



Commission Meeting Agenda Thursday, April 25, 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 March 28, 2019 Commission Meeting Minutes	1 A
6.2. Approval of Community Advisory Committee Appointment	5 A
6.3. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update	7 I
6.4. Approve the Active Transportation Program Resolution of Local Support and contract amendments for Safe Routes to Schools	15 A
6.5. Bay Fair Connector Project Update	21 I
6.6. Approve the State Transportation Assistance County Block Grant Distribution Formula and Lifeline Transportation Program Cycle 5 Update	25 A
6.7. State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472.000): Approval of Contract Amendment No. 1 to Professional Services Agreement A18-0029 with HNTB Corporation	39 A
6.8. Express Lanes Program (PN 1486002): Approval of Professional Services Agreement A19-0015 with C&M Associates, Inc. for Toll Revenue Forecasting Services	47 A
7. Community Advisory Committee Reports (3-minute time limit)	
7.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair	I
7.2. Independent Watchdog Committee – Steve Jones, Chair	I

7.3. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair 51 I

8. Planning, Policy and Legislation Committee Action Items

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

8.1. [Federal, State, Regional, and Local Legislative Activities Update](#) 59 A/I

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

10. Member Reports

11. Adjournment

Next Meeting: Thursday, May 23, 2019

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

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

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Rochelle Nason

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Vacant

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	May 9, 2019	1:30 p.m.
Finance and Administration Committee (FAC)	May 13, 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.
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.
Alameda CTC Commission Meeting	May 23, 2019	2:00 p.m.
Alameda CTC Commission Retreat	May 30, 2019	9:30 a.m.
Paratransit Advisory and Planning Committee (PAPCO)	June 24, 2019	1:30 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](http://www.AlamedaCTC.org).

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Alameda County Transportation Commission
Commission Meeting Minutes
Thursday, March 28, 2019, 2 p.m.

6.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of a representative from the City of Peidmont, Commissioner Marchand, Commissioner Miley, Commissioner Saltzman, Commissioner Thao and Commissioner Nason.

Commissioner Knox-White was present as an alternate for Commissioner Ezzy-Ashcraft. Commissioner Bacon was present as an alernate for Commissioner Mei.

Subsequent to the roll call:

Commissioner Nason and Commissioner Thao arrived during Item 4. Commissioner Miley arrived during Item 8. Commissioner Frietas and Commissioner Haggerty left after Item 8.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Valle stated that the Commission attended a legislative visit on March 20, 2019, in Sacramento to engage with legislators on infrastructure, land use, housing and workforce development. He noted that the visit included meetings with Alameda County legislative delegation members, as well as chairs of state committees, including the Senate Transportation, Senate Housing, Senate Appropriations, Assembly Housing and Assembly Appropriations committee Chairs. Chair Valle stated that select Commissioners will travel to Washington DC on April 29, 2019, and he noted that the PPLC committee identified a working group to develop comments on SB 50. Chair Valle concluded his report by providing a look ahead of upcoming Commission related events such as the Golden Sneaker Contest, the May Commission Retreat and the East Bay Greenway Project briefing scheduled in July.

5. Executive Director Report

Art Dao noted that the Executive Directors report can be found in the folders as well as on the Alameda CTC website. He thanked the Commissioners for attending the legislative visit to Sacramento. He also updated the Commission on the 7th Street Grade separation project and other funding efforts related to the Port of Oakland.

6. Consent Calendar

- 6.1. Approve the February 28, 2019 Commission Meeting Minutes
- 6.2. Approve Community Advisory Committee Appointment
- 6.3. Approve the FY2018-19 Mid-Year Budget Update
- 6.4. I-580 Express Lanes: Monthly Operation Status Update

- 6.5. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update
- 6.6. Dublin Boulevard – North Canyons Parkway Extension (PN 1483000): Approval of Project Actions to initiate the Plans, Specifications & Estimate (PS&E) Phase
- 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

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

- Yes: Ortiz, Haggerty, Cox, Carson, Knox White, Nason, Arreguin, Haubert, Bauters, Bacon, Halliday, Freitas, Kaplan, Thao, Thorne, Valle, Cutter, Dutra-Vernaci
- No: None
- Abstain: None
- Absent: Marchand, Miley, Saltzman

7. Community Advisory Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

Steve Jones, IWC Chair, stated that the IWC committee met on March 11, 2019 and received an orientation on Measure B and Measure BB Direct Local Distribution (DLD) Audit and Compliance Reports review process from staff. He also noted that there was a motion to instruct the agency to provide comma separated data to all IWC members for their review of the compliance and audit reports however, the motion failed. He concluded by stating that the committee established a subcommittee to develop the 17th IWC Annual Report to the Public and the next meeting will be held on July 8, 2019.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

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

Tess Lengyel introduced Michael Tree, LAVTA's Executive Director. Mr. Tree provided a project overview and information on scoping, funding and outreach.

Commissioner Haggerty noted that \$588 million in funding has been identified by Alameda County to complete the portion of the project that is in Alameda County and he noted the countywide benefits of the project.

Commissioner Cutter asked if funding identified in the expenditure plan for the BART to Livermore project can be moved to the Valley Link project. Mr. Dao noted that since the BART Board has decided not to move forward with the BART to Livermore project, the Commission can take steps to amend the TEP and get the needed approvals to move the funding to the Valley Link project.

Commissioner Kaplan questioned if there will be an option to switch the trains to electric-operation in case there are times the rail needs to go through sections that are not battery-based. Mr. Dao noted that this is doable.

Commissioner Kaplan encouraged having a later service end time in consideration of evening commuters.

Commissioner Arreguin asked if there had been any decisions made regarding what portion of the project will start first. Mr. Tree noted that the Authority is looking at early phasing options to have connectivity to ACE, considering that Alameda County has potential funding identified for this project.

Commissioner Valle wanted information on next steps in the development of the project. Mr. Tree stated that the feasibility study and funding plans are underway and a construction schedule and project delivery schedule should be completed over the next few weeks.

9. Planning, Policy and Legislation Committee Action Items

9.1. Federal, state, regional, and local legislative activities update

Tess Lengyel stated that the PPLC recommended several positions on both transportation bills and bills that have a transportation and housing nexus for Commission approval. 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

Commissioner Bauters motioned to approve the committee's recommendation with the following adjustments:

- AB 148- Support if amended to align language in bill with the governors proposed housing expenditure plan and timeline
- AB 847- Move to watch position
- SB 5- Support if amended to add specific language to include infrastructure for school construction
- SB 4- Move to the Commission appointed working group for vetting

Commissioner Knox-White wanted to know if the Committee had considered SB 152 and AB 1713. Ms. Lengyel stated that staff is still working to vet through several bills and would be bringing bills forward through the Committee as they are analyzed.

Commissioner Kaplan seconded the motion. The motion passed with the following vote:

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

Ms. Lengyel then provided information on the CASA compact and AB 1487, which was amended in the Assembly on March 26, 2019. There was discussion among the Commission regarding the bill.

Commissioner Kaplan wanted to know what specific taxes the proposed entity would have the authority to levy. Mr. Dao noted that the bill authorizes the creation of a regional housing entity, which would have the authorization to create agency policy that identifies potential funding sources. Mr. Wasserman stated that given the nature of the housing crisis, the Commission may wish to exercise caution when limiting the types of funding that can be authorized by the proposed entity.

Commissioner Arreguin and Commissioner Ortiz questioned the origin of funding and commented on the need for funding to be spread equitably across the region.

Commissioner Kaplan made a motion for the Commission to take an oppose unless amended position on the bill. The desired amendments on the bill are to include the following:

- Language stating that the Association of Bay Area Governments will be the named governing entity to administer CASA
- Language stating that funding sources will specifically allow revenue raising options to come from a jobs/housing imbalance fee
- Language stating that no less than 50% of revenue be allocated regionally instead of remaining in the county or origin

The motion passed with the following votes:

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

10. Member Reports

11. Adjournment

The next meeting is Thursday, April 25, 2019 at 2:00 p.m.

Alameda CTC Community Advisory Committee Appointment Detail for Mayor Jerry Thorne, City of Pleasanton

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

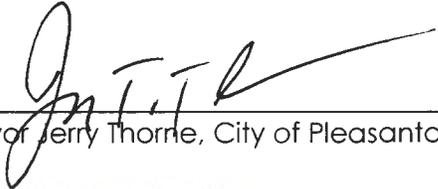
Paratransit Advisory and Planning Committee (PAPCO)

Reappoint
(action required)

Carmen Rivera-Hendrickson
[Redacted]
[Redacted]
[Redacted]

Term Began: June 2016
Term Expires: June 2018

04/09/19
Date



Mayor Jerry Thorne, City of Pleasanton

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 mail, email, or fax to:

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

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Memorandum

6.3

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DATE: April 18, 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 **Updates**

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 March 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 Thornton Middle School Conversion Project in Fremont
- B. Response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the City of Pleasanton Downtown Specific Plan

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March 13, 2019

John Chwastyk
Director of Facilities
Fremont Unified School District
4210 Technology Drive
Fremont, CA 94538

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Thornton Middle School Conversion Project in Fremont

Dear Mr. Chwastyk,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Thornton Middle School Conversion Project. The project site is located at 4357 Thornton Avenue in northern Fremont. The site is approximately 18 acres in size, bordered by the residential subdivision south of Oak Street to the Northeast, Thornton Avenue/State Route 84 to the Southeast, Coronado Drive to the Southwest, and the Rancho Coronado Gardens subdivision to the Northwest. The site currently contains the existing Thornton Junior High School campus (Thornton) with 43 classrooms. The proposed project would demolish the existing school entrance building and build a new 9,560 square-foot structure to replace it; a series of four new two-story classroom structures totaling 35,400 square feet oriented to create courtyard-style outdoor learning spaces; and a 485 square foot addition to an existing building. Additionally, the Project will include reconfigurations and structural upgrades to the school locker room; facility modernizations to the existing multi-use room, modular buildings, and various classroom buildings; redevelopment of campus hardtop play areas; creation of new parking areas and a vehicle turnaround; and campus-wide Information Technology upgrades.

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 may generate 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <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 Fremont and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be

submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda 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:
 - State Route 84 (Thornton Ave, Peralta Blvd, Mowry Ave), Interstate 880, Fremont Blvd, Paseo Padre Pkwy, and Central Ave.
 - 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, Amtrak, and the Altamont Corridor Express
 - 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 Fremont Blvd Bike Lane, Thornton Ave Bike Lane
 - 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 1/2 mile of a transit corridor
 - 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, as applicable.

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. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

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

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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March 18, 2019

Richard Patenaude
Contract Planner
City of Pleasanton
Community Development Department
P.O. Box 520
Pleasanton, CA 94566

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the City of Pleasanton Downtown Specific Plan

Dear Mr. Patenaude,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Pleasanton Downtown Specific Plan. The plan covers 319 acres in central Pleasanton. The Plan area is approximately bound by the Alameda County Fairgrounds to the west; the Arroyo del Valle and Union Pacific Railroad tracks to the north; portions of Second and Third Streets to the east; and Bernal Avenue to the south. The proposed Plan provides a policy framework which would apply to new development and redevelopment within the Plan area, as well as streetscape changes.

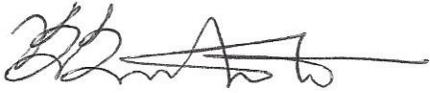
The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- Impact 3.12-1 of the DEIR considers the impacts of the proposed Plan on the existing circulation system. However, it does not include an analysis of the CMP routes including I-680, which was identified in our response to the Notice of Preparation of the DEIR dated April 9, 2018. Please include an impact analysis for I-680 in the DEIR.
- The proposed Plan area is adjacent to the Alameda County Fairgrounds. However the DEIR does not consider potential impacts due to special event traffic. The DEIR should consider potential impacts during events at the Fairgrounds.
- Alameda CTC acknowledges that under Impact 3.12-2 the DEIR indicates that any future development within the Plan area that generates more than 100 peak-hour trips would be required to evaluate, and potentially mitigate any identified traffic impacts.
- Alameda CTC also acknowledges that under Impact 3.12-6, the DEIR states that the proposed Plan uses a Complete Streets approach intended to improve the safety of transit and bicycle

facilities, and that amendments to the City's Bicycle and Pedestrian Master Plan will ensure avoiding any future conflicts.

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,

A handwritten signature in black ink, appearing to read 'Saravana Suthanthira', with a long horizontal flourish extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



Memorandum

6.4

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

DATE: April 18, 2019

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Leslie Lara-Enríquez, Associate Program Analyst

SUBJECT: Active Transportation Program Grant Award

Recommendation

It is recommended that the Commission take the following actions related to the \$3,761,000 of Cycle 4 Regional Active Transportation Program (ATP) funding recommended by the Metropolitan Transportation Commission (MTC) for the Alameda County School Travel Opportunities program:

- 1) Approve Alameda CTC Resolution 19-002, committing the necessary matching funds and stating assurance to complete the project (Attachment A);
- 2) Allocate \$418,000 of discretionary Measure B Bike and Pedestrian funding to provide the local matching funds; and
- 3) Authorize the Executive Director to execute amendments to the existing three Safe Routes to Schools professional services agreements to incorporate the ATP funding, local Measure B matching funds and associated scope of work, as follows:
 - Agreement No. A17-0075 with Alta Planning + Design, Inc. — Amendment No. 2 for an additional \$237,263 for a total not-to-exceed amount of \$2,937,263 for Direct Student Safety Training services;
 - Agreement No. A17-0076 with Alta Planning + Design, Inc. — Amendment No. 3 for an additional \$35,974 for a total not-to-exceed amount of \$1,266,727 for School Site Assessments, Data Collection and Analysis and Program Evaluation services; and
 - Agreement No. A17-0077 with Toole Design Group, LLC — Amendment No. 3 for an additional \$473,313 for a total not-to-exceed amount of \$3,218,388 for Education and Outreach services.

Summary

The Alameda CTC is recommended by MTC to receive \$3.761 million of Cycle 4 ATP funding to implement a new program that expands the SR2S program to new schools while also combining it with the educational curriculum of the Student Transit Pass Pilot (STPP) program. MTC requires a Resolution of Local Support by May 1, 2019 (Attachment A). Additionally, an allocation of \$418,000 of discretionary Measure B funding is requested to provide the required local matching funds. The ATP funding is scheduled for final approval by the California Transportation Commission (CTC) in June 2019. Subsequent to the approval, the Alameda CTC will amend the contracts, as authorized, to include the subject funding and scope in time for the School Travel Opportunities program to start early September 2019.

Background

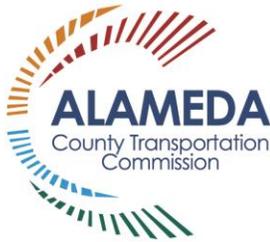
The Alameda County SR2S program is a countywide program that promotes safe walking, bicycling, carpooling and the use of transit to travel to and from school. The program is now in its 13th year of operations. In July 2018, staff applied for \$3.761 million of Cycle 4 ATP funding to implement a new School Travel Opportunities Program, which fully integrates two of Alameda CTC's effective active transportation programs—Safe Routes to Schools and the Student Transit Pass Pilot (STPP) Program. The new program will bring the SR2S program to approximately 70 new schools and integrate it with the STPP education curriculum, which specifically targets upper grade students' transportation needs. Program implementation is modeled after Alameda CTC's innovative Access Safe Routes Pilot Program, which provides tailored support to under-resourced schools in the initial year of implementation in order to identify and address the barriers to increased use of active modes while at the same time building internal leadership that results in a more sustainable program in the long term. The total program cost is \$4,179,000 for four years.

MTC recommended the application for Regional ATP funding and has requested a resolution of local support by May 1, 2019 (Attachment A). The Regional ATP program is scheduled for final approval by the California Transportation Commission (CTC) at its June 30-31, 2019 meeting. The program is scheduled to start early September 2019.

Fiscal Impact: The fiscal impact of approving the recommended actions will be that allocated funds will be encumbered for subsequent expenditures. The encumbered funds and expenditures will be included in the Alameda CTC budget for the fiscal years of expenditure.

Attachment:

- A. Alameda CTC Resolution 19-002, Resolution of Local Support for Regional ATP Funding

**Commission Chair**

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board President Elsa Ortiz

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

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ALAMEDA COUNTY TRANSPORTATION COMMISSION**Resolution of Local Support****Resolution No. 19-002****Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the project**

WHEREAS, Alameda County Transportation Commission (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$3,761,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Alameda County School Travel Opportunities Program (herein referred to as PROJECT) for the 2019 Regional Active Transportation Program (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code § 182.6, § 182.7, and § 2381(a)(1), and California Government Code § 14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, April 25, 2019 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Richard Valle
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission



Memorandum

6.5

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

DATE: April 18, 2019

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Bay Fair Connection Project Update

Recommendation

This item is to provide the Commission with an update on the Bay Fair Connection project. This item is for information only.

Summary

At the September 2018 meeting, the Commission requested that BART, the project sponsor for the Bay Fair Connection Project, perform additional outreach and coordination with policy makers and elected representatives to discuss the project planning and development stage. BART has performed the requested additional outreach and is ready to proceed with the next steps of the planning stage which include community outreach and engagement.

BART is the Sponsor of the Bay Fair Connection Project (Project) (PN 1433.000), a named project in the 2014 Transportation Expenditure Plan (TEP) with a total Measure BB commitment of \$100 million. The Project, located in the City of San Leandro, will modify the Bay Fair BART Station and its approaches to accommodate one or more additional tracks and passenger platforms at the junction of the San Francisco, Fremont and Dublin/Pleasanton BART lines (See Attachment A: Project Fact Sheet).

The project is intended to provide for efficient train service and operational flexibility as ridership increases and new destinations are added to the existing BART lines. The planned improvements include station modernization and modifications to switches, tracks, crossovers, train control, signaling, and the traction power system.

The proposed physical infrastructure will make it possible for passengers traveling between Silicon Valley and the Tri-Valley to have either a one-seat ride or a timed transfer (either where the passenger crosses the platform to another train or where the passengers steps off the train, waits one minute to step onto the next train). The planned improvements will also allow for bringing trains into service, taking trains out of service,

and for coupling/decoupling them in the Bay Fair station area. Two general options are being considered: East Platform placement and West Platform placement.

Background

The BART Bay Fair Connection Project is a named capital project included in the 2014 Transportation Expenditure Plan with a Measure BB commitment of \$100 million.

In March 2015, as part of the 2016 Comprehensive Investment Plan, the Commission allocated up to \$100,000 for scoping and project development activities to better define project scope and costs (and authorizing PFA A16-0003). BART's work for the initial project scoping included an evaluation of two platform placement alternatives: East and West. Key implementation issues for each option were evaluated and preliminary concepts were prepared. BART has completed the project deliverables for PFA A16-0003.

Project Funding Agreement No. A19-0006 authorizes an additional \$575,000 for continued scoping and planning activities. While considering approval of PFA A19-0006 in September 2018, the Commission required additional outreach and coordination as a pre-requisite for beginning activities funded through PFA A19-0006. BART is ready to proceed with the next steps of the planning stage which include community outreach and engagement.

Table A below shows a summary of the Measure BB funding commitment and the encumbrances to date for project activities.

Table A: Summary of Project Measure BB Funding Commitment BART Bay Fair Connection Project		
Description	Encumbered Amount	Commitment Balance
TEP Project Commitment (November 2014)	N/A	\$ 100,000,000
A16-0003: Scoping Phase PFA (March 2015) (Committed amount adjusted at closeout)	\$ 84,553	\$ 99,915,447
A19-0006: Scoping Phase PFA (September 2018)	\$ 575,000	\$ 99,340,447

Fiscal Impact: There is no fiscal impact associated with this item.

Attachment:

- A. Project Fact Sheet

PROJECT OVERVIEW

The San Francisco Bay Area Rapid Transit (BART) District, in partnership with the Alameda County Transportation Commission (Alameda CTC), proposes improvements at the Bay Fair station in San Leandro.

The project would modify the BART Bay Fair Station to construct a third station track and second passenger platform. Some switches and tracks would be added. Modifications would be made to train signaling and other related systems. Bay Fair BART rider facilities, such as escalators, elevators, stairs, signs and lighting, would be upgraded to the latest design standards. Different station configurations will be examined for benefits and impacts with results discussed with the public.

Since the successful passage of Alameda County's Measure BB, BART has moved forward with initial scoping efforts to define the project components and delivery plan. Two general station placement options have been identified for further evaluation in the current Scoping/Planning phase and eventual clearance in the subsequent environmental phase.



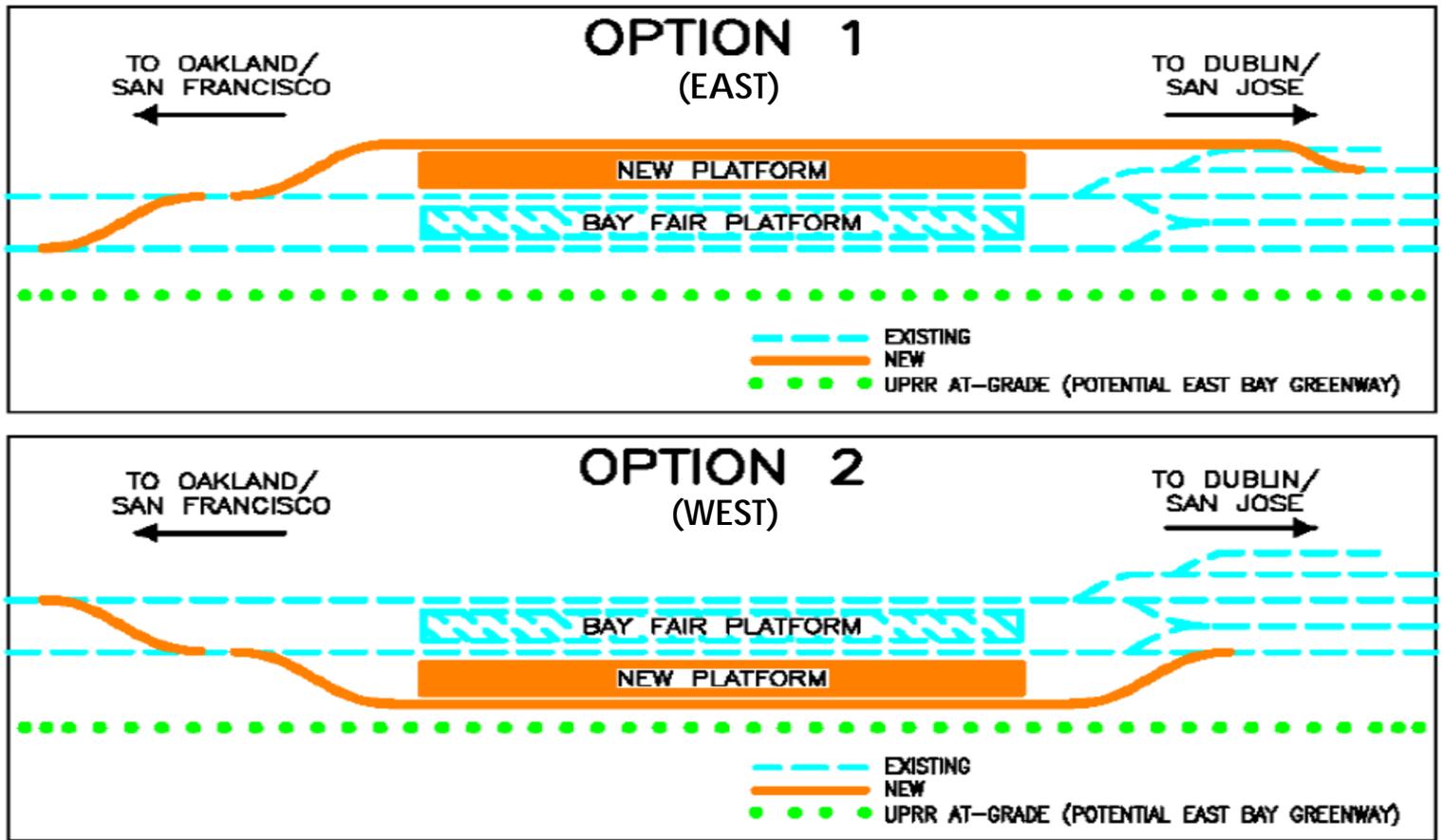
PROJECT NEED

Bay Fair Connection is a key improvement required for:

- The expansion of BART capacity as described in BART Metro, BART's vision for meeting future ridership demand.
- Addressing the increasing Regional and inter-regional congestion in the I-880 Corridor to improve air quality and reduce greenhouse gases and other emissions associated with automobile use.
- A more convenient, effective, and efficient connection to serve the core BART system where demand is highest and preserve flexibility for many potential service options due to an increasing number of passengers commuting between the Tri-Valley (and Silicon Valley).

PROJECT BENEFITS

- Provides new track and station platform to better facilitate transfers between lines.
- Modernizes Bay Fair Station to improve customer experience.
- Ensures reliable train service in Alameda County and elsewhere.
- Travel-time savings for riders transferring at Bay Fair.
- Potential Alameda County Transbay service enhancements nights and weekends



Layout options for station placement and associated station and track layouts.

UPRR- Union Pacific Railroad

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

Scoping/PE/Environmental	\$5,600
Final Design – Plans, Specifications and Estimates (PS&E)	TBD
Right-of-Way	TBD
Utility Relocation	TBD
Construction	TBD
Total Cost¹	\$200,000-\$250,000

¹Based upon initial scoping completed in April 2016.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$100,000
Regional	\$0
State	\$0
Federal	\$0
Total Revenues	\$100,000

STATUS

Implementing Agency: BART

Current Phase: Scoping/Planning

PARTNERS AND STAKEHOLDERS

BART, City of San Leandro, Alameda CTC, and the Metropolitan Transportation Commission

SCHEDULE BY PHASE

	Begin	End
Initial Scoping	Spring 2015	Spring 2016
Scoping/Planning	Fall 2018	Fall/Winter 2019
Preliminary Engineering/Environmental	Early 2020	Late 2021

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



Memorandum

6.6

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

DATE: April 18, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the State Transportation Assistance County Block Grant Distribution Formula and Lifeline Transportation Program Cycle 5 Update

Recommendation

It is recommended that the Commission approve the following actions related to the Alameda County State Transit Assistance (STA) Block Grant Program as required by the Metropolitan Transportation Commission (MTC):

1. Approve Resolution 19-003 (Attachment A), regarding the STA Block Grant funding distribution formula for FYs 2019-20 and 2020-21.
2. Approve programming an additional \$209,880 of STA funding available for the Cycle 5 Lifeline Transportation Program (LTP), as follows:
 - a. \$104,940 to BART's Cycle 5 LTP project for Coliseum Elevator Renovation
 - b. \$104,940 to Union City Transit's Cycle 5 LTP project for Route 2 Operations.

Summary

STA is the State's flexible transit funding program which may be used for capital or operating purposes and is an important source of transit operations funding. Traditionally, MTC has directed its share of STA to transit operators through various discretionary and formula-based programs. Starting in FY 2018-19 MTC changed the way it distributes a portion of its STA funding, directing it to the region's County Transportation Agencies through a new STA County Block Grant Program. The county-level programs are due annually to MTC by May 1st. For FYs 2019-20 and 2020-21, staff is recommending the same program structure approved in FY 2018-19, with a minor adjustment to the distribution within the Affordable Student Transit Pass Program (ASTPP) sub-category to reflect estimated program participation. Attachment B details the minor change within the ASTPP sub-category between the approved and proposed formulas, and Attachment C shows the formula distribution of the FY 2019-20 STA Block Grant fund estimate.

The Cycle 5 Lifeline Transportation Program (LTP) was approved by the Commission in February 2018. Since that time, MTC has revised the fund estimate to reflect the actual STA revenue received for LTP Cycle 5, which includes an additional \$209,880 of STA funding. AC Transit's and LAVTA's Cycle 5 LTP applications were fully funded in the original program approval. Thus, it's recommended the two partially funded projects in the program, sponsored by BART and Union City, split the funding that's available and each receive \$104,940 of additional funding above the amounts previously approved for Cycle 5. The adjusted Cycle 5 Lifeline Program is detailed in Attachment D.

Background

The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while the Population-Based program distributes funds to the State's regional transportation planning agencies, including MTC, based on their share of California's population.

On February 28, 2018, MTC approved Resolution 4321 which established a new policy for the distribution of STA Population-Based funds in the nine-county Bay Area region. Under MTC Resolution 4321, County Transportation Agencies are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program: small and north county operator minimum shares, mobility management program requirements, MTC approval for STA fund exchanges, coordinated claim/submission deadline, performance measures, and annual reporting requirements.

Additionally, through SB 1, the level of STA funding generated was raised by an increase in the diesel sales tax rate of 3.5 percent. These funds augmented the existing STA program and comprise roughly 50% of the total STA funding directed by MTC to the STA County Block Grant Program.

Alameda County's STA Block Grant Program

Commencing with fiscal year (FY) 2018-19, MTC's STA County Block Grant allows each county to determine how best to invest in transit operating needs, including paratransit and lifeline transit services. Each county's STA share of the County Block Grant Program is based on a county's total share of each of the three program categories in MTC's original STA Resolution 3837 formula (Northern Counties/Small Operators Program, Regional

Paratransit Program, and the Lifeline Transportation Program). Alameda County's total share is 17.68%.

In April 2018, the Commission approved directing the annual STA Block Grant funds to three distinct STA Block Grant program categories, consistent with how MTC traditionally distributed the funds under its prior Population-based STA program, as follows:

- Small Operator Guarantee (24%),
- Regional Paratransit/Mobility Management (25%), and
- Lifeline/Means-based Program (51%); which is to be further divided into two sub-categories, as follows:
 - 50% to Affordable Student Transit Pass Program (ASTPP) (25.5% of total STA)
 - 50% to Lifeline Transportation Program (LTP) (25.5% of total STA)

For the Small Operator Guarantee and Regional Paratransit/Mobility Management categories the approved funding distribution by operator is consistent with the level of funding operators received previously under MTC's prior STA program. For the Lifeline/Means-based category, half of the funds are directed towards the ASTPP, based on operators' share of ASTPP program participation and half are directed to transit operators for Lifeline projects serving MTC-defined Communities of Concern (COCs) or other low-income communities. Within the Lifeline sub-category, operators can choose which projects to fund, but are required to report annually on the projects that were funded in the prior year and the community benefits.

FYs 2019-20 and 2020-21 STA Block Grant Program

For FY 2019-20 and 2020-21, no changes are proposed to the program's categories and sub-categories. Additionally, no changes are proposed to the distribution of funding to operators, with the exception of a minor adjustment within the ASTPP sub-category, where the operator percentages have been updated to reflect each operator's projected ASTPP participation for FY 2019-20. Attachment B highlights the updated shares within the ASTPP sub-category.

Per MTC's initial FY 2019-20 STA Fund Estimate, Alameda County's estimated new STA Block Grant revenue is \$9,300,688. This estimate may change depending on the actual STA revenue generated. Attachment C applies the distribution formula to the FY 2019-20 STA Block grant fund estimate and identifies the operators' total share of STA Block Grant funding.

Changes to the operators' shares are to be reported to MTC by May 1st of each year. Moving forward, it's proposed that updates to the distribution formula for the Alameda CTC STA Block Grant Program be coordinated with the biennial Comprehensive Investment Plan (CIP) process, which provides an opportunity to reconfirm the STA formula every other year.

Lifeline Cycle 5 Adjustment

The Cycle 5 Lifeline Transportation Program (LTP) was approved in February 2018. At that time it was scheduled to be the last discretionary Lifeline funding cycle with future STA programmed through MTC's new County Block Grant Program. Subsequent to the Cycle 5 LTP approval by MTC last summer, the actual STA revenue for Cycle 5 identified exceeded the estimated 5% of the fund estimate that had been held in reserve by an additional \$209,880. The 5% reserve amount is programmed to AC Transit's Cycle 5 project. Because AC Transit's project is fully funded with the availability of the 5% reserve funding, staff recommends programming the remaining \$209,880 of additional Cycle 5 STA reserve funds to the two partially funded projects in the program, sponsored by BART and Union City. It's recommended that each project receive half of the available funding (\$104,940 each) in addition to the amounts previously approved for Cycle 5. Attachment D details the originally-approved Cycle 5 program and the programming recommendation for the additional reserve funding.

Next Steps

An approved STA Block Grant resolution is due to MTC by May 1, 2019. Transit operators will have additional time in late spring/early summer to submit their STA funding claims to MTC and identify projects for each program category. In FY 2019-20, Alameda CTC will coordinate with transit operators to fulfill the annual reporting requirements, due annually to MTC. For the Lifeline Cycle 5 program, MTC is scheduled to approve the program adjustment in May 2019.

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

Attachments:

- A. Alameda CTC Resolution 19-003, Alameda County STA Block Grant Program
- B. Alameda County STA Block Grant Program, ASTPP Distribution Changes Detail
- C. Alameda County STA Block Grant Program Distribution Formula Detail
- D. Revised Cycle 5 Lifeline Transportation Program



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Executive Director
Arthur L. Dao

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 19-003**

**Approval of the Distribution Formula for
Alameda County's STA County Block Grant Program**

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

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

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

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

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

WHEREAS, MTC annually adopts the region's Fund Estimate for STA Population-Based (Public Utilities Code § 99313) funds, which estimates the total funding available for the STA County Block Grant Program; and

EXHIBIT A

Alameda County STA Block Grant Program - Funding Distribution		
<u>Program Category</u>	<u>% of STA Program</u>	<u>% of Category</u>
Small Operator Guarantee	24%	100%
LAVTA		74%
Union City Transit		26%
Regional Paratransit / Mobility Management	25%	100%
AC Transit (For East Bay Paratransit Service)		91%
LAVTA		5%
Union City Transit		4%
Lifeline / Means-based Program	51%	100%
Affordable Student Transit Pass Program:	25.5%	50% of Category, as follows:
AC Transit		88%
BART (not currently participating in the ASTPP)		0%
LAVTA		8%
Union City Transit		4%
Lifeline Transportation Program:	25.5%	50% of Category, as follows:
AC Transit		72%
BART		24%
LAVTA		3%
Union City Transit		1%
Total STA Funding Distribution	100%	

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Alameda County STA Block Grant Program		Approved FY 2018-19		Proposed FYs 2019-20 and 2020-21	
<u>Program Category</u>	<u>% of STA Program</u>	<u>% of Category</u>	<u>% of STA Program</u>	<u>% of Category</u>	Change
Small Operator Guarantee	24%	100%	24%	100%	
LAVTA		74%		74%	0%
Union City Transit		26%		26%	0%
Regional Paratransit / Mobility Management	25%	100%	25%	100%	
AC Transit (For East Bay Paratransit Service)		91%		91%	0%
LAVTA		5%		5%	0%
Union City Transit		4%		4%	0%
Lifeline / Means-based Program	51%	100%	51%	100%	
Affordable Student Transit Pass Program:	25.50%	50% of Category:	25.50%	50% of Category:	
AC Transit		89%		88%	-1%
BART (not currently participating in the ASTPP)		0%		0%	0%
LAVTA		7%		8%	1%
Union City Transit		4%		4%	0%
Lifeline Transportation Program:	25.50%	50% of Category:	25.50%	50% of Category:	
AC Transit		72%		72%	0%
BART		24%		24%	0%
LAVTA		3%		3%	0%
Union City Transit		1%		1%	0%
Total STA Funding Distribution	100%		100%		

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STA County Block Grant Funding Distribution for Alameda County, March 2019

Based on FY 2018-19 Distribution Formula, as approved April 2018

Alameda County's Share of FY 2019-20 STA Fund Estimate ¹

\$ 9,705,826

Program Category	% of Program	Funding by Category/Operator	% of Category
Small Operator Guarantee²		\$ 2,329,398.24	100%
LAVTA	24%	\$ 1,723,754.70	74%
Union City Transit		\$ 605,643.54	26%
Regional Paratransit / Mobility Management²		\$ 2,426,456.50	100%
AC Transit (For East Bay Paratransit Service)	25%	\$ 2,212,928.33	91%
LAVTA		\$ 128,602.19	5%
Union City Transit		\$ 84,925.98	4%
Lifeline/Means-based Program (50% reserved for Low Income Student Riders on ASTPP; 50% to Lifeline Program)	51%	\$ 4,949,971.26	100%
Affordable Student Transit Pass Program^{3,4}	25.5%	\$ 2,474,986	50%
AC Transit		\$ 2,177,987.35	88%
BART (not currently participating in ASTPP)		\$ -	0%
LAVTA		\$ 197,998.85	8%
Union City Transit		\$ 98,999.43	4%
Lifeline Program^{5,6}	25.5%	\$ 2,474,985.63	50%
AC Transit		\$ 1,781,989.65	72%
BART		\$ 593,996.55	24%
LAVTA		\$ 74,249.57	3%
Union City Transit		\$ 24,749.86	1%
Total STA Fund Distribution	100%	\$ 9,705,826.00	

Total by Operator		
Agency	Total \$	% Total
AC Transit	\$ 6,172,905	63.60%
BART	\$ 593,997	6.12%
LAVTA	\$ 2,124,605	21.89%
Union City Transit	\$ 814,319	8.39%
Total FY 2019-20	\$ 9,705,826	100%

Notes:

1. Alameda County's share of MTC's County Block Grant Program is 17.68%; amount includes \$9,300,688 of new revenue and \$405,138 of projected carryover from FY 2018-19; Source: MTC FY 2019-20 Fund Estimate, released Feb 2019.
2. Small Operator and Regional Paratransit shares by operator are consistent with MTC's current formula.
3. Sets aside 50% of the Lifeline/Means-based program category for the Affordable Student Transit Pass Program (ASTPP).
4. Formula Distribution to Operators for ASTPP is based on estimated ASTPP participation for FY 2019-20.
5. Sets aside 50% of the Lifeline/Means-based program category for the Lifeline Program.
6. Formula Distribution to Operators for Lifeline based on operators' share of low income ridership; Source: MTC compiled survey data, 2012-2017.

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Cycle 5 Lifeline Transportation Program - 2019 Program Adjustment

Lifeline Cycle 5 - Adjusted Fund Estimate			
STA	STA Reserve	FTA Section 5307	Total Funding
\$ 3,273,938	\$ 293,629	\$ 1,514,825	\$ 5,082,392

Sponsor	Project	Description	Lifeline Funding Request	Total Project Cost	Funding Programmed, Feb 2018			Lifeline 2019 Adjusted Total	Notes
					STA	STA Reserve	FTA Section 5307		
AC Transit	Preservation of Existing Service in Communities of Concern	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	\$ 3,650,000	\$ 35,541,400	\$ 2,051,426	\$ 83,749	\$ 1,514,825	\$ 3,650,000	1
LAVTA	Route 14 Operating Assistance	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	\$ 320,000	\$ 1,090,000	\$ 320,000	\$ -	\$ -	\$ 320,000	
BART	Coliseum BART Elevator Renovation Project	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	\$ 1,440,000	\$ 1,800,000	\$ 720,000	\$ 104,940	\$ -	\$ 824,940	2, 3
Union City Transit	Operations Support for Route 2	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established community of concern in Union City.	\$ 1,252,411	\$ 1,565,514	\$ 182,512	\$ 104,940	\$ -	\$ 287,452	3
Total Requested:			\$ 6,662,411		Total 2018 Programmed:	\$ 3,273,938	\$ 83,749	\$ 1,514,825	\$ 5,082,392
					Total 2019 Adjustment:	\$ -	\$ 209,880	\$ -	\$ -
					Revised Total:	\$ 3,273,938	\$ 293,629	\$ 1,514,825	\$ 5,082,392

Notes:

1. CMAs were instructed to program up to 95% of the STA fund estimate and identify a single project to receive the remaining 5% which is to be held in reserve by MTC until the actual STA revenue is received. The identified recipient project was AC Transit's Preservation of Existing Service in Communities of Concern. Regarding the 2019 program adjustment: MTC has confirmed that the \$83,749 "5% STA Reserve" is available, which means AC Transit's Lifeline Cycle 5 project will be fully funded.
2. BART staff have confirmed that other funding will be committed to the project to deliver the full project scope of two elevators.
3. With the AC Transit and LAVTA Cycle 5 projects having been fully funded through the original Cycle 5 program, approved February 2018, the \$209,880 of additional STA revenue that's available is proposed to be split evenly between the remaining two funded projects, BART Coliseum Elevator Renovation and Union City Transit Route 2 Operations.

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Memorandum

6.7

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

DATE: April 18, 2019

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Jhay Delos Reyes, Senior Transportation Engineer

SUBJECT: State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472.000): Approval of Contract Amendment No. 1 to Professional Services Agreement A18-0029 with HNTB Corporation

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A18-0029 with HNTB Corporation (HNTB) for an additional amount of \$1,200,000 for a total not-to-exceed amount of \$2,516,750 and a 14-month extension to provide professional engineering services for the State Route 262 (SR 262) (Mission Boulevard) Cross Connector Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Mission Boulevard Cross Connector Project located in the City of Fremont. Mission Boulevard is a regionally significant corridor that facilitates movement of commuter, commercial and local traffic between Interstate 680 (I-680) and Interstate 880 (I-880) to the Silicon Valley. Recurring traffic congestion due to high travel demand volumes on Mission Boulevard throughout the week during the morning and afternoon commutes results in vehicle delay and disruption of local traffic circulation. The Project is currently in the Scoping phase and will develop alternatives that will address these issues, as well as increase safety for all users, and improve traffic operations through the Project area at a local and regional level. Additional details can be found in the Project Fact Sheet provided as Attachment A.

The project was approved through the 2018 Comprehensive Investment Plan with an allocation of \$9.0 million for the Planning/Scoping (Scoping) and Preliminary Engineering/Environmental phases (PE/Env). Alameda CTC, through a competitive selection process, selected and awarded contract A18-0029 for Scoping phase services to HNTB in April 2018.

In June 2018, Regional Measure 3 (RM3, CA SB 595) was passed by the nine county Bay Area. The RM3 expenditure plan earmarks \$15.0 million for the "I-680/I-880/Route 262 Freeway Connector." In order to comply with the RM3 project description, additional alternatives for a direct freeway-to-freeway connector will need to be evaluated. This will require a much broader study area than was originally envisioned as shown in Attachment B. The estimated cost to perform the expanded studies and develop additional alternatives is \$1,200,000.

The recommended action would increase the not-to-exceed amount for agreement number A18-0029 with HNTB by \$1,200,000, for a total not-to-exceed amount of \$2,516,750 and authorize a 14-month extension through December 31, 2020 to provide the additional engineering services necessary to complete the scoping phase services for the Project. HNTB is an Alameda CTC Local Business Enterprise. A summary of all contract actions related to Agreement No. A18-0029 is provided in Table A.

Background

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

Several studies have previously been conducted including a Conceptual Design Alternative Study, Traffic Forecast Report, Existing Conditions Report, I-680/I-880 Corridor Study, and Mission Boulevard (SR-262) Express Lane Project Feasibility Study. None of the studies resulted in a scoping document that would meet the requirements for a Project Initiation Document that could be approved for a Caltrans owned facility.

In April 2018, under a competitive selection process, HNTB was selected by Alameda CTC to provide Scoping Phase services including developing alternatives, completing a comprehensive traffic study and preparing a Project Study Report (PSR) as the accepted Project Initiation Document. The initial strategy focused on near term localized improvements.

In July 2018, RM3 was approved by voters and included \$15.0 million for the "I-680/I-880/Route 262 Freeway Connector." As described, the project would "connect I-680 and I-880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety". In order to comply with the RM3 project description, alternatives for a direct freeway-to-freeway connector must be evaluated as part of the scoping document. To accommodate the additional alternatives, the project study footprint will need to be expanded, as shown in Attachment B, to include the evaluation of traffic along I-880 (approximately 2 miles north and south of the I-880 off-ramp at SR 262) and along I-680 (approximately 1 mile north and 2-1/2 miles south of the I-680 ramps at SR 262). Incorporation of RM3 funds facilitates the project development of alternatives

such that they are consistent with other local and regional planning and programmed projects.

The additional engineering efforts during the Scoping phase for a regional alternative are significant. This includes the development of preliminary plans for a possible 1.5-mile long viaduct structure and other variations that include specialized structural elements such as retaining walls exceeding 20 feet in height. The increased footprint will also require expansion of the supporting preliminary technical assessments (e.g. environmental, hydraulic and storm water) for the documented regional alternative. With these additional efforts, the PSR is anticipated to be completed by Summer 2020. In the next few months, the project development team will assess the analysis of the traffic data collected.

The total estimated project cost could range between \$261.0 million, for a local alternative solution, to \$912.0 million for a regional alternative. The project currently has \$24.0 million in funding (\$9.0 million - Measure BB and \$15.0 million - RM3). Additional details can be found in the Project Fact Sheet provided as Attachment A.

Request for Proposal #18-0009, released in November 2017, resulted in the selection and award of professional services contract A18-0029 to HNTB in April 2018. The cost to perform the expanded studies and alternatives development for a regional alternative is \$1.2 million. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and HNTB. 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. A18-0029.

Table A: Summary of Agreement No. A18-0029			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with HNTB (A18-0029) <i>Approved April 2018</i>	Professional design services for SR 262 Expires 10/31/2019	N/A	\$1,316,750
<i>Proposed Amendment No. 1 April 2019 – (This Agenda Item)</i>	Provide additional budget to complete the project phase and extend the contract by 14 months to 12/31/2020.	\$1,200,000	\$2,516,750
Total Amended Contract Not-to-Exceed Amount			\$2,516,750

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

Fiscal Impact: The action will authorize the encumbrance of an additional \$1,200,000 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.

Attachments:

- A. State Route 262 (Mission Boulevard) Cross Connector Project Fact Sheet
- B. Traffic Study Area Map



State Route 262 (Mission Boulevard) Cross Connector

6.7A

JANUARY 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) proposes to improve the operation and safety on the State Route 262 (SR-262) corridor, a heavily-used east-west connection between Interstate 880 (I-880) and Interstate 680 (I-680).

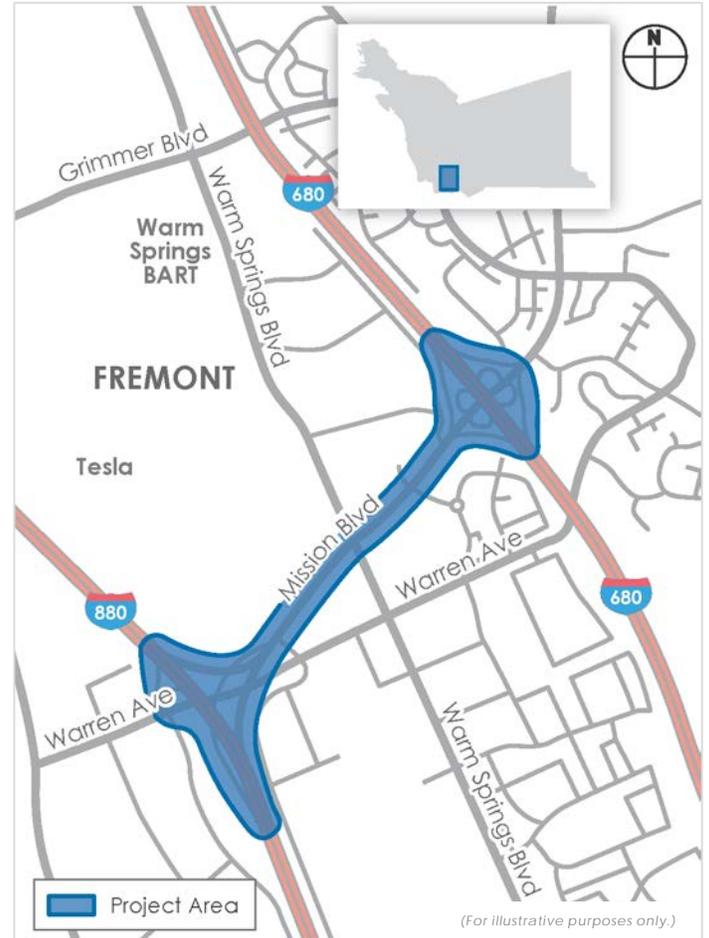
Several corridor/feasibility studies were completed within this SR-262 corridor that recommended various operational improvements for implementation that include:

- Construction of a direct connector between I-880 and I-680
- Separation of local traffic on Mission Boulevard from Regional Traffic on SR-262
- Grade separating local traffic at the SR 262/Warm Spring Boulevard and/or Mohave Drive intersections
- Improved geometry at the SR-262/I-680 interchange
- Widening SR-262 between the Warm Springs intersection and I-680

Alameda CTC will initiate preparation of a project initiation document (PID) and coordinate closely with the City of Fremont to develop delivery and financing options for improvements along the corridor.

PROJECT NEED

- SR-262 is the major east-west connector that serves travel on the I-880 and I-680, including commute and commercial traffic.
- Travel demand creates recurring traffic congestion on SR-262 throughout the day on weekdays and weekends, impeding the economic vitality of the region.
- Congestion on SR-262 generates traffic that cuts through city streets and results in safety issues and operational deficiencies.



PROJECT BENEFITS

- Improves traffic operation
- Reduces traffic congestion
- Enhances local/regional economic vitality
- Improves safety



Eastbound SR-262 at the I-680 southbound on-ramp.



Westbound congestion along SR-262 during the afternoon commute.



Westbound and eastbound traffic on SR-262 in Fremont.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- Project scoping work began in spring 2018.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC and the City of Fremont

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

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

Planning/Scoping	\$2,000
PE/Environmental	\$20,000
Final Design (PS&E)	\$40,000
Right-of-Way	\$25,000
Construction	\$825,000
Total Expenditures	\$912,000

Note: Costs reflect a direct connector alternative, based on 2018 dollars; subject to update based on the Project Study Report.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$9,000
Federal	TBD
State	TBD
Regional Measure 3	\$15,000
Local	TBD
TBD	\$888,000
Total Revenues	\$912,000

SCHEDULE BY PHASE

	Begin	End
Scoping	Spring 2018	Summer 2020
Preliminary Engineering/ Environmental	TBD	TBD
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

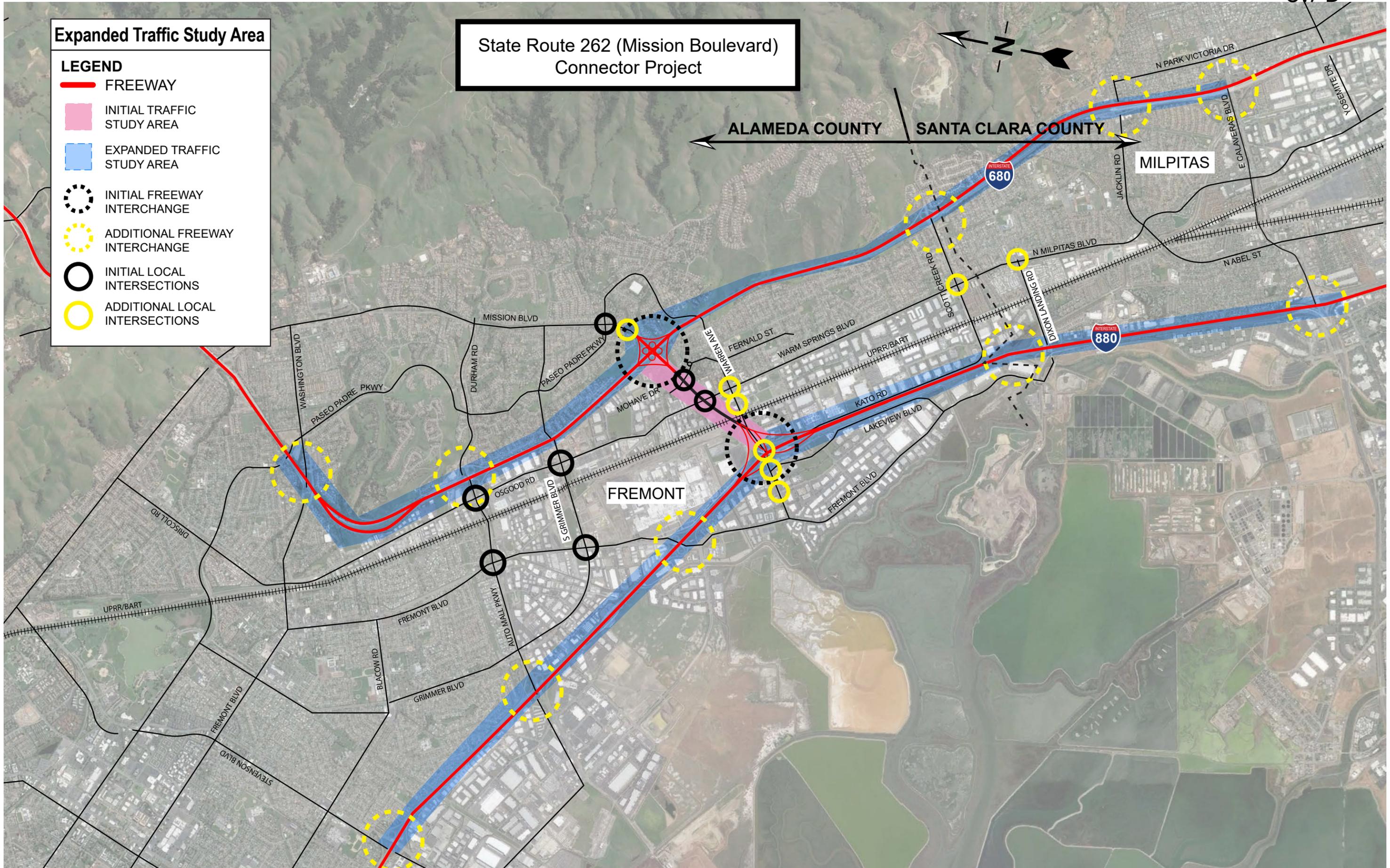
Note: Schedule subsequent to the scoping phase subject to change based on availability of funding and selection of a preferred alternative.

Expanded Traffic Study Area

LEGEND

- FREEWAY
- INITIAL TRAFFIC STUDY AREA
- EXPANDED TRAFFIC STUDY AREA
- INITIAL FREEWAY INTERCHANGE
- ADDITIONAL FREEWAY INTERCHANGE
- INITIAL LOCAL INTERSECTIONS
- ADDITIONAL LOCAL INTERSECTIONS

State Route 262 (Mission Boulevard) Connector Project



← ALAMEDA COUNTY SANTA CLARA COUNTY →

MILPITAS

FREMONT

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DATE: April 18, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Express Lanes Program (PN 1486002): Approval of Professional Services Agreement A19-0015 with C&M Associates, Inc. for Toll Revenue Forecasting Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A19-0015 with C&M Associates, Inc. (C&M) for Express Lane Toll Revenue Forecasting Services for the I-580 and I-680 Express Lanes programs for a not-to-exceed amount of \$1.5 million.

Summary

The Alameda CTC operates and maintains both the I-580 Express Lanes and the I-680 Sunol Express Lane; the latter on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). In May 2018, the Commission approved the release of a request for proposals (RFP) for Professional Services to develop toll revenue forecasts for the I-580 Express Lanes and I-680 Sunol Express Lanes and authorized the Executive Director to negotiate a professional services agreement with the top ranked firm.

RFP 19-0002 was released on November 16, 2018, and three proposals were received by the proposal due date of December 20, 2018. An independent selection panel comprised of representatives from the San Mateo County Transportation Authority and Alameda CTC reviewed the proposals submitted. Interviews were conducted for all three firms on February 8, 2019, and at the conclusion of the evaluation process, Alameda CTC selected C&M as the top-ranked firm.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated the agreement with C&M and reached concurrence on hours anticipated to conduct the base task work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$1,500,000 is fair and reasonable to both the Alameda CTC and the consultant. This is a 3-year agreement.

This Agreement will be funded from a combination of I-580 and I-680 Express Lane Toll Revenue funds.

Background

Traffic and Revenue (T&R) forecasts were most recently prepared in 2013 for the I-580 Express Lanes and for the Northbound I-680 Sunol Express Lane. The I-580 Express Lanes have been in operation for more than two years and the revenues have exceeded those reflected in the forecasts. Staff review of the I-580 Express Lanes revenue estimates suggests that inaccurate assumptions regarding HOV usage is the leading cause of the low revenue projections.

The I-580 Toll Revenue Expenditure Plan approved in April 2018 used FY 2016-2017 toll revenues escalated at 3% per year as a basis for the plan. However, given that the previous forecasts have been invalidated, staff does not feel that these projections can be relied upon. The recommended agreement would provide a new 20-year forecast utilizing more extensive model calibration and actual operating data and information, which will help to ensure a more accurate forecast. In addition, the scope of work includes analyzing the revenue impacts associated with changes to tolling policies such as partial tolling of Clean Air Vehicles and changing occupancy requirements for toll-free travel. Once the I-580 Express Lanes' forecast is completed, the consultant will apply the same usage assumptions to the future I-680 Express Lanes, currently under construction, to configure and develop T&R forecasts for that corridor.

In May 2018, the Commission approved the release of an RFP for professional services to develop toll revenue forecasts for the I-580 Express Lanes and I-680 Sunol Express Lanes and authorized the Executive Director to negotiate a professional services agreement with the top ranked firm. The RFP was released on November 16, 2018. An optional pre-proposal meeting was held on November 29, 2018 and was attended by 12 firms with interest in the RFP. By the proposal due date, December 20, 2018, Alameda CTC received proposals from the following three firms:

- C&M Associates, Inc.
- Stantec Consulting Services Inc.
- WSP USA Inc.

An independent selection panel comprised of representatives from the San Mateo County Transit District and Alameda CTC reviewed the proposals submitted. Interviews were conducted for all three firms on February 8, 2019 and, at the conclusion of the evaluation process, Alameda CTC selected C&M as the top-ranked firm.

After a thorough review of C&M's cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated the agreement with C&M and reached concurrence on hours anticipated to conduct the base task work scope, fees, escalations, and other direct costs. This agreement will include fully negotiated base tasks pertaining to the existing I-580 Express Lanes and future I-680 Express Lanes currently under construction, with an open on-call services task for additional T&R studies of other potential express lanes. Staff has determined that the negotiated not-to-exceed amount of \$750,000 is

fair and reasonable to both the Alameda CTC and the consultant for the base tasks, with an additional \$750,000 included for on-call services. This is a 3-year agreement.

Toll Revenue Forecasting Services are included in the I-580 Express Lanes and I-680 Express Lanes fiscal year operating budgets.

Levine Act Statement: The C&M team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: This action will authorize the encumbrance of \$750,000 in I-580 and I-680 Express Lane Toll Revenue funds to be utilized over the next fiscal year. Future actions will allocate funding for on-call services tasks as needed. Adequate funding for the base tasks was included in the Alameda CTC and Sunol JPA budgets adopted for FY18-19, and additional funding will be included in subsequent fiscal year budgets as needed.

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1. Call to Order

Sandra Johnson, PAPCO Vice 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 Larry Bunn, Bob Coomber, Christine Ross, Will Scott, Linda Smith, Sylvia Stadmire, Cimberly Tamura and Hale Zukas.

Subsequent to the roll call:

Hale Zukas arrived during item 3.

3. Public Comment

There were no public comments.

Krystle Pasco discussed the emergency evacuation procedures for the building, which is a standard announcement at the beginning of each meeting.

4. Consent Calendar

4.1. Approve the December 3, 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. Michelle Rousey seconded the motion. The motion passed with the following votes:

Yes: Barranti, Behrens, Costello, Hastings, Johnson, Lewis, Orr, Patterson, Rivera-Hendrickson, Rousey, Waltz, Zukas

No: None

Abstain: None

Absent: Bunn, Coomber, Ross, Scott, Smith, Stadmire, Tamura

5. Paratransit Programs and Projects

5.1. Approve 2020 Paratransit Discretionary Grant Program

Recommendation

Krystle Pasco and Kate Lefkowitz presented information and the staff recommendation on Alameda CTC's 2020 Paratransit Discretionary Grant Program. Ms. Pasco noted that this recommendation will be forwarded to the Commission for final approval in late spring.

Carmen Rivera-Hendrickson stated that the Livermore Amador Valley Transit Authority's (LAVTA's) Para-Taxi Operations, Para-Taxi Debit Card, and LAVTA Mobility Lab projects were not discussed with the Tri-Valley Accessible Advisory Committee (TAAC). Carmen then asked how Alameda CTC plans to handle the situation with LAVTA not discussing the Para-Taxi Operations, Para-Taxi Debit Card, and the LAVTA Mobility Lab projects with the TAAC. Ms. Pasco responded that Alameda CTC does not require sponsors to seek approval from local advisory committees, though it is highly recommended. She then noted that this issue is out of Alameda CTC's purview and if there are any remaining concerns, she encouraged PAPCO members to reach out to LAVTA staff directly.

Peggy Patterson asked what the review process is for local advisory committees. Ms. Pasco stated that generally not all sponsors have direct access to a local advisory committee to seek feedback from. She noted that staff does include a question on the application asking whether a local advisory committee weighed in on the application. As mentioned above, Alameda CTC does not require sponsors to seek approval from local advisory committees, though it is highly recommended.

Shawn Costello asked which service is taking over the Wheelchair and Scooter Breakdown Transportation Service (WSBTS). Ms. Lefkowitz stated Easy-Does-It Emergency Services (EDI) has proposed a similar program to WSBTS. Mr. Costello then asked how EDI will work. Ms. Pasco stated that staff provided the

program scope as well as the need and benefits in the PAPCO packet. Naomi Armenta further clarified that the program is called Fast Accessible Safe Transportation Emergency Repair (FASTER) and the project scope may be found on page 75 of the PAPCO packet. She noted that it is similar to the prior WSPTS program with a stronger emphasis on mobility device repair.

Herb Hastings asked how Alameda CTC determined the funding recommendation for the LAVTA Mobility Lab project. Ms. Armenta stated that this application did not clearly indicate a direct increase in service and it was not clear whether this program proposed to increase service for people with disabilities and seniors.

Yvonne Behrens asked if the funding amount for the Para-Taxi Debit Card project will need to be renewed regularly. Ms. Armenta stated that the budget was requested for five years and the first year is the highest amount because it includes startup and implementation costs. The remaining years include just the amount for subscription costs.

Peggy Patterson asked if there is an opportunity within the five year programming period for a sponsor to apply for a new paratransit discretionary grant. Ms. Pasco said yes, potentially there is an opportunity after two years. She stated that Alameda CTC has asked for 5-year budgets but the agency is only allocating for two years at this time. After the two years, staff will reconfirm the funding needs for the programs that received funding and staff will decide if they will bring in new programs at that time.

Tony Lewis asked why the Alzheimer's Services of the East Bay (ASEB) and the Drivers for Survivors Volunteer Driver Program were partially funded. Ms. Armenta stated that the ASEB program is in a different category than the Drivers for Survivors Volunteer Driver Program. She then referred to the staff recommendation in the

PAPCO packet to explain why these programs were recommended for partial funding (pages 32-34).

Hale Zukas asked why PAPCO isn't reviewing the full proposals. Ms. Pasco said a large portion of the application was extracted and included in the PAPCO packet. She noted that the information included the sponsor, project name, project type, planning area, project scope, need and benefits, performance measures, and project funding sources and budget.

Hale Zukas then stated that in the past PAPCO reviewed the full applications. Ms. Pasco responded that PAPCO did have a subcommittee in place to review the full applications; however, the PAPCO review process changed back in 2016 when PAPCO last reviewed and approved the 2018 Comprehensive Investment Plan (CIP) paratransit program recommendations.

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

Yes: Barranti, Behrens, Costello, Hastings, Johnson, Lewis, Orr, Patterson, Waltz

No: Rivera-Hendrickson, Rousey

Abstain: Zukas

Absent: Bunn, Coomber, Ross, Scott, Smith, Stadmire, Tamura

5.2. Mobility Management – Opportunities to Improve Community Mobility through Community Health Needs Assessments

Naomi Armenta presented this item. She noted that this is information that the National Center of Mobility Management provided about community health needs assessments, which is a requirement through the Affordable Care Act that requires hospital providers to perform community health needs assessments (CHNAs). The purpose of CHNAs is to identify the obstacles to improving community health and ways to address

those obstacles. Ms. Armenta further defined CHNAs and how transportation access fits into CHNAs.

Carmen Rivera-Hendrickson stated that she received a letter from the State of California regarding transportation being offered through Medi-Cal.

This item is for information only.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Herb Hastings gave an update on IWC. He announced that the IWC last met on January 14, 2019 and the Committee received an update on Alameda CTC's Measures B and BB programs, capital projects, and direct local distribution compliance. The next IWC meeting will take place on March 11, 2019 at 5:30 p.m.

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

Esther Waltz gave an update on SRAC. She noted that SRAC last met on January 7, 2019 and the Committee discussed the bylaws and the reminder to transit agencies about the reasonable person requirements. The next SRAC meeting will take place on March 5, 2019.

6.3. Other ADA and Transit Advisory Committees

There were no other ADA and Transit Advisory Committees reports.

7. Member Reports

Yvonne Behrens stated that Emeryville Senior Center will be hosting a transportation workshop in June. She asked if Alameda CTC has materials that she can add to the workshop. Ms. Pasco responded that with every PAPCO packet an outreach list is included and she requested Ms. Behrens to provide the details of the workshop so she may update the paratransit outreach calendar. In terms of materials, Ms. Pasco stated that Alameda CTC will be able to provide materials for the workshop and she will work with Yvonne directly.

Michelle Rousey stated that the Alameda County In-Home Supportive Services (IHSS) Committee will meet in November. She informed PAPCO that IHSS has many open positions if anyone is interested. Also, the IHSS Committee is seeking members.

Tony Lewis asked if Alameda CTC may be able to provide materials to Victoria Williams, himself, and Arnold Brillinger for the City of Alameda's outreach events. Ms. Pasco stated that she'll reach out to Ms. Williams and Mr. Brillinger regarding materials offline.

Peggy Patterson informed the Committee that the City of Albany is having a Senior Center Resource Fair on April 18, 2019. She noted that twice a week people are at the Senior Center to assist residents with available resources.

Shawn Costello informed the Committee that he was appointed to a statewide developmental disability advisory council. Mr. Costello also stated that the Mayor of Dublin nominated him for the citizen of the year award for the City of Dublin; however he did not win.

8. Staff Reports

There were no other staff reports.

Many of the PAPCO members provided feedback regarding the new elevator system to get to Alameda CTC's offices.

9. Adjournment

The meeting adjourned at 3:10 p.m. The next PAPCO meeting is scheduled for March 25, 2019 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

**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 Ezy 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			



Memorandum

8.1

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

DATE: April 18, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Federal, State, Regional, and Local Legislative Activities Update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities and recommendation on specific bills included in this memo. At the Planning, Policy and Legislation Committee (PPLC) meeting on April 8, 2019, PPLC recommended approval of the following positions on state bills to the full Commission:

- AB 659 (Mullin D) Transportation: emerging transportation technologies: Support and include Alameda CTC staff as participants on the technology working group listed in the bill to develop program guidelines.
- AB 1350 (Gonzalez D) Youth Transit Pass Pilot Program: Support and direct staff to work with the author's office to clarify how funding will be added to the bill and what the methods of distribution will be. In addition, work with UCLA, which is conducting a study on student transit pass programs across the state, to share information on Alameda CTC's program.
- SB 127 (Wiener D) Transportation funding: active transportation: complete streets: Support and seek amendments to allow for bicycle and pedestrian improvements to be funded within a half mile of a state highway corridor if a continuous and connected corridor is established as part of a corridor plan for bicycle and pedestrian facilities that cannot be most effectively accommodated within the state right of way.
- SB 152 (Beall) Department of Motor Vehicles. Active Transportation Program (ATP). Support and seek clarification on a definition of transformative projects to ensure that despite a project's size or cost, the outcomes of the project are determining factors for transformative projects.

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, and 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 A). 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

In mid-March, Governor Newsom released a housing budget trailer bill that would form the basis of implementing the Governor's proposal to accelerate the short and long-term development of housing in California. The proposal also includes the stick that could take away SB 1 local streets and roads funds from local government if they do not zone for the local fair share of housing. The language is a rough draft that needs a fair amount of polishing, but it provides an outline for the Governor's plan.

Short-Term Goals: The language directs the Department of Housing & Community Development (HCD) to identify short term statewide housing production goals. The goals would be based on the sum of three years of a county's current annualized regional housing needs allocation that would be achieved in calendar years 2020 and 2021. The new targets would build on the regional housing need goals for the region, and no region, city or county would have a target lower than its existing annualized target. The targets for each city and county would be determined as follows:

- Share of households within the county.
- Share of low-income households paying more than 50% of income toward housing within the county.
- Share of the current number of jobs available within the county

Long Term Reform: The language includes legislative declaration to develop a process that creates a transparent, fair, and objective process for identifying housing needs, and includes compliance outcomes through incentives and enforcement. HCD is directed to collaborate with the Office of Planning and Research and form a stakeholder group to develop an improved regional housing needs allocation process that streamlines and promotes housing development. The findings of this process must be completed by December 31, 2022.

Incentive Funds: The language would create the Local Government Planning Support Grant program. This program would implement the one-time grant funding included in the Governor's budget to update existing planning and zoning, as well as rewards for local entities that demonstrate progress toward increased housing production.

Planning Grants: The budget includes \$250 million for planning grants to cities, counties, and regions to implement necessary changes to comply with the new short-term housing goals.

Half of these funds would be for regional entities as defined in the language for developing regional action plans to achieve the short-term goals. While the definition includes the usual regional entities, such as ABAG, SCAG, and SACOG, it also groups the remaining counties into regions, which makes this process a little confusing. Between August 15th and December 31, 2019, the regions can apply to receive the planning funds. HCD would have 30 days to review the application and allocate up to 50% of the grant amount. The grant amount allocated to each region would be based on the number and size of each city and county within the region.

By December 31, 2019, the regions must prepare and submit an action plan that specifies a strategy to meet the short-term housing goals. The action plan must include, among other elements, an engagement process with the local jurisdictions, analysis of local policies and practices, yearly action plan goals for each city and county, and a mechanism to evaluate progress in meeting the goals. These funds can be spent on technical assistance, feasibility studies, developing policies that link transportation funds to housing outcomes, and infrastructure planning including sewers, water systems, transit and roads.

The remaining \$125 million would be awarded to cities and counties that demonstrate a commitment to participate in the development of the action plan. The grant amounts to cities and counties would be based on population with the largest grants totaling \$750,000 for jurisdictions with a population over 200,000. These funds would be allocated by December 31, 2019. If the city or county is located in a region that did not submit a regional request for funds, that city or county may still apply for funds.

Reward Funds: The budget includes \$500 million earmarked for rewarding regions and local jurisdictions for demonstrated progress toward increased housing production. These funds can be used for any purpose. These funds would be allocated to regions based on that region's proportionate share of the annual housing target. The region would then develop an award methodology to allocate these funds to each city and county that meets specified criteria. For a city or county to receive the reward funds it must have a compliant housing element, have sufficient land zoned for housing to meet its goals, and submitted annual progress reports.

The Stick: The language requires HCD, in collaboration with CalSTA and the Office of Planning and Research, to engage a stakeholder group to propose "opportunities" to link receipt of SB 1 local streets and roads funds and other non-housing funding to meeting the required housing goals, such as having a compliant housing element and compliance with housing progress reports. These recommendations can be implemented administratively or through the legislative process.

However, the language goes on to allow, beginning on July 1, 2023, to withhold any SB 1 local streets and roads funds from any city or county that does not have a compliant housing element and has not zoned for its annual housing goals. Starting May 1, 2023, HCD shall report to the Controller the list of cities and counties that do not meet the housing requirements and the amount of funds to be withheld from the following fiscal year's allocation. The Controller would then reappportion the withheld funds to those cities and counties that comply with the housing requirements. Under this language there is no second chance.

Legislation: The following are recommended bill positions on transportation related bills. An Alameda CTC legislative working group was established at the March Commission meeting and is addressing both SB 50 and SB 4 and may have additional recommendation or an update at the Commission meeting.

- **AB 659 (Mullin D) Transportation: emerging transportation technologies:** California Smart City Challenge Grant Program. AB 659 requires the CTC to form a working group, consisting of local governments and transportation entities that would develop the guidelines and selection criteria for the Smart City Challenge Grants. The bill envisions funding projects that use intelligent transportation systems and applications that would reduce congestion,

enhance mobility, safety, and spurring innovation. The bill does not currently identify or appropriate funds for this program. *Staff recommends a support position on this bill.*

- **AB 1350 (Gonzalez D) Youth Transit Pass Pilot Program.** AB 1350 would create the Youth Transit Pass Pilot Program. This bill is similar to prior efforts to create a funding program to provide free transit passes to persons under 25 years old. AB 1350 does not include an appropriation, but points to a future appropriation of green house gas reduction funds. The bill directs Caltrans to create the program that would allocate grants to eligible entities. The grants would be capped at \$5 million and be no smaller than \$20,000. UCLA is currently undertaking a study to examine and summarize the various types of student transit pass programs in California. In a previous legislative session, former Governor Brown vetoed a similar bill due to the need for additional information on existing programs. The UCLA study is not expected to be completed until the end of this year. Alameda CTC's adopted legislative program supports funding specifically that could expand Alameda CTC's Affordable Student Transit Pass programs. *Staff recommends a support position.*
- **SB 127 (Wiener D) Transportation funding: active transportation: complete streets.** This bill would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require Caltrans, by January 1, 2021, when undertaking any capital improvement project on a state highway or a local street crossing a state highway that is funded through the State Highway Operation and Protection Program, to include new pedestrian and bicycle facilities, or improve existing facilities, as part of the project. The bill would require the department to establish a project development team for each project and designate 3% of State Highway Operation and Protection Program funds from the Road Maintenance and Rehabilitation Account for bicycle and pedestrian facilities. *Staff recommends a support and seek amendments position on this bill to allow for bicycle and pedestrian improvements to be funded within ½ mile of the state highway corridor if a continuous and connected corridor is established for bicycle and pedestrian facilities that cannot be accommodated most effectively within the state corridor.*

- **SB 152 (Beall) Department of Motor Vehicles. Active Transportation Program.**
The existing Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and a portion by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000. Current law requires the commission to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by MPOs. This bill proposes to change the funding percentages, in particular because the types of projects are typically of a smaller scale and could be addressed potentially more effectively at the regional level.

SB 152 would make the following changes to ATP:

- Expedite bicycle and pedestrian improvements by shifting the responsibility for administering the metropolitan portion directly to MPOs and eliminates the need for each individual project to be allocated by the CTC. This is similar to how MPOs administer federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) federal funds.
- Modify the share of funds distributed by formula as follows:
 - Increase regional share from 40% to 75% (similar to the State Transportation Improvement Program).
 - Support rural and small areas by increasing their share of dedicated funding from 10% to 15% (similar to their ATP funding in the last four cycles) and allow them to compete for the statewide share.
 - Reduce the state's share from 50% to 0% for transformative projects
 - Increase project benefits reporting requirements to the state so the effectiveness of the program can be evaluated.
 - Allow bicycle and pedestrian counts to be funded through the program

Staff recommends a support position on this bill.

- SB 50 (Beal) and SB 4 (McGuire): An update will be provided at the Commission meeting regarding the progress of the working group discussions on these two bills.

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.

On-going hearings are being conducted in different committees regarding 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. Alameda CTC 2019 Legislative Program

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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:

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

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

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