ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Commission Meeting Agenda
Thursday, March 28, 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. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar **Page/Action**

Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1 and 6.2.

6.1.	Approve the February 28, 2019 Commission Meeting Minutes	1	A
6.2.	Approve Community Advisory Committee Appointment	5	A
6.3.	Approve the FY2018-19 Mid-Year Budget Update	7	A
6.4.	I-580 Express Lanes: Monthly Operation Status Update	15	I
6.5.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update	25	I
6.6.	Dublin Boulevard – North Canyons Parkway Extension (PN 1483000): Approval of Project Actions to initiate the Plans, Specifications & Estimate (PS&E) Phase	33	A
6.7.	State Route 84 Widening and State Route 84 / Interstate 680 Interchange Improvements Project (PN 1386.000): Approval of Contract Amendment No. 2 to Professional Services Agreement A18-0030 with WMH Corporation	39	A

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

7.1.	Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair	45	I
7.2.	Independent Watchdog Committee – Steve Jones, Chair	51	I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	59	I

8. Update on the Tri-Valley/San Joaquin Valley Regional Rail Authority's Valley Link Project

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. Federal, state, regional, and local legislative activities update 67 A/I

10. Member Reports

11. Adjournment

Next Meeting: Thursday, April 25, 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.
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Alameda CTC Schedule of Upcoming Meetings:

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	April 4, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	April 8, 2019	9:00 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.
Paratransit Program Plan Review Subcommittee (PPR)	April 22, 2019	9:30 a.m.
Alameda CTC Commission Meeting	April 25, 2019	2:00 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	May 16, 2019	5:30 p.m.
Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	May 20, 2019	1:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	June 24, 2019	1:30 p.m.
FAC Audit Committee	June 27, 2019	4:30 p.m.
Independent Watchdog Committee (IWC)	July 8, 2019	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 10, 2019	9:30 a.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.

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1. **Pledge of Allegiance**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioner Miley, Commissioner Carson, Commissioner Nason, Commissioner Haubert and Commissioner King.

   Subsequent to the roll call:
   Commissioner Nason arrived during Item 4. Commissioner Haubert and Commissioner Miley arrived during Item 5.

3. **Public Comment**
   There were no public comments.

4. **Chair and Vice Chair Report**
   Chair Valle noted that Alameda CTC staff initiated corridor-specific project briefings to provide an update on project development to the Commissioners who represent jurisdictions (and transit) along these corridors. He also noted that the first in a series of goods movement projects at the Port of Oakland (under the GoPort Program) will be delivered beginning this summer. Chair Valle announced that Alameda CTC has been recommended by the Metropolitan Transportation Commission (MTC) for a $3.7 million grant from regional Senate Bill (SB) 1 Active Transportation funding for the Safe Routes to Schools Program. He also announced that the annual Golden Sneaker Contest kicked off on February 25, 2019.

5. **Executive Director Report**
   Art Dao noted that the Executive Director Report can be found on the Alameda CTC website as well as in the Commissioner folders. Mr. Dao congratulated Commissioner Haggerty on his newly appointed role of Chair of MTC and extended his support on behalf of the agency.

6. **Consent Calendar**
   - **6.1.** Approve the January 28, 2019 Commission Meeting Minutes
   - **6.2.** Approve Community Advisory Committee Appointment
   - **6.3.** FY2018-19 Second Quarter Report of Claims Acted Upon Under the Government Claims Act
   - **6.4.** Approve the FY2018-19 Second Quarter Investment Report
   - **6.5.** Approve the FY2018-19 Second Quarter Consolidated Financial Report
   - **6.6.** I-580 Express Lanes: Monthly Operation Status Update
   - **6.7.** I-580 Tolling Overview

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

6.9. Approve Measure BB Freight and Economic Development Program (TEP-41) funds, authorize release of Request for Proposals (RFP) for Professional Services for Preliminary Engineering and Environmental and Design phases of the Rail Safety Enhancement Program, and authorize negotiations with top ranked firms

6.10. Approve the 2020 Comprehensive Investment Plan Development Framework

6.11. Approve the Transportation Fund for Clean Air FY 2019-20 Policies, Expenditure Plan Application and Call for Projects

6.12. Approve the Second Amended and Restated Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority

6.13. I-880 Southbound HOV Lane (PN 1376.001): Approval of Contract Amendment No. 1 to Professional Services Agreement A18-0035 with WMH Corporation (WMH)

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

Yes:	*Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Ezzy-Ashcraft, Freitas, Halliday, Haggerty, Haubert, Kaplan, Marchand, Mei, Miley, Nason, Ortiz, Saltzman, Thao, Thorne, Valle*
No:	*None*
Abstain:	*None*
Absent:	*Carson, King*

7. Community Advisory Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)

Matt Turner, Chair of BPAC, stated that BPAC met on February 21, 2019. The Committee received an update on the Countywide Active Transportation Plan, the San Pablo Avenue Corridor Project, and the 2018 Countywide Bike and Ped Count Program. He noted that the next BPAC meeting will be held on May 16, 2019.

7.2. Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Introduction of Caltrans District 4 Director

(This item was taken after item 5)

Mr. Dao introduced Tony Tavares, Caltrans' new District 4 Director and gave a brief update on Caltrans' partnership with Alameda CTC. Mr. Tavares provided an overview of Caltrans objectives such as advancing safety commitments, delivering Senate Bill 1 projects, and enhancing partnerships throughout the state and specifically with Alameda CTC.

Commissioner Bauters thanked Mr. Tavares and the department for enhancing land use, stated that Emeryville would like a dedicated bus lane from Powell Street to the Bay

Bridge, and suggested that there be discussions with cities on how to improve safety in their jurisdictions.

Commissioner Haubert thanked Mr. Tavares for being transparent and forward-thinking and innovative.

Commissioner Cox asked how Caltrans plans to approach the homeless situation in the Bay Area as it relates to encampments near state highways. Mr. Tavares noted that Caltrans is required by law to follow a prescriptive process for removing encampments and provided information on partnerships needed with CHP to address homelessness.

Commissioner Halliday wanted to know if there was any thoughts on camera use in locations that have high trash volumes. Mr. Tavares Caltrans is using cameras in areas that are deemed hot spots and working with CHP on that effort.

Commissioner Halliday asked if there was any thoughts on Caltrans interactions and coordination with private rail companies. Mr. Tavares noted that Caltrans has connection with Union Pacific and other rail companies and Caltrans can be a facilitation partner in helping Hayward, Alameda CTC and rail companies to move forward with negotiations.

Commissioner Cutter made comments on borrowing funds between projects, using nonprofits to assist the county in trash removal, and enhancing greenery in corridors near state highways.

Commissioner Mei made comments on addressing infrastructure enhancements and collaborations on efforts in Fremont.

Commissioner Ortiz commented that AC Transit would like to have Caltrans help in providing a dedicated High-Occupancy Vehicle lane during commute times across the Bay Bridge.

9. Update on the Tri-Valley/San Joaquin Valley Regional Rail Authority's Valley Link Project
Chair Valle noted that this item will be placed on the agenda for the March Commission meeting.

10. Planning, Policy and Legislation Committee Action Items

10.1. Federal, state, regional, and local legislative activities update
Tess Lengyel provided an update on legislative activities by noting that 2700 bills were introduced in this legislative session. She noted that over 300 bills are related to housing and 80 bills are related to transportation. Ms. Lengyel stated that at the Planning and Policy Committee (PPLC) on February 11, 2019, the following items were recommended to the full Commission for approval: 1) Support the Association of Bay Area Governments as the regional entity to administer CASA compact components; 2) Including housing related bills that have associated implications with transportation in future legislative updates and include updates on CASA-related legislation. She noted that staff will work with the Chair of PPLC on housing related bill recommendations, and staff will address resource needs to analyze housing bills.

Commissioner Kaplan asked if there is a bill regarding disabled parking placard abuse. Ms. Lengyel noted that she hasn't noticed anything specific to that but there

are many spot bills that will be further developed next month that could address the parking plaque issue.

Commission Bauters requested to agendize an item at upcoming meetings regarding potential legislation that Alameda CTC could sponsor for the housing issue.

Commissioner Haggerty noted that CASA will create an executive committee and MTC is working to pull that group together.

Commissioner Kaplan commented that a head tax should be scaled to the jobs housing imbalance and there should be discussion on the formula. Mr. Dao noted that there will be analysis on the 300-bills and any information on a head tax will be brought back.

Commissioner Bauters noted there will be discussion between the Chair of PPLC and staff where the bills will be analyzed and if any legislation is present related to the head tax it will be brought to the Commission through the committee.

Commissioner Kaplan recapped that bill regarding disabled parking placard abuse and discussion on job housing imbalance in regards to a head tax will come to PPLC on March 11th.

Commissioner Kaplan moved to approve the recommendations Commissioner Arreguin seconded the motion. The motion passed with the following votes:

Yes:	*Arreguin, Bauters, Cox, Cutter, Dutra-Vernaci, Ezzy-Ashcraft, Freitas, Halliday, Haggerty, Haubert, Kaplan, Marchand, Mei, Miley, Nason, Ortiz, Saltzman, Thao, Thorne, Valle*
No:	*None*
Abstain:	*None*
Absent:	*Carson, King*

11. Member Reports

Commissioner Kaplan congratulated Commissioner Haggerty on becoming the MTC Chair.

Commissioner Kaplan then suggested Alameda CTC send a welcome and congratulatory letter to Therese McMillan at MTC. Commissioner Haggerty said that a celebration is being planned with the North Bay, Contra Costa and Alameda CTC Commissioners.

Commissioner Kaplan introduced the new Oakland representative, Councilmember Sheng Thao.

Commissioner Dutra-Vernaci said that Assemblymember Bill Quirk is meeting with members of his District on March 1, 2019 to discuss and receive input on CASA compact.

12. Adjournment

The next meeting is Thursday, March 28, 2019 at 2:00 p.m.

Alameda CTC Community Advisory Committee Appointment Detail for Supervisor Scott Haggerty, Alameda County, District 1

Check the box and date and sign this form to approve reappointment of the Bicycle and Pedestrian Advisory Planning Committee (BPAC) member.

Bicycle and Pedestrian Advisory Planning Committee

☒ **Reappointment**
(action required)

David Fishbaugh
[redacted]

Term Began: January 2016
Term Expires: January 2018

3/11/19
Date

Supervisor Scott Haggerty, Alameda County, District 1

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

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

Alameda CTC Community Advisory Committee Appointment Detail for Mayor Pauline Cutter, City of San Leandro

Check the box and date and sign this form to approve reappointment of the Paratransit Advisory and Planning Committee member.

Paratransit Advisory and Planning Committee (PAPCO)

☑ **Reappointment**
(action required)

Cimberly Tamura
[redacted]
Term Began: December 2015
Term Expires: December 2017

3-14-19
Date

Pauline Russo Cutter
Mayor Pauline Cutter, City of San Leandro

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

DATE:	March 21, 2019
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance and Administration Lily Balinton, Director of Finance
SUBJECT:	FY2018-19 Mid-Year Budget Update

Recommendation

It is recommended that the Commission approve the Proposed FY2018-19 Mid-Year Budget Update as presented.

Summary

The proposed update to the FY2018-19 budget is a balanced, sustainable budget that was developed to reflect changes to actual fund balances and projected revenues and expenditures on projects and programs since the original budget was adopted in May 2018.

The proposed budget update includes an increase of $169.9 million from FY2017-18 actual audited fund balances which are rolled forward into FY2018-19 for a total beginning fund balance of $510.7 million. The proposed budget also contains revenues totaling $371.9 million of which sales tax revenues comprise $304.0 million. The total revenue amount proposed is an increase of $17.7 million over the currently adopted budget mostly related to external and exchange program funding sources in the capital project and exchange funds which were adopted in the FY2017-18 budget, but have rolled forward to the FY2018-19 budget because they had not yet been utilized by the end of FY2017-18.

Revenues are offset in the proposed budget update by $527.2 million in total expenditures of which $275.1 million, or 52.2 percent, are allocated for capital project expenditures and $6.3 million, or 1.2 percent, is allocated for salaries and benefits. The total salaries and benefits amount proposed in this budget update is a decrease of $0.1 million from the currently adopted budget. Salaries and benefits expenditures are nominal as compared to total expenditures. The total expenditure amount is an increase of $161.9 million over the currently adopted budget. This increase appears to be significant, however, it is due to the adjustment for the capital roll forward balance from FY2017-18, an estimate of which was included and approved in the originally adopted FY2018-19 budget on the capital spreadsheet but actual

amounts could not be pulled to the consolidated Alameda CTC budget spreadsheet until final fund balance roll forward amounts were updated based on the audited Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2018. The CAFR was approved by the Commission in December 2018.

Capital projects fund revenues and expenditures that appeared on the consolidated Alameda CTC Budget sheet in the adopted budget for FY2018-19 when the budget was adopted in May 2018 did not include the roll forward revenue and expenditure balances because these amounts were still included in the approved budget and projected ending fund balance for FY2017-18. During the mid-year budget update process, the roll forward fund balances are updated to actual amounts based on the audited financial statements. Therefore, the capital budget revenues and expenditures amounts on the consolidated budget spreadsheet for the mid-year budget update include the full capital budget which consists of both the actual roll forward balances from FY2017-18 and any additional requested capital budget for FY2018-19. This methodology ensures accurate and reliable fund balance information in Alameda CTC's budget process.

The update of the audited fund balances from FY2017-18 and the projected revenue and expenditure totals constitute a net increase in the projected ending fund balance of $25.7 million. This increase contributes to a projected consolidated ending fund balance of $355.3 million for FY2018-19. In line with the adopted I-580 Express Lanes Expenditure Plan, a contribution was made in the originally adopted budget towards future maintenance needs on the I-580 Express Lanes of $5.0 million; in addition the Fund Balance/Operational Reserve has increased in this mid-year budget update to $19.8 million. The Agency's overall Fund Balance/Operational Reserve, inclusive of the I-580 Express Lanes reserve, has increased by a total of $17.2 million to $67.5 million based on the adopted fund balance reserve policy.

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

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

Background

Development of the FY2018-19 budget and this proposed budget update were centered on the vision and goals for transportation established in the Comprehensive Investment Plan. The objective was to develop a budget that would enable Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources to identify transportation needs and opportunities in the County and formulate strategies and solutions; by providing the

funding necessary to evaluate, prioritize, and fund programs and projects; and by funding the delivery of quality programs and projects so they could be completed on schedule and within budget.

Fiscal Impact: The fiscal impact of approving the proposed FY2018-19 mid-year budget update would be to allow the roll forward of audited fund balances from FY2017-18 of $169.9 million, provide additional resources of $17.7 million and authorize additional expenditures of $161.9 million, reflecting an overall increase in fund balance of $25.7 million for a projected ending fund balance of $355.3 million.

Attachments:

A. Alameda CTC FY2018-19 Proposed Mid-Year Budget Update
B. Capital Projects FY2018-19 Proposed Mid-Year Budget Update

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Alameda CTC FY2018-19
Proposed Mid-Year Budget Update

	General Funds Proposed	Express Lanes Fund Proposed	Special Revenue Proposed	Exchange Fund Proposed	Debt Service Fund Proposed	Capital Project Funds Proposed	Inter-Agency Eliminations Proposed	Total Proposed Budget	Proposed Adjustments	Currently Adopted Budget
Beginning Fund Balance	$ 58,986,694	$ 22,314,181	$ 109,414,347	$ 5,482,881	$ 9,290,141	$ 305,164,784	$ -	$ 510,653,028	$ 169,870,627	$ 340,782,401
Revenues:										
Sales Tax Revenues	$ 12,920,000	$ -	$ 188,292,117	$ -	$ -	$ 102,787,883	$ -	$ 304,000,000	$ -	$ 304,000,000
Investment Income	865,000	400,000	1,320,000	400,000	-	4,900,000	-	7,885,000	-	7,885,000
Member Agency Fees	1,436,665	-	-	-	-	-	-	1,436,665	41,846	1,394,819
VRF Funds	-	-	12,000,000	-	-	367,602	(367,602)	12,000,000	-	12,000,000
Toll Revenues	-	13,000,000	-	-	-	-	-	13,000,000	1,200,000	11,800,000
Other Revenues	-	2,100,000	30,050	-	26,472,450	-	(26,502,500)	2,100,000	-	2,100,000
Regional/State/Federal Grants	2,729,627	-	4,226,696	-	-	8,154,221	(186,000)	14,924,543	5,107,667	9,816,876
Local and Other Grants	-	-	1,100,000	10,530,240	-	12,489,749	(7,608,046)	16,511,943	11,384,979	5,126,965
Total Revenues	17,951,292	15,500,000	206,968,863	10,930,240	26,472,450	128,699,455	(34,664,148)	371,858,152	17,734,492	354,123,659
Expenditures:										
Administration										
Salaries and Benefits	2,319,519	-	-	-	-	69,858	-	2,389,377	141,061	2,248,316
General Office Expenses	1,573,590	-	2,800	-	-	69,298	(1,800)	1,643,888	(73,485)	1,717,373
Travel Expense	62,128	-	-	-	-	2,172	-	*64,300*	*19,300*	*45,000*
Debt Service	-	-	-	-	26,472,450	26,472,450	(26,472,450)	26,472,450	-	26,472,450
Professional Services	3,124,724	-	-	-	-	220,789	-	3,345,513	(92,402)	3,437,915
Commission and Community Support	252,750	-	28,250	-	-	-	(28,250)	252,750	-	252,750
Contingency	194,000	-	-	-	-	6,000	-	200,000	-	200,000
Freeway Operations										
Salaries and Benefits	-	397,582	-	-	-	-	(14,018)	383,564	(4,649)	388,213
Operating Expenditures	-	5,537,800	-	-	-	-	-	5,537,800	(2,200)	5,540,000
Special Project Expenditures	-	7,050,000	-	-	-	-	-	7,050,000	1,750,000	5,300,000
Planning										
Salaries and Benefits	791,951	-	-	-	-	-	-	791,951	10,408	781,543
Planning Management and Support	118,038	-	-	-	-	-	-	118,038	118,038	-
Transportation Planning	1,145,031	-	-	-	-	-	-	1,145,031	200,419	944,612
Congestion Management Program	-	-	-	-	-	-	-	-	-	-
Other Planning Projects	132,795	-	-	-	-	-	-	132,795	-	132,795
Programs										
Salaries and Benefits	155,150	-	1,482,039	55,073	-	-	(196,720)	1,495,542	(141,612)	1,637,154
Programs Management and Support	125,000	-	2,150,504	16,512	-	-	-	2,292,016	(394,134)	2,686,150
Safe Routes to School Programs	-	-	2,401,751	-	-	-	-	2,401,751	150,348	2,251,403
VRF Programming	-	-	13,769,491	-	-	-	-	13,769,491	1,829,491	11,940,000
Measure B/BB Direct Local Distribution	-	-	157,083,170	-	-	-	-	157,083,170	-	157,083,170
Grant Awards	-	-	11,837,356	-	-	-	-	11,837,356	(1,037,689)	12,875,045
TFCA Programming	-	-	3,170,647	-	-	-	-	3,170,647	384,362	2,786,285
CMA TIP Programming	-	-	-	10,475,167	-	-	-	10,475,167	5,965,065	4,510,102
Capital Projects										
Salaries and Benefits	-	-	-	-	-	1,354,439	(141,005)	1,213,434	(95,617)	1,309,051
Project Management and Support	-	-	-	-	-	2,837,585	-	2,837,585	127,585	2,710,000
Capital Project Expenditures	-	-	25,604,000	-	-	253,641,080	(8,161,648)	271,083,431	153,028,092	118,055,340
Indirect Cost Recovery/Allocation										
Indirect Cost Recovery from Capital, Spec Re	(351,743)	-	-	-	-	-	351,743	-	-	-
Total Expenditures	9,642,932	12,985,382	217,530,008	10,546,752	26,472,450	284,673,672	(34,664,148)	527,187,047	161,882,381	365,304,667
Net Change in Fund Balance	8,308,360	2,514,618	(10,561,145)	383,488	-	(155,974,217)	-	(155,328,896)	(144,147,888)	(11,181,007)
Projected Ending Fund Balance	67,295,054	24,828,799	98,853,202	5,866,369	9,290,141	149,190,567	-	355,324,132	25,722,739	329,601,394
Freeway Maintenance Contributions		5,000,000						5,000,000	-	5,000,000
Fund Balance/Operational Reserves	47,624,511	19,828,799						67,453,309	17,245,870	50,207,440
Projected Net Fund Balance	$ 19,670,543	-	$ 98,853,202	$ 5,866,369	$ 9,290,141	$ 149,190,567	$ -	$ 282,870,823	$ 8,476,869	$ 274,393,954

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Alameda CTC Capital Projects
FY2018-19 Proposed Mid-Year Budget Update

Capital Programs	(A) Adopted FY 2017-18 Capital Budget	(B) Actual FY 2017-18 Expenditures	(A) - (B) = (C) FY 2017-18 Rollover to FY 2018-19	(D) Adopted FY 2018-19 Original Capital Budget Request	(E) FY 2018-19 Capital Budget Adjustment	(C) + (D) + (E) = (F) FY 2018-19 Capital Budget w/ Actual Rollover	Funding: Total Local	Funding: Total Regional	Funding: Total State	Funding: Total Federal
1986 Measure B Capital Program	$ 22,397,898	$ 362,872	$ 22,035,026	$ (17,500,000)	$ -	$ 4,535,026	$ 4,535,026	$ -	$ -	$ -
2000 Measure B Capital Program	84,931,398	36,242,037	48,689,362	58,872,203	779,783	108,341,348	108,341,348	-	-	-
2014 Measure BB Capital Program	100,027,913	32,554,281	67,473,631	56,418,947	5,265,437	129,158,015	126,077,544	-	3,000,000	80,472
2014 Measure BB SRF Discretionary Capital Program	-	-	-	25,504,000	100,000	25,604,000	25,604,000	-	-	-
Non-Sales Tax Capital Program	17,108,123	8,076,919	9,031,204	965,988	5,801,524	15,798,716	10,774,967	2,957,527	2,063,369	2,853
	$ 224,465,333	$ 77,236,110	$ 147,229,223	$ 124,261,138	$ 11,946,744	$ 283,437,105	$ 275,332,884	$ 2,957,527	$ 5,063,369	$ 83,325

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DATE:	March 21, 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 January 2019 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.

January 2019 Operations Update:

Over 667,000 express lane trips were recorded during operational hours in January, an average of approximately 30,300 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately 70 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips[1]
		January
By Type	HOV-eligible with FasTrak flex tag	49%
	SOV with FasTrak standard or flex tag	34%
	No valid toll tag in vehicle	17%
By Direction	Westbound	44%
	Eastbound	56%

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 July 2018 – December 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 50 to over 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Santa Rita Road. The express lane operated at LOS C or better at most times, with a 60-minute period of LOS D

experienced near Fallon Road and a 30-minute period of LOS D experienced near Isabel Avenue in the morning commutes. By comparison, the general purpose lanes experienced average speeds as low as 40 mph and LOS D throughout longer sections of the corridor. During the evening commute, 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 65 mph or higher and average LOS A.

In the eastbound direction, average express lane speeds from July 2018 through December 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 65 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 5:30 pm and at the eastern terminus between 3 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lanes during the evening commute hours.

Table 2 presents the maximum posted toll rates to travel the entire corridor in each direction in January 2019, along with the average toll assessed to toll-paying users.

Table 2. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed[1] Toll (All Toll Trips)
January	Westbound	$13.00 (2 of 22 days)	$2.28
	Eastbound	$12.00 (19 of 22 days)	$3.70

[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 January of Fiscal Year 2018-19, the I-580 Express Lanes recorded over 5 million total trips. Total gross revenues received include $8.15 million in toll revenues and $1.7 million in violation fees and penalties; the pro-rated forecast operating budget is $3.24 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 July 2018 – December 2018

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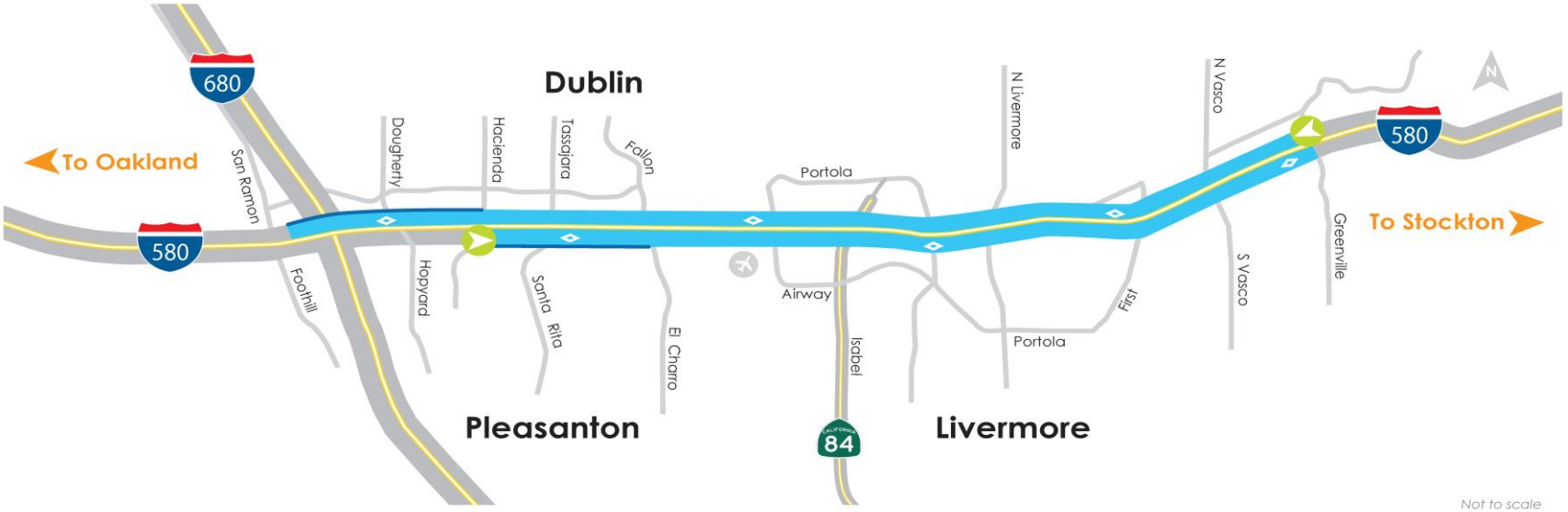
I-580 Express Lanes Location Map

6.4A



Two Eastbound Express Lanes

Lanes begin at Hacienda

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

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

One Westbound Express Lane

Lane begins at Greenville

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

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

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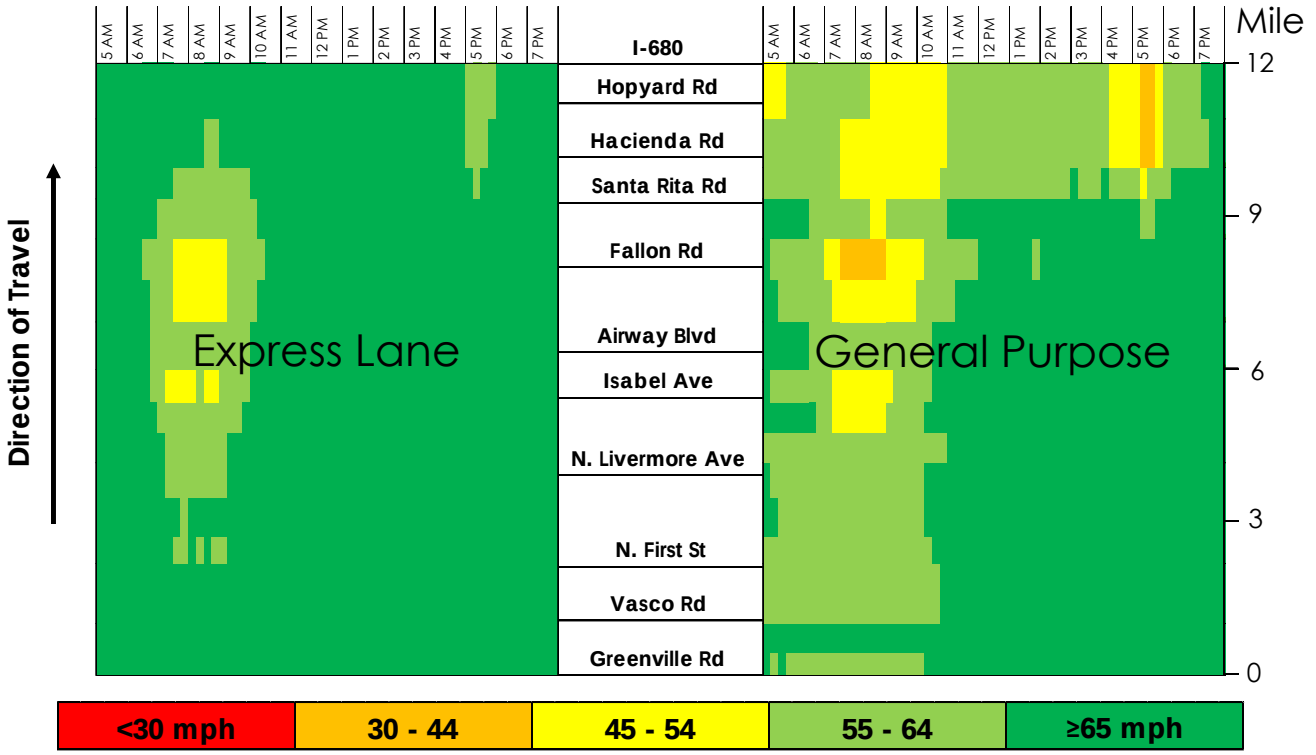
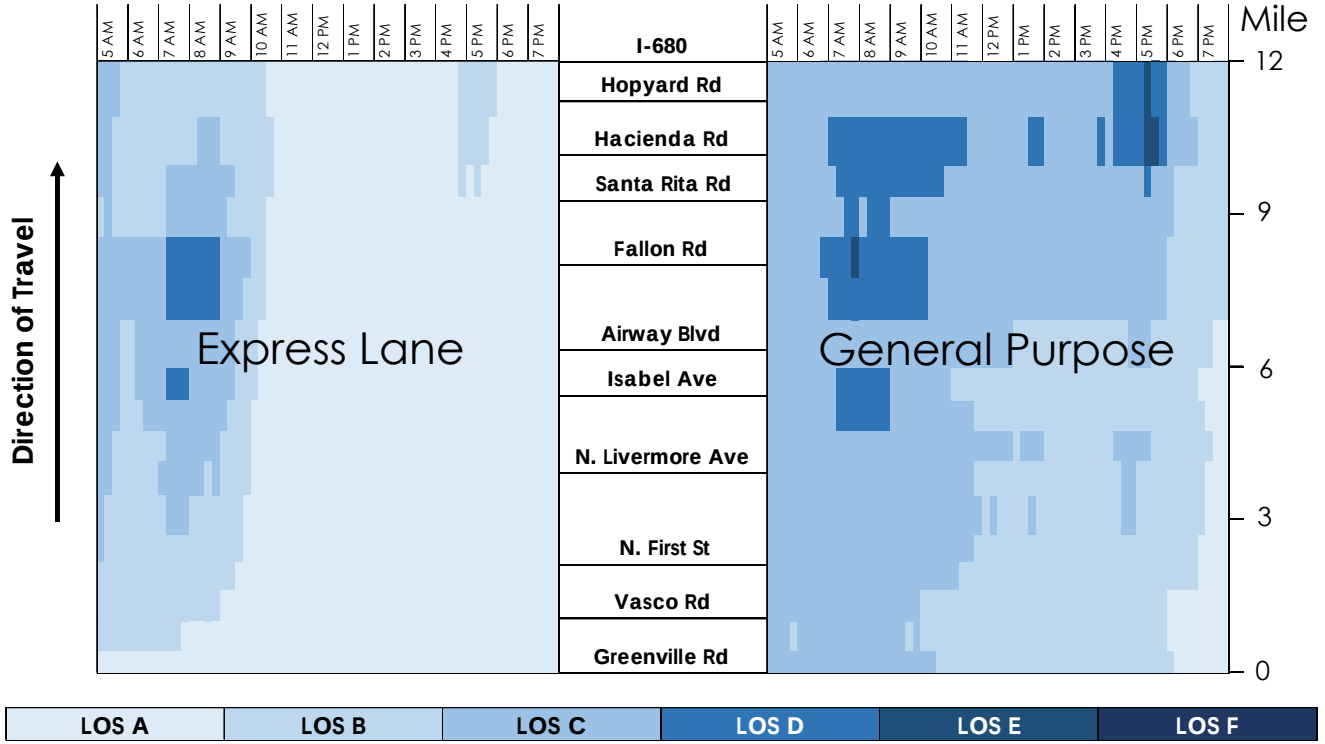
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2018 – December 2018



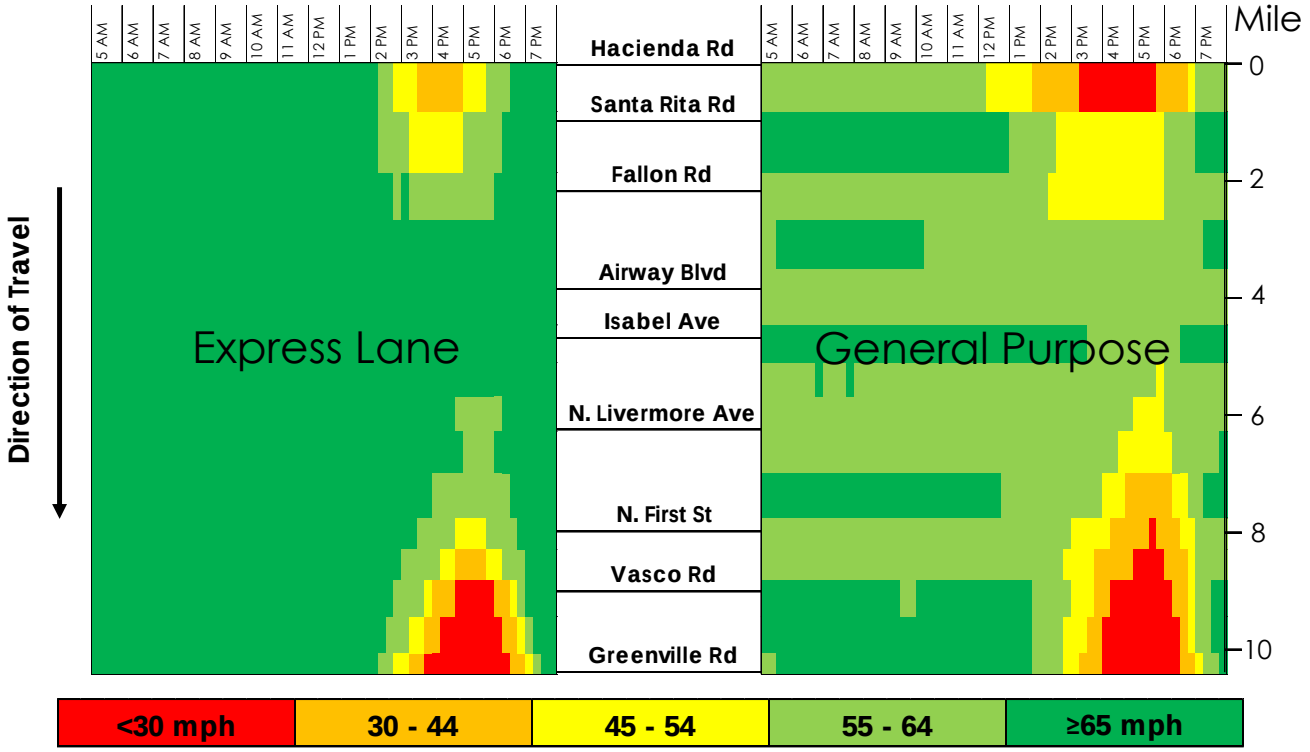
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2018 – December 2018



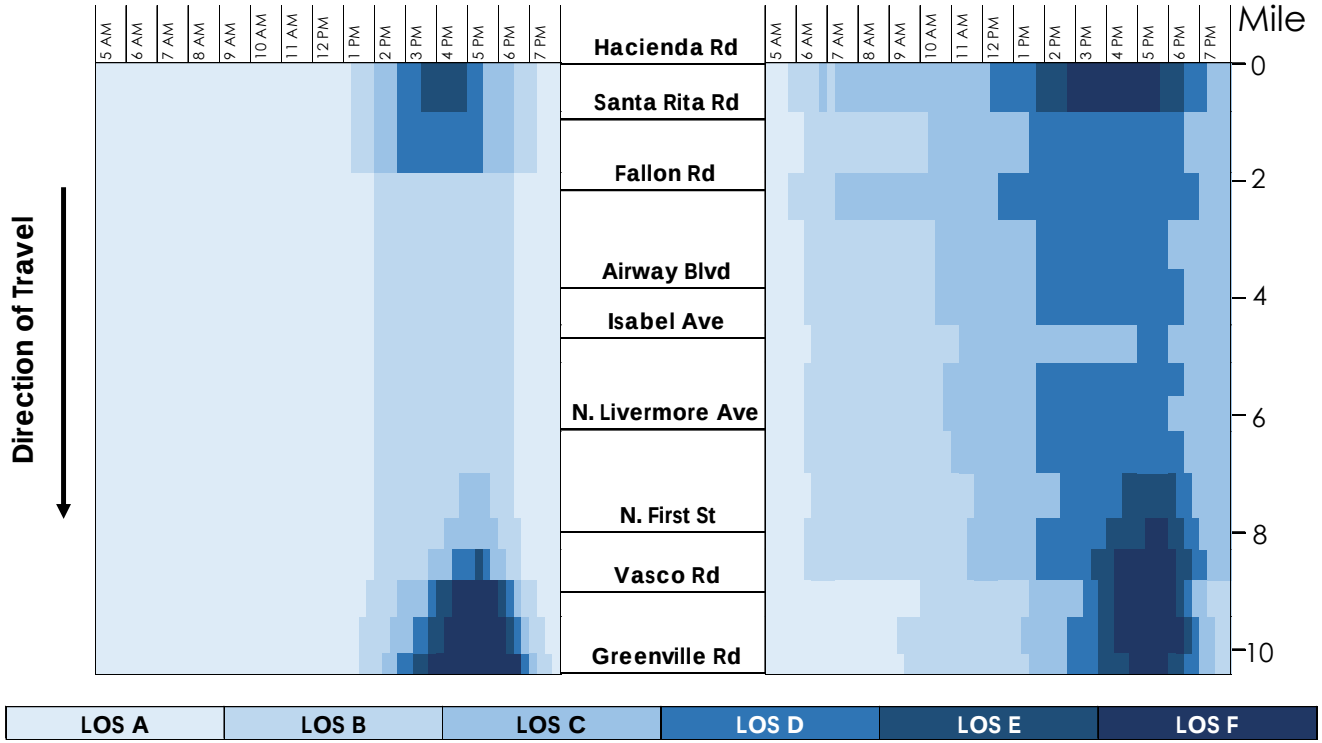
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2018 – December 2018



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2018 – December 2018



DATE:	March 21, 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 February 11, 2018, the Alameda CTC reviewed one NOP and one Draft EIR. Responses were submitted and are included as Attachments A and B.

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

Attachments:

A. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Downtown Oakland Specific Plan
B. Response to the Notice of Availability of a Draft Environmental Impact Report for the Downtown Hayward Specific Plan

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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

February 8, 2019

Alicia Parker
Bureau of Planning
City of Oakland
250 Frank H. Ogawa, Suite 3315
Oakland, CA 94612

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Downtown Oakland Specific Plan

Dear Ms. Parker,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Downtown Oakland Specific Plan. The project site is located in the north central portion of Oakland. The site is approximately 850 acres in Downtown Oakland, bordered by 27th Street to the North; I-980, Brush and Market Street the West; the Jack London estuary waterfront and Embarcadero West to the South; and Lake Merritt and Channel to the East. The site is a cultural, business, government and entertainment hub of the East Bay and includes several historic properties and districts. The Downtown Oakland Specific Plan will provide a roadmap for how the area develops over the next 20-25 years through policy guidance on land use, transportation, housing, economic development, public spaces, cultural arts, and social equity. The Plan aims to ensure that Downtown Oakland remains a place of continuing growth and revitalization, as well as a valuable resource for the larger Oakland community through increased employment, housing, arts, and cultural opportunities.

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, 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: https://www.alamedactc.org/planning/congestion-management-program/.

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 Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 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

CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include:
    - In Oakland: I-980, I-880, Broadway, Harrison Street, Grand Avenue, 12th Street, 8th Street, 7th Street, Brush Street, Telegraph Avenue, San Pablo Avenue, and the Webster and Posey Tubes
    - In Alameda: Webster Street and Constitution Way
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).

- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include: AC Transit, BART, Capitol Corridor, and Amtrak
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Countywide bicycle facilities in the project area include:
    - Planned extension of the East Bay Greenway and Bay Trail
  - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
  - The Project overlaps with an Area of Countywide Pedestrian Significance:
    - The site is located within a ½ mile of a transit corridor
    - Proximity to the Oakland Central Business District
  - Impacts to consider on conditions for pedestrians include effects of vehicle traffic on pedestrian access and safety, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

- The DEIR should consider safety issues specific to active freight and passenger rail infrastructure located in the project area

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- 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).

- Alameda CTC is in the Project Approval/Environmental Document phase of the Oakland Alameda Access Project. This project is within the Proposed Project area. The purpose of the Oakland Alameda Access Project includes: to improve mobility and reduce traffic congestion for travelers between Interstate 880, the City of Alameda and downtown Oakland neighborhoods; reduce freeway-bound regional traffic on local roadways and within the area neighborhoods; reduce conflicts between regional and local traffic; and improve connectivity for bicycle and pedestrian traffic within the project location. As such, please accept the following comments to the NOP.

  - Please continue to involve Alameda CTC in the development of the Proposed Project. Alameda CTC would appreciate the opportunity to provide input into the visions of the Proposed Project prior to the Lead Agency's approval.
  - Consider traffic to and from the City of Alameda through the Webster and Posey Tubes to and from Downtown Oakland in the Transportation/Traffic section of the Proposed Project Draft EIR.
  - Include the Oakland Alameda Access Project in your cumulative analysis.

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, or Susan Chang, Alameda CTC Project Manager at schang@alamedactc.org, if you have any questions.

Sincerely,

for Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

February 20, 2019

Damon Golubics
Senior Planner
City of Hayward
777 B Street
Hayward, CA 94541

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report for the Downtown Hayward Specific Plan

Dear Mr. Golubics,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Downtown Hayward Specific Plan. The plan covers 320 acres at the north end of Hayward and encompasses the Downtown area. The proposed project would establish a planning framework and facilitate future development of new housing and retail; the maximum potential buildout of the plan is 3,427 new residential units and 1,900,000 square feet of non-residential development (either commercial retail or office). The plan also facilitates linkages to other neighborhoods and destinations throughout the city, and aims to enhance the overall character and accessibility of Downtown Hayward.

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

- On page 4.13-18, the DEIR states that CMP and MTS roadway segments were analyzed using Alameda CTC's CMP protocol. However, no related information is included in the DEIR. Please clarify what this means and include the list of specific segments analyzed and the results of the analysis.

- Page 4.13-6 of the DEIR states that the Alameda CTC Travel Demand Model was used to evaluate cumulative impacts. However, the DEIR does not state the details of the model assumptions and how the model was modified for a cumulative-with-Specific Plan Conditions scenario.

- Under Impact TRANS-1, page 4.13-28 of the DEIR states that at full buildout the specific plan will generate 46,500 new daily trips (cumulative plus specific plan scenario). The DEIR should also include a breakdown of how many of these occur during the PM-peak hour and on the Metropolitan Transportation System roads, identified in Alameda CTC's response to the Notice of Preparation of an EIR for this project, dated March 26, 2018.

- The DEIR states that impacts to transit as a result of additional congestion at intersections are significant and unavoidable because potential mitigation measures are infeasible. The DEIR should also include details on the mitigation measures that were considered to mitigate impacts to transit service and why those measures were considered infeasible.

- The DEIR does not include details regarding an analysis of impacts of the Specific Plan on bicycle and pedestrian movement. Please include this information in the DEIR.

Thank you for the opportunity to comment on this DEIR. 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

DATE:	March 21, 2019
TO:	Programs and Projects Committee
FROM:	Trinity Nguyen, Director of Project Delivery Jhay Delos Reyes, Project Manager
SUBJECT:	Dublin Boulevard – North Canyons Parkway Extension (PN 1483000): Approval of Project Actions to initiate the Plans, Specifications & Estimate (PS&E) Phase

Recommendation

It is recommended that the Commission approve the following actions related to the Dublin Boulevard – North Canyon Parkway Extension Project:

1. Authorize Alameda CTC to be the implementing agency for the PS&E phase;
2. Approve the release of a request for proposals (RFP) for Professional Services to provide PS&E/final design services; and
3. Authorize the Executive Director to negotiate with the top ranked firms.

Summary

The Dublin Boulevard - North Canyons Parkway Extension project would extend Dublin Boulevard in Dublin at its current terminus at Fallon Road to North Canyons Parkway in Livermore. The new 1.5 mile extension runs parallel to the I-580 corridor and traverses through the cities of Dublin and Livermore and unincorporated Alameda County. The project is planned to accommodate four to six travel lanes with medians, includes Class 1 and Class II bike facilities, sidewalks, signalized intersections, and allow for the provision of transit queue jump lanes, in addition to the Transit Signal Priority, for a higher level of transit service.

At an estimated cost of $147.4 million, the project would create direct connectivity to five Priority Development Areas (PDAs) in Dublin and Livermore, and also connect to two BART stations; Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College; and various residential and commercial lands outside the PDAs. Additionally, this project is expected to reduce trip lengths by diverting localized inter-city trips from the freeway and providing more efficient and direct access for Dublin and Livermore residents and would enhance regional connectivity by extending the existing reliever road along the north side of I-580 from San Ramon Road/Foothill Road to State Route 84 at Isabel/I-580 interchange.

The Commission as part of the FY 2018 CIP approved $8.3 million to the City of Dublin to advance this project through the environmental and design phases and it is estimated that a total of $17.2 million of local Traffic Impact Fees (TIF) will be programmed for the project. Over the past year, Alameda CTC in its oversight role has worked closely with the City of Dublin to pursue both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) approvals for the project. CEQA is anticipated to be approved by May/June 2019 and NEPA by December 2019.

Due to the size and complexity of the project, its regional benefits, its need for multi-jurisdictional coordination, and its potential for leveraging external funds, it is recommended that Alameda CTC be the implementing agency for the project for the PS&E phase.

Upon approval of this item, staff intends to prepare an RFP for design phase services with a target RFP release of May 2019 and subsequent award recommendation in September 2019. The resulting contract would be funded with local and Federal funds. A Memorandum of Understanding between Alameda CTC and the City of Dublin to reflect the roles and responsibilities during the PS&E phase will also be presented to the Commission for approval in September 2019.

Background

In response to the FY 2018 CIP call for projects, the City of Dublin submitted an application for the Dublin Boulevard - North Canyons Parkway Extension project which runs parallel to the I-580 corridor and traverses through the cities of Dublin and Livermore and unincorporated Alameda County. The project would extend Dublin Boulevard in Dublin at its current terminus at Fallon Road to North Canyons Parkway in Livermore. The new 1.5 mile extension would create direct connectivity to five Priority Development Areas (PDAs) in Dublin and Livermore, and also connect to two BART stations; Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College; and various residential and commercial lands outside the PDAs. Additionally, this project is expected to reduce trip lengths by diverting localized inter-city trips from the freeway and providing more efficient and direct access for Dublin and Livermore residents and would enhance regional connectivity by extending the existing reliever along the north side of I-580 from San Ramon Road/Foothill Road to State Route 84 at Isabel/I-580 interchange.

As a result of this competitive process, the Commission ultimately approved $8.3 million to the City of Dublin to advance this project through the environmental and PS&E phases. A project funding agreement was executed in April 2017 for the environmental phase. In its oversight role, Alameda CTC has worked closely with the City of Dublin to refine the project scope, identify project risks, and strategize on a delivery plan to support the project. The project as currently scoped will accommodate four to six travel lanes with medians, include Class 1 and Class II bike facilities, sidewalks, signalized intersections, and allow for the provision of transit queue jump lanes, in addition to the Transit Signal Priority, for a higher level of transit service. The current project estimate is $147.4 million. The project is strongly supported by the local land owners in the vicinity of the Project.

The project is currently in the environmental phase with the City of Dublin as the lead agency. The City of Dublin is also the lead agency for CEQA. The draft Environmental Impact Report is anticipated to be released in March 2019 and CEQA approval in May/June 2019. In September 2017, Alameda CTC recommended $540,000 of repurposed federal earmark funds be programmed to the project in exchange for a like amount of MBB funds. Federalizing the project would allow project sponsors to pursue federal funding opportunities for future phases. Subsequently, the City of Dublin expanded the environmental work to include NEPA clearance. It is anticipated that Caltrans will approve the Environmental Assessment as part of the NEPA process in December 2019.

The project funding plan includes $13.0 million in programmed funds from a combination of MBB, Federal, and other local funds. The Cities of Dublin and Livermore also estimate an additional $12.5 million will be available in future TIF for the project. At a current estimate of $147.4 million, an additional $121.9 million will be needed to construct the project. Due to the size and complexity of the project, its regional benefits, its need for multi-jurisdictional coordination, and its potential for leveraging external funds, it is recommended that Alameda CTC be the implementing agency for the PS&E phase on behalf of the City of Dublin. Moving forward with the design phase for the Project would increase the Project's readiness for future funding opportunities as they may become available.

Upon approval of this item, staff intends to prepare the RFP to retain a professional services consultant to provide PS&E/final design services. The target RFP release is May 2019 with a subsequent award recommendation in September 2019. The resulting contract would be funded with local and Federal funds. A Memorandum of Understanding between Alameda CTC and the City of Dublin to reflect the roles and responsibilities during the PS&E phase will also be presented to the Commission for approval in September 2019.

Fiscal Impact: The action will authorize the encumbrance of previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2018-19 Capital Program Budget.

Attachment:

A. Dublin Boulevard – North Canyons Parkway Extension Project Fact Sheet

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Dublin Boulevard – North Canyons Parkway Extension

6.6A

MARCH 2019

(For illustrative purposes only.)

PROJECT OVERVIEW

The Alameda County Transportation Commission, in coordination with the cities of Dublin and Livermore, and Alameda County proposes the Dublin Boulevard -North Canyons Parkway Extension project, a 1.5-mile extension of Dublin Boulevard from Fallon Road in Dublin to North Canyons Parkway in Livermore. The extension of Dublin Boulevard from its current terminus at Fallon Road to the Doolan Road/North Canyons Parkway intersection has been planned since 1984. Dublin's General Plan, the General Plans of the County and Livermore, and Plan Bay Area 2040 all include the extension of Dublin Boulevard. It will enhance multimodal connectivity to various land uses along its route, including connectivity to five Priority Development Areas (PDAs): Dublin Downtown, Transit Center/Dublin Crossing, Town Center, Isabel Avenue/BART Station Planning Area and downtown Livermore area. Improvements on the new extended boulevard include four to six travel lanes, bike lanes and bike path, sidewalks, curb and gutter, and traffic signals.

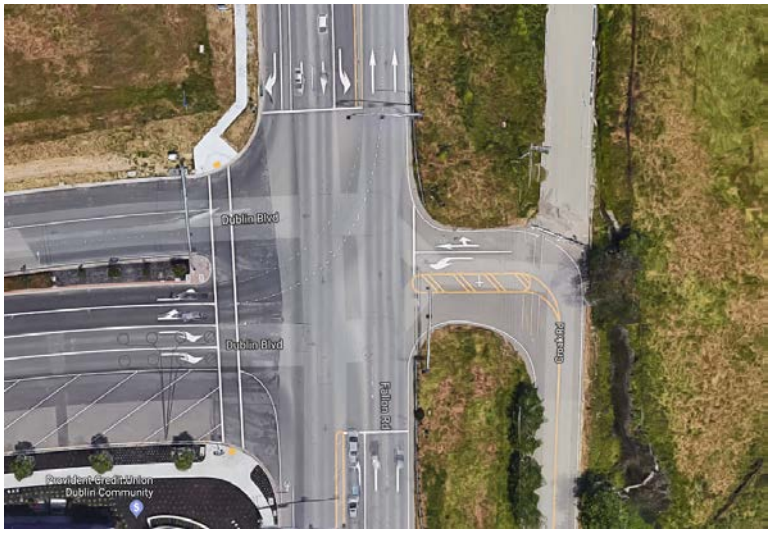
The project also includes transit queue jump opportunities at signalized intersections as well as the Transit Signal Priority throughout its length.

PROJECT NEED

- Address Sustainable Communities Strategies, in particular circulation inside and outside of the five PDAs that are to be connected.
- Address lack of continuous I-580 reliever route from Dublin to Livermore along the north side of I-580.
- Address air quality/greenhouse gas emissions reducing the travel distance for local trips.

PROJECT BENEFITS

- Increase bicycle and pedestrian access and circulation
- Interconnect five Priority Development Areas (PDAs) in Dublin and Livermore
- Improve overall mobility, access, connectivity, safety, and efficiency of the multimodal transportation system for all users, including goods movement
- Connects major destinations in the Tri-Valley area: Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College
- Reduce single-occupancy vehicle trips by providing a transit system along the roadway extension with improved headways during peak demand periods
- Reduces trip lengths for local trips



Beginning of road extension at Dublin and Fallon intersection.

STATUS

Project Sponsor: City of Dublin
Current Phase: Preliminary engineering/environmental

The City of Dublin selected an Alameda CTC-certified Local Business Enterprise firm to provide environmental and design services for the project.

- Dublin published a Notice of Preparation (NOP) on May 18, 2017 to inform the public and responsible agencies that a Draft EIR was being prepared. The NOP was circulated for a 30-day scoping period that concluded on June 19, 2017.
- An environmental scoping meeting to discuss the California Environmental Quality Act (CEQA)/Environmental Impact Report (EIR) was held on May 31, 2017.
- Draft EIR is complete and is under 45 day public review. The National Environmental Policy Act (NEPA) document is currently in development and is 80 percent complete.
- For more detail on this project, go to https://www.dublin.ca.gov/1919/Dublin-Boulevard-Extension.

PARTNERS AND STAKEHOLDERS

Alameda County Public Works Agency, Alameda CTC, Metropolitan Transportation Commission, California Department of Transportation, Federal Highway Administration and the cities of Dublin and Livermore

COST ESTIMATE BY PHASE ($ X 1,000)

Scoping	$650
PE/Environmental	$2,793
Final Design: Plans, Specifications and Estimates (PS&E)	$6,957
Right-of-Way/Utility Relocation	$30,385
Construction	$106,604
Total Expenditures	**$147,389**

* Costs subsequent to preliminary engineering/environmental (PE/ENV) are subject to revision upon completion of the PE/ENV phase.

FUNDING SOURCES ($ X 1,000)

Measure BB	$7,748
Federal	$540
State	$0
Local	$17,200
Other	$0
TBD	$121,901
Total Revenues	**$147,389**

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2016	Spring 2020
Preliminary Engineering/ Environmental	Fall 2016	Winter 2019
Final Design (PS&E)	Summer 2019	Summer 2021
Right-of-Way	Winter 2019	Summer 2021
Construction	Spring 2022	Fall 2024

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

DATE:	March 21, 2019
TO:	Programs and Projects Committee
FROM:	Trinity Nguyen, Director of Project Delivery Jhay Delos Reyes, Senior Transportation Engineer
SUBJECT:	State Route 84 Widening and State Route 84 / Interstate 680 Interchange Improvements Project (PN 1386.000): Approval of Contract Amendment No. 2 to Professional Services Agreement A18-0030 with WMH Corporation

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 2 to the Professional Services Agreement No. A18-0030 with WMH Corporation (WMH) for an additional amount of $1,300,000 for a total not-to-exceed amount of $16,300,000 to provide professional engineering services for the State Route 84 (SR 84) Expressway Widening and SR 84 / Interstate 680 (I-680) Interchange (I/C) Improvements Project.

Summary

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

This project is a named capital project in the 2014 Transportation Expenditure Plan (TEP) and has an earmark of $122.0 million in Measure BB funds. The project is currently in the Plans, Specification and Estimate (PS&E) phase. Alameda CTC, through a competitive selection process, selected and awarded contract A18-0030 for PS&E phase services to WMH in April 2018. The Project is fully funded for construction through Regional Measure 3 (RM3), State Transportation Improvement Program (STIP) and Measure BB funds.

Alameda CTC is also the implementing agency for the I-680 Express Lanes from SR 84 to Alcosta Boulevard Project (PN 1490.000), also a named capital project in the 2014 TEP. The

I-680 Express Lanes Project is currently in the environmental stage and will require improvements at the SR 84/I-680 interchange to accommodate the express lanes on I-680. To avoid future throw away costs, it is desirable to include the necessary project infrastructure as part of the SR 84/I-680 I/C project which is anticipated to begin construction in 2021.

Authorization of Amendment No. 2 to Professional Services Agreement No. A18-0030 with WMH for an additional amount of $1,300,000, for a total not-to-exceed amount of $16,300,000, will provide the resources necessary for the additional design services required. A summary of all contract actions related to Agreement No. A18-0030 is provided in Table A.

Background

Alameda CTC is the implementing agency for the PS&E and right of way (R/W) phases for the Project. The Project is included in the 2014 Transportation Expenditure Plan (TEP No. 031) with a commitment of $122.0 million from Measure BB. The Project proposes to widen SR 84 from two lanes to four lanes from south of Ruby Hill Drive to I-680 and make ramp modifications and other operational improvements to the SR 84 / I-680 I/C. The improvements also include extending the I-680 Southbound Express Lane by approximately two (2) miles to the north.

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

The total estimated Project cost is $234 million and is fully funded from a combination of local, regional, and state funds (see Attachment A). A total of $30.5 million in Measure BB funds has been allocated to the project for the Project Approval & Environmental Document (PA&ED), PS&E and R/W phases. The construction phase is funded with a combination of funds provided from RM3 - $85 Million, STIP – approximately $11.1 Million and Measure BB funds.

The Project obtained California Environmental Quality Act and National Environmental Protect Act clearance with an Environmental Impact Report/Environmental Assessment Environmental Document (ED) as well as Project Approval by Caltrans on May 30, 2018. Caltrans was the lead agency for the ED. The project is currently in the PS&E phase. Request for proposals (RFP) #18-0008, released in November 2017 for PS&E phase services, resulted in the selection and award of professional services contract A18-0030 to WMH in April 2018. WMH is a certified Alameda CTC small local business enterprise.

Alameda CTC is also the implementing agency for the I-680 Express Lane Project which is currently in the environmental phase. The I-680 Express Lane Project proposes improvements along both directions of I-680, and overlaps the limits this Project in the northbound (NB) direction. The overlapping portions would require rework in areas such as widening NB I-680 between the NB on- and off-ramps of SR 84, widening of the Scotts Corner Separation Bridge and Koopman Road Undercrossing, and an extension of a retaining wall along the NB I-680 on-ramp from westbound SR 84. The estimated cost for the additional design efforts

associated with these improvements is $1.3 million. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and WMH. Addition of this scope to the Project will not affect the construction begin date which is scheduled for early 2021. The contract would continue to exceed the Alameda CTC Local Business Contract Equity program goals. Table A summarizes the contract actions related to Agreement No. A18-0030.

Incorporating the overlapping NB segment of the I-680 Express lane Project in to the design as part of the construction improvements associated with the SR 84 / I-680 I/C Improvements Project would result in significant cost savings and avoid the need for rework and minimize traffic impacts at and within the vicinity of SR 84/I-680 I/C.

Table A: Summary of Agreement No. A18-0030

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with WMH (A18-0030) *Approved April 2018*	Professional design services for SR 84 Widening and SR 84/I-680 I/C Improvements	N/A	$15,000,000
Amendment No. 1 (Administrative Amendment) *Executed November 2018*	Ensure consistency with the San Francisco Public Utilities Commission license agreement	N/A	N/A
Proposed Amendment No. 2 *March 2019 – (This Agenda Item)*	Provide additional budget to complete the project	$1,300,000	$16,300,000
Total *Amended* Contract Not-to-Exceed Amount			**$16,300,000**

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

Fiscal Impact: The action will authorize the encumbrance of an additional $1,300,000 in previously allocated Measure BB funds. This amount is included in the Project's funding plan and sufficient budget has been included in the Alameda CTC Adopted FY 2018-2019 Capital Program Budget.

Attachment:

A. State Route 84 Widening and State Route 84 / Interstate 680 Interchange Improvements Project Fact Sheet

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SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements

6.7A

MARCH 2019

PROJECT OVERVIEW

Alameda CTC, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), proposes to conform State Route 84 (SR-84) to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County by:

- Widening SR-84 to accommodate one additional lane in each direction.
- Implementing additional improvements to reduce weaving/merging conflicts and help address the additional traffic demand between I-680 and SR-84.

The project would also improve the SR-84/I-680 interchange operations by:

- Modifying ramps.
- Extending the existing southbound I-680 High Occupancy Vehicle/Express Lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas.

Upon completion, this project will be the final segment in a series of improvements to widen SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.

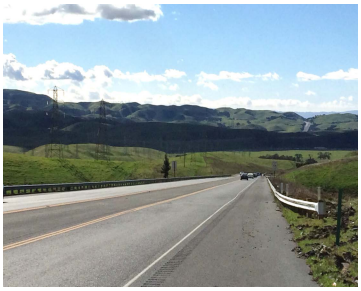
PROJECT NEED

- SR-84 is congested during peak commute times.
- Interchange congestion affects operations of both SR-84 and I-680 and is projected to worsen.
- Collision rates on SR-84 and the interchange are higher than the state average, and access to SR-84 from driveways and local roads is difficult.
- The undivided roadway and uncontrolled access on SR-84 do not meet expressway standards.

PROJECT BENEFITS

- Improves regional connectivity
- Improves interregional connectivity
- Relieves congestion
- Improves safety

I-680/SR-84 interchange.



SR-84 looking eastbound near Ruby Hill Road.

SR-84 looking westbound near Ruby Hill Road.

COST ESTIMATE BY PHASE ($ X 1,000)

Preliminary Engineering/Environmental	$5,756
Final Design	$18,784
Right-of-Way	$33,550
Construction	$176,010
Total Expenditures	**$234,100**

Note: Construction cost escalated to mid-year of construction, 2022.

FUNDING SOURCES ($ X 1,000)

Measure BB	$122,000
Measure B	$1,046
Local (TVTC)[1]	$14,940
Regional (RIP)[2]	$11,114
Regional (RM 3)[3]	$85,000
Total Revenues	**$234,100**

[1] Local funding includes the Tri-Valley Transportation Council (TVTC).
[2] Regional Improvement Program (RIP).
[3] Regional Measure 3 (RM 3).

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design and Right-of-Way

- The Environmental Impact Report (EIR) as part of California Environmental Quality Act (CEQA) clearance and the Environmental Assessment (EA) as part of National Environmental Policy Act (NEPA) clearance were completed on May 30, 2018.
- Final design and right-of-way acquisition work began in the early summer of 2018.

SCHEDULE BY PHASE

	Begin	End
Environmental	Spring 2015	Summer 2018
CEQA Clearance	Spring 2015	Summer 2018
NEPA Clearance	Spring 2015	Summer 2018
Final Design	Summer 2018	Summer 2020
Right-of-Way	Summer 2018	Summer 2020
Construction	Winter 2021	Fall 2023

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County, Caltrans, FHWA and the cities of Livermore, Pleasanton and Sunol

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

1. **Call to Order**
   Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:32 p.m.

2. **Roll Call**
   A roll call was conducted and all members were present with the exception of Diane Shaw.

   Ben Schweng arrived subsequent to the roll call during item 5.1.

3. **Public Comment**
   There were no public comments.

4. **June 28, 2018 BPAC Meeting Minutes**
   Liz Brisson made a motion to approve this item. David Fishbaugh seconded the motion. The motion passed with the following votes:

Yes:	*Brisson, Fishbaugh, Hill, Johansen, Marleau, Murtha, Turner*
No:	*None*
Abstain:	*None*
Absent:	*Schweng, Shaw*

5. **Regular Matters**
   5.1. E14th/Mission Blvd. and Fremont Blvd. Multimodal Corridor Project
   Saravana Suthanthira and Aleida Andrino-Chavez presented this item. East 14th St/ Mission Blvd. and Fremont Blvd. serves as a north-south corridor that connects the communities in central and southern Alameda County to regional transportation networks and employment and activity centers in Alameda and Santa Clara Counties. This corridor provides access to economic, educational, social, and recreational opportunities, and to regional transportation systems including freeways, BART and Amtrak. Staff requested that the committee provide input on the East 14th/Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Existing Conditions. Staff said that another TAC meeting will be held in December.

   Feliz Hill asked if most bike traffic was in the north end near San Leandro. Saravana Suthanthira confirmed most bike traffic is in the north end of the corridor.

   Feliz Hill pointed out that the memo stated that employment growth will outpace the rest of Alameda County, but the handout states that the growth rate will be modest. She asked for clarification. Staff will look into this.

Jeremy Johansen asked how the East Bay Greenway is connected with this project. Saravana Suthanthira explained that it is a parallel facility and may be considered an alternative bike route.

Feliz Hill asked how Fremont Blvd. effects Mission Blvd. and Saravana Suthanthira stated that it was part of the same corridor.

Dave Murtha asked if were any records of bicycle-on-bicycle or bicycle-on-pedestrian accidents. Chris Marks said most collisions countywide involve autos, and there are very few other collisions each year.

Dave Murtha asked for BPAC to be included in online survey notifications. Matt Turner stated that Supervisor Miley's office didn't hear about the survey at all, and it was disturbing. In the unincorporated area there's limited reach, so Supervisor Miley's office should be contacted in order to reach out to those communities.

David Fishbaugh asked if there were any issues with the corridor's proximity to the Hayward fault. Saravana Suthanthira stated that this had not been looked at.

Liz Brisson asked if there was work focused on making trips less-than-two-miles in length more desirable to take via bike or walking. She also asked whether the ten-mile transit trips were bus only, or bus to BART. Saravana Suthanthira explained that staff is looking into opportunities to improve the appeal of short bike/ped commute trips. Aleida Andrino-Chavez explained that most of the ten-mile commute trips take place in the north, not close to BART. David Fishbaugh made the observation that the corridor is a connector for the many freeway trips.

Liz Brisson suggested posting simple attractive signs for better survey participation and using ambassadors to get public attention. Jeremy Johansen agreed that having posters and local meetings has proven effective in getting survey responses. Matt Turner had suggestions on how to get more participation in online surveys, especially in the Cherryland and Ashland areas where injuries are constantly high. Saravana Suthanthira stated that the agency would certainly enlist the BPAC's help in the future while staying within the set budget.

Ben Schweng stated that regarding the developing areas in Hayward, it would be good to talk to the Economic Development Department to find out what is coming in those areas. Ben Schweng also mentioned the South Hayward BART station and asked that something be done because access for bike/ped crossings closes at night for all but one access point for pedestrians and cyclists. Planning for a solution to this problem now is crucial so the city doesn't give up more land, which would make it impossible to find a fix to the problem. Chris Marks stated that BART is looking into fixing the nighttime crossing. Ben Schweng also said that usually, there's not a lot of through traffic on Mission Blvd. unless there's an accident on I-880. He asked

about the possibility of installing dynamic signal timing. Saravana Suthanthira said MTC is currently working on a detour for I-880 traffic and hopefully, it would improve traffic operations. Ben asked about bike lane maintenance in that corridor because it was frequently filled with metal debris. He asked if it could be swept once a month.

Dave Murtha stated bikeshare should be operating along the corridor. Chris Marks stated that regional bikeshare is managed by MTC and there is not a planned expansion in the county. Any dockless operations would be managed by cities.

Susie Hufstader from Bike East Bay commented on the existing facilities map. She said there were some paths that were shown that are not existing. She also asked if the plan included a long-term plan for the Hayward loop project because Hayward did not seem to be working on it. She said that multimodal access should be developed in the loop. She also asked if new projects would be incorporating multimodal access and if the county will be mandating it since cities seem hesitant to commit to this. Saravana Suthanthira said they were going to look into this further.

This item is for information only.

5.2. Countywide Active Transportation Plan Update

Chris Marks and Aleida Andrino-Chavez gave an update on the Countywide Active Transportation Plan (CATP). Alameda CTC has completed the Level of Traffic Stress Analysis, High-injury Corridor Analysis, Bicycle Connectivity Analysis, and is finalizing the full existing conditions document. Alameda CTC is expected to complete work on the existing conditions in November and will integrate those analyses into the final plan. Staff has also begun to identify key barriers of countywide significance, develop the bicycle vision network, and develop a prioritization framework that Alameda CTC proposes to use to evaluate the merits of potential projects. This memorandum described methods used to identify barriers, the bicycle vision network, and the draft prioritization framework.

Liz Brisson asked about barriers and what happens after they are identified. Chris Marks stated staff gives cities the information to consider while planning projects. Cities can also use the information to build a narrative to support projects applying for discretionary funding.

Liz Brisson asked if ACTC has plans to adopt a Zero Vision policy or to encourage each city's policy makers to adopt such a policy. Chris Marks said the agency considers improving safety one of the main goals of the plan, and that the plan will consider policy recommendations based on best practices. Carolyn Clevenger said the high-injury network is the first stage the agency has taken and they're researching what cities already have or are developing or considering a Vision Zero policy. At this point there is not a plan for a specific Vision Zero policy as part of the CATP, but staff is starting conversations with each city about the high-injury network.

Ben Schweng said there was a presentation at MTC's meeting about the same issue and they're also working on a solution. Matt Turner said the Countywide Climate Action Plan doesn't get mentioned much, but it's similar to the same type of plan and that mode shift needs to happen, but it seems jurisdictions aren't working towards the goals they set. Chris Marks said through the Countywide Performance Report, the agency looked at a commute mode shift countywide, and for each new solo driver, seven people started using other modes. The goals and targets discussion will happen along with the Countywide Active Transportation Plan. The next TAC meeting is February 2019 and policies and programs will be a big focus for that meeting.

This item is for information only.

6. Staff Reports

Chris Marks announced that there are fact sheets available for the Performance Report and the Active Transportation Plan, and all are also available online.

7. Member Reports

Ben Schweng stated that Hayward passed the Community Benefit Budget and Hayward BART is part of the budgeting. He said there are a lot of new housing units planned for the Downtown Hayward area in the next two years, so now's is a good time to get things started to help increase multimodal transportation.

Matt Turner announced that November 7th is the next Cycling With Cameras town hall meeting for Cyclist Video Evidence, 6:30-8:30 p.m. in Castro Valley Library.

David Fishbough announced that Diane Shaw is running for the AC Transit Director.

Kristi Marleau invited everyone to Biketopia; see the Bike East Bay website for more information.

7.1. BPAC Calendar

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

7.2. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 7:22 p.m. The next meeting is scheduled for February 21, 2019 at the Alameda CTC offices.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2018-2019

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	**Mr.**	**Turner, Chair**	**Matt**	**Castro Valley**	**Alameda County Supervisor Nate Miley, District 4**	**Apr-14**	**Mar-17**	**Mar-19**
2	**Ms.**	**Marleau, Vice Chair**	**Kristi**	**Dublin**	**Alameda County Mayors' Conference, D-1**	**Dec-14**	**Jan-19**	**Jan-21**
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Mar-19	Mar-21
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
7	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jun-17	Jun-19
9		**Vacancy**			**Transit Agency (Alameda CTC)**			
10		**Vacancy**			**Alameda County Supervisor Keith Carson, District 5**			
11		**Vacancy**			**Alameda County Mayors' Conference, D-4**			

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1. **Call to Order**
   Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order. Chair Jones welcomed new member Thomas Rubin. Mr. Rubin gave a brief self-introduction.

2. **Roll Call**
   A roll call was conducted and all members were present with the exception of Keith Brown, Curtis Buckley, Glenn Nate and Harriette Saunders.

   Subsequent to the roll call:
   Keith Brown arrived during item 6.1.

3. **Public Comment**
   A public comment was heard from Charlie Cameron. He expressed concern about the Union City Intermodal BART Station project on the east side of the station.

4. **Meeting Minutes**
   4.1. Approval of November 19, 2018 IWC Meeting Minutes
   Pat Piras made a motion to approve this item. Oscar Dominguez seconded the motion. The motion passed with the following votes:

Yes:	*Dominguez, Hastings, Jones, McCalley, Piras, Tilchen, Zukas*
No:	*None*
Abstain:	*Knoop, Rubin*
Absent:	*Brown, Buckley, Nate, Saunders*

5. **Measure B and Measure BB Projects and Programs**
   5.1. Measure B and Measure BB Programs Update
   John Nguyen provided an update on Alameda CTC's Direct Local Distributions (DLD's) program, including a review of the DLD fund balances and program compliance monitoring processes. He covered the Measure B, Measure BB, and VRF discretionary programs and concluded by providing information on next steps for both the DLD and discretionary programs. Mr. Nguyen noted that Alameda CTC has received the financial and compliance reports from all DLD recipients for the fiscal year 2017-18 reporting period, with the exception of the City of Albany.

   Murphy McCalley asked what the dollar amount of the new discretionary program will be. Mr. Nguyen said staff is currently reviewing programming capacity and has not yet determined the amount.

Pat Piras asked if a jurisdiction is not in compliance with the DLD requirements, would that affect their eligibility to receive discretionary funding. Mr. Nguyen stated that discretionary funding is not currently affected by DLD compliance issues; however, he noted that past performance on DLD spending and discretionary spending may be a factor in the new guidelines that will be considered by the Commission for future Comprehensive Investment Plan updates.

Cary Knoop wanted to confirm that all jurisdictions except for the City of Albany have submitted their financial information. Mr. Nguyen said that all jurisdictions except the City of Albany have submitted their audited financial statements and their program compliance reports.

Steve Jones asked why the City of Albany is delayed in sending their information. Mr. Nguyen noted that Albany has indicated that they have had staffing turnover and system changes that have limited their ability to provide the reports. He noted Alameda CTC staff is working with the City of Albany staff to determine when we will receive the information.

This item is for information only.

5.2. Measure B and Measure BB Capital Projects Update

Trinity Nguyen provided an update on Measure B and Measure BB capital projects. Her presentation covered funding highlights from the 2000 and 2014 sales tax measures as well as information on project management and corridor improvements. She also provided details on projects directly managed by Alameda CTC, updating the committee on 2018 milestones, achievements, as well as expected milestones for the coming year. Ms. Nguyen encouraged the committee to visit the Alameda CTC website for more information on projects.

Cary Knoop asked if Alameda CTC prepares environmental studies that meet both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) requirements. Ms. Nguyen confirmed that Alameda CTC projects must go through environmental clearances and the type of documents are dependent on the type and location of projects. .

Mr. Knoop asked if geographic equity is taken into account for all regions of the County. Ms. Nguyen stated that geographic equity was a consideration in development of the expenditure plan.

Pat Piras asked what discussion has taken place to extend the East Bay Greenway (EBGW) to the Santa Clara County Line. Ms. Nguyen stated that Alameda CTC is addressing implementation of the project in segments, beginning with the Lake Merritt to South Hayward BART station project limit. She noted that the City of Fremont has also done some project development work in the southern part of the county related to the EBGW project.

Ms. Piras asked if the slide labeled South/East Corridors is referring to the same East West Connector project under a different name. Ms. Nguyen said no.

Ms. Piras asked when a project moves from one phase to another phase, how are interested parties notified. Ms. Nguyen stated that during the environmental process project specific outreach is conducted through a multitude of venues, including Alameda CTC's website and some projects also include newspaper advertisements and mailings to the impacted community.

This item is for information only.

6. Measure B/Measure BB Compliance and Audited Financial Reports

6.1. Fiscal Year 2017-18 Measure B/BB Compliance Review Process Update

John Nguyen gave an update on the annual program compliance report review process for Measure B and Measure BB DLD recipients. He stated that all recipients submitted the required audited financial statements and program compliance reports, with the exception of the City of Albany, and the unedited reports are available on Alameda CTC's website. He noted that Alameda CTC staff will review the submittals and work with the DLD recipients to ensure completion and consistency of data across the various reports. He noted the final reports will be available for IWC review in March 2019.

Steve Jones asked if the IWC annual compliance report workshop will take place before the actual March 11, 2019 meeting. Patricia Reavey said, yes, the review workshop will take place before the next IWC meeting at 5:30 p.m.

Cary Knoop asked for confirmation of the compliance review process and noted that he does not like the idea of Alameda CTC reviewing the compliance information before the IWC. He suggested Alameda CTC and IWC review the compliance reports in parallel. Ms. Reavey stated that the reports are on the website now if IWC members wish to review the original reports as submitted. She stated that staff reviews the draft reports and will have jurisdictions make necessary corrections for obvious errors. Once the reports are final, IWC is asked to review. Ms. Reavey also informed Mr. Knoop that all of the comments that are generated by staff and the IWC will be put in a matrix for the IWC to review. Ms. Reavey said an IWC subcommittee is formed during the March IWC meeting and this subcommittee will review and vet the issues to determine what they want to include in the annual report to the public.

Pat Piras said only a snapshot of what a jurisdiction is actually doing with their DLD funds can be seen in a single year's report. Ms. Piras asked if there is a way to look at a timeline for a jurisdiction versus a snapshot. Ms. Reavey stated that the past compliance reports and the distributions are on the Alameda CTC website under the funding tab.

Cary Knoop stated that the multi-year information is under the IWC purview as well as the current year. Ms. Reavey said all the information is on the website.

Carl Tilchen suggested that from a practical point of view, the IWC should make sure the DLD funds are being used in the right way, for example, fixing potholes. Mr. Jones said that if a jurisdiction wants to use a portion of their DLD funds for road

repair they can; however, the IWC cannot direct recipients how to spend their funds. Tess Lengyel stated that DLDs are sent to locals agencies based on a formula set in the TEP for their use on locally determined priorities. She noted that the local governing bodies develop their own capital improvement programs, and Alameda CTC is only one funding source among many. Alameda CTC provides allocations on an annual basis and the IWC reviews if the agency is spending Measure B and Measure BB funds in accordance with the TEP.

This item is for information only.

7. IWC Member Reports/Issues Identification

7.1. Chair's Report

Chair Jones did not have new items to report.

7.2 Issues Identification Process and Form

Carl Tilchen submitted an issues identification form, which he reviewed with the committee. He stated that Rebecca Tilchen, manager of Arc of the East Bay, reported to him an ongoing problem with East Bay Paratransit in the Livermore area. He also cited a problem that a BART official is having with East Bay Paratransit services. Mr. Tilchen asked how the IWC can work together with the BART official to fix East Bay Paratransit's service. He then asked how much EBP services cost, including their operations. Chair Jones stated that this issue is outside of the IWC's purview. The IWC determined this item is not an issue for the IWC, therefore the item will not be placed on a future IWC agenda.

Herb Hastings asked Mr. Tilchen if his issues involved the Tri-Valley services with Wheels. Mr. Tilchen said yes. Mr. Hastings volunteered to speak with Mr. Tilchen after the meeting to provide more information.

Cary Knoop requested clarification on the process of discussing issues submitted outside of the agenda. Ms. Reavey stated that this item is on the agenda to provide IWC members information regarding the process required to submit issues/concerns that they want to have come before the committee. She explained that if the IWC had received the form submitted by Mr. Tilchen in advance, it would have been on the agenda and in the packet.

8. Staff Reports

8.1. Staff Responses to Concerns Related to Measure BB Implementing Guidelines

Patricia Reavey stated that during the November 2018 meeting, members raised questions related to Measure BB implementing guidelines in the TEP and how some of these items are addressed in the annual compliance reports received from DLD recipients. Ms. Reavey provided highlights on Measure BB implementing guidelines Numbers 4, 5, 7, 9, and 13 as detailed in the packet starting on page 35.

Pat Piras asked if the confirmation of the maintenance of effort has been made a part of the new DLD compliance form(s). Mr. Nguyen stated that he created a self-certification form regarding maintenance of effort that all DLD recipients are required to complete and sign. Ms. Piras then asked if the IWC may get a copy of

the form. Mr. Nguyen stated a copy can be furnished at the compliance review workshop and is also currently available on the website.

Pat Piras asked about a reference of the ten-year funding agreement. Ms. Reavey stated that the reference was in the minutes and the original master funding agreement that was signed by the DLD recipients is a ten-year funding agreement that included performance measures. Ms. Reavey also stated that the agreement has been revisited every ten years.

Pat Piras stated that geographic equity will go before the Commission after 5 years of the sales tax implementation per the TEP. She asked which Committee will receive the report. Ms. Lengyel said it will go through the Planning, Policy and Legislation Committee. Ms. Piras stated that the IWC will not have an opportunity to comment on the geographic equity if it's reviewed subsequent to the Commission.

Cary Knoop said he attended the Compliance Workshop in September 2018 and he felt the recipients accepted what they needed to do without question. Mr. Knoop suggested that the process should be iterative. Mr. Nguyen stated that the compliance process has evolved over multiple years with input from DLD recipients, the Commission, committee members, and staff, which has resulted in a very comprehensive and streamlined compliance process that works.

Murphy McCalley informed the committee that a subcommittee will be formed at the March 11, 2019 meeting for volunteers to serve on the IWC Annual Report Subcommittee.

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.

9. Adjournment

The meeting adjourned at 7:35 p.m. The next meeting is scheduled for March 11, 2019 at the Alameda CTC offices.

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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**
14		**Vacancy**			**Alameda County Mayors' Conference, D-4**			
15		**Vacancy**			**Alameda County Mayors' Conference, D-5**			

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

16		**Vacancy**			**Alameda County** **Supervisor Wilma Chan, D-3**			
17		**Vacancy**			**League of Women Voters**			

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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, Shawn Costello, Anthony Lewis, Rev. Carolyn Orr, Will Scott, Linda Smith, and Cimberly Tamura.

3. **Public Comment**
   There were no public comments.

   Krystle Pasco took this opportunity to discuss the emergency evacuation procedures for the building, which will become a standard announcement at the beginning of each meeting.

4. **Consent Calendar**
   - **4.1. Approve the September 24, 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, Hastings, Johnson, Patterson, Rivera-Hendrickson, Ross, Rousey, Stadmire, Waltz, Zukas*
No:	*None*
Abstain:	*None*
Absent:	*Behrens, Coomber, Costello, Lewis, Orr, Scott, Smith, Tamura*

5. Paratransit Programs and Projects

5.1. Approve FY 2019-20 Implementation Guidelines and Performance Measures Revisions

Naomi Armenta presented this item. PAPCO reviewed and provided recommendations on the revised Implementation Guidelines and Performance Measures for the Paratransit Program for FY 2019-20, and Ms. Armenta discussed a summary of the updates.

Christine Ross asked about changes to the voucher system with Bell Transit. Krystle Pasco said she would follow up and give her the contact information with whom to find out more information. Sylvia Stadmire asked if Transportation Network Companies (TNCs) would be what is replacing the same-day transportation payment function. Ms. Armenta said it's a possibility but that it will be each City that determines how they will implement it.

Peggy Patterson asked about the privacy issues associated with collecting origin and destination information for the Performance Measures. Ms. Armenta explained that staff would collect aggregate information, so no names or specific locations for individuals are recorded.

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

Yes:	*Barranti, Bunn, Hastings, Johnson, Patterson, Rivera-Hendrickson, Ross, Rousey, Stadmire, Waltz, Zukas*
No:	*None*
Abstain:	*None*
Absent:	*Behrens, Coomber, Costello, Lewis, Orr, Scott, Smith, Tamura*

5.2. Receive 2020 Paratransit Discretionary Grant Program Update (Verbal)

Krystle Pasco presented this update. She notes that the Commission approved the release of the 2020 Paratransit Discretionary Grant Program call for projects at their September

meeting, and in early November the call for projects was released. Applications will be due December 14th. Staff will review and evaluate those applications and bring them before PAPCO for review and action in early 2019.

5.3. Update to Access Alameda Website

Naomi Armenta presented this item. She showed PAPCO members the new website and provided them with the beta-link and asked that they review the website and provide feedback. Herb Hastings suggested that 211 appear above 511 to have them in sequential order. Ms. Armenta noted the suggestion.

5.4. Receive City of San Leandro Paratransit Program Report (Verbal)

Ely Hwang and Susan Criswell gave a presentation on the City of San Leandro Paratransit Program. Ms. Hwang provided an overview of the different programs, including service area and eligibility. She also gave an update on the general operations of the programs, which included program components that will be considered for the future.

Peggy Patterson asked about the voucher program transition to TNCs and if it will work like a concierge service. Ms. Hwang responded that yes, it will work both ways. Individuals can access the program using a smartphone or by calling the concierge service. Both ways will apply the subsidy.

Hale Zukas asked why it is taking so long to fill the positions within the City of San Leandro. Ms. Hwang responded that the City is evaluating which positions should get priority, and they have acknowledged that they have people that can currently fill the roles until the new fiscal year to allow them to work on getting their replacements.

Christine Ross asked about where to sign up for the new Hayward program. Ms. Hwang responded that she would get that information for her.

5.5. Receive East Bay Paratransit Report (Verbal)

Laura Timothy and Cynthia Lopez presented this report. They noted that union negotiations are under way as well as new service contracts with providers. Also, pickup locations are becoming easier in certain areas, with options of being able to have parking locations closer to transit stops. Ridership and productivity remain relatively high, with passengers per hour averaging 1.8 and trips per hour averaging 1.55. The dispatch call center has been proactive in calling riders that are scheduled to let them know about delays in transit to allow the option of planning for other transportation arrangements. East Bay Paratransit's current goal is to increase their number of drivers as well as commendations. They are also working on filling the General Manager position as well as various dispatch positions.

5.6. Mobility Management Update (Verbal)

Naomi Armenta presented this update. She shared that she recently went to a conference on Technology and Shared Mobility and she wanted to share her new understanding of the concept of Mobility as a Service (MaaS). She noted that there is an app that includes trip planning assistance as well as ways to pay for the transportation modes that are utilized. She noted that this app is a good example of Mobility as a Service. It's a lot like picking a cell phone provider, but it can be used for almost all modes of transportation.

Sylvia Stadmire asked if it was available in the San Francisco Bay Area. Ms. Armenta stated not yet.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Herb Hastings gave the IWC update. He announced that the annual audit took place and the Annual Outreach Report is now available. The next meeting will take place on January 14th, 2019 at 5:30 p.m.

6.2. East Bay Paratransit Service Review Advisory Committee (SRAC)
Esther Waltz gave the SRAC update. The next SRAC meeting will take place on January 7th, 2019.

6.3. Other ADA and Transit Advisory Committees
Herb Hastings announced that BART has released their official mobile app and they are looking for feedback. He suggested that PAPCO members download the app and provide BART with any recommendations.

7. Member Reports
Sylvia Stadmire announced that she visited the tiny home shelters that were built to provide shelter to the homeless community.

Peggy Patterson announced that the Senior Resource Fair at the Albany Senior Center will take place in January and there will also be one in April.

Arnold Brillinger, a member of the public and SRAC, asked about the Alameda County Wheelchair Breakdown program. He said the program is no longer active and asked if there is a replacement service. Krystle Pasco responded that the provider of that program did not wish to renew their contract with Alameda CTC. Staff has highlighted this specific need in the 2020 Paratransit Discretionary Grant Program call for projects and are now waiting to see if a non-profit organization with a fiscally responsible program option applies.

8. Staff Reports
There were no other staff reports.

9. Adjournment
The meeting adjourned at 3:10 p.m. The next PAPCO meeting is scheduled for January 28, 2019 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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

	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 Councilmember John Bauters	Mar-18	Jan-19	**Jan-21**
5	Mr.	Bunn	Larry	Union City	Union City Transit Steve Adams, Transit Manager	Jun-06	Feb-19	**Feb-21**
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	Oct-18	**Oct-20**
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**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
13	Ms.	Ross	Christine	Hayward	Alameda County Supervisor Richard Valle, D-2	Oct-17		**Oct-19**
14	Ms.	Rousey	Michelle	Oakland	BART President Rebecca Saltzman	May-10	Jan-16	**Jan-18**
15	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	**Jun-18**
16	Ms.	Smith	Linda	Berkeley	City of Berkeley Mayor Jesse Arreguin	Apr-16		**Apr-18**
17	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15	Mar-19	**Mar-21**
18	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	**Jun-18**
19	Mr.	Zukas	Hale	Berkeley	A. C. Transit Board President Elsa Ortiz	Aug-02	Feb-16	**Feb-18**
20		**Vacancy**			**City of Hayward Mayor Barbara Halliday**			
21		**Vacancy**			**City of Newark Councilmember Luis Freitas**			
22		**Vacancy**			**City of Piedmont**			
23		**Vacancy**			**City of Union City Mayor Carol Dutra-Vernaci**			

DATE:	March 21, 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

The Alameda CTC Planning, Policy and Legislative Committee (PPLC) recommended several positions on both transportation bills and bills that have a transportation and housing nexus for Commission approval. Attachment A includes additional information and descriptions on the transportation and housing related bills. The recommendations include the following:

- Support: ACA 1 (Aguiar- Curry), AB 11 (Chiu), AB 148 (Quirk-Silva) AB 252 (Daly), AB 847 (Grayson), AB 1226 (Holden), AB 1486 (Ting), AB 1717 (Freidman), SB 128 (Beall), SB211 (Beall)

- Support and Seek Amendments: SB 137 (Dodd): Support and Seek Amendments to allow all related federal funds to be eligible for exchanges with state funds for transportation projects.

- Support if Amended: SB 5 (Beall): Support if amended to add language to ensure schools are not affected by the backfill of ERAF funds and that there is not a lag in the timing for the backfill.

- Oppose: SB 4 (McGuire)

- Watch: AB 1568 (McCarty)

- Form Working Group to Develop Comments: SB 50 (Weiner): PPLC Chair Commissioner Bauters will work with staff to identify a working group of the Commission to vet and compile comments on SB 50 and recommend the composition of the Committee to Alameda CTC Chair Valle.

- Other: AB 1487 (Chiu): it was requested that this bill be included in the full Commission packet (see Attachment B).

Summary

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. 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 for Transportation Funding, Project Delivery and Operations, Multimodal Transportation, Land Use and Safety, Climate Change and Technology, Goods Movement, Partnerships. Partnership throughout the Bay Area and California on legislation and policy issues will be key to the success of the 2019 Legislative Program

Background

The Commission approved the 2019 Legislative Program in December 2018 (Attachment C). 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. The following are updates that include information from Alameda CTC state and federal lobbyists, Platinum Advisor and CJ Lake, respectively.

State Update

February 22, 2019, marked the deadline for introduction of bills in this legislative session. Over 2,700 bills have been introduced thus far. Many of the bills are considered "spot bills" which means they do not contain substantive changes to current law. It is anticipated that next month there will be a significant amount of new language introduced as the bills are amended to address a specific intent.

Regarding transportation, staff is evaluating over 80 bills and there are over 300 bills introduced related to housing, some of which also have transportation and/or infrastructure related intent. These bills range widely and staff will bring recommendations on bills as the session proceeds.

Legislation: The Commission has directed staff to work with the PPLC Chair to address bills related to housing and for staff to provide updates on CASA-related legislation. With over 300 housing bills introduced by the February 22 deadline, staff is reviewing and will be bringing forward more information on housing-related bills in the coming months. Regarding the CASA-related information, Attachment D includes an MTC summary of bills that was presented to the Joint MTC-ABAG

Legislative Committee in March. Staff will provide an update on any additional bills at the Commission meeting.

Regarding transportation, Alameda CTC recommends positions on several bills below:

- AB 252 NEPA Delegation (Daly)*:* This bill would remove the sunset date for delegation to Caltrans the National Environmental Policy Act (NEPA) review in California. Current law allows NEPA delegation through January 1, 2020 and this bill would extend that authority indefinitely, allowing continuation of this more streamlined environmental review process for projects that must go through federal environmental reviews pursuant to NEPA. Alameda CTC's adopted legislative platform supports project delivery streamlining. This bill is sponsored by the Self-Help Counties Coalition and has been supported by MTC. Staff recommends a support position on this bill.

- SB 137 State and Federal Fund Swap (Dodd)*:* This bill would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by CSAC, and it is aimed at streamlining project delivery by removing the federal review process associated with using federal funds. With the additional SB 1 funds in state accounts, the resources should be sufficient to allow interested cities and counties to exchange federal funds for state dollars, thus eliminating the need to complete both NEPA and CEQA reviews. Alameda CTC's adopted legislative program supports protecting transportation funding and efficiencies in project delivery. Staff recommends a support position.

- ACA 1 Voter Approval Requirements for Local Tax and Bond Measures (Aguiar-Curry)*:* This bill would lower the voter threshold for local special taxes and bonds to fund affordable housing and public infrastructure projects from two-thirds to 55 percent, which is a level currently required to pass certain school bonds. Alameda CTC's adopted legislative platform supports efforts to lower the two-thirds voter threshold for voter-approved transportation measures. Staff recommends a support position.

Federal Update

Congress reached a spending deal and the president signed bills by the February 15 deadline to fund the government for the remainder of FY19. The spending package contained appropriations bills for Agriculture-FDA, Interior-Environment, Transportation-Housing and Urban Development, State-Foreign Operations, Financial Services, Commerce-Justice-Science and Homeland Security.

Federal Surface Transportation Reauthorization: The Fixing America's Surface Transportation (FAST) Act funds the nation's federal surface transportation program. The FAST Act bill was signed by President Barack Obama on December 4, 2015. The $305 billion, five-year bill was funded without increasing transportation user fees. The bill will expire in 2020.

The federal gas tax was last raised in 1993 and it is anticipated that action on development of a new transportation/infrastructure bill could take place this year and would include a particular focus on how to address funding the nation's transportation system.

During the first few weeks of March, a series of hearings were conducted in different committees on the need to address transportation and infrastructure. These hearings are initiating discussions on the need for infrastructure investments and methods to pay for it. It is anticipated that a bill could be introduced later this year to address the federal surface transportation needs. Staff will provide updates as activities on transportation reauthorization efforts continue to evolve.

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

Attachments:

A. Transportation and Housing Related Bills Discussed at PPLC
B. Text of AB 1487 (Chiu) as of March 14, 2019
C. Alameda CTC 2019 Legislative Program
D. MTC/ABAG March Summary of CASA Legislation

State Bills with a Transportation and Housing Linkage

Background

In December 2018, the Commission approved the 2019 Legislative Program, which included the following six focal areas:

- Transportation Funding
- Project Delivery and Operations
- Multimodal Transportation, Land Use and Safety
- Climate Change and Technology
- Goods Movement
- Partnerships

At both the January and February 2019 Alameda CTC Commission meetings, the Commission discussed the importance of addressing housing bills in this legislative session and directed staff to address housing bills that have a transportation relationship in the legislative work of Alameda CTC. In particular, the Commission directed the following:

- Include updates on legislation related to the CASA Compact[1], and only focus any Alameda CTC actions on the following CASA Compact Elements due to their more direct relationship with transportation:
    - 5: Minimum Zoning Near Transit)
    - 7: Expedited Approvals and Financial Incentives for Select Housing
    - 8: Unlock Public Land for Affordable Housing
    - 9: Funding and Financing the CASA Compact, and
    - 10: Regional Housing Enterprise

- Provide information only on other legislation related to the other CASA Compact Elements.
- Include housing related bills that have associated implications with transportation in future legislative updates that may not be related to the CASA compact;
- Staff will work with the Chair of the Alameda CTC Planning, Policy and Legislation Committee (PPLC) on housing related bill recommendations.

On March 4, 2019, staff reviewed and discussed a multitude of bills related to transportation and housing with the PPLC Chair, Commissioner Bauters. Many bills are currently still in spot bill format, which means that they will be amended with new language to address a specific intent. Staff will continue to work the PPLC Chair to address bills as they proceed and change through the legislative process.

[1] CASA: The Committee to House the Bay Area, https://mtc.ca.gov/our-work/plans-projects/casa-committee-house-bay-area

The following tables are broken into three separate categories to address the Commission's direction to staff regarding housing bills with a transportation nexus: Table 1) Bills related to the CASA Compact that do not have a relationship to transportation; Table 2) Legislation related to CASA Compact Elements 5, 7, 8, 9, 10; and Table 3) Housing legislation with a transportation nexus not related to the CASA Compact.

Table 1: Legislation Related to the CASA Compact Not Related to Transportation	
CASA Compact Element	**Bill Number and Author**
1: Just Cause Eviction	AB 1481 (Bonta)
2: Rent Cap	N/A
3: Rent Assistance and Access to Legal Counsel	SB 18 (Skinner)
4: Remove Regulatory Barriers to Accessory Dwelling Units	AB 68 (Ting)and AB 69 (Ting), SB 13 (Wieckowski)
6: Good Government Reforms to Housing Approval Process	AB 1483 (Grayson), AB 1484 (Grayson), SB 330 (Skinner)

Table 2: Legislation Related to the CASA Compact with Nexus to Transportation	
CASA Compact Element	**Bill Number(s), Author, Description**
5: Minimum Zoning Near Transit	SB 50 (Wiener D): **Planning and zoning: housing development: equitable communities incentive.** This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law.
7: Expedited Approvals and Financial Incentives for Select Housing	SB 4 (McGuire D) **Housing**. Under current law, various agencies administer programs to preserve and expand safe and affordable housing opportunities and promote sound community growth. This bill would state the intent of the Legislature to enact legislation that would limit restrictive local land use policies and legislation that would encourage increased housing development near transit and job centers, in a manner that ensures that every jurisdiction contributes its fair share to a housing

	solution, while acknowledging relevant differences among communities. **Spot bills:** AB 1485 (Wicks), AB 1706 (Quirk)
8: Unlock Public Land for Affordable Housing	**AB 1226 (Holden D) State highways: property leases. T**his bill would authorize the Department of Transportation to lease airspace that it owns to a city, county, or other political subdivision or another state agency for emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes, subject to specified terms and conditions. **AB 1486 (Ting D) Local agencies: surplus land**. Current law prescribes requirements for the disposal of surplus land by a local agency. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. **SB 211 (Beall D) State highways, leases**. Current law requires the Department of Transportation to consider future lease potential of areas above or below state highway projects when planning new state highway projects and requires this consideration to be accomplished by intra-department consultation among offices concerned with project development and airspace lease development. This bill would instead authorize the department to consider future lease potential of areas above or below state highway projects when planning new state highway projects and would authorize this consideration to be accomplished by intra-department consultation among offices concerned with project development and airspace lease development.
9: Funding and Financing the CASA Compact	**AB 11 (Chiu D) Community Redevelopment Law of 2019**. Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets

	specified requirements, including that the resolution of intention include a pass-through provision and an override pass-through provision. **AB 847 (Grayson D) Transportation finance: priorities: housing**. This bill would require the Department of Housing and Community Development, on or before June 30, 2020, and on or before June 30 every year thereafter, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met its very low, low-, and moderate-income housing goals, as defined, for that reporting period. The bill would require the department, if it determines that a city or county has met one of those housing goals, to submit a certification of that result to the Controller by no later than June 30 of that year. Specifically, AB 847 would: (A) Redirect the non-Article 19 funds that are currently used for bond debt service to cities and counties that meet low income housing goals and/or their very low-income housing goals; (B) Grant a 10% bonus for Local Partnership Program projects located in a city or county that has met its moderate-income housing goals; (C) Grant a 10% bonus for ATP projects located in a city or county that has met its moderate-income housing goals. **SB 5 (Beall D) Local-State Sustainable Investment Incentive Program.** This bill would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.
10: Regional Housing Enterprise	**Spot bill:** AB 1487 (Chiu)

Table 3: Legislation With Housing and Transportation Nexus, Not related to CASA	
Bill and Author	**Description**
AB 148 (Quirk-Silva D) Regional transportation plans: sustainable communities strategies.	Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region.
AB 1568 (McCarty D) General plans: housing element: production report: withholding of transportation funds.	Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met the applicable minimum housing production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum housing production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller.
AB 1717 (Friedman D) California Infrastructure and Economic Development Bank: financing.	The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank to, among other things, issue bonds, to provide financing for specified economic development projects. This bill would specify that economic development projects include, but are not limited to, high-density residential development near transit.
SB 128 (Beall D) Enhanced infrastructure financing districts: bonds: issuance.	Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the

	voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL No. 1487

Introduced by Assembly Member Chiu

February 22, 2019

An act to amend Section 65584 of the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

AB 1487, as introduced, Chiu. Land use: housing element.

The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified.

This bill would make nonsubstantive changes to that law.

Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

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

SECTION 1. Section 65584 of the Government Code, as amended by Chapter 989 of the Statutes of 2018, is amended to read:

65584. (a) (1) For the fourth and subsequent revisions of the housing element pursuant to Section 65588, the department shall determine the existing and projected need for housing for each

region pursuant to this article. For purposes of subdivision (a) of Section 65583, the share of a city or county of the regional housing need shall include that share of the housing need of persons at all income levels within the area significantly affected by the general plan of the city or county.

(2) It is the intent of the Legislature that cities, counties, and cities and counties should undertake all necessary actions to encourage, promote, and facilitate the development of housing to accommodate the entire regional housing need, and reasonable actions should be taken by local and regional governments to ensure that future housing production meets, at a minimum, the regional housing need established for planning purposes. These actions shall include applicable reforms and incentives in Section 65582.1.

(3) The Legislature finds and declares that insufficient housing in job centers hinders the state's environmental quality and runs counter to the state's environmental goals. In particular, when Californians seeking affordable housing are forced to drive longer distances to work, an increased amount of greenhouse gases and other pollutants is released and puts in jeopardy the achievement of the state's climate goals, as established pursuant to Section 38566 of the Health and Safety Code, and clean air goals.

(b) The department, in consultation with each council of governments, shall determine each region's existing and projected housing need pursuant to Section 65584.01 at least two years prior to the scheduled revision required pursuant to Section 65588. The appropriate council of governments, or for cities and counties without a council of governments, the department, shall adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county at least one year prior to the scheduled revision for the region required by Section 65588. The allocation plan prepared by a council of governments shall be prepared pursuant to Sections 65584.04 and 65584.05.

(c) Notwithstanding any other ~~provision of~~ law, the due dates for the determinations of the ~~department~~ *department*, or for the council of governments, respectively, regarding the regional housing need may be extended by the department by not more than 60 ~~days~~ *days*, if the extension will enable access to more recent critical population or housing data from a pending or recent release

of the United States Census Bureau or the Department of Finance. If the due date for the determination of the department or the council of governments is extended for this reason, the department shall extend the corresponding housing element revision deadline pursuant to Section 65588 by not more than 60 days.

(d) The regional housing needs allocation plan shall further all of the following objectives:

(1) Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low income households.

(2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

(3) Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

(4) Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

(5) Affirmatively furthering fair housing.

(e) For purposes of this section, "affirmatively furthering fair housing" means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

(f) For purposes of this section, "household income levels" are as determined by the department as of the most recent American Community Survey pursuant to the following code sections:

(1) Very low incomes as defined by Section 50105 of the Health and Safety Code.

(2) Lower incomes, as defined by Section 50079.5 of the Health and Safety Code.

(3) Moderate incomes, as defined by Section 50093 of the Health and Safety Code.

(4) Above moderate incomes are those exceeding the moderate-income level of Section 50093 of the Health and Safety Code.

(g) Notwithstanding any other ~~provision of~~ law, determinations made by the department, a council of governments, or a city or county pursuant to this section or Section 65584.01, 65584.02, 65584.03, 65584.04, 65584.05, 65584.06, ~~65584.07, or 65584.08~~ *or 65584.07* are exempt from the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

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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:

"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	• 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	• 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	• 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	• 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	• 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	• 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		• 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	• 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	• 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	• 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	• 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.

CASA-Related Bill Matrix
March 7, 2019 Draft

Related Bill(s)	Summary	Related CASA Compact Item
AB 1481 (Bonta)	Spot bill	1. Just Cause Eviction
AB 36 (Bloom)	Spot bill	2. Rent Cap
SB 18 (Skinner)	• Applicable statewide • Establishes the "Keep California Housed Act," providing for an unspecified General Fund appropriation to establish a grant program for local governments or nonprofits to apply for funding to provide emergency rental assistance and grants for local governments to provide access to legal counsel for tenants facing eviction. • Extends provisions in current law providing that tenants in month-to-month leases be granted 90-day notice before facing eviction. • Requires the Department of Housing and Community Development to post all state laws applicable to the tenant-landlord relationship on its web site.	3. Rent Assistance & Legal Counsel
AB 68 (Ting)	• Applicable statewide • Prohibits local ADU standards from (1) including requirements on minimum lot size, floor area ratio or lot coverage; (2) mandating off-street parking spaces be replaced when a garage or carport is demolished in construction of an ADU; and (3) clarifies definition of an "owner occupant" for purposes of local requirements for owner-occupancy; (4) requires an ADU (attached or detached) of at least 800 square feet and 16 feet in height to be allowed. Reduces the allowable time to issue a permit from 120 days to 60 days. Provides that if a local agency has not adopted an ordinance consistent with its provisions, the local agency shall approve permits for a "junior ADU"** ministerially	4. Accessory Dwelling Units (ADUs)
AB 69 (Ting)	• Applicable statewide • Requires HCD to propose small home building standards to the California Building Standards Commission small home building standards governing accessory dwelling units and homes smaller than 800 square feet. Authorizes HCD to notify the Attorney General if they find that an ADU ordinance violates state law. Authorizes a local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law.	4. Accessory Dwelling Units (ADUs)

Related Bill(s)	Summary	Related CASA Compact Item
SB 13 (Wieckowski)	Spot bill	4. Accessory Dwelling Units (ADUs)
SB 50 (Wiener)	• Applicable statewide • Allows upzoning within ½-mile of transit and in high-opportunity areas. Provides for a five-year deferral of bill's provisions in "sensitive communities" that would be defined by HCD in conjunction with community groups. • Defers applicability of bill in "sensitive communities" –to be defined by HCD in conjunction with local community-based organizations—until January 1, 2025. • Excludes sites that contain housing occupied by tenants or that was previously occupied by tenants within the preceding seven years or the owner has withdrawn the property from rent or lease within 15 years prior to the date of application.	5. Minimum Zoning Near Transit
AB 1483 (Grayson) *Transparency in Fees and Standards and Reporting on Development*	• Applicable statewide • Requires a city or county to compile of zoning and planning standards, fees imposed under the Mitigation Fee Act, special taxes, and assessments applicable to housing development projects in the jurisdiction. • Requires each local agency to post the list on its internet website and provide the list to the HCD and any applicable metropolitan planning organization. Requires HCD to post the information on its internet website by January 1, 2021, and each year thereafter. • Requires each city and county to annually submit specified information concerning pending housing development projects with completed applications within the city or county to HD and any applicable metropolitan planning organization. Requires HCD to post the information on its internet website by January 1, 2021, and each year thereafter.	6. Good Government/ Transparency

Related Bill(s)	Summary	Related CASA Compact Item
AB 1484 (Grayson) *Restrictions on changes in housing development fees after housing project application submitted*	• Prohibits a local agency from imposing a fee on a housing development project unless the type and amount of the exaction is specifically identified on the local agency's internet website at the time the application for the development project is submitted to the local agency. • Requires a local agency to include the location on its internet website of all fees imposed upon a housing development project in the list of information provided to a development project applicant. • Prohibits a local agency from imposing, increasing, or extending any fee on a housing development project at an amount that is in excess of those provided in that list of information. • Applicable to all cities statewide, including charter cities.	6. Good Government/ Transparency
SB 330 (Skinner)	• Until 2030, restricts downzoning or imposing building moratoria on land where housing is an allowable use either by local ordinance or by voters on the ballot. • Applicable statewide • Prohibits a city or county from conducting more than 3 de novo hearings on an application for a housing development project. • Require a city or county to either approve or disapprove a housing building permit within 12 months from when the date on which the application is deemed complete. • Prohibits minimum parking requirements for any proposed housing development. • Requires HCD to propose new "occupied substandard building" standards that meet minimum health and safety standards for occupancy to allow buildings to remain occupied in those conditions without penalty for up to seven years.	6. Good Government/ Transparency
AB 1485 (Wicks)	Spot bill	7. Streamlining
AB 1706 (Quirk)	Spot bill	7. Streamlining

Related Bill(s)	Summary	Related CASA Compact Item
AB 1486 (Ting)	Revises the definitions of "local agency" and "surplus land" applicable to the current law requirement that local agencies provide notice that the land is available for housing development. Modifies the reporting requirements to include councils of government	8. Public Lands
AB 1487 (Chiu)	Establishes the Housing Alliance for the Bay Area and authorizes it to places unspecified revenue measures on the ballot to finance affordable housing and tenant protection programs.	9. Funding 10. Regional Housing Enterprise

Related Housing Legislation

Related Bill(s)	Summary
AB 11 (Chiu)	AB 11, the "Community Redevelopment Law of 2019" would authorize a city or county or two or more cities acting jointly to form an affordable housing and infrastructure agency that could use tax increment financing to fund affordable housing and infrastructure projects. Requires establishment of new agencies be approved by the Strategic Growth Council and that expenditure plans for such agencies be aligned with the state's greenhouse gas reduction goals. A minimum of 30 percent of funds would be required to be invested in affordable housing.
ACA 1 (Aguiar-Curry)	Reduces vote threshold for local bonds or special taxes for affordable housing or public infrastructure.
AB 10 (Chiu)	Expands the state's Low Income Tax Credit program by $500 million per year, up from $94 million.
SB 5 (Beall)	• Authorizes local agencies to apply to the state to reinvest their share of ERAF (Educational Revenue Augmentation Fund) funds in affordable housing or other community improvement purposes. Sets an initial limit of $200 million per year for the first five years, growing to $250 million in 2029. • Establishes the Local-State Sustainable Investment Incentive Program which would be administered by a new Sustainable Investment Incentive Committee comprised of state agency representatives and legislative and gubernatorial appointees. • Authorizes a local government, joint-powers authority, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, or a transit village development district to apply to the committee for funding for a variety of projects, including construction of workforce and affordable housing, transit-oriented development, restoring neighborhoods, repairing infrastructure and parks, and protecting against sea level rise. • Requires at least 50 percent of funds to be allocated for affordable housing and workforce housing and for 50 percent of the units to be affordable.

Stay Informed

In 2019, MTC and ABAG are holding Legislation Committee meetings. This is where the committees will consider taking action on specific housing-related bills. Visit https://mtc.ca.gov/whats-happening/meetings for the agendas and packets, posted one week prior to each meeting.

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