS packages subject to FHWA and CTC approval of funding allocations. The resulting contracts would be funded by state and federal funds, and upon approval, budget will be included in the Alameda CTC Adopted FY 2019-20 Capital Program Budget.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the OAB to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as one of the top ten busiest container ports in the nation, handling 99 percent of regional containerized goods in Northern California. In addition, the Port of

Oakland is a major export port in the United States, supporting a balance of imports and exports.

As a critical global gateway providing access to the Pacific Rim, the Port has significant infrastructure deficiencies that, if not addressed, will limit the economic competitiveness of the Port. The Port's roadway network is greatly strained by arrivals of increasingly large ocean liners. Significant truck traffic congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition, the Port lacks integrated traffic management capabilities to respond to incidents or implement operational strategies.

Alameda CTC, in cooperation with the Port proposes to construct a package of landside transportation improvements within the Port, which are critical to the San Francisco Bay regional economy. These three independent, inter-related and synergistic projects to improve truck and rail access to the Oakland Port Complex are summarized below and is the basis of the GoPort Project.

- **FITS** – A suite of demonstration technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.
- **7th Street Grade Separation Project** –
 - **7SGSE**: Replace existing railroad underpass between I - 880 and Maritime Street to increase clearance for trucks and improve the current shared pedestrian / bicycle pathway.
 - **7SGSW**: Realign and grade separate the intersection near 7th Street and Maritime Street and construct a rail connection underneath to improve the intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.

The FITS project is the first of the three GoPort projects to begin construction. Implementing the advanced technology aspects of the FITS project will effectively manage traffic throughout the seaport area and will be integral to managing traffic during construction of the two 7th Street grade separation projects. The FITS project will reduce congestion, queuing and truck idling by providing real time information to trucks and other vehicles entering the Port and reducing conflicts at the signals and rail crossings. Real time data also enables users to find available heavy-duty truck parking at designated spots rather than idling and queueing on the streets, search for alternative routes to enter/exit the Port and avoid delays due to at-grade crossings or any traffic incidents.

The FITS project was included in the 2002 Oakland Army Base (OAB) Redevelopment Environmental Impact Report (EIR) and the 2012 OAB EIR Addendum. Both state-level California Environmental Quality Act (CEQA) documents were approved by the City of Oakland as the Lead Agency and the Port of Oakland as the Responsible Agency. Alameda CTC has worked collaboratively with Caltrans and the Port of Oakland to obtain

federal-level National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) from Caltrans in October 2018. The FITS project is currently in the final stages of design and obtaining right-of-way clearance. It is anticipated that the project will be advertised by May 2019.

Cost/Funding:

The current estimate for the FITS project is estimated to be \$30.6 million as summarized below:

Table A: Funding Summary					
Phase	Fund Source (x \$1,000)				
	Measure BB	ATCMTD	TCEP	PSGP	Total
Environmental	\$2,500	-	-	-	\$2,500
Design	\$4,100	-	-	-	\$4,100
Construction	-	\$9,720	\$12,456	\$1,824	\$24,000
Total	\$6,600	\$9,720	\$12,456	\$1,824	\$30,600

Delivery Strategy:

In cooperation with the Port, the FITS delivery strategy was determined by funding requirements, project schedule, and maximizing resource availability.

The Port will advertise, award, and administer (AAA) the construction of two of the five FITS contract packages while Alameda CTC will AAA the other three as shown in Table B. The Port must implement the two awarded FITS contract packages as required by the DHS to receive the PSGP funds. A cooperative agreement is required between the Alameda CTC and the Port of Oakland to document roles, responsibilities, and financial commitments, for construction implementation and system integration of the FITS project. It is estimated that up to \$1.0 million of TCEP funds will be committed for this effort as a match the \$1.8 million of PSGP funds obtained by the Port.

Several agreements are required between Alameda CTC and others to successfully implement the FITS project. The project team has been coordinating with various agencies on funding agreements, cooperative agreements, permits, and memorandums of understanding (MOU). The Project will include signal coordination and center to center communication with Caltrans. A MOU with Caltrans is required for data sharing, in order to facilitate traffic and incident management in and near the Port of Oakland.

In order to progress the delivery of the FITS project, staff recommends the following project actions related to the FITS component of the GoPort project:

1. Authorize the Executive Director to enter into a Cooperative Agreement with the Port of Oakland for the construction phase; and

2. Approve the release of construction phase contracts for advertisement.

As previously discussed, the FITS project will be delivered as five separate contract packages due to schedule, funding requirements, and resource availability. Alameda CTC and the Port are working cooperatively to deliver the five packages. Responsibilities for delivery during the construction phase are shown in Table B.

<u>Table B: Responsibilities for Delivery During Construction</u>			
Package No.	Contract Package	Implementing Agency	Oversight /Support
1	Emergency Operations Center (EOC) / Traffic Management Center (TMC): Centralized command center to plan, operate, and manage traffic and incidents.	Port of Oakland	Alameda CTC
2	Radio Frequency Identification Device (RFID) Readers: Device used to gather information and track vehicle activity	Port of Oakland	Alameda CTC
3	Advanced Traffic Management System: <ul style="list-style-type: none"> • Fiber Communications – complete/ upgrade existing fiber network • WiFi Communications – expansion of wireless communication to serve as backup communication system • Queue Detection – system that uses real-time sensors to report roadway operating conditions and track queueing • Closed-Circuit Television (CCTV) Upgrade to High Definition – enhance video cameras to high definition and pan-tilt-zoom capability • Adaptive Signal System – automated traffic signals based on demand • Advanced Traffic Management System – software that integrates traffic data • Advanced Rail Grade Crossing System – Non-intrusive train detection to provide warnings of trains or delays • Center to Center Communication – information sharing and coordination between transportation agencies 	Alameda CTC	Port of Oakland

	<ul style="list-style-type: none"> • Changeable Message Signs (CMS) – electronic sign on roadway that displays traveler information or messages • Supplemental Vehicle Detection – gauges speed and flow of traffic • Weigh-in-Motion – provides truck/vehicle weights located on Port property • System Integration – provides an integrated management system that interfaces with all field elements installed by the FITS projects and disseminates real-time travel, parking, incidents, wait times, terminal turn times, and terminal information to the TMC operator in user friendly formats 		
4	GoPort Website/Mobile Application: Software application that disseminates real-time data to users such as wait times, traffic conditions, parking, rail crossings, incidents, etc.	Alameda CTC	Port of Oakland
5	Basic Smart Parking System: System that monitors on-port truck parking availability shared via GoPort application and CMS	Alameda CTC	Port of Oakland

Fiscal Impact: The actions will authorize the encumbrance of \$1.0 million in state funds for subsequent expenditure and contingent upon CTC action for the allocation of funds. This amount is included in the appropriate project funding plans, and upon approval, budget will be included in the Alameda CTC Adopted FY 2019-20 Capital Program Budget.

Attachment:

A. Freight Intelligent Transportation Project Fact Sheet



GoPort Freight Intelligent Transportation System Project

7.11A
DECEMBER 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The Freight Intelligent Transportation System (FITS) project is a suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West, that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.

The purpose of this project is aimed at traffic management and operations of arterial roadways in the Port environment and disseminating traveler information and data to users and stakeholders.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Provide common platform to receive critical information on Port conditions, queue lengths, and incident alerts.
- Develop an ITS communication network that serves future needs
- Reduce truck idling that causes negative impacts to neighboring communities

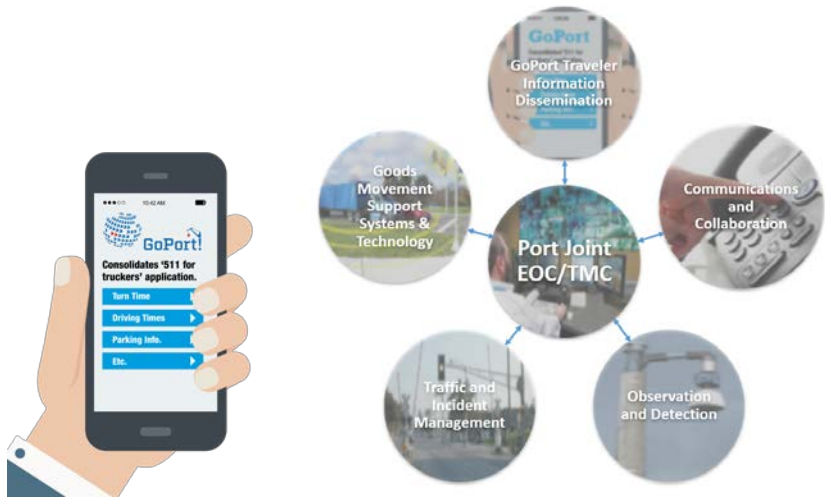


PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Provides real-time traveler information to users
- Improves traffic and incident management within the Port, its terminals and access routes
- Reduces congestion, truck idling and related emissions
- Improves Port competitiveness



Congestion, bottlenecks, and trucks queuing at the Port of Oakland.



GoPort mobile application.

Freight ITS operations overview.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on August 31, 2018.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Transportation Commission, California Department of Transportation, U.S. Department of Homeland Security and the Metropolitan Transportation Commission

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

PE/Environmental	\$2,500
Final Design (PS&E)	\$4,100
Construction	\$24,000
Total Expenditures	\$30,600

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$6,600
Federal (ATCMTD) ¹	\$9,720
Federal (PSGP) ²	\$1,824
State (SB 1 TCEP) ³	\$12,456
Total Revenues	\$30,600

¹ Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD).

² Port Security Grant Program (PSGP).

³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	Summer 2018
Final Design	Fall 2018	Early 2019
Right-of-Way	Fall 2018	Early 2019
Construction	Summer 2019	Late 2021

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



Memorandum

7.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Administrative Amendment to Grant Funding Agreement A13-0057 to extend agreement expiration date

Recommendation

It is recommended that the Commission approve an Administrative Amendment to Grant Funding Agreement (A13-0057) 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.

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 within the same contract or agreement, on a case by case basis.

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

Levine Act Statement: Not applicable.

Fiscal Impact: There is no fiscal impact 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	BART	Berkeley BART Plaza and Transit Area Improvements	A13-0057	A1: 24-month time extension from 10/31/2017 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>)	2	None

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

This page intentionally left blank



Independent Watchdog Committee Meeting Minutes Monday, November 19, 2018, 5:30 p.m.

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order. Chair Jones welcomed new member Carl Tilchen. Mr. Tilchen gave a brief introduction.

2. Roll Call

A roll call was conducted and all members were present with the exception of Curtis Buckley, Cary Knoop, Glenn Nate, Madeleine Nelson and Harriette Saunders.

3. Public Comment

There were no public comments.

4. Meeting Minutes

4.1 Approval of July 9, 2018 IWC Meeting Minutes

Pat Piras noted a correction needed to page 4 of the minutes to remove the word "board" from "Sierra Club board". Staff noted and will edit.

Herb Hastings made a motion to approve this item with the correction. Pat Piras seconded the motion. The motion passed with the following votes:

Yes: Brown, Hastings, Dominguez, Jones, McCalley, Piras, Zukas

No: None

Abstain: Tilchen

Absent: Buckley, Knoop, Naté, Nelson, Saunders

5. Independent Auditor Financial Report

5.1. Presentation of Alameda CTC Draft Audit Comprehensive Annual Financial Report for the year ended June 30, 2018

Patricia Reavey gave an introduction to this report. She gave some highlights of the audit, including the fact that the agency is working pretty lean which has increased the fund balance in the General Fund and will help to support our AAA rating, sales tax revenue has increased over the last fiscal year, and GASB 75 was implemented in this CAFR. Ahmad Gharaibeh, independent auditor from Vavrinek, Trine, and Day, LLP presented the audit report. The audit team reviewed the financial statements provided by Alameda CTC and found no weaknesses in internal controls, required no adjustments to the financial statements, and experienced no difficulties in the performance of the audit. He then gave a presentation on the findings and financial standings of the agency. He stated that

the scope of the audit is to opine on these financial statements as to whether they are fairly stated in all material respects, and a clean, or unmodified, opinion was provided on these financial statements. He also noted that a new GASB, GASB 87, will be effective for FY2020-21 in the upcoming year which will require that leases be reported as assets and liabilities in the financial statements.

Murphy McCalley asked for clarification on the leases being identified. Mr. Gharaibeh explained that leases, such as the building lease, will need to be clearly displayed on the face of the balance sheet since it's usually a large liability.

Pat Piras asked about the salaries verses special services contract plans, asking for identification on how that decision gets made between hiring staff verses adding contracts. Tess Lengyel clarified that there are two major work plans that projects are working towards, and contracts are developed for specialized aspects of those projects. Mr. McCalley asked if admin services were being contracted for and if they were included in the limitation calculations on the report. Ms. Reavey explained that there are contracted admin services to handle specialty administrative tasks, and they are not included in the limitation calculations. Ms. Piras clarified with staff that the memo to the FAC regarding professional services contracts helps to explain the approved contracts plan for coming fiscal year.

This item is for information only.

6. Measure BB Implementing Guidelines Discussion

6.1. Discussion of Measure BB Implementing Guidelines and Performance Measures IWC Members Discussion)

Patricia Reavey stated that this item was put on the agenda due to the request for an IWC discussion related to Measure BB guidelines made by Pat Piras during the last meeting and agreed to by the IWC. Ms. Piras stated that there are many guidelines in the Measure BB expenditure plan, but its unclear how they're being used by the Commission and if they're able to be changed for any reason. Tess Lengyel briefly explained each of the 23 guidelines in the Measure BB Transportation Expenditure Plan and how Alameda CTC currently adheres to these guideline, giving specific project examples. Ms. Piras stated that there is a lot of wiggle room in the phrasing that leads to concern. She specified that amendments can happen any time; the term "Jurisdictions" isn't defined as to whether it includes transit agencies instead of just cities; the Committee was never asked for their input on Performance Metrics. Ms. Piras would like to see clarifications in these guidelines that better shows accountability. Ms. Lengyel stated that more refined examples and explanations of the Implementation Guidelines can be found on a case-by-case bases in the Comprehensive Investment Plan and she invites the Committee to review those. Ms. Piras also stated that it would be good if the IWC can be updated on when a review of geographic equity is expected to be made available as well.

Murphy McCalley stated Direct Local Distribution (DLD) recipients are unable to replace existing local funding with Measure B or Measure BB funds. There is a

maintenance of effort requirement that states this, and the compliance reporting documents don't include certification or proof that the requirement is being met. He feels there should be something added to those reports that shows to those reviewing the documents whether all requirements have been met. Staff said they'll look into getting that added to the Compliance Report.

Ms. Piras asked if there were any plans to change the Performance Measures going into the third year since questions and concerns have arisen about the current measures. Ms. Lengyel said the performance measures were in each ten-year funding agreement and development was based on industry best practice. There are annual performance reviews where they look at newer technology and data, and then it's determined if the performance measure should vary from the industry standards, but they need time to see those changes and trends. Mr. McCalley pointed out Paratransit specifically, that those measures need to change to better reflect whether or not they're meeting the requirements. Staff said they'd follow up on this regarding how information is provided in the Compliance Reports.

This item is for information only.

7. IWC Annual Report Outreach Summary

7.1. IWC Annual Report Outreach Summary and Publication Cost Update

Patricia Reavey presented this report. The Committee released its 16th Annual Report to the Public in August 2018. Extensive outreach through multiple activities including publication distribution, advertisement placement, and targeted outreach were done to make the public aware of the report. This item is to provide the committee with an update on outreach activities and costs for the *16th Annual IWC Report to the Public*.

Hale Zukas asked what the criteria is for picking BART stations in which to advertise. Ms. Reavey said they tried for the most trafficked transfer stations, but it started with what was available from BART.

Keith Brown asked if the social media option of paying for sponsored posts to project beyond the friend-followers was considered. He explained that when you post on Facebook, only your "Friends" can see it, but you can pay to have it pop up for other users also, and he believes it's inexpensive. Ms. Reavey stated that we can certainly look into it for next year.

Ms. Piras asked about the availability of Paratransit riders being able to see it, like if there is advertising on Paratransit options. Staff said they can ask the individual Paratransit committees to see if something like that can be done for next year.

This item is for information only.

8. IWC Member Reports/Issues Identification

8.1. Chair's Report

Mr. Jones had nothing additional to report.

8.2. IWC Chair Report Issues Identification Process and Form

Patricia Reavey gave a brief explanation that this form is used to bring issues to the IWC where, as a Committee, they can then decide if it's an issue the IWC would like to pursue.

9. Staff Reports

9.1. Staff Responses to IWC Member Requests for Information

Patricia Reavey gave a brief report on the items requested by the IWC at the previous meeting which were subsequently distributed to IWC members. Included are the *Fraud Considerations Memo* that was provided to the Audit Committee during their October meeting, the Bart-to-Livermore Project Update presentation that went to the Commission, and the responses from the Bay Area News Group regarding advertising questions that were brought up concerning mobile site views at the previous IWC meeting.

9.2. IWC Calendar

The Committee calendar was provided in the agenda packet for review purposes.

9.3. IWC Roster

The Committee roster was provided in the agenda packet for review purposes.

10. Adjournment

The meeting adjourned at 7:35 p.m. The next meeting is scheduled for January 14, 2019 at the Alameda CTC offices.

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2018-2019

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Jones, Chair	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-17	Jan-19
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A
7	Mr.	Knoop	Cary	Newark	Alameda County Mayors' Conference, D-2	May-18		May-20
8	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	Mar-19
9	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
10	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
11	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	Jul-18
12	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Oct-18		N/A
13	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	Jun-18

This page intentionally left blank



Paratransit Advisory and Planning Committee
Meeting Minutes
Monday, September 24, 2018, 1:30 p.m.

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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 performed and all were present with the exception of Yvonne Behrens, Bob Coomber, Rev. Carolyn Orr, Will Scott and Linda Smith.

Subsequent to the roll call:

Christine Ross arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the June 25, 2018 PAPCO Meeting Minutes

4.2. Receive the FY 2018-19 PAPCO Meeting Calendar

4.3. Receive the PAPCO Roster

4.4. Receive the Paratransit Outreach Calendar

Esther Waltz moved to approve the consent calendar. Herb Hastings seconded the motion. The motion passed with the following votes:

Yes: Barranti, Bunn, Costello, Hastings, Johnson, Lewis, Patterson, Rivera-Hendrickson, Rousey, Stadmire, Tamura, Waltz, Zukas

No: None

Abstain: None

Absent: Behrens, Coomber, Orr, Scott, Smith

5. Paratransit Programs and Projects

5.1. Receive the 2018 Comprehensive Investment Plan (CIP)

Paratransit Discretionary Grant Program Progress Report

Naomi Armenta presented this item. The Commission approved funding for the 2018 CIP Paratransit Discretionary Grant Program in April 2017. PAPCO members were requested to review the progress report and provide feedback where necessary. Krystle Pasco announced that there will be an application workshop for the 2020 Paratransit Discretionary Grant Program application on October 9, 2018 at 9:30 a.m. at the Alameda CTC offices.

Peggy Patterson asked if the 2020 grant funding is in addition to what PAPCO reviewed in April and voted on in June. Ms. Pasco clarified that yes it is competitive discretionary funding and it is in addition to what the Direct Local Distribution (DLD) programs are allocated.

Tony Lewis asked if Alameda was served by the Drivers for Survivors' volunteer driver program. Ms. Armenta explained that they're currently only doing a soft launch in Oakland but nowhere else yet.

Sylvia Stadmire asked why the Center for Independent Living (CIL) dropped USOAC as a travel training partner. Ms. Armenta stated that they were unhappy with the number of trainings scheduled and the timeliness of reports.

5.2. Receive the City of Hayward Paratransit Program Report (Verbal)

Dana Bailey presented this item. Hayward is servicing the City of Hayward, and the unincorporated areas of San Lorenzo, Cherryland, Ashland, San Leandro, and Castro Valley. The services included are largely funded by the HOP (Hayward Operated Paratransit) Program, which provides a taxi and group service, scholarship service for low-income residents, and driver incentives like gas cards for the volunteer drivers. Hayward is partnered with Alzheimer's Services of the East Bay (ASEB) for the Adult Day Program, provide drivers for the Life ElderCare program and the Service Opportunity for Seniors Meals on Wheels program to deliver meals, and the Community Resources for Independent Living (CRIL) for travel training and the Vanshare program.

Hayward is working on implementing a rideshare call center for residents via the Lyft Concierge platform, has hired a contractor to identify and assess gaps in their services, and has hired Sandy Rogers as the new Mobility Manager. Hayward also maintains its relationship with Bell Transit.

Sandra Johnson asked how much the voucher is for taxi rides. Ms. Bailey clarified that the voucher is worth \$14 and the client pays \$3.00. At that cost, the client can usually travel up to nine miles.

Tony Lewis asked what the policy would be for the Lyft Concierge program if you have a service animal. Ms. Bailey said all of those types of assistance policies are currently in discussion with Lyft but they are maintaining their partnership with Bell Transit. Christine Ross asked if Bell Transit was planning on increasing their services to weekends also. Ms. Bailey is going to look into extended hours.

Hale Zukas asked what Bell Transit is. Ms. Bailey explained they are a transportation service with larger vehicles to assist with wheelchair services for transportation needs within the Hayward service area.

5.3 Mobility Management – Autonomous Vehicles: Considerations for People with Disabilities and Older Adults

Naomi Armenta included this insert in the packet for information purposes. Her takeaways from the report are autonomous vehicles are increasingly popular, but there's little information shared on certain aspects of the emerging mobility option such as the interaction with passengers and vehicle, the vehicle type, accessibility, public or private ownership control, cost to users, and how these can be best utilized for older adults and people with disabilities. She noted that these aspects won't be considered in the design phase without action from the older adult and disabled communities. Ms. Armenta urged everyone to read the article and provide feedback for how best to add to the conversation and design of autonomous vehicles to better help the older and disabled community.

Herb Hastings announced that the City of Dublin is piloting an accessible autonomous vehicle at their BART station, and Livermore is looking into a pilot program also.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Herb Hastings gave the IWC report. Officers were elected and the auditor submitted his work plan for the current audit. They also reviewed the distribution of the Annual Report. The next meeting will take place on November 19, 2018 at 5:30 p.m.

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

Naomi Armenta gave the SRAC update. The excessive cancellations policy was discussed, and Kevin Barranti had a good example of when it might happen (jury duty). He noted that users may have consecutive days with trips planned that might get cancelled and it's not the user's fault. This issue will be further discussed at the next SRAC meeting. East Bay Paratransit is seeing a slight improvement in driver hiring and the number of people riding.

6.3. Other ADA and Transit Advisory Committees

Herb Hastings announced that the Wheels Accessibility Advisory Committee (WAAC) changed their name to the Tri-Valley Accessibility Advisory Committee (TAAC).

7. Member Reports

Michelle Rousey announced that she attended the Healthy Living Festival at the Oakland Zoo and said it was a very nice event, and recommends everyone go next year. Ms. Rousey also gave an announcement that Oakland is planning on creating better regulations for the e-scooters that are strewn along the sidewalks in Downtown and also urges everyone to be aware of the hazards they create for those in wheelchairs and those with limited vision.

Shawn Costello announced that he wants everyone to be careful in Downtown Oakland since he was attacked on the street recently. He had to go to the hospital and it took two ambulances to get home, one for himself and one for his wheelchair. He said he is fine now, and is also running for Dublin City Council.

Herb Hastings announced that the IWC 2018 Annual Report was finished and there are printed copies available at the handouts table.

Sylvia Stadmire invited the group to Oakland's Mayor's Commission on Aging meetings to help discuss how to help make Oakland an Age-Friendly city. Ms. Stadmire also had the wonderful announcement that she is officially cancer-free!

8. Staff Reports

Naomi Armenta announced that the Access Alameda guide is done and printed, but the website is still under construction. She showed a mockup of Union City's individual city page to show the group what the new site will look like. Krystle Pasco also announced that more copies of Access Alameda can be made available if members wanted to participate in outreach and help distribute more copies.

Ms. Pasco also announced that the building has started to undergo construction and that building accessibility would be changing for the next 10 months. Alameda CTC staff will contact members to announce how to access the building prior to the next PAPCO meeting.

Ms. Pasco asked the group for joint meeting topics for the next Joint PAPCO and ParaTAC meeting. Topics included self-defense, emergency evacuation procedures, regulations for e-scooters and bikeshare bikes, and training classes for basic rules of the road and traffic safety.

9. Adjournment

The meeting adjourned at 3:17 p.m. The next PAPCO meeting is scheduled for November 19, 2018 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

This page intentionally left blank

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

	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 Marilyn Ezzy Ashcraft	Jul-18		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 Mayor Rochelle Nason	Feb-18		Feb-20
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	Jun-18
13	Ms.	Ross	Christine	Hayward	Alameda County Supervisor Richard Valle, D-2	Oct-17		Oct-19

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
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



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 24, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Update on Metropolitan Transportation Commission Housing Compact

Recommendation

Per a request at the Commission in December 2018, this informational item provides an update on the Metropolitan Transportation Commission (MTC) actions regarding a housing compact. Alameda CTC staff will provide a short overview of this item as information only at the Planning, Policy and Legislation Committee meeting. Ken Kirkey, MTC/ABAG's Director of the Integrated Planning Department, will present to Alameda CTC's full Commission at its January 31st meeting.

Summary

In December, staff updated the Commission on MTC's Committee to House the Bay Area (CASA) effort and draft Compact. MTC, at its December 19, 2018, meeting voted to authorize the MTC Commission Chair to sign on to the CASA Compact. The ABAG Executive Board will consider the CASA Compact at its January 17, 2019, meeting. The full CASA Compact is attached for the Commission's information.

As described by MTC's documentation, the CASA Compact is a set of policy recommendations to both state and local officials designed to help solve the Bay Area's longstanding housing-affordability problem by encouraging the production of more housing for people at all income levels, preserving affordable housing that already exists and protecting current residents from displacement in rapidly changing neighborhoods.

To achieve these "three Ps," the CASA Compact details 10 separate elements as well as five calls to action. Specific policy recommendations include:

- Just-cause eviction policy;
- Emergency rent cap;
- Emergency rent assistance and access to legal counsel;

- Removal of regulatory barriers to additional dwelling units;
- Minimum zoning near transit;
- Reforms to housing-approval processes;
- Expedited approvals and financial incentives for select housing types;
- Unlock public land for affordable housing;
- Raise \$1.5 billion from a range of sources to fund implementation of the CASA Compact; and
- Establish a regional housing enterprise to implement the CASA Compact.

Background

CASA was convened by MTC following the release of the draft Plan Bay Area 2040, the region's long-range transportation and land use plan, which projects the region will see 2.4 million more people, 820,000 new households and 1.3 million new jobs by the year 2040. The plan makes aggressive assumptions about policy interventions and strategies to help accommodate this growth, but falls short on a number of key performance measures including affordable housing, access to jobs, displacement risk, and housing and transportation affordability.

CASA includes leaders from across the Bay Area who have been working to build an actionable political consensus around (1) increasing housing production at all levels of affordability, (2) preserving existing affordable housing, and (3) protecting vulnerable populations from housing instability and displacement.

CASA is led by three Co-Chairs (Fred Blackwell, The San Francisco Foundation; Leslye Corsiglia, Silicon Valley at Home; and Michael Covarrubias, TMG Partners), and Steve Heminger, Executive Director of the Metropolitan Transportation Commission. It is structured around a Steering Committee and Technical Committee composed of elected officials, thought leaders and policy experts from across the region. The CASA effort is supported by the consolidated MTC/ABAG staff and a team of consultants.

From Summer 2017 through Fall 2018 the Co-Chairs and Committees worked with a broad range of stakeholders to develop recommendations for legislative reform, new revenue and regional leadership in the field of housing, known as the CASA Compact. The update on the CASA effort that was presented to the MTC Commission at its December meeting is included as Attachment A.

More information on CASA can be found here:

<https://mtc.ca.gov/our-work/plans-projects/casa-committee-house-bay-area>

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

Attachment:

A. CASA Compact (MTC materials)



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: December 14, 2018

FR: Executive Director

RE: CASA Compact – Authorization to Sign

At your workshop last month, we briefed you on the general outlines of the emerging CASA Compact to confront the region's housing crisis. Since that time, the technical committee of CASA has overwhelmingly endorsed the Compact with 28 members voting favorably and one voting in the negative, based on a gradients of agreement system. Yesterday, CASA's steering committee – its policy body – used the same voting system and all 20 members present voted for some level of agreement. Now that CASA has approved the Compact, the plan is for members of the steering committee to sign the document as an expression of their commitment to securing its passage as a package of state legislative measures in Sacramento next year.

Both MTC Chair Jake Mackenzie and ABAG President David Rabbitt are members of the CASA steering committee. While they voted for the Compact as individuals, both have indicated their intention to seek authorization from their respective boards before they sign the Compact on behalf of MTC and ABAG. The MTC authorization will be before the Commission at your meeting on December 19th. ABAG is scheduled to take up the matter at its Executive Board meeting on January 17th.


I recommend that you authorize Chair Mackenzie to sign the CASA Compact for the following five reasons:

1. Crisis Response – By almost any measure, the Bay Area faces the most severe housing crisis in the nation. The CASA Compact frames the issue as an emergency. In its preamble, the Compact draws a comparison between our housing predicament and a natural disaster: “In one of the wealthiest metropolitan areas on the planet, tens of thousands of our fellow citizens are ill-housed or not even housed at all. Many more families are just one missed paycheck away from eviction. While the recent wildfires have underscored the devastating effects of suddenly losing a home, the reality is that too many Bay Area residents face that situation every day.”

2. Moment of Opportunity – Our next Governor, Gavin Newsom, campaigned on the issue of making a quantum leap in housing construction throughout California. Bay Area legislators sit on key housing committees and have made clear their commitment to forge new state policy on tenant protections and the preservation and production of housing for Californians from all walks of life. The CASA Compact itself represents an unprecedented level of consensus among key stakeholders on a legislative agenda to break through the Bay Area’s housing stalemate. If ever there was a “carpe diem” moment to remedy the region’s chronic housing failures, this is it.
3. Blueprint to Implement Plan Bay Area – Plan Bay Area 2040 is the region’s response to the statutory requirement that our long-range transportation plan contribute to the state’s greenhouse gas reduction goals. One of the plan’s principal strategies for doing so is to cluster much of the Bay Area’s new residential development in Priority Development Areas (PDAs) that are well-served by public transit. However, a progress report released by the California Air Resources Board last month found that “California is not on track to meet the greenhouse gas reductions expected under SB 375 in 2020, with emissions from statewide passenger vehicle travel per capita increasing and going in the wrong direction . . .” If fully implemented, the CASA Compact would substantially contribute to reversing this trend by preserving or producing 16,000 additional units of affordable housing per year in accordance with Plan Bay Area’s growth goals.
4. Preserves Local Decision-Making – Most of the 10 elements in the CASA Compact do not intersect with the principles of home rule and local control of land use decisions. The first three elements are focused on tenant protections and the last two propose a new self-help funding strategy for affordable housing production and a Regional Housing Enterprise to support cities and counties in the Bay Area with financial and technical expertise. In between these bookends are a series of ideas to reform what could be called the region’s housing delivery machine. Two of these reforms do attempt to rebalance state and local interests in better housing outcomes. Element #7 would boost production of “missing middle” housing with a new path through the SB 35 legal framework that would *enhance* local discretionary review – versus the ministerial process in current law – in exchange for a speedier project review process. Element #5 deals with the question of how much the state has to say about upzoning housing densities near public transit nodes. While this issue has generated considerable controversy throughout the state, if we can’t figure out a way to develop more housing near our major transit assets, we will surely fall short of *both* our housing and transit goals.
5. First Fruits of Staff Consolidation – The 18-month consensus-building process that led to the CASA Compact is the first tangible work product of the consolidation of MTC and ABAG staff that was approved by the two boards in May 2017. By itself, that is not a sufficient reason to embrace the substance of the Compact. But I do believe that

the Commission and Executive Board should be proud of the long hours and tireless efforts of their integrated planning department to help develop such an ambitious and ground-breaking policy package.

I look forward to your discussion of this critical item next week. The CASA Compact is attached for your review.



Steve Heminger

J:\COMMITTEE\Commission\2018\12 Dec'2018 Commission\2b_CASA Compact 12.13.18.docx

This page intentionally left blank

CASA COMPACT

A 15-Year Emergency Policy Package
to Confront the Housing Crisis in the San Francisco Bay Area

December 2018



Table of Contents

CASA Preamble.....	i
Introduction.....	1
Tenant Protections	
Compact Element #1: Just Cause Eviction Policy	3
Compact Element #2: Rent Cap	5
Compact Element #3: Rent Assistance and Access to Legal Counsel.....	7
Housing Inclusion and Capacity	
Compact Element #4: Remove Regulatory Barriers to Accessory Dwelling Units.....	9
Compact Element #5: Minimum Zoning near Transit.....	11
Compact Element #6: Good Government Reforms to Housing Approval Process	13
Approval Process and Timeline	
Compact Element #7: Expedited Approvals and Financial Incentives for Select Housing	15
Compact Element #8: Unlock Public Land for Affordable Housing	17
Funding and Coordination	
Compact Element #9: Funding and Financing the CASA Compact.....	19
Compact Element #10: Regional Housing Enterprise	21
Calls for Action	
Call for Action: Redevelopment 2.0.....	23
Call for Action: Lower the Voter Threshold for Housing Funding Measures.....	23
Call for Action: Fiscalization of Land Use.....	23
Call for Action: Homelessness	24
Call for Action: Grow and Stabilize the Construction Labor Force.....	24
Local Best Practices	
Appendices	

CASA Preamble

The Bay Area faces many pressing regional problems — traffic congestion, air pollution, the threat of earthquakes and other natural disasters, to name a few. But the housing shortage has reached crisis proportions. During our remarkable run of economic expansion since the Great Recession ended in 2010, the Bay Area has added 722,000 jobs but constructed only 106,000 housing units. With housing supply and demand that far out of whack, prices have shot through the roof and long-time residents as well as newcomers are suffering the consequences.

In one of the wealthiest metropolitan areas on the planet, tens of thousands of our fellow citizens are ill-housed or not even housed at all. Many more families are just one missed paycheck away from eviction. While the recent wildfires have underscored the devastating effects of suddenly losing a home, the reality is that too many Bay Area residents face that situation every day.

Our housing crisis is also a transportation crisis. Nearly 190,000 workers commute from outside the nine-county Bay Area to the business parks of Silicon Valley and the Tri-Valley, and more than 220,000 East Bay residents cross the toll bridges to the Peninsula every day. Driven by the search for reasonably-priced housing, these “super-commuters” are clogging the roads and transit systems that we all rely on.

The Bay Area faces a housing crisis because we have failed at three tasks: (1) we have failed to produce enough housing for residents at all income levels; (2) we have failed to preserve the affordable housing that already exists; and (3) we have failed to protect current residents from displacement where neighborhoods are changing rapidly.

These 3 P’s — Production, Preservation, and Protection — are not only the signposts of our collective failure, but they should be the focus of our future efforts to overcome the crisis we have created.

What is CASA? Of course, it is the Spanish word for “house”. It is also the name of a blue-ribbon task force of elected and civic leaders convened by



“The Bay Area is in a state of great peril today; CASA is the best chance to fix this crisis.”

FRED BLACKWELL

the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC). Its three Co-Chairs are Fred Blackwell of the San Francisco Foundation, Leslye Corsiglia of Silicon Valley @ Home and Michael Covarrubias of TMG Partners. The CASA Compact is a 15-year emergency policy package to confront the region’s housing crisis head-on. It includes a series of policy reforms that will allow the Bay Area to build more housing at all income levels while protecting tenants and low-income communities from unjust evictions and displacement.

The Compact also includes a series of revenue recommendations needed to, preserve our existing housing stock, subsidize the construction of more

affordable housing, and provide assistance to tenants facing eviction.

Finally, the CASA coalition proposes to create a new Regional Housing Enterprise to provide technical assistance to local governments, collect data to monitor our progress, and administer any new regional funds that might be approved. The new enterprise will not have direct land use authority. These three R’s — Reform, Revenue, and Regionalism — form the crux of the CASA Compact.



“Our goal is to reach consensus on big picture responses that will move the needle on housing affordability in this region.”

LESLYE CORSIGLIA

Animating our work has been a deep concern about how we grow housing in a more inclusive manner in all neighborhoods and not accelerate displacement in the most vulnerable communities. The Bay Area’s segregated housing patterns — both by race and by income — are a legacy of decades of discriminatory government policies and private sector lending practices. The CASA Compact contains specific protections for neighborhoods and residents most affected by that horrible history. And while the Compact was not designed to deal directly with all aspects of the region’s chronic homelessness problem, many of its elements should result in more and better options to shelter this particularly vulnerable segment of the Bay Area’s population.

When Bay Area residents are polled about who is responsible for the region’s housing crisis, they spread the blame far and wide: it’s the businesses who

create all the jobs, it's the developers who build the luxury housing, it's local government officials who oppose new housing developments, it's environmental and labor interests whose demands make new housing more expensive, it's community groups who fear the changes that new development will bring.

All those interests (and more) came together around the CASA table for the past 18 months. They worked in the spirit of finding common ground, working through entrenched differences and charting a course forward for the good of the region. The resulting Compact represents an interlocking series of agreements among the negotiating parties. Each signatory to the Compact pledges to support the entire agreement and all of its provisions.

The signatories to the CASA Compact further pledge that their work will not stop when they put down their ceremonial pens. The real work will have just begun.

Implementation of the CASA Compact will require bills to be passed in Sacramento, it will require leadership from our new governor Gavin Newsom, it will require regional ballot measure campaigns in 2020 and the years beyond, it will require changes in transportation and housing policy-making at both ABAG and MTC, and it will require every local government in the Bay Area to do their part.

It is a commonplace to say problems that have been decades in the making can't be solved overnight. But we can't afford to take our time in confronting the Bay Area's housing crisis. We need to make significant progress in the next 3–5 years.

The CASA Compact is detailed, comprehensive, and actionable. Yet, the region's housing challenge really boils down to a simple, quite personal question: shouldn't our region be able to grow and prosper while also ensuring that our kids and grandkids can live as adults in the neighborhoods where they grew up?

We say the answer is yes.



"We must compromise, break down silos, and set aside differences for the greater good of the Bay Area."

MICHAEL COVARRUBIAS



CASA is about what kind of place our kids and grandkids will live in.

Introduction

The recommendations in this Compact are the result of an intensive dialogue among the key interests who are collectively responsible for housing the Bay Area. Over the course of 18 months, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) convened a series of structured discussions with local government officials, developers, major employers, labor interests, housing and policy experts, social equity advocates and non-profit housing providers. The goal was straightforward but by no means simple: find common ground on a comprehensive set of solutions to the Bay Area's housing crisis.

CASA was led by three Co-Chairs (Fred Blackwell, Leslye Corsiglia and Michael Covarrubias), and Steve Heminger, Executive Director of MTC/ABAG. It was structured around a Technical Committee of policy experts and practitioners and a Steering Committee of elected officials, thought leaders and major employers. The Technical Committee's role was to recommend actions for addressing the crisis. Those recommendations went to the Steering Committee for review, refinement and final approval. The CASA effort was supported and staffed by MTC/ABAG and a team of consultants. Profiles of the Co-Chairs and rosters for both the Steering and Technical Committees are included as appendices to this document.

Phase One: Foundational Work (June 2017-Jan 2018)

The first phase of the CASA process was focused on learning, sharing perspectives, and developing a framework for the process of developing the CASA Compact. Experts from UC Berkeley provided in-depth analysis of the many causes and consequences of the crisis, ensuring that all members of the Committees were operating from a shared base of knowledge. On the basis of this shared understanding, the Co-Chairs and Committee forged a detailed framework (shown as Figure A) to shape the CASA process and the ultimate Compact. The framework is organized around three principal outcomes, or 'Three Ps' as they became known in CASA parlance:

- (1) Increasing housing *production* at all levels of affordability,
- (2) *Preserving* existing affordable housing, and
- (3) *Protecting* vulnerable households from housing instability and displacement.

Phase Two: Brainstorming Action Ideas (Jan-July 2018)

Next, the Committees spent six months brainstorming and vetting upwards of 30 action ideas. This process was driven by workgroups who dedicated hundreds of hours to meeting, researching and drafting ideas. Community-based organizations and members of the public also participating in generating ideas. A series of listening sessions around the region solicited input from vulnerable households in identifying priority actions that CASA should consider. Members of the public also shared ideas and feedback through public comment. Each idea was written up and presented to the Technical Committee for vetting. The Committee members used a "gradients of agreement" tool to score each idea on a scale of 1-5. The Steering Committee reviewed and refined the most promising ideas that emerged from the Technical Committee.

Phase 3: Crafting the Compact (Sept-Dec 2018)

In the final phase, the Co-Chairs distilled the 30+ action plans into the Compact you see before you. This happened through an iterative process, with successive versions of the Compact presented to both the Technical and Steering Committees and refined based on their input.

Phase 4, CASA Implementation

CASA leadership and key members will continue to work in cross-sector coordination with State and local elected officials and agencies to implement the principles of the CASA Compact.

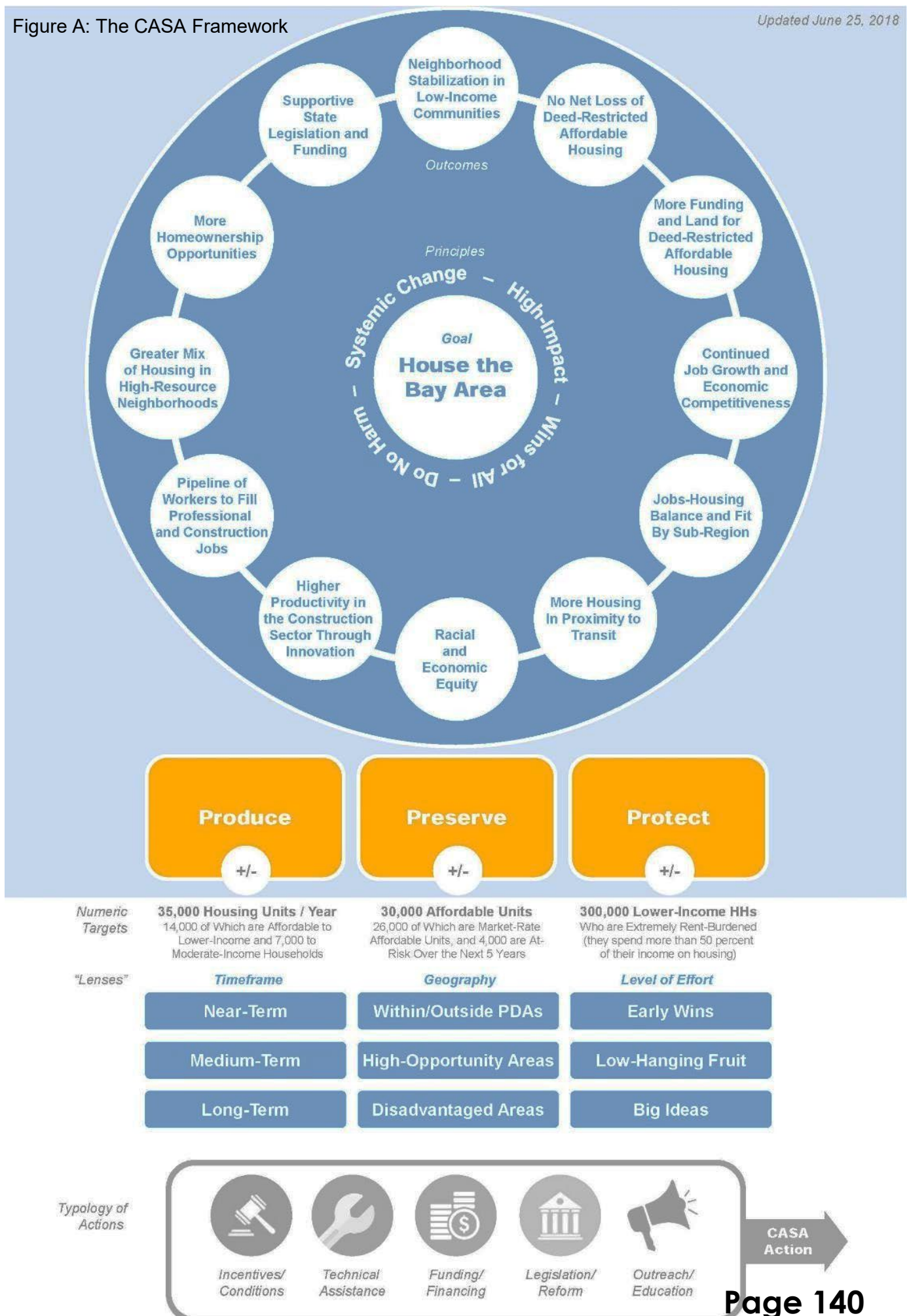
Core Principles

Over the course of this process, the participants forged an understanding around core principles that underpin the recommendations in this document. These include:

1. **Shared responsibility:** All sectors and interests should share the burdens and benefits of housing the Bay Area.
2. **Inclusion everywhere:** Find ways to include more housing at all income levels, in every jurisdiction.
3. **Promote 'Missing Middle' housing types:** Encourage the development of smaller homes that are more affordable by design and less likely to cause displacement.
4. **Stabilize communities:** Preserve the historic diversity and access to opportunity in the Bay Area.
5. **Balance across the Three Ps:** Individual components of the Compact should move forward together and avoid undermining each other.
6. **Level the playing field:** The Compact should create fair, more uniform standards for the housing development process, across the Bay Area.
7. **Minimize administrative burden:** We should minimize new administrative requirements and focus on strategies that can be implemented rapidly and efficiently.

Figure A: The CASA Framework

Updated June 25, 2018



Compact Element #1: Just Cause Eviction Policy

Brief Summary: Ensure that all Bay Area tenants are protected from arbitrary evictions by adopting a region-wide policy requiring landlords to cite specific "just causes" (both fault and no-fault) for termination of tenancy, such as failure to pay rent or violation of lease terms. Require landlords to provide relocation assistance for covered no-fault evictions.

Desired Effect: Just cause protects tenants from arbitrary evictions. Studies show that eviction can cause health issues, emotional trauma, school disruption for children, longer and costly commutes, and reduced wage earnings for adults. Just cause eviction protections promote tenant stability and limit eviction-related health consequences. See Figure 1 for recent eviction trends in San Francisco.

References and Models: Action Plan 2.1; NJ state Just Cause Law; Large cities in CA (SF, Oakland, San Jose, LA)

Detailed Proposal:

Permissible causes for eviction: both fault and no-fault evictions should be allowable under a region-wide just cause policy. Fault eviction causes should include failure to pay rent, substantial breach of a material term of the rental agreement, nuisance, waste, or illegal conduct. No-fault causes should include owner move-in, withdrawal of unit from rental market (Ellis Act/condo conversions), unit unsafe for habitation, or demolition/substantial rehabilitation

Coverage: just cause eviction standards should apply to all rental units except the following:

- Government owned and government subsidized housing units or housing with existing government regulatory assessments that govern rent increases in subsidized rental units (e.g., Section 8)
- Transient and tourist hotel occupancy as defined in Civil Code Section 1940(b)
- Housing accommodations in nonprofit hospital, religious facility, or extended care facility
- Dormitories owned and operated by an institution of higher education or a K-12 school
- Tenant shares bathroom/kitchen with the owner who maintains principal residence there
- Single owner-occupied residences including when the owner-occupant rents or leases 2 units (including ADU and JADU) or bedrooms
- Resident-owned nonprofit housing

Waiting Period: the protections should apply only after a tenant has been in occupancy (with or without a lease) for at least 12 months. All existing tenancies should be subject to these protections, effective immediately upon the policy being signed into law.

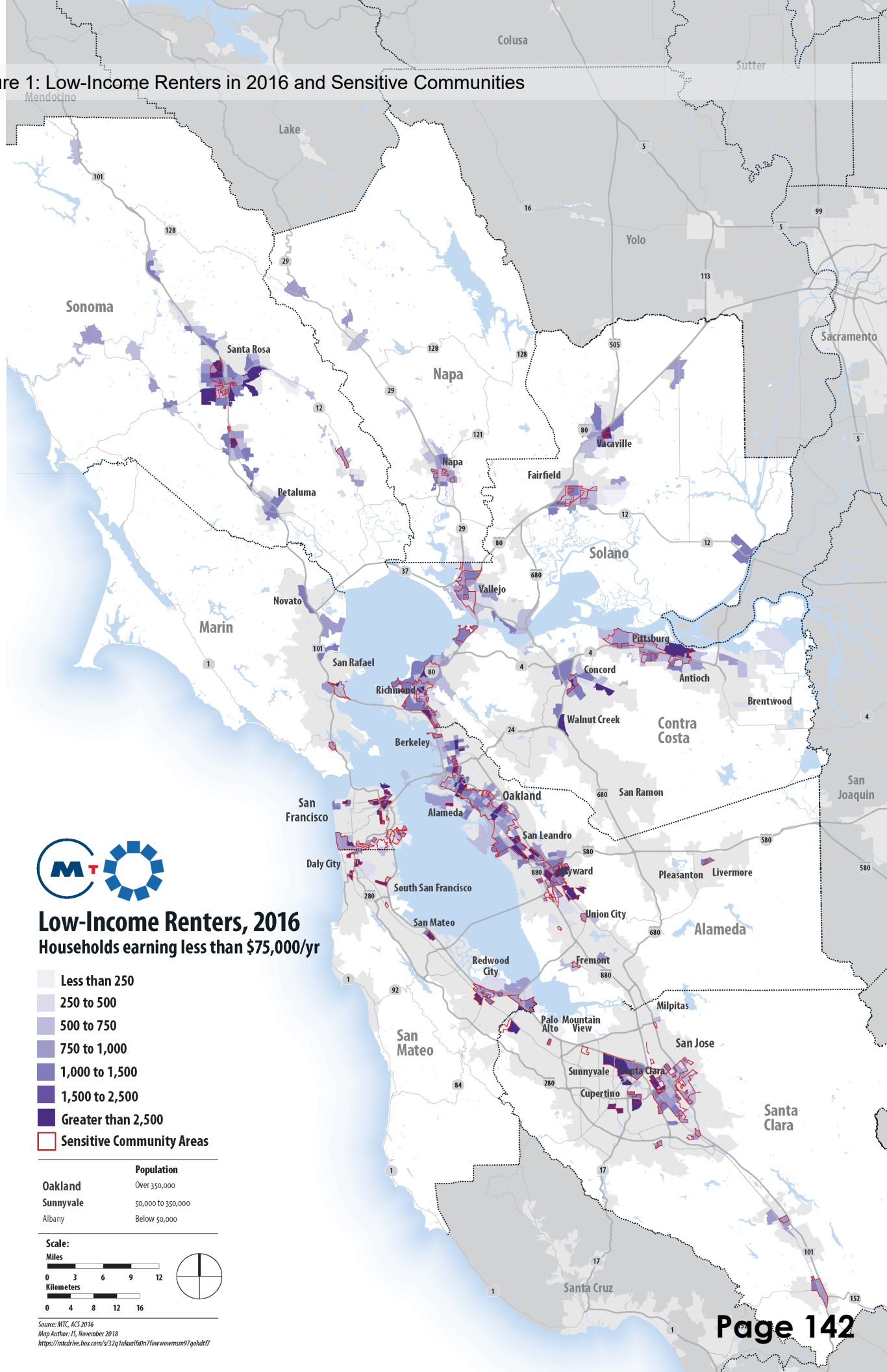
Notice Requirements: owners should be required to provide notice to tenants at the beginning of each tenancy as to tenant rights with copy of lease. This notice should be in the form of a lease addendum that is signed by the tenant at the time the lease is signed. The grounds for eviction should be set forth in the notice to terminate tenancy.

If the reason for the termination is a curable lease violation, the owner should be required to provide an initial notice with an opportunity to cure before the notice of termination. If the lease violation is related to specific illegal activity that presents the potential for harm to other tenants, there should not be a right to cure. Separate provisions should be made for domestic violence situations.

Relocation Assistance: relocation assistance should be provided in all covered no-fault causes where tenants have been in occupancy for at least 12 months, except in cases where the owner is moving into the unit. At time of service of notice to quit, the landlord should notify the tenants of their right to relocation assistance and provide payment directly to the tenant. The amount of relocation assistance should be tiered based on number of bedrooms (see San Jose example). Relocation assistance should be available to all qualifying tenants regardless of income.

Preemption of Local Ordinances: this law should not preempt more restrictive local ordinances.

Figure 1: Low-Income Renters in 2016 and Sensitive Communities



Compact Element #2: Rent Cap

Brief Summary: Establish a Bay Area-wide rent cap that limits annual increases in rent to a reasonable amount.

Desired Effect: A rent cap would prevent extreme increases in rent on a year-to-year basis, thereby decreasing the number of households who are at risk of displacement and homelessness, decreasing the number of households who are rent burdened, and promoting tenant and community stability. Extreme rent increases can pose a particular burden for tenants who are low and fixed income. Can be extended after the emergency period. Figure 2 maps the many Bay Area communities at risk of displacement.

References and Models: Action Plans 1.1, 1.2, 1.3; Existing State Anti-Gouging Law in States of Emergency

Detailed Proposal:

Cap on Annual Rent Increase: for an emergency period (15 years), no landlord should increase rent by more than CPI+5% in any year of tenancy. The notice of allowable rent increase should be provided annually.

Vacancy Provision: the cap on rent increase should apply to the renter, not the unit.

Coverage: the following unit types should be exempt from the cap:

- Affordable housing properties governed by regulatory agreements;
- ADUs on owner-occupied properties;
- Dormitories.

Pass-Throughs, Banking and Capital Improvements: if rent has declined or if landlord has not increased rents for several consecutive years, landlords should be able to bank those unused rent increases for 3-5 years. When drawing upon banked rent increases, landlords should not be allowed to increase rents more than 10-15% annually.

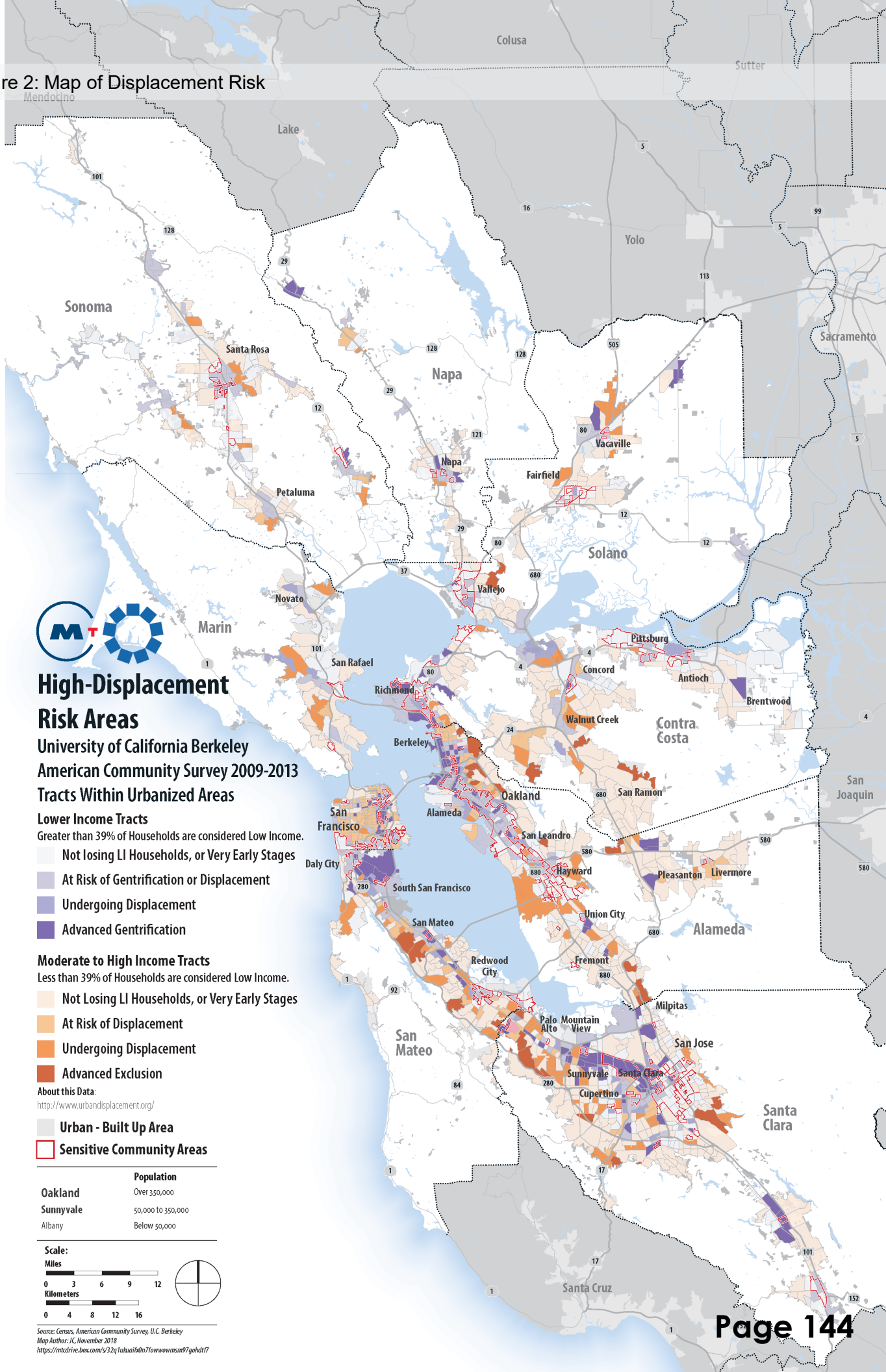
A landlord should be able to pass through actual operating expense increases including water and sewer, wastewater, trash, electric and gas using industry standards such as the RUBS system (Ratio Utility Billing System). The costs of capital improvements inclusive of a 4% return on investment that are necessary to maintain the building(s) with reasonable upgrades and maintenance items to address health and safety, shall be allowed to be passed through to tenants on an amortized basis, per IRS standards.

Preemption of Local Ordinances: this law should not preempt more restrictive local ordinances.

State of Emergency: rent cap shall be evaluated before any extension is granted to study impact of rent cap on housing market overall.

Administration: This Compact Element will likely require some type of oversight function.

Figure 2: Map of Displacement Risk



Compact Element #3: Rent Assistance and Access to Legal Counsel

Brief Summary: For low-income tenants facing eviction, provide access to free legal counsel and emergency rent assistance.

Desired Effect: Access to a lawyer can be the difference between losing a home and keeping it. Ensuring that all tenants facing eviction have access to legal counsel would create a fairer justice system; prevent evictions and homelessness; improve health, stability, and opportunity for thousands of residents including children; and preserve existing affordable housing.

Non-payment of rent is the leading cause of evictions in the Bay Area. Figure 3 shows rent increase trends in the Bay Area. An emergency rent assistance program would assist in cases where tenants have an urgent, temporary financial gap. It would help tenants stay in their homes, preventing evictions, periods of marginal housing, and homelessness for households at risk of eviction due to financial instability.

There is a recognition of the importance of keeping people housed, and a significant portion of funding identified to help with housing instability will likely be earmarked to emergency rental assistance.

This Compact Element is not intended to supersede any local government programs that might be more expansive than what is contemplated herein.

References and Models: Action Plans 3.1 and 4.1; SF Prop F (June 2018); New York City; Santa Clara County Emergency Assistance Network

Detailed Proposal:

Legal Representation: all tenants who are faced with legal proceedings to evict them from their residence should have access to legal counsel, except when eviction proceedings are brought by a landlord or master tenant who resides in the same dwelling unit or property with tenant. The term “legal representation” should mean full scope representation provided to an individual by a designated organization or attorney which includes, but is not limited to, filing responsive pleadings, appearing on behalf of the tenant in court proceedings, and providing legal advice.

Emergency Rent Assistance: low-income tenants facing eviction and homelessness due to non-payment of rent should be eligible to receive emergency rent assistance. This assistance should be targeted to tenants who have an urgent, temporary financial gap and are at high risk for becoming homeless if evicted. The Regional Housing Enterprise (see Compact Element #10) should establish guidelines and policies for administering the program, including how to determine eligibility. The regional agency should identify, fund and oversee local service providers (public or non-profit) to carry out the program.

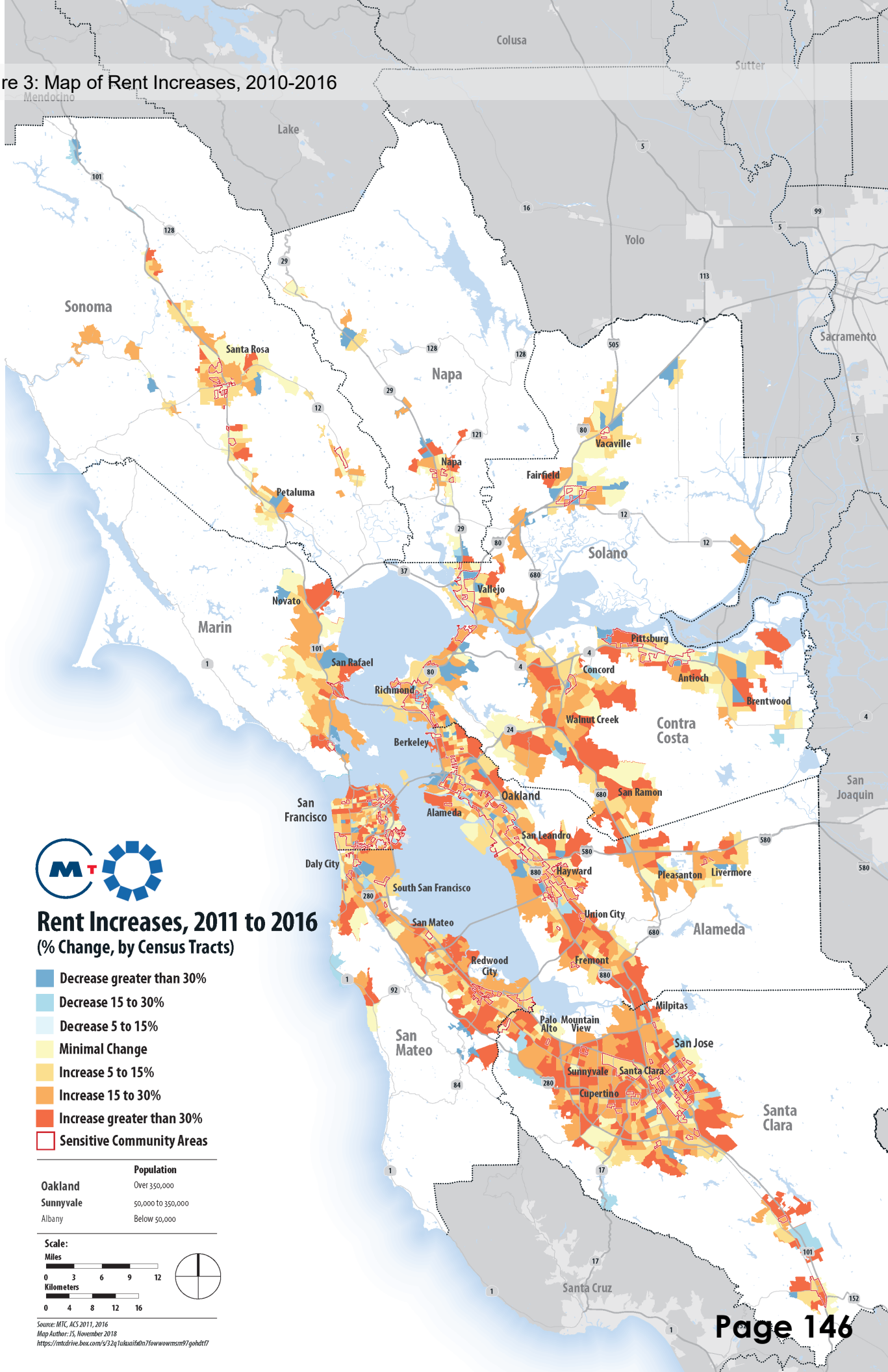
Cap on Assistance: the amount of total assistance should be capped at \$5,000 - \$10,000 per tenancy.

Landlord Obligation: landlord obligation should be limited to providing an addendum notice of this access in lease and eviction notice. Landlord should have no payment or any other obligations. If a tenant fails to seek legal counsel, it will not impede eviction proceedings for landlord.

Means Testing: emergency rental assistance should be limited those whose incomes do not exceed 80% of AMI. Legal services should be provided to all qualifying tenants regardless of income.

Funding: generate significant funds through Compact Element #9 to fund regional access to legal counsel and emergency rent assistance. Pro-bono counsel for tenants shall be encouraged.

Figure 3: Map of Rent Increases, 2010-2016



Compact Element #4: Remove Regulatory Barriers to ADUs

Brief Summary: Extend current Bay Area best practices regarding Accessory Dwelling Units (ADUs) to every jurisdiction in the region. Amend existing state ADU law to remove regulatory barriers including ministerial approval for ADUs and Junior ADUs in residential zones, allowance for multiple ADUs in multi-family homes, and creation of a small homes building code (AB 2890 Ting).

Desired Effect: Existing single-family homes make up a significant portion of the region's land base. Local best practices in the region today allow both an ADU and Junior ADU on single family lots and multiple ADUs in existing multi-family buildings with ministerial approval. See Figure 4 for a prototypical ADU. Expanding these best practices regionwide would allow for a rapid increase in more affordable homes, and would help stabilize cost-burdened homeowners by creating a new source of income. If 20% of the region's 1.5 million single-family homeowners choose to build an ADU, this policy could create 300,000 new homes distributed throughout existing neighborhoods. This includes about 50,000 new units in Priority Development Areas alone.

References and Models: Action Plans 10.3, 10.4; UCB Chapple 2014; UCB Turner Center 2017; Legislative history SB 1069, AB 2890; Arlington VA, Portland OR, Seattle WA, Vancouver BC, State of Oregon Tiny Homes Code.

Detailed Proposal:

Local Standards for ADUs (see AB 2890 Ting): new state law should require local jurisdictions in the Bay Area to encourage the creation of ADUs as follows:

- Require ministerial approval for both an ADU and a Junior ADU (JADU) in all residential zones including in rear yards or by division of existing homes into two units;
- ADUs receiving ministerial permits should not be used for short-term rentals;
- Encourage forgiveness of code violations (except health and safety) in grandfathered ADUs;
- Apply the Housing Accountability Act's provisions for determining project consistency.

Sprinklers should be required for ADUs if required under the building code for comparable home construction. Use of unlicensed contractors under "owner builder" permits shall be discouraged by requiring that a statement of owner liability be provided when building permit is issued.

Impact Fees: require impact fees for ADUs and tiny homes to be charged on a per-square-foot basis and (2) only on net new living area over 500 sq. ft. per accessory unit.

Small and Tiny Homes Building Code: state law should create a building code for small homes and wheeled homes to reduce non-safety code requirements that disproportionately make small homes and tiny homes infeasible including energy standards, appliance and room sizes, and similar. Life-safety standards must be upheld.

Owner Occupancy: Local jurisdictions should be encouraged to adopt owner occupancy requirements for properties containing ADUs. If owner occupancy is required, reasonable annual monitoring programs that rely on existing published documents should be established.

Figure 4: Prototypes for Accessory Dwelling Units



Unit Specifics

Unit Type	Detached
Bedrooms	1
Bathrooms	1
Square feet	495
Year built	2003
Construction	New construction
Total Cost	\$117k
Jurisdiction	Pacific
Neighborhood	Sharp Park
Designer	Ernie Brousal, Daly City
Builder	Rick Lee, Pacifica
Use	Rent to a family member

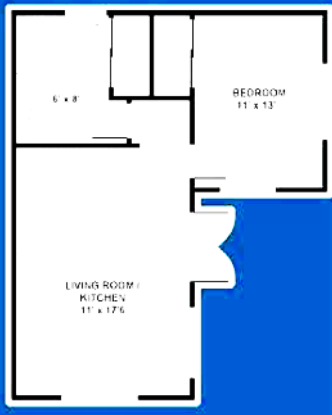


Unit Specifics

Unit Type	New construction
Bedrooms	2
Bathrooms	2
Square feet	800
Year built	2010-12
Construction	New construction (including patio and wellings)
Total Cost	\$11 million for entire project, second unit was approx. 25%
Jurisdiction	San Carlos
Neighborhood	Devonshire
Designer	Fred Strathdee
Builder	Victor (homeowner)
Use	Residence (rents primary dwelling)



Kate & Miranda's Retirement Plan
336 sq ft - 1 bedroom, 1 bath, kitchen, living room



Pedro's Backyard Cottage
496 sq ft - 1 bedroom, 1 bath, kitchen, living room

Compact Element #5: Minimum Zoning near Transit

Brief Summary: this element includes three components. In neighborhoods served by high quality bus service, establish minimum zoning on all residential, commercial, and institutional zones to allow ‘missing middle’ housing types up to 36’ tall. In neighborhoods surrounding the region’s major transit stops (rail stations and ferry terminals), establish minimum zoning to allow midrise residential housing up to 55’ tall (75’ tall with a density bonus). Allow sensitive communities to defer rezoning above 36’ while they develop context-sensitive plans. On large commercial-zoned parcels located near job centers, make housing an allowable use. For projects with 20 units or more, require inclusion of affordable units.

Desired Effect: This policy would create an inclusive mix of homes near transit and jobs, consistent with the goals of Plan Bay Area. It would spur the development of ‘missing middle’ housing types that are within reach of working families and blend into existing neighborhoods. This type of housing is common in pre-war neighborhoods of the East Bay and Peninsula but has largely been zoned out of existence in recent decades.

References and Model Policies: SB 827 (Wiener, 2017). CASA Action Plans 8.2, 10.3, 10.5, 10.6

Detailed Proposal:

Minimum Zoning Near Transit: the state should establish minimum zoning for housing in neighborhoods served by existing high-quality transit as follows:

- *High quality bus service:* Residential uses up to 36’ tall with development standards (such as lot coverage, setbacks, density limits, and maximum unit size) should be allowed within ½ mile of bus stops with at least 15-minute headways at peak periods and 30-minute headways on weekends (as defined in SB 827).
- *Major transit stop:* Residential uses up to 55’ tall (75’ tall with density bonus) that have development standards similar to those above (such as lot coverage, setbacks, density limits, and maximum unit size) should be allowed within 1/4 - mile radius of major transit stops (rail stations and ferry terminals).

Development standards such as setbacks, unit sizes and lot coverage requirements should apply. Neither development standards nor other zoning and design controls should mandate densities lower than those prescribed above. These shall not be used to reduce density where higher local standards or plans apply.

Housing Overlay on Large Low-Density Commercial Sites: the state should establish minimum zoning for housing on low-density commercial sites above a certain acreage that are located within the transit areas defined above.

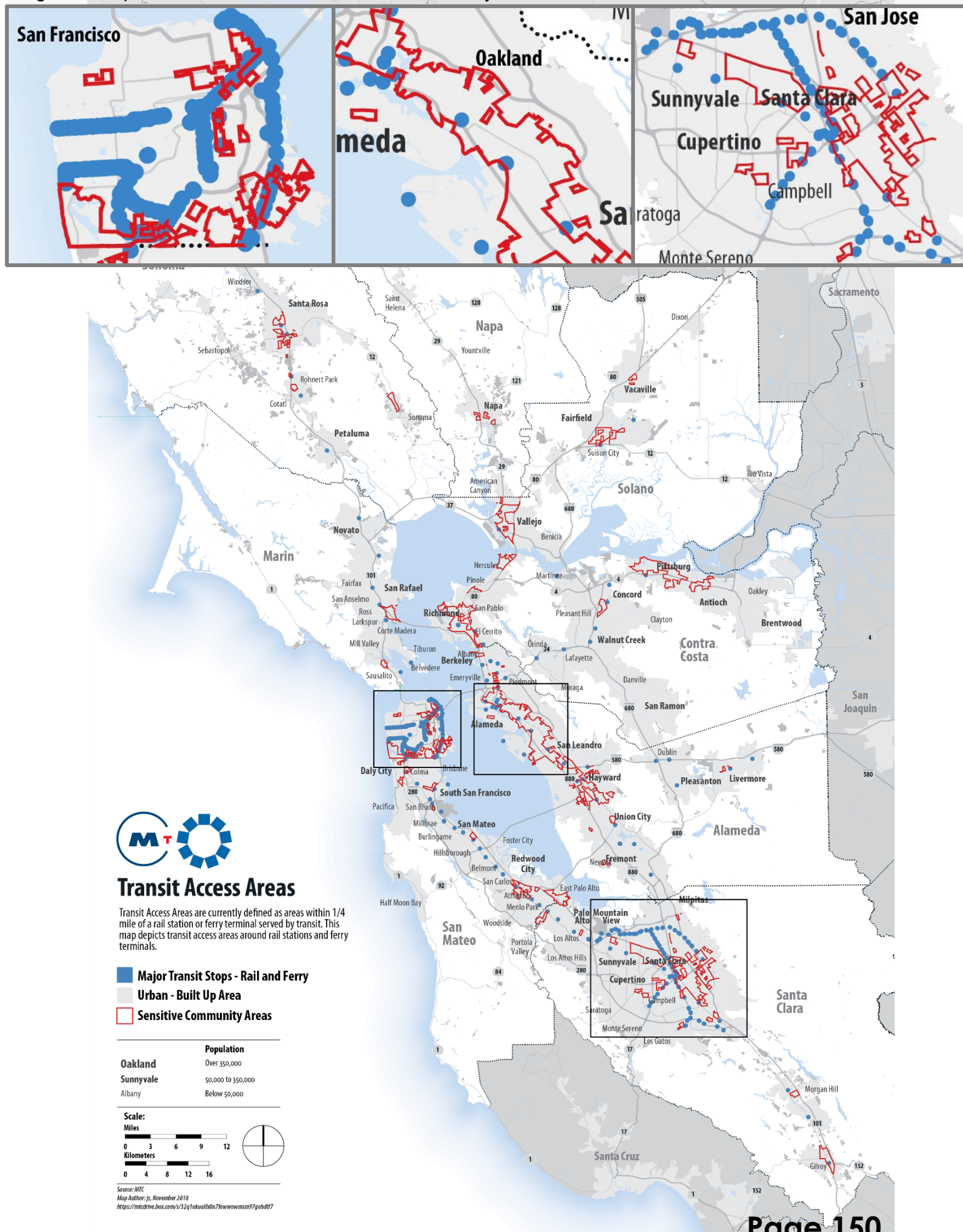
Tenant Protections and Preservation: All sites rezoned under this policy should be subject to tenant protections, demolition controls and no net loss provisions. Sites occupied by a mobile home park, public housing, or Single Room Occupancy (SRO) built prior to the effective date of the enabling legislation should not be eligible for rezoning.

Affordable Housing Requirements: onsite affordable housing should be required at levels not less than state density bonus law. Projects with 10-20 units should have the option to pay an in-lieu fee. This in-lieu fee should be deferred or waived for units that are sold or rented at or below missing middle income levels. This fee should be imposed at the time of sale. Funds generated by this fee should be deposited into a local or regional housing fund.

Sensitive Communities: if a major transit stop is located in or adjacent to a sensitive community, up-zoning above 36’ should be automatically deferred for a period of 3 years while the jurisdiction develops a context-sensitive plan for that community. The deferral period should be extended beyond 3 years where good faith planning efforts are underway. If the community so chooses, it may opt into up-zoning to 55’ without a deferral period or community plan. The decision to opt in should be made by the local legislative body (city council or board of supervisors) and must involve consultation with residents of the sensitive community and at least one public hearing. Sensitive community areas represent the intersection of disadvantaged and vulnerable communities as defined by the following Bay Area regional agencies: MTC and the SF Bay Conservation and Development Commission (BCDC). See Figure 5 for the map of these Transit Access and Sensitive Community Areas.

Labor Standards: The residential development shall comply with all applicable labor, construction, employment, and wage standards otherwise required by law and any other generally applicable requirement regarding the approval of a development project, including, but not limited to, the local government’s conditional use or other discretionary permit approval process, the California Environmental Quality Act, or a streamlined approval process that includes labor protections.

Figure 5: Map of Transit Access and Sensitive Community Areas



Compact Element #6: Good Government Reforms to Housing Approval Process

Brief Summary: Establish 'good government' standards for the entitlement and permitting of zoning-compliant residential projects. Require transparency and consistency in how residential impact fees are set and enforced. Figure 6 shows how complicated the approval process for housing can be in California.

Desired Effect: Research by the UC Berkeley Turner Center for Housing Innovation demonstrates that local government impact fees and inclusionary requirements, when combined with regulatory uncertainty and record-high construction costs, have made it economically infeasible to build a standard mid-rise housing project in many parts of the Bay Area. The American Planning Association recommends that local governments should restore direct reliance on adopted plans and create transparency, predictability, reliability and timeliness to the housing approvals process.

References and Model Policies: CASA Action Plan 12.1; Turner Center Report on Fee Costs; Berkeley Law Land Use Study; Roseville fee transparency

Detailed Proposal:

Standards for Processing Zoning-Compliant Residential Applications with Fewer than 500 Units: local jurisdictions should be required to process zoning-compliant residential development applications in accordance with the following standards:

- Each jurisdiction should create and maintain an up-to-date listing of all rules, codes and standards that apply to residential development applications. This information should be made available online and in print.
- Rules, fees and historic status should be locked at the date of application completeness which shall be defined as providing only the elements on the agencies written application material.
- The jurisdiction should require no more than three de novo public hearings on a zoning-compliant residential application.
- Building permits should expire if not used in 24 months, with flexibility to adapt to changing economic conditions and other extenuating circumstances.
- Jurisdictions should apply the Housing Accountability Act's standards for project consistency and remedies

Standards for Impact Fees: state law should create a set of uniform standards and requirements for Bay Area jurisdictions to follow when imposing impact fees on new residential development, as recommended by the UC Berkeley Turner Center:

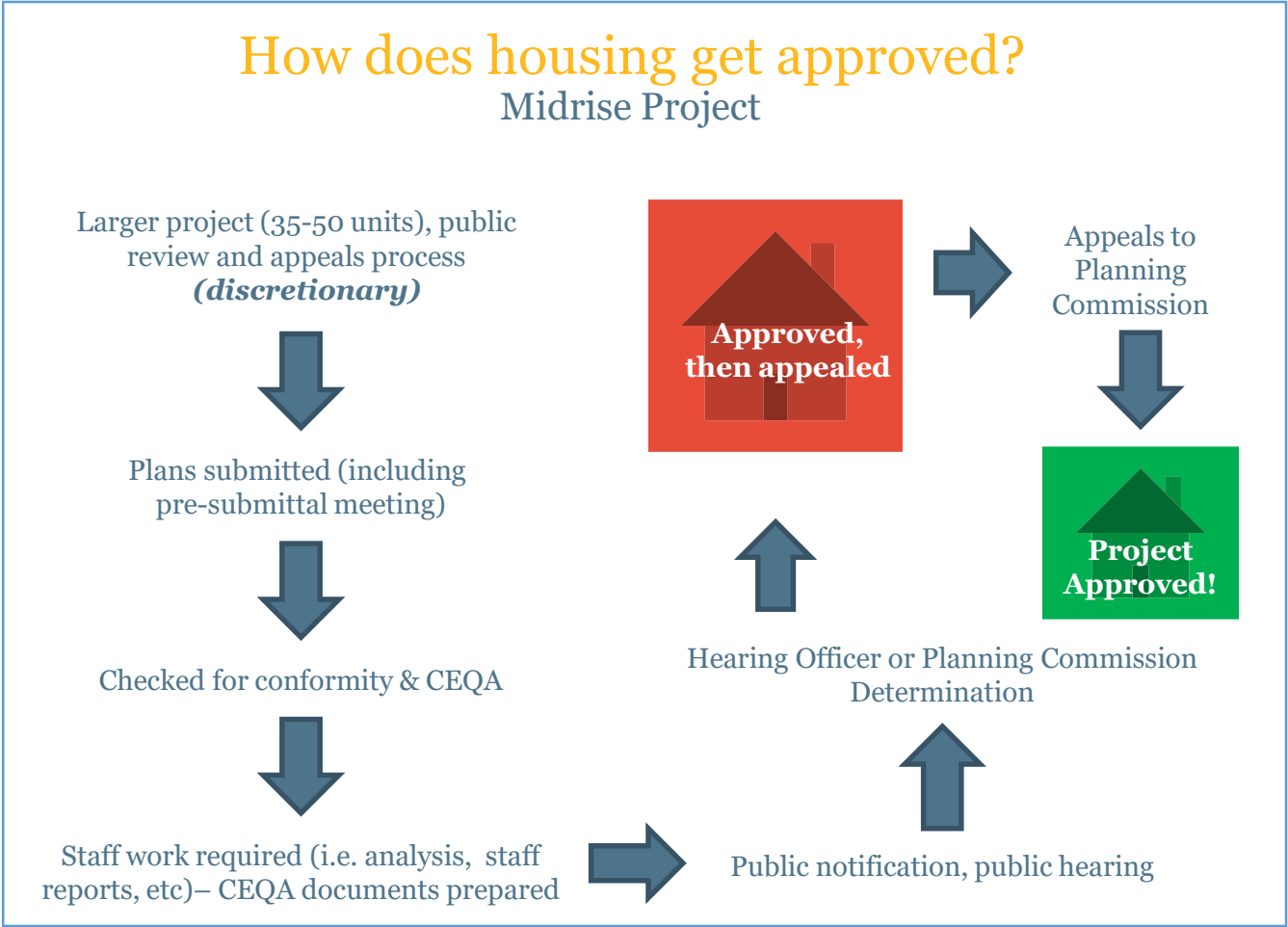
- Every jurisdiction should conduct a comprehensive review and assessment of their fees to better understand the aggregate costs imposed.
- When determining the amount of fees to charge to new residential projects, jurisdictions should adhere to a standardized methodology and set of objective standards, rather than the current "reasonableness" test which is overly broad.
- Every jurisdiction should create and maintain an up-to-date fee schedule in a publicly accessible format.
- Adopt fee deferral programs which allow builders to pay some fees later in the development process.

Standards for Inclusionary Zoning: state law should establish that programs which require inclusion, such as density bonus, local inclusionary requirements, housing impact fees and in-lieu fees, should not be additive. Require that in-lieu fees should be an option for fulfilling inclusionary requirements imposed without the density bonus. Existing local policies should be grandfathered in.

Standards for Downzoning and Moratoria: the State should create standards that govern the circumstances in which local governments downzone or impose building moratoria in existing or planned residential neighborhoods in urbanized areas. Such actions run counter to state housing law and should only be undertaken to address an immediate crisis, such as a health and safety hazard or protection of low-income families at risk of displacement.

Report Impositions That May Suppress Housing above the Hard Cost of Housing Construction: jurisdictions should annually document all local agency impositions that increase the hard cost (excluding labor and materials) of housing construction, including fees and inclusionary zoning requirements. This information should be included in the jurisdiction's annual Housing Element report.

Figure 6: Typical Local Housing Approval Processes and Timeframes



Source: the Turner Center for Housing Innovation, UC Berkeley, 2018,

Compact Element #7: Expedited Approvals and Financial Incentives for Select Housing

Brief Summary: ensure timely approval of zoning-compliant housing projects and create financial incentives for enabling on-site affordability and prevailing wages. This streamlining policy will provide another option for projects that may not benefit from SB 35. This policy does not amend or replace SB 35. Allow Sensitive Communities to defer implementation while they develop a context-sensitive plan.

Desired Effect: This policy would make it possible to build more housing projects while addressing the critical shortage of housing labor, curbing unsafe labor practices, and providing on-site affordability for missing-middle income ranges that aren't eligible for other sources of subsidy. By harnessing future tax increment from the proposed housing development itself, local jurisdictions can get more affordable units built with less public subsidy. All taxing agencies will benefit from the multiplier effect of new construction beyond the project site. By providing expedited approvals, these projects will be approved and built more quickly. The intent of this element is that it does not overrule local inclusionary zoning.

Models and References: SB 35 (Wiener, 2017); New York tax abatement; Action Plans Referenced: 12.2, 12.3, 17.1, 17.2

Detailed Proposal:

Streamlined Review Process: state law should create a new, expedited review process for residential projects that meet thresholds outlined below. These projects should be granted a statutory CEQA exemption and should be subject to a limited discretionary review process. Projects should be approved within one year and should be subject to no more than three de novo public hearings.

Qualifying Projects: to qualify for streamlined review, projects should meet all of the following criteria:

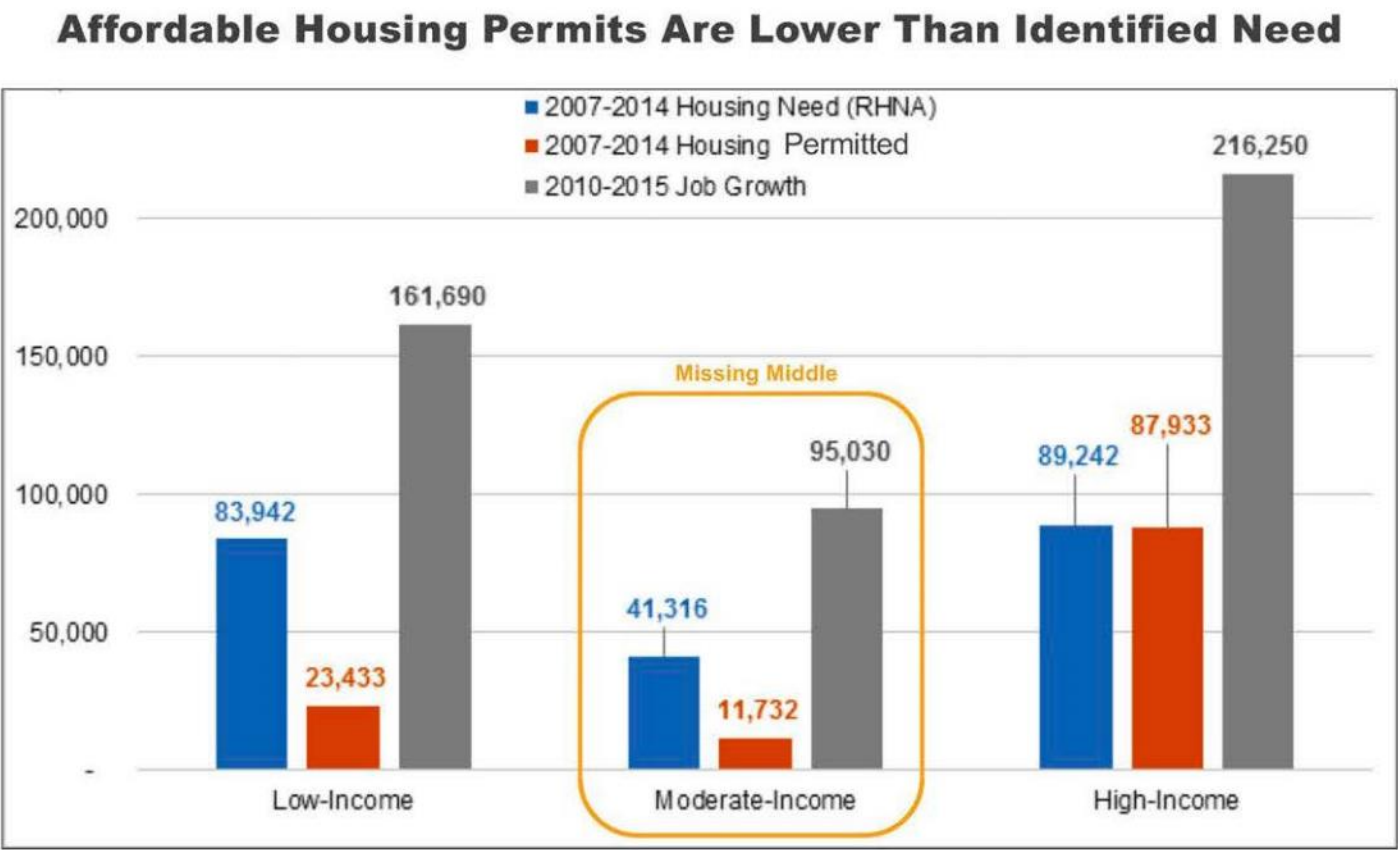
- Complies with existing zoning standards;
- Located in an existing urbanized area;
- Eligible sites as defined in SB 35;
- Restricts at least twenty percent (20%) of onsite housing units to middle-income households through recorded long-term deed restrictions (that may range from 80% to 150% of AMI depending on localized rents and market conditions) with an average affordability not to exceed 110% AMI;
- Provides prevailing wages and safe working conditions for all workers;
- Utilizes apprentice labor to grow the construction workforce.
- Complies with all proposed labor standards contained in SB 35 and shall include prevailing wages and trained apprentices to help grow the construction workforce.

Financial Incentives to Offset Costs: qualifying projects should receive financial incentives to offset the costs associated with providing income-restricted housing units and higher wages. Incentives could include some combination of the following:

- Fifteen years of property tax increment abatement, modeled on the New York City program. Abatement should be structured so that units rented or sold at missing middle prices (ie 150% AMI or less) receive full abatement, and units rented or sold above this shall receive a lesser abatement (ie 50% -75% abatement)
- Cap impact fees at a reasonable level that allows project feasibility targeted to regional median
- Density bonus of 35%
- Parking reduced to 50% of local requirement (at the discretion of the developer)
- Relief from strict liability standards for ownership housing

Sensitive Communities: implementation of this policy in sensitive communities should be automatically deferred for a period of up to 3 years. During this time, the local jurisdiction should develop a context-sensitive plan for that community. The deferral period should be extended beyond 3 years where good faith planning efforts are underway. If a Sensitive Community so chooses, it may opt to implement this policy effective immediately. The decision to opt in should be made by the local legislative body (city council or board of supervisors) and must involve consultation with residents of the sensitive community, and at least one public hearing. Sensitive community areas represent the intersection of disadvantaged and vulnerable communities as defined by the following Bay Area regional agencies: MTC, SF Bay Conservation and Development Commission (BCDC), and the Bay Area Air Quality Management District. See Figure 5 for the map of these Transit Access and Sensitive Community Areas.

Figure 7: Regional Housing Production is Worst for the “Missing Middle”



Compact Element #8: Unlock Public Land for Affordable Housing

Brief Summary: Promote increased utilization of public land (surplus and underutilized) for affordable housing through a variety of legislative and regulatory changes, as well as the creation of new regional coordination and planning functions.

Desired Effect: Encourage the reuse of public land for creation of mixed-income/affordable housing by reducing barriers to development on public land. See Figure 8 for the largest public agency landowners near public transit.

References and Models: Action Plans 16.1; 16.2; Puget Sound region including Seattle; Enterprise; MTC/ABAG Study.

Detailed Proposal:

Support reforms introduced in AB 2065 (Ting, 2017)

- Respond to the issue of charter cities and the requirement that all cities comply with State surplus lands law
- Create clear definition of “surplus” and “underutilized”
- Require cities, counties, State agencies, and all public agencies to create a full inventory of their publicly-owned sites and report them to HCD.
- Direct HCD to develop a statewide public lands database that will include all publicly-owned sites in the State of California, starting with a pilot in the Bay Area. The database will also include information on present uses. HCD would enforce a revised State Surplus Land Act with referral power to the Attorney General’s Office for infractions.

Amend State Housing Element Law to:

- Allow residential uses on all developable public land, regardless of zoning, by establishing a presumption in Housing Element Law that homes may be built on public land meeting certain criteria (e.g., not parkland).
- Require that Housing Elements include a discussion of the jurisdiction’s policies and plans to encourage the development of affordable housing on these sites.
- Require jurisdictions to report annually through housing element progress reports how they disposed of public and surplus sites.
- State and regional agencies should give preference in screening and scoring projects for discretionary funds to public agency project sponsors that dispose of surplus lands for affordable housing.

Regulatory and Process Changes

- Require State agencies to comply with the State Surplus Land Act and make surplus and underutilized property available for affordable housing, including deploying 10% of underutilized/surplus property for affordable housing on an annual basis.
- Amend State law time frames for surplus land disposition to expedite the process to no more than 24 months.
- Competitive funding programs for affordable housing, including the Low-Income Housing Tax Credit (LIHTC) and Affordable Housing & Sustainable Communities (AHSC) programs, should reward additional points to projects that propose affordable development on public land.
- The State of California should review its spatial guidelines for public facilities (i.e., schools) to evaluate potential for changes that could open up land for housing without compromising the quality of on-site public services.

Labor Standards: public lands released for housing should include policies that help expand the trained labor pool available for housing construction including requirements for trained apprentices and prevailing wages. Exceptions to these requirements on should be made for temporary housing built to address an emergency, and for housing built with volunteer labor (see Labor Code § 1720.4). Temporary housing shall be defined as follows:

Designed and constructed to be relocatable and transportable over public streets.

- Floor area of 500 square feet or less when measured at the most exterior walls.
 - Sited upon a temporary foundation in a manner that is designed to permit easy removal.
 - Designed to be removed within three (3) years of installation.
-

Figure 8: Top Ten Landowners for Publicly-Owned Parcels Suitable for Housing Near Transit

Publicly-Owned Land

Source: MTC

Landowner	Number of Parcels	Total Acres
Bay Area Rapid Transit (BART) District	91	229
Santa Clara Valley Transportation Authority (VTA)	26	178
State of California	17	42
City/County of San Francisco	18	26
San Mateo County Transit District (SamTrans)	11	18
Union City Community Redevelopment	6	15
County of Santa Clara	7	15
City of Oakland	19	10
City of San Jose	5	8
Suisun City	17	8
Total	217	548

Compact Element #9: Funding and Financing the CASA Compact

Brief Summary: Raise \$1.5 billion in new revenue annually from a broad range of sources, including property owners, developers, employers, local governments and the taxpayers, to fund implementation of the CASA Compact. While not all revenue ideas in Figure 9 will be implemented, no one sector would bear the burden on its own. No more than one revenue idea should be implemented under each of the five categories.

Desired Effect: The Compact identifies a range of strategies to protect tenants, preserve affordability and produce new units. Many of the strategies, such as “Access to Legal Counsel,” building 14,000 new subsidized housing units annually, and preserving 26,000 market-rate units as permanently subsidized units for lower-income households, require an infusion of new revenue.

References and Models: The entire CASA Compact

Detailed Proposal:

Funding gap: CASA estimates that the funding gap to implement the Compact is \$2.5 billion per year over the next 15 years. CASA proposes to meet \$1.5 billion of this deficit with regional and local self-help measures. The remainder would be funded from additional state and federal sources. Any regional impositions that duplicate similar local impositions shall be reduced proportionally.

Potential sources: New revenue could be raised through fees or taxes. In principle, new revenue would be raised from a range of sources to spread the responsibility among different sectors of the economy. These sources may include property owners, developers, employers, local governments and taxpayers. CASA also recommends exploring with other stakeholders whether a ‘mega measure’ involving transportation and housing could be pursued. The Compact identifies a menu of options (for further details see Figure 9):

- A. Vacant Homes Tax levied on property owners;
- B. Parcel Tax levied on property owners (residential and commercial);
- C. Commercial Linkage Fee charged to developers;
- D. Gross Receipts Tax levied on employers;
- E. Head Tax levied on employers;
- F. Revenue Set Asides for Redevelopment Agencies (local governments);
- G. Revenue Sharing Contribution into a region-wide housing program for local governments;
- H. 1/4-cent Sales Tax; and
- I. General Obligation Bonds, reissued every five years.

Allocation formula: new revenues would be allocated by the following shares:

- Up to 10 percent for local jurisdiction incentives (including funding for hiring more building inspectors);
- Up to 10 percent for tenant protection services;
- Up to 20 percent for preservation; and
- A minimum of 60 percent for subsidized housing production.

Distribution formula: new revenues would be distributed by the following shares (total expenditures would still meet the allocation formula (see above), and be subject to objective performance standards and outcomes):

- 75 percent to county of origin (return to source); and
- 25 percent to a regional program (revenue-sharing).

Labor Standards: public funding through CASA shall include a requirement for trained apprentices and prevailing wages. Projects under a certain size should be required to comply with existing wage and labor laws and standards.

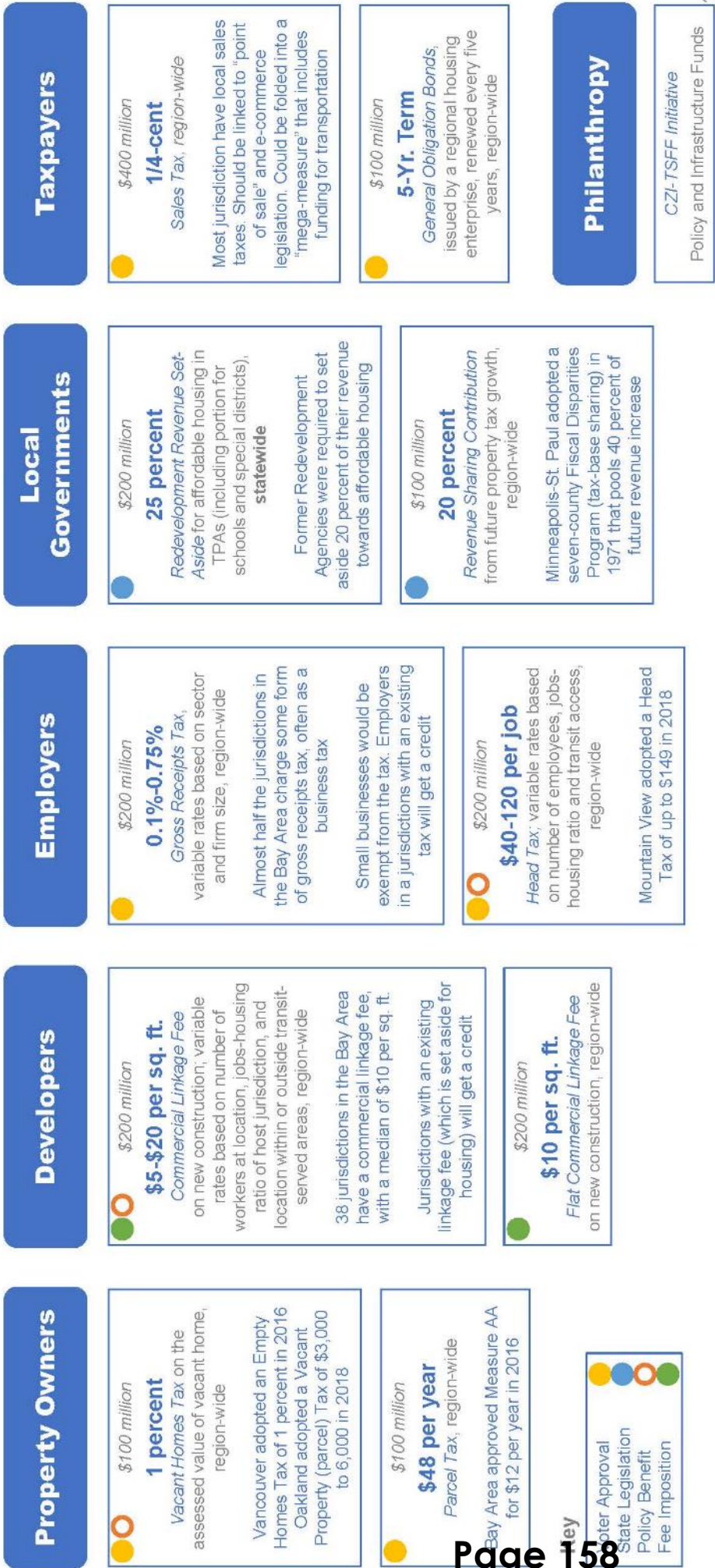
Administration: revenue collection and disbursement would be managed by the Regional Housing Enterprise (RHE) described in Compact Element #10). New revenue would be authorized based on fund source but may include state enabling legislation, a decision of the RHE board, or a vote of the people in the Bay Area.

Figure 9: Funding Options

Menu of Funding Sources to Implement the Compact

Potential New Sources of Revenue

Target: \$1.5 billion per year



Compact Element #10: Regional Housing Enterprise

Brief Summary: Establish a regional leadership entity to implement the CASA Compact, track and report progress, and provide incentives and technical assistance. The entity must be governed by an independent board with representation for key stakeholder groups that helped develop the Compact. The housing entity would not play a regulatory/enforcement role.

Desired Effect: Existing regional agencies either do not have the mandate (for e.g., the Metropolitan Transportation Commission) or the resources/tools (for e.g., the Association of Bay Area Governments) to directly tackle the region's pressing displacement and affordable housing crisis. The CASA Compact will set a bold region-wide agenda for addressing protection of existing tenants, preservation of existing affordable units and production of both market-rate and subsidized units. To implement this agenda, a broad coalition of stakeholders, who have helped shape the CASA Compact, must stay engaged with state legislative advocacy, building support for raising new revenue and financing programs, tracking and monitoring progress, keeping the public engaged, and taking a regional approach to challenges such as homelessness. A regional approach can balance inequities and imbalances across multiple jurisdiction that have to contend with varying market strengths, fiscal challenges and staff expertise.

Models: New York City Housing Development Corporation (housing finance); Twin Cities (revenue-sharing)

References: The entire CASA Compact

Detailed Proposal:

Board Structure and Governance: CASA recommends establishing a Regional Housing Enterprise (RHE) to coordinate and lead implementation of the CASA Compact. State law should establish an independent board, with broad representation to MTC, ABAG and key stakeholder groups that helped develop the CASA Compact. See Figure 10 for graphic depiction of RHE.

Authority: the state should form the RHE through an act of legislation and give it authority to collect new revenue (through fees or taxes); disburse the revenue to programs and projects in the expenditure plans (consistent with the CASA Compact); purchase, lease and hold land; and provide direct assistance. The RHE will not have regulatory authority.

Roles and Responsibilities

Revenue administration and debt issuance – using the authority to levy fees and seek voter approval to impose taxes for housing, the RHE may collect and disburse new funding, issue debt based as needed, and allocate funding to protection, preservation and production programs, as laid out in the CASA Compact.

Land leasing and disposition – the RHE may act on behalf of the related public agency to lease or purchase land for housing development and assemble parcels, when appropriate. The RHE may hold and bank land, based on market conditions.

Monitoring and reporting – the RHE will coordinate with MTC/ABAG and local jurisdictions to collect specified data (including on local housing performance), conduct research and analysis, and disseminate information as part of its monitoring and reporting role. The RHE may also conduct evaluation of its program to improve stated CASA outcomes.

Enhanced technical assistance – the RHE may coordinate with MTC/ABAG to provide extensive support and technical assistance to local jurisdictions (especially smaller jurisdictions with limited staff capacity), education and awareness for stakeholders (such as tenants and landlords), and communication materials for the broader public.

Oversight of protections programs – while the RHE will not have an administrative role in implementing tenant protection policies, the board would provide oversight when allocating funding.

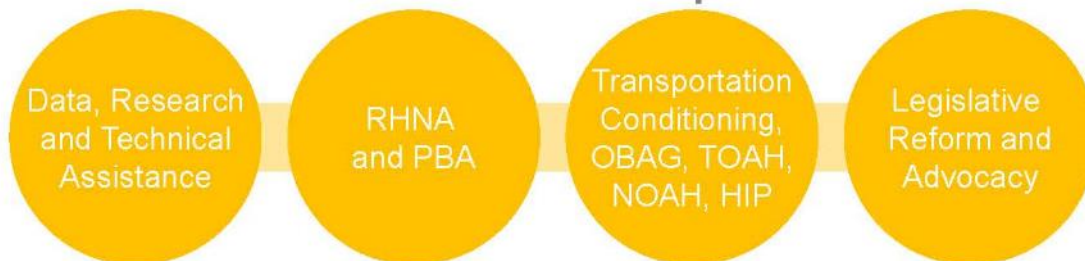
Staffing: the RHE will be supported by the consolidated staff of MTC/ABAG, with additional staff added in specialized areas such as debt issuance, land leasing and disposition, financing projects, etc.

Administration: this state-enabled policy package in the CASA Compact will be implemented by the RHE. Some capacity would be needed at the local and county-level to implement the protection strategies.

Figure 10: Regional Housing Enterprise

Regional Housing Enterprise

MTC/ABAG Roles and Responsibilities



Regional Housing Enterprise Roles



Regional Housing Enterprise Governance

- **Independent board** w/ representation from MTC, ABAG and key stakeholders
- Supported by **MTC/ABAG consolidated staff** (with additions in specialized areas such as debt issuance, land leasing, etc.)

Calls for Action

The CASA Compact sets a bold region-wide agenda for addressing the protection of existing tenants, preservation of existing affordable units and production of both market-rate and subsidized units. The CASA Compact Elements represent key reforms that were developed through an intensive 18-month process encompassing multiple stakeholders and constituencies. Supportive state action on the issues outlined below in concert with the implementation of the CASA Compact will fundamentally “turn the tide” on the Bay Area’s housing crisis.

Call for Action: Redevelopment 2.0

Background: The elimination of redevelopment agencies in California severely restricted the production of affordable housing and market rate housing in the Bay Area. Prior to dissolution, redevelopment agencies in the region provided \$200 million in annual funding for affordable housing that was highly leveraged with other funding sources. In addition, redevelopment agencies provided funding, expertise and infrastructure to advance the production of market rate housing in mixed-use, infill developments. CASA supports the development of a new redevelopment framework to advance the production of extremely low, very low, and low-income housing, and to leverage funding for mixed income, infill housing.

CASA Call for Action: Pass legislation enabling the re-establishment of redevelopment in California to provide a significant source of new funding for affordable and mixed income development. Redevelopment agencies should be focused on development activities that are audited regularly, with local projects subject to state level reviews. A new redevelopment framework in California should reinforce a strong link between housing and jobs and transit. Funding should be designed to leverage other sources, including new regional funding through the implementation of the CASA Compact.

References: The entire CASA Compact

Call for Action: Lower the Voter Threshold for Housing Funding Measures

Background: Bay Area voters have demonstrated — through their past approval of major transportation, school, housing, and water bonds — that they understand the importance of investing in the region’s future. Although Bay Area voters have passed a significant number of funding measures to expand the supply of affordable housing, on too many occasions an overwhelming majority of voters have supported new funding but the final tally fell short of the two-thirds majority needed for approval under current state law. When provided the opportunity, voters supported lowering the voter threshold for school bonds to a 55 percent vote. The well-being of California’s children was a motivating factor in lowering the voter threshold for school funding. Ensuring that future generations, our children and grandchildren, have the housing opportunities they will need to remain in the Bay Area is a central purpose of the CASA Compact.

CASA Call for Action: Pass legislation that will provide voters statewide with the opportunity to apply a 55 percent threshold for investments in affordable housing and housing production. This legislative priority is critical to the successful implementation of the CASA Compact — and to the Bay Area’s prosperity and quality of life.

References: The entire CASA Compact

Call for Action: Fiscalization of Land Use

Background: Under Proposition 13, local jurisdictions in California are “paid more” for commercial land uses than for housing. This “fiscalization of land use” is a central factor in the Jobs-Housing Imbalance that exists in the Bay Area resulting in long commutes, traffic congestion and a diminished quality of life for millions of Bay Area residents. The California Tax Code in effect punishes cities that build more housing and rewards cities that build commercial space without commensurate housing for workers and their families. To address the revenue imbalance related to new housing, jurisdictions have raised impact fees and other development requirements that make housing even more expensive so that cities and counties may maintain infrastructure and provide for the needs of existing residents.

CASA Call for Action: Pass legislation that will return e-commerce/internet sales tax revenues to the point of sale - not the point of distribution as currently - to provide cities that have a significant residential base with a commensurate fiscal stimulus for new housing. Also pass legislation that will change the Proposition 13 property tax allocation formula to provide jurisdictions building more housing with a higher share of property tax revenue.

Call for Action: Homelessness

Background: The Bay Area has one of the largest and least sheltered homeless populations in North America. The proliferation of homeless encampments from select urban neighborhoods to locations across the region is the most visible and arguably disheartening manifestation of the Bay Area's extreme housing affordability crisis. Although this is one of the most prosperous regions in the world, every night thousands of people sleep on our streets. The complexity and scale of homelessness in the Bay Area has increased exponentially as previously housed people including families with children, veterans, and senior citizens cannot find shelter. In the nation's most expensive housing market, commonplace life circumstances (e.g. illness, job loss, and separation/divorce) result in too many of our neighbors being unable to afford monthly rent and resulting in a downward spiral to homelessness.

CASA Call for Action: California is experiencing an affordability and housing crisis that is negatively impacting thousands of Californians. The work of CASA has endeavored to put forth a package of policy interventions to house the Bay Area. Homelessness is a humanitarian crisis that deeply impacting the entire Bay Area. CASA recognizes that homelessness is a regional issue that requires alignment across geographies in order to tackle this problem. CASA's funding package must include resources that help produce housing for formerly homeless people, prevent homelessness when possible and make homelessness rare, brief and non-reoccurring.

References: The following CASA Elements include measures to reduce the region's unhoused population, provide more temporary options for homeless housing, and streamline approvals of permanent homeless housing developments which are often strongly opposed by project neighbors:

CASA Elements 1,2,3 - Tenant Protections: Critical to stabilize households and reduce displacement from housing that has caused significant rapid rise in unhoused population

CASA Element 4 – Accessory Dwelling Units (ADUs) /Tiny Homes: create more housing options for populations vulnerable to economic setback by allowing more of the smallest naturally affordable home types in every neighborhood including seniors or their family members, disabled family members, students, Section 8 recipients.

CASA Elements 5, 6, 7- Up-zone and streamline to increase income restricted and market rate housing options and reduce displacement and upward rent pressure on existing homes and neighborhoods

CASA Element 8 - Public land: encourage immediate disposal of more public land for affordable housing to create more sites and reduce the subsidy needed.

CASA Element 9 - Public funding: More funding for the preservation and production of affordable housing, the provision for new tenant protection measures, and new permanent supportive housing

Call for Action: Grow and Stabilize the Construction Labor Force

Background: Growing the construction labor force and improving labor force productivity is critical to expanding the supply of housing. By increasing the safety and desirability of construction work, and thereby expanding the pool of available workers and contractors, we can grow the labor force without which we cannot increase housing production. The following are recommended by CASA as a starting point. We also recommend ongoing work to implement the CASA recommendations in a manner which creates an effective and coordinated regional and State response the need for a larger construction labor force.

CASA Call for Action:

1. Grow the workforce by increasing apprentice training, placement, and payment of prevailing wages when direct public funding, public land, fee abatement, tax abatement, CEQA exemptions, and other fiscal/economic development incentives are provided for housing (Compact items 7, 8, 9).
2. Discourage the underground economy and require following of existing wage and workforce laws (Compact items 4, 5).
3. Create a CASA/State labor workgroup charged with coordinating implementation of CASA policies and needed labor force expansion consistent with CASA principles.
4. Call upon the State to use its workforce development and training programs to improve the construction employment pipeline and create improved pathways from secondary education into apprentice training programs.

References: Compact Elements 4, 5, 7, 8 and 9.

Local Best Practices

This section describes local best practices that are relevant to the CASA Compact.

Protection, Preservation and Production (3-Ps) Framework

While many jurisdictions in the Bay Area focus on one or two of three Ps, the City of Oakland was one of the first to codify the 3-P framework in a citywide policy developed through a multi-stakeholder process. The underlying policy outcome for Oakland was to address housing insecurity in a rapidly changing community that faces both historic disinvestment as well as very high displacement pressures.

City of Oakland

In 2016, the Oakland Housing Cabinet developed a comprehensive plan, called *Oakland at Home – Recommendations for Implementing A Roadmap Toward Equity*, to address the city’s chronic housing affordability and homelessness crisis. The plan outlines a three-pronged strategy to protect renters, preserve existing affordable housing by taking it off the speculative real estate market and produce more affordable and market-rate housing. The plan identifies several strategies under each “P” designed to significantly improve housing affordability in Oakland. CASA borrowed this concept from Oakland’s plan to form the three Ps framework.

Rent Stabilization

13 jurisdictions in the Bay Area have adopted some form of rent stabilization policies. This section highlights two such examples, in the City of Richmond and County of Sonoma.

City of Richmond

In 2016, Richmond residents approved Measure L, which established the *Richmond Fair Rent, Just Cause for Eviction and Homeowner Protection Ordinance*. The ordinance applies to all multifamily properties, including duplexes. The annual rent increase is set at 100% of the Consumer Price Index. Landlords are required to file all notices of rent increase, termination of tenancy, and change of terms of tenancy notices with the Rent Program. Landlords and tenants may petition the *Rent Board* for an Individual Rent Adjustment.

The city established a Rent Board, an appointed governing body, and a Rent Program Department to administer the program. The department is set up to function on a cost-recovery basis, with no financial assistance from the city’s general funds. Funding for the department comes from Rental Housing Fee, which must be paid by all Richmond Landlords on an annual basis.

City of Santa Rosa and County of Sonoma

On October 9, 2017, the Governor of California issued an Executive Order declaring a state of emergency in Napa and Sonoma Counties due to widespread damage caused by wildfires. California Penal Code section 396 prohibits price gouging (defined as increases over 10%) for necessary goods and services after the governor declares a state of emergency, including rental housing and hotels.

The City of Santa Rosa adopted additional protections for tenants, which allow renters to file civil lawsuits for violations. The county also adopted protections for tenants in mobile home parks. In addition, the county adopted several *Urgency Ordinances* to address the immediate need for housing for persons displaced by the wildfires. The Urgency Ordinance allows: the use of recreational vehicles and trailers as homes, with an emergency temporary permit; a Safe Parking Program for RVs, trailers and campers, to be parked overnight on county-owned land (basic services such as bathrooms, showers, and warming stations are provided); year-round occupancy in seasonal farmworker housing; replacement schools and child care centers in specific zones without a use permit; and long-term rental of bed and breakfasts, inns, resorts.

Just Cause Eviction Protections

10 jurisdictions in the Bay Area have already adopted some form of just cause eviction protections for renters. This section highlights one such example, in the City of East Palo Alto.

City of East Palo Alto

East Palo Alto has adopted both a *Just Cause for Eviction* as well as a *Rent Stabilization Ordinance* to protect tenants in the city from harassment and displacement due to rising market pressures on the city’s existing housing stock. The just cause policy applies to both mobile home parks and residential rental units, including single family dwellings. The ordinance identifies fourteen just causes for eviction, establishes a noticing and filing requirement (with the city rent board) and gives tenants the right to request documentation of all rent payments and charges. The program is funded entirely through fees, half of which are passed on to tenants.

Access to Legal Counsel

City and County of San Francisco

In June of 2018, San Francisco voters approved Proposition F that guarantee free legal representation for any renter facing eviction, regardless of income. Proposition F calls for full-scope representation within thirty days of an eviction notice or filing of an unlawful detainer action. San Francisco estimates that as many as thirty-five hundred tenants a year will be eligible for the free services, for which it earmarked \$5.8 million over the first two years of the program. San Francisco also currently spends \$4.4 million a year on eviction-related services such as counseling, education, outreach and basic no-cost or low-cost legal services.

Rent Assistance

26 jurisdictions in the Bay Area provide some form of tenant assistance. This section highlights one such example, in the County of Sonoma.

County of Sonoma

Lastly, the county's *Home Tenant-Based Rental Assistance Program* (TBA) provides rent subsidies to homeless families in shelters, survivors of domestic violence, seniors and persons with HIV/AIDS. Only very low-income individuals are eligible to receive this assistance. They are referred by emergency shelters, transitional shelters, non-profit service providers, the County's Human Services Department and the Division of Adult and Aging Services. The TBA program is administered similarly to the US Department of Housing and Urban Development's Section 8 program.

Acquisition and Rehabilitation of Affordable Units

30 jurisdictions in the Bay Area have established some form of a preservation program to support acquisition, rehabilitation and protection of affordable units occupied by low-income renters. This section highlights one such example, in the City and County of San Francisco.

City and County of San Francisco

Launched by the Mayor's Office of Housing and Community Development in 2014, San Francisco's *Small Sites Program* (SSP) is an acquisition and rehabilitation loan program for small multifamily rental buildings. The program was created to protect and establish long-term affordable housing throughout San Francisco. SSP is funded through multiple sources, including voter-approved bonds, inclusionary housing fees, and the city's *Housing Trust Fund*. As of May 2018, the program has acquired 160 units in 25 buildings, serving 327 residents that earn less than 65% of the Area Median Income. The units are located in the following neighborhoods: the Mission District, Downtown/Civic Center, South of Market, Castro/Upper Market, Haight Ashbury, Bernal Heights and Richmond.

Homebuyer Assistance

28 jurisdictions in the Bay Area have established some form of a homebuyer program. This section highlights two such examples, in the cities of Napa and Oakland.

City of Napa

Napa's *Down Payment Assistance Program*, funded with grants from the State of California Department of Housing and Community Development, provides assistance to lower-income first time home buyers in the form of a silent (deferred) loan of up to \$150,000. To qualify, an applicant must meet income and credit restrictions and cannot have owned a home in the last three years. Homes must be located within city limits and cannot be bigger than 3 bedrooms and 2 baths.

City of Oakland

Hello Housing, a regional non-profit organization, has partnered with the City of Oakland and the Alameda County Treasurer-Tax Collector's Office, to acquire and convert formerly blighted and tax-defaulted properties into permanently affordable housing for low-and-moderate income residents. Hello Housing and three local developers have acquired 26 vacant, a majority of which will be developed into single-family homes for ownership and two properties into multifamily affordable rental units to house approximately 15 to 20 families. Construction on the first homes is now underway with occupancy on many of the homeownership properties expected in late 2018 and early 2019.

Permit Streamlining

50 jurisdictions in the Bay Area have adopted some form of permit streamlining policies. This section highlights two such examples, in the County of Sonoma and the City of San Jose.

City of Santa Rosa and County of Sonoma

In the aftermath of the wildfires in Sonoma in 2017, the City of Santa Rosa adopted multiple policies to expedite the permitting process for those who wanted to rebuild. There included: establishing a *Resilient City Permit Center* with dedicated staff; exemptions from environmental review; expansion of damaged nonconforming residential structures to added living areas, ADUs, and JADUs; increasing the allowable residential floor area in mixed-use projects from 50 to 80 percent; and delaying collection of fees until near occupancy. The county also established a *Resiliency Permit Center* to expedite permitting, and relaxed rules related to accessory dwelling units (ADUs).

City of San Jose

In 2014, the City of San Jose formed an ad-hoc committee to explore permit streamlining for small businesses as well as for major projects. Based on the committee's recommendations, the city created a planning desk dedicated to small projects and recently established an electronic plan review system to simplify permitting. The electronic system has resulted in time and cost savings for both the city as well as the applicant. The system provides real-time updates on the status of the approval process.

Fee Waiver

26 jurisdictions in the Bay Area offer some form of fee waivers to housing developers. This section highlights one such example, in the City of Sunnyvale.

City of Sunnyvale

Sunnyvale charges all new rental housing projects an impact fee of \$9 to \$18 per habitable square feet. If a developer opts to provide affordable units on-site instead of paying the housing impact fee, the city credits the developer \$300,000 per very low-income unit and \$150,000 for every low-income unit, up to the total housing impact fee amount owed by the project. In case any fee obligation remains after the affordable unit developer credits are applied, the developer may opt to provide additional affordable units to reduce the fee to zero.

These developer credits are based on the subsidy amounts required to develop affordable units, which the 2014 rental impact fee nexus study determined to be \$302,496 for a very low-income unit and \$146,233 for a low-income unit. The city also waives the park and recreation fee for affordable units.

Housing Overlay Zoning

24 jurisdictions in the Bay Area have adopted some form of a zoning overlay for housing projects. This section highlights one such example, in the City of Menlo Park.

City of Menlo Park

Menlo Park's *Affordable Housing Overlay* (AHO) zone was established to encourage the development of housing for low, very low and extremely low-income households on housing opportunity sites identified in the city's adopted Housing Element. The AHO establishes development standards for these sites and is designed to benefit all affordable housing projects, including market-rate developments that provide a higher share of low- and very low-income units than what is called for in the State's *Density Bonus Program*.

New Revenue and Organizational Capacity for Housing

Multiple cities and counties in the Bay Area have raised new revenue for housing in the last two election cycles and/or adopted a regional or sub-regional approach to solving the housing crisis. This section highlights two such examples, in the counties of Santa Clara and Sonoma.

County of Santa Clara

In June 2016, Santa Clara voters approved Measure A, a \$950 million affordable housing bond program to build and preserve 5,000 affordable housing units countywide. The bond proceeds will help stabilize housing for the county's most vulnerable populations including veterans, seniors, the disabled, low and moderate-income individuals or families, foster youth, victims of abuse, the homeless and individuals suffering from mental health or substance abuse illnesses. Measure A priorities include advancing supportive housing for special needs populations, including homeless and chronically homeless persons and increasing housing supply for extremely low-income populations.

As of June 2018, the first year of implementation, the county approved \$111 million for 10 projects that will add more than 800 multifamily units in 6 cities. The county also approved \$25 million for a first-time homebuyer program.

County of Sonoma

The City of Santa Rosa and the county are moving forward with establishing a joint powers authority, called the Renewal Enterprise District (RED), with the explicit goal for regionalizing housing production; pooling and leveraging financing and funding; sharing risks and benefits of development in new ways; streamlining environmental review and providing confidence in good projects; and putting equity, affordability and climate solutions in the center of local economic strategy.

When established the RED will focus housing development in specific geographies; define project criteria for which incentives and streamlined permitting processes are appropriate; pursue new models for public-private partnerships; expand, pool, and leverage public and private financing in new ways; explore the most strategic use of publicly-owned land; and leverage the regional housing planning tools and resources of MTC/ABAG

Cross-Jurisdictional Collaboration

This section highlights the unique process in San Mateo County to coordinate housing strategies across jurisdictions, including conducting a “nexus” study for setting impact fees.

Cities in the County of San Mateo

The 21 Elements Effort

21 Elements is a multi-year, multi-phase collaboration of all twenty-one San Mateo County jurisdictions, along with partner agencies and stakeholder organizations. The project aims to support jurisdictions in developing, adopting, and implementing local housing policies and programs. It is a forum for sharing resources, successful strategies and best practices. The projects is co-sponsored and coordinated by the San Mateo County Department of Housing (DOH) and the City/County Association of Governments of San Mateo County (C/CAG).

The project recognizes that cities in the county often struggle with similar housing issues and consider similar solutions. 21 Elements helps those cities find policies that are right for them, working with their neighbors in a supportive, cooperative environment. Respecting local control, 21 Elements makes it easier to adopt innovative policies that address important housing needs. From affordable housing to accessory dwelling units, 21 Elements has resources to help.

Grand Nexus Study

Through a multi-jurisdiction collaborative process, 15 cities in San Mateo County and the City of Palo Alto embarked on developing a nexus study for their respective linkage fee programs. This project, which came to be known as the Grand Nexus Study, reduced costs by 75 percent and helped establish best practices. Customized, jurisdiction-specific reports focusing on local conditions were completed and provided to each participating city in the second half of 2015.

Affordable Housing Needs Allocation

In the fourth Regional Housing Needs Allocation (RHNA) cycle, 11 of San Mateo County’s 21 jurisdictions engaged in “housing unit trades.” Five of these jurisdictions accepted additional unit allocations for proposed development adjacent to their city limits. Three additional jurisdictions who had already adopted a land use plan that calls for more housing development also accepted additional allocations. In all, these trades covered a total of 396 units, or 2.5% of the total 8-year allocation for the county. While numerically insignificant, the trades represent an important accomplishment for these 11 jurisdictions as they work together on multiple other efforts to meet the county’s housing crisis.

Appendices

- A. CASA Leadership
- B. Steering Committee Members
- C. Technical Committee Members

CASA Leadership

Fred Blackwell, CASA Co-Chair

Chief Executive Officer | The San Francisco Foundation



Fred Blackwell is a visionary leader working to ensure shared prosperity, innovation, and equity in the Bay Area. As CEO of The San Francisco Foundation, he leads one of the largest community foundations in the country, working hand-in-hand with donors, nonprofits, community leaders, business, and government partners in philanthropy to identify, influence, and leverage best practices and long-term solutions to make a greater impact in our community.

Mr. Blackwell currently serves on the board of the San Francisco Bay Area Super Bowl 50 Legacy Fund, on the advisory council for Berkeley's College of Environmental Design, and as an advisor for Google Impact Challenge: Bay Area. He previously served on the boards of the California Redevelopment Association, Urban Habitat Program, LeaderSpring, SPUR, and Leadership Excellence. He holds a master's degree in City Planning from U.C. Berkeley and a bachelor's degree in Urban Studies from Morehouse College.



One Embarcadero Center,
Suite 1400
San Francisco, CA 94111

P: (415) 733-8500
E: fblackwell@sff.org

Established in 1948, The San Francisco Foundation (TSFF) is committed to serving the people of the Bay Area. As an incubator for community investment, original ideas, and passionate leadership, TSFF has become one of the nation's largest community foundations in grant-making and assets, giving millions of dollars a year to make the Bay Area the best place it can be. Currently, TSFF is tackling widening inequality, increasing poverty, and declines in upward economic mobility despite historic levels of prosperity. Staying true to its commitment to serving the people of the Bay Area, TSFF recently launched an ambitious strategy to advance racial and economic equity across the Bay Area.

Leslye Corsiglia, CASA Co-Chair

Executive Director | Silicon Valley @ Home



Leslye Corsiglia began her professional career at the California Department of Housing and Community Development, where she held several positions before taking on the challenge of overseeing the day-to-day activities of the state's housing loan and grant programs. In that capacity, she worked to pass and then implement the first affordable housing bond initiatives, which made \$550 million available for the construction and rehabilitation of affordable housing throughout the state.

Ms. Corsiglia joined the City of San Jose as the Department of Housing's first Assistant Director in 1991, and then served for 14 years as the Director. While with the City, she oversaw a program that developed and improved 21,000 affordable housing units, leveraging the City's funds with more than \$2.7 billion from public and private sources. She has served on a number of federal, state, and regional boards and currently serves on the Board of the Non-Profit Housing Association of Northern California. She is a dedicated housing wonk, loves policy and research, and is excited to take on the challenge of leading the new start-up venture known as SV@Home.



350 W. Julian St. #5
San Jose, CA 95110

P: (408) 780-8411
E: leslye
@siliconvalleyathome.org

SV@Home is the voice for affordable housing in Silicon Valley. Based initially in the Housing Trust Silicon Valley, SV@Home is a membership organization that advocates for policies, programs, land use, and funding that lead to an increased supply of affordable housing. Additionally, SV@Home educates elected officials and the community about the need for housing and the link between housing and other quality of life outcomes, including education, health, transportation, and the environment.

Michael Covarrubias, CASA Co-Chair

Chair and Chief Executive Officer | TMG Partners



Michael Covarrubias joined TMG Partners in 1988. He oversees all of the company's operations and has directed the company since 1995. Prior to TMG, Mr. Covarrubias' professional background includes 17 years with Union Bank, including commercial and real estate lending as well as administrative management. In his last position, he served as Senior Vice President and Manager of Union Bank's Silicon Valley Regional Real Estate Center.

Mr. Covarrubias is a graduate of the University of San Francisco with a bachelor's degree in business administration.



100 Bush Street
San Francisco, CA 94101

P: (415) 772-5900
E: michael.c
@tmgpartners.com

TMG Partners is a privately-held, full-service development company headquartered in San Francisco focusing on urban infill projects in the San Francisco Bay Area.

Its exclusive focus in the Bay Area helps the firm understand the nuances of market trends and timing. This allows TMG Partners to be highly responsive and opportunistic while contributing to the vibrancy of the communities that make up the Bay Area region.

Dr. Jennifer Martinez, Protection Work Group Moderator

Executive Director | Faith in Action Bay Area



Dr. Jennifer Martinez currently leads Faith in Action Bay Area, a regional network of community and faith-based organizations. She has also been an organizer with the PICO National Network since 2001. Dr. Martinez has a bachelor's degree from Stanford University and a master's degree and Ph.D. from the University of Nottingham in England. Her graduate research focused on social movement strategies in the struggle for housing and land rights in Venezuela and South Africa. In 2011, her Ph.D. won the British International Studies Association thesis of the year award.

She has several published works and, in addition to being a participant in faith-based movement-building, continues to write about the ways in which social movements transform people and places.



1336 Arroyo Avenue
San Carlos, CA 94070

P: (650) 796-4160
E: Jennifer
@picocalifornia.org

Faith in Action Bay Area is a regional network of community and faith-based organizations working to create innovative solutions to problems facing urban and suburban communities in San Mateo and San Francisco Counties. Faith in Action Bay Area has successfully worked to increase access to health care, improve public schools, make neighborhoods safer, build affordable housing, redevelop communities, and revitalize democracy.

The organization helps engage ordinary people in public life, building a strong legacy of leadership in local communities across the region, and is part of PICO, a national network of faith-based organizing groups. Faith in Action Bay Area is non-partisan, multi-faith, and multicultural.

Linda Mandolini, Protection Work Group Moderator

President | Eden Housing



Linda Mandolini has served Eden Housing as a Project Developer, as Director of Real Estate Development, and since 2001 as President. She oversees affordable housing production, resident support services, and property management components of the organization, and a staff of more than 340 employees. She is guided in her work by Eden's active, volunteer Board of Directors.

Under Ms. Mandolini's strong leadership, Eden has become one of the most productive and successful nonprofit affordable housing developers in California. Eden has received numerous awards including being named as a Best Place to Work in the Bay Area in 2012, 2015, and 2016 and Healthiest Employers in the Bay Area by the San Francisco Business Times for the past five years in a row (2012-2016).

Ms. Mandolini received her A.B. from Wheaton College in Massachusetts and earned a master's of Business Administration at Boston University.



22645 Grand Street
Hayward, CA 94541

P: (510) 582-1460
E: lmandolini
@edenhousing.org

Eden Housing revitalizes California communities through its

affordable housing development and property management activities, through the partnerships it establishes and the investments it makes in California neighborhoods, and through the resident services programs it provides to meet the needs of its residents.

Since its founding in 1968, Eden Housing has developed or acquired 7,450 affordable housing units in nearly 100 properties that have provided homes for more than 65,000 people. Eden currently has more than 1,000 units in its immediate pipeline.

Eden's housing now includes rental apartments, cooperatives, and supportive living environments for families, seniors, and people with disabilities. Eden has so far partnered with 29 cities in 10 California counties and it is rapidly expanding its geographical operations to new communities, including the greater Sacramento area, the Central Valley, and Southern California.

Derecka Mehrens, Production Work Group Moderator

Executive Director | Working Partnerships USA



Derecka Mehrens, Executive Director at Working Partnerships USA, brings 15 years of community organizing, civic engagement, and public policy experience working in communities of color and with low- and moderate-income families.

Under Ms. Mehrens' leadership, Working Partnerships USA co-founded Silicon Valley Rising, a coordinated regional campaign to inspire a tech-driven economy where all workers, their families, and communities thrive. The unprecedented labor-faith-community alliance is working to build a new economic model that rebuilds the middle class, to raise wages and workplace standards for all workers in this valley, and to address a regional housing crisis that is pushing families and children to live in garages, cars, or near creek beds in order to survive.

Ms. Mehrens graduated from the University of Oregon with a bachelor's degree in Sociology, History, and International Studies.

WORKING PARTNERSHIPS USA

2102 Almaden Road
Suite 107
San Jose, CA 95125

P: (408) 809-2120
E: derecka@wpusa.org

Working Partnerships USA is a community organization that drives the movement for a just economy by bringing together public policy innovation and the power of grassroots organizing.

Working Partnerships USA builds the capacity of workers, low-income neighborhoods, and communities of color to lead and govern. Based in Silicon Valley, it tackles the root causes of inequality and poverty by leading collaborative campaigns for quality jobs, healthy communities, equitable growth, and vibrant democracy.

Denise Pinkston, Production Work Group Moderator

Housing Committee Co-chair | Bay Area Council



Denise Pinkston has over 30 years of experience in real estate including acquisitions, asset and construction management, marketing, leasing, planning/entitlements, transit and green building program development, and public affairs. Ms. Pinkston was named one of the Bay Area's Most Influential Women in Bay Area Business by the San Francisco Business Times in 2012 and 2013 and was named to their Forever Influential Honor Roll in 2014. Ms. Pinkston teaches real estate at the Lorry I. Lokey Graduate School of Business at Mills College.

Ms. Pinkston attended the University of California, Berkeley where she earned a bachelor's degree in History and a master's degree in City and Regional Planning.



The Bay Area Council is a business-sponsored, public-policy advocacy organization for the nine-county San Francisco Bay Area. The Council proactively advocates for a strong economy, a vital business environment, and a better quality of life for everyone who lives here.

353 Sacramento St., 10th
Floor, San Francisco, CA
94111

P: (415) 946-8777
E: dpinkston
@tmgpartners.com

Steve Heminger, CASA Convener

Executive Director | Metropolitan Transportation Commission



Steve Heminger is Executive Director of MTC and responsible for the administration of more than \$2 billion per year in funding for the operation, maintenance, and expansion of the Bay Area's surface transportation network.

Mr. Heminger was appointed by House Democratic Leader Nancy Pelosi to serve on the "National Surface Transportation Policy and Revenue Study Commission," which helped chart the future course for the federal transportation program. As Chair of the Toll Bridge Program Oversight Committee, he also oversaw construction of the new east span of the San Francisco-Oakland Bay Bridge, the largest transportation project in California history. In addition, he is a member of the Board of Trustees for the Mineta Transportation Institute and of the Executive Committee for the Transportation Research Board.

Mr. Heminger received a bachelor's degree from Georgetown University and a master's degree from the University of Chicago.



375 Beale Street
San Francisco, CA 94105

P: (415) 778-5228
E: sheminger
@bayareametro.gov

The Metropolitan Transportation Commission (MTC) connects the nine-county Bay Area's communities by allocating regional, state, and federal funds for transportation projects, planning for the future, and coordinating the participation of governments and residents in the planning process.

The Commission's central purpose is to make sure that the transportation networks that connect the residents and communities within the Bay Area region function smoothly and efficiently. Its job is to plan responsibly to meet the mobility needs of residents, now and in the future.

Committee Members

Steering Committee Members

Name	Organization
Ariane Hogan	Genentech
Bob Alvarado	Northern California Carpenters Regional Council
Dave Cortese	Santa Clara County
Dave Regan	SEIU
David Rabbitt	ABAG
Ellen Wu	Urban Habitat
Grace Crunican	BART
Jake Mackenzie	MTC
Julie Combs	City of Santa Rosa
Keith Carson	Alameda County
Kofi Bonner	FivePoint
Libby Schaaf	City of Oakland
London Breed	City/County of San Francisco
Matthew Franklin	MidPen Housing
Michael Matthews	Facebook
Rebecca Prozan	Google
Sam Liccardo	City of San Jose
Stuart Cohen	TransForm

Technical Committee Members

Name	Organization
Abby Thorne-Lyman	BART
Adhi Nagraj	SPUR
Aimee Inglis	Tenants Together
Amie Fishman	Non-Profit Housing Association
Andreas Cluver	Building and Construction Trades Council
Bill Witte	Related California
Bob Glover	BIA Bay Area
Caitlyn Fox	Chan Zuckerberg Initiative
Denise Pinkston	Bay Area Council
Derecka Mehrens	Working Partnership, USA
Doug Shoemaker	Mercy Housing
Jacky Morales Ferrand	City of San Jose
Janice Jensen	Habitat for Humanity
Jennifer Hernandez	Holland and Knight
Dr. Jennifer Martinez	PICO California
Jonathan Fearn	GREYSTAR
Joseph Villarreal	Contra Costa Housing Authority
Joshua Howard	California Apartment Association
Ken Rich	City/County of San Francisco
Linda Mandolini	Eden Housing
Lynn Hutchins	Goldfarb Lipman LLP
Mark Kroll	Saris Regis Group
Mary Murtagh	EAH Housing
Matt Schwartz	CA Housing Partnership Corp
Matt Vander Sluis	Greenbelt Alliance
Michele Byrd	City of Oakland
Ophelia Basgal	Terner Research Center
Randy Tsuda	City of Mountain View
Rich Gross	Enterprise
Robert Apodaca	California Community Builders
Scott Littlehale	Nor Cal Carpenters Reg. Council
Tomiquia Moss	Hamilton Families

This page intentionally left blank