



Commission Meeting Agenda Thursday, June 28, 2018, 2 p.m.

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

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

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar

Page/Action

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

- | | | |
|--|----|-----|
| 6.1. Approve the May 24, 2018 Commission Minutes | 1 | A |
| 6.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 7 | I |
| 6.3. Legislative Update | 11 | A/I |
| 6.4. Fiscal Year 2016-17 Measure B, Measure BB, and Vehicle Registration Fee (VRF) Program Compliance Summary Reports | 17 | I |
| 6.5. I-880 Interchange Improvements (Winton Avenue/A Street) Project (PN 1471000): Approval of Professional Services Agreement A18-0048 with Kimley-Horn and Associates, Inc. for Project Initiation Document (PID) and Project Approval and Environmental Document (PA&ED) Phase Services | 27 | 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 (verbal) – Murphy McCalley, Chair | I |
| 7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | 33 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. BART Livermore Valley Extension Project Update | 43 | I |
| 8.2. Metropolitan Transportation Commission Regional Express Lane Network Update | 47 | I |

9. [Formation of Bid Protest Hearing Panel](#) 65 A/I

10. Closed Session

- | | | |
|--|--|-----|
| 10.1. Closed Session - Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Litigation exposure; one potential action. | | I |
| 10.2. Report on Closed Session | | A/I |

11. Member Reports

12. Adjournment

Next Meeting: Thursday, July 26, 2018

Notes:

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



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

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

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

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

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	July 5, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	September 10, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)	July 9, 2018	10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
FAC Audit Committee		1:30 p.m.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	July 26, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	September 28, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	September 20, 2018	5:30 p.m.

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

This page intentionally left blank



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Chan, Commissioner Miley, Commissioner Mei and Commissioner King.

Commissioner Raburn was present as an alternate for Commissioner Saltzman.
Commissioner McQuaid was present as an alternate for Commissioner Carson.

Subsequent to the roll call:

Commissioner Mei arrived during item 8.1. Commissioner Marchand left during item 8.1 and returned during item 8.2.

3. Public Comment

A public comment was heard from Ken Bukowski on Regional Measure 3 and the projects to reduce traffic congestion and public transit improvements.

4. Chair/Vice-Chair Report

Chair Valle stated that the California Transportation Commission (CTC) voted to approve funding from Senate Bill (SB) 1. He noted that the Alameda CTC and the Port of Oakland will receive more than \$187 million in 2018 Trade Corridor Enhancement Program Grants funded by SB 1 to construct two projects from the Global Opportunities at the Port of Oakland Program: 7th Street Grade Separation and Freight Intelligent Transportation System project. Chair Valle congratulated Commissioner Bauters and the City of Emeryville who received funding for rail crossing safety improvements. Chair Valle stated that the BART Warm Spring Extension Project was awarded the Project of the Year by the California Transportation Foundation, and concluded his report by stating that Alameda CTC received a \$200,000 grant from the State Office of Traffic and Safety for rail safety education.

5. Executive Director's Report

Art Dao reported that he joined Vice Chair Cutter and Commissioner Ortiz at a SB 1 celebratory press event hosted by Caltrans and the California Transportation Agency for the Interstate 880 (from High Street in Oakland to Alvarado Niles Boulevard in Union City) resurfacing project. Mr. Dao concluded his report by updating the Commission on upcoming staffing transitions, specifically the Clerk of the Commission's impending maternity leave.

6. Consent Calendar

- 6.1. Approve the April 26, 2018 Commission Minutes
- 6.2. FY2017-18 Third Quarter Report of Claims Acted upon Under the Government Claims Act
- 6.3. Approve the Alameda CTC Proposed Consolidated Budget for FY2018-19
- 6.4. Approve the Alameda CTC FY2017-18 Third Quarter Consolidated Financial Report
- 6.5. Approve the Alameda CTC FY2017-18 Third Quarter Consolidated Investment Report
- 6.6. Approve the Alameda CTC Investment Policy
- 6.7. Approve an Administrative Amendment to the Acumen Building Enterprise Professional Services Agreement No. A13-0088
- 6.8. Express Lanes Toll Revenue Forecasting (PN 1486002): Approve Release of Request For Proposal (RFP) for I-580 Toll System Integrator and RFP for Express Lane System Manager/Program Support and Authorize negotiations with top ranked firms
- 6.9. I-580 Express Lanes: Monthly Operations Status Update
- 6.10. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.11. Approve Lifeline Transportation Program- Cycle 5 Project List
- 6.12. Interstate 80 Integrated Corridor Mobility Sub-Projects #1 and #6 (PN 1387.001/6): Approval of Amendment No. 3 for Professional Services Agreement A11-0038 with Parsons Transportation Group, Inc. (PTG)
- 6.13. I-80 Gilman Interchange Improvements Project (PN 1381000): Approval of Measure BB allocation and Contract Amendment No. 3 to Professional Services Agreement A15-0034 with Parsons Transportation Group, Inc. (PTG)
- 6.14. State Route 84 Expressway Widening and State Route 84 / Interstate 680 Interchange Improvements Project (PN 1386.000): Approve Cooperative Agreement 04-2654 with the California Department of Transportation for Final Design / Plans, Specifications & Estimate and Right of Way phases
- 6.15. Approve Community Advisory Committee Appointments

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

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

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2 Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the Committee met on May 21, 2018. The committee discussed the FY2018-19 Paratransit Direct Local Distribution Program Plans, the updated Access Alameda booklet, and was provided a presentation on the 2018 Comprehensive Investment Plan funding for the Paratransit Program by the Bay Area Outreach and Recreation program. The next PAPCO meeting is scheduled for Monday, June 25, 2018.

8. Planning, Policy and Legislation Committee Action Items

8.1. Approve legislative positions and receive an update on federal, state, and local legislative activities

Tess Lengyel provided an update on federal, state, and local legislative activities. She updated the Commission on the state budget as well as the SB1 competitive grant program. Ms. Lengyel stated that Alameda CTC has been recommended for funding from the Trade Corridor Enhancement Program, which is funded by Senate Bill (SB) 1 and she noted that the CTC took action on May 16, 2018 on \$191.6 million in projects that support Alameda CTC's adopted rail strategy. Ms. Lengyel recommended the Commission to take the following bill positions:

AB 1912 (Rodriguez) – Oppose position

AB 2304 (Holden) – Support and seek amendment to provide funding for pilot programs position

AB 2851 (Grayson) – Support if amended position

SB 1119 (Newman) – Support position

SB 1434 (Leyva) – Support position

Commissioner Maass asked if there was language in AB 2304 that supports the Student Transit Pass program. Ms. Lengyel stated that the projects in the bill are unknown however the study is intended to perform a quick analysis of what Transit Operators and other agencies are doing across the state.

Commissioner Cutter wanted clarification on PPLC's direction to staff on SB 957. Ms. Lengyel stated that the PPLC Committee did not recommend that the Commission take an action on the bill until further information on the bill was received. She noted that Alameda CTC will bring this bill back to the PPLC prior to the full Commission.

Commissioner Kaplan requested more information on the bill that retroactively requires a two-third majority vote for local and regional measures. Ms. Lengyel stated that this bill will be brought back to the PPLC for more discussion.

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

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

8.2. Plan Bay Area 2050 Update

Tess Lengyel stated that this item is an update on regional planning efforts. She introduced Saravana Suthanthira who presented this item. Ms. Suthanthira stated that earlier this year MTC and the Associated Bay Area Governments (ABAG) began the next update to the Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The update schedule ranges from early 2018 to mid-2021. Ms. Suthanthira stated that MTC/ABAG is adopting a different approach to the development of the RTP/SCS by performing the update in two phases: 1) Visionary concepts in the first phase called Horizon and 2) Traditional planning in the second phase as part of the RTP/SCS development. Ms. Suthanthira covered the process overview, the call for projects and analysis, and the June 2018 call for mega projects. She concluded her update by providing information on near term next steps.

Commissioner Valle asked that a list of where the meetings are being held be provided to the Commissioners. Mr. Dao said that staff will provide the information to the Commissioners.

Commissioner Kaplan asked about the range of potential future scenarios. Ms. Suthanthira said there are multiple variables to consider and she noted that the update considers several different scenarios.

This item was for information only.

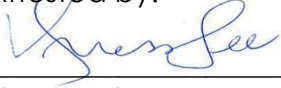
9. Member Reports

Commissioner Ortiz requested more information on SB 1 repeal efforts. Mr. Dao explained that there are two funding categories: Discretionary and formula funding. He stated that if SB 1 is repealed, the formula funding already received by recipients is kept; however, there will need to be discussions at the Commission level regarding the discretionary funds.

10. Adjournment

The next meeting is Thursday, June 28, 2018 at 2:00 p.m.

Attested by:



Vanessa Lee,
Clerk of the Commission

This page intentionally left blank



Memorandum

6.2

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

DATE: June 21, 2018

TO: Alameda County Transportation Commission

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

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

Recommendation

Summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments update. 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 May 14, 2018, the Alameda CTC reviewed one Draft Environmental Impact Report (DEIR). A response was submitted and is included in Attachment A.

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

Attachment:

- A. Response to the DEIR for the Turk Island Landfill Consolidation and Residential Subdivision Project in Union City

This page intentionally left blank



April 30, 2018

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

SUBJECT: Response to the Turk Island Landfill Consolidation and Residential Subdivision Project Draft Environmental Impact Report (DEIR) in Union City

Dear Ms. Campbell,

Thank you for the opportunity to respond to the Notice of Availability of the Turk Island Landfill Consolidation and Residential Subdivision Project Draft Environmental Impact Report (DEIR). The project is located in Union City near the intersection of Carmel Way and Westport Way. The project involves relocating landfill debris from a 6.3-acre parcel to the adjacent Turk Island Landfill and subsequent development of a 33-unit residential subdivision.

We have reviewed the DEIR and determined that this project is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak-hour trips in excess of existing land use designations. We have no further comments.

Thank you for the opportunity to respond to 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 blue 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

This page intentionally left blank



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 21, 2018

TO: Alameda County Transportation Commission

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

SUBJECT: June Legislative Update

Recommendation

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

Summary

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

Background

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

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

Federal Update

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

State Update

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

SB 1 Repeal: The repeal of SB 1 by a proposed Constitutional amendment initiative is moving toward ballot. The deadline to submit at least 585,407 signatures is May 21st. The proponents have announced that they will be submitting over 940,000 signatures for verification.

At this point each county must conduct a random sampling of signatures to verify that sufficient signatures are valid. The deadline for the random sampling is June 25th. If the random sampling verification results in less than a 95% valid rate then the initiative fails to qualify. If the sampling represents between 95%-110% of the required number of signatures, then the Secretary of State will require counties to verify every signature, known as a "full check." If the number of signatures represents more than 110% of the required signatures, then the initiative qualifies without the full check requirement.

According to the Secretary of State's website an initiative that meets the signature requirements becomes eligible for the next ballot 131 days prior to the next general election. For the SB 1 repeal initiative, that 131 day deadline is June 28th in order to be placed on the November 2018 ballot. If a full check is required, the time required to verify each signature will push the SB 1 repeal initiative to the November 2020 ballot. While the Secretary of State's office regularly updates the progress on the random sampling, it is currently too early to tell if a full check will be required. Based on the small number of random checks completed, the validity rate is only at 70%, and none of the counties reporting so far have a validity rate above 95% -- except for Alpine County which verified both of its signatures.

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

The objective of these initiatives is to reverse Supreme Court decisions. The court decisions include the City of Upland case that found Prop 218 does not apply to citizen initiatives that impose taxes or fees; the Cal Chamber v. CARB decision that found that the cap & trade program is not a tax or a fee; and the Schmeer v. Los Angeles County case that found that requiring retailers to collect 10 cents for

providing paper bags was not an illegal fee. The changes go beyond these court cases, and would require any local tax and most fees to be approved by a two-thirds vote, regardless of whether it is a special or general purpose tax.

The initiative that applies to both state and local fees and taxes has already submitted signatures to qualify. Both of the initiatives were required to submit 585,407 valid signatures. The random sampling currently shows 76% of the signatures to be valid; however, as of June 1st at the time of this writing, some of the largest counties have not submitted their random sampling results.

To keep track of the signature verification process for both of these initiatives at the Secretary of State's website, visit: <http://www.sos.ca.gov/elections/ballot-measures/initiative-and-referendum-status/initiatives-and-referenda-pending-signature-verification/>

Budget: After the release of the May Revision on May 11th, budget subcommittees met multiple times to examine changes to the governor's proposals and to prioritize their own budgets. At the end of May, both the Senate Budget Committee and Assembly Budget Committee adopted their respective budget interests, and the Budget Conference Committee convened to resolve differences between the two houses.

The May Revision includes new spending proposals reaching \$4 billion. These new spending priorities are primarily onetime expenses and include \$2 billion for infrastructure investments, \$359 million in homeless assistance programs for local governments, \$312 million for mental health services, and an additional \$96 million in cap & trade revenue for the Forrest Carbon Plan.

This new spending is made possible through tax revenue exceeding expectations by \$3.8 billion above the January estimate, pushing the total budget surplus to \$8.8 billion. The budget continues to call for fully funding the Rainy Day Fund at \$13.8 billion by making a supplemental \$3 billion payment. In addition, the May Revision would direct \$3.2 billion to the traditional budget reserve fund – nearly triple its historical size. The legislature will act on a final budget by June 15th.

Transportation Budget: The following are transportation related items adopted by the Senate and Assembly Budget Subcommittees that will be advanced into the final negotiated budget.

- SB 1 Local Expenditures: Senate Sub 2 and Assembly Sub 3 adopted place holder budget trailer bill language that would allow cities or counties to borrow from internal funds to advance projects and then reimburse themselves with future SB 1 allocations.
- Indirect Cost Rate: Senate Sub 2 and Assembly Sub 3 adopted the same compromise on the Self-Help Counties Coalition's proposal to exempt Self-

Help counties from Caltrans' indirect cost charges. The compromise would cap the rate Caltrans can charge Self-Help counties for indirect costs at 10%. This cap would sunset in three years. This is an important effort to lower the costs for delivering transportation projects on the state highway system.

The legislature will act on a final budget by June 15th.

Regional Update – Regional Measure 3

Region-wide, RM3 passed by a margin of over 54%. In Alameda County, 53% of Alameda County voters supported the Measure (see all votes by County [here](#)). RM3 will provide Alameda County with over \$1 billion in transportation improvements, which is roughly a quarter of the total new toll revenues to be generated. This is a critical infusion of funds that will go a long way to leverage our local transportation sales tax measures to deliver projects early.

The measure will raise bridge tolls by \$1 on the Bay Area's seven state-owned toll bridges beginning in 2019, followed by additional \$1 increases in 2022 and 2025.

RM3 funds important projects in Alameda County to support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, active transportation projects such as the East Bay Greenway Project, multi-modal investments including San Pablo Avenue and East 14th & Mission in Fremont, and congestion relief projects in the County. Additionally, nearly 50 percent of the transit services funded with RM 3 operating assistance directly benefit Alameda County. The entire RM3 Expenditure Plan list can be found [here](#).

Alameda CTC has specific named projects in RM3 and several project and corridor investments where our projects are eligible and where we are listed as co-sponsors. Attachment A lists how RM benefits Alameda County; the full text of the SB595, which lists project sponsors, can be found [here](#).

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

Attachment:

- A. Alameda County RM 3 Fact Sheet



Regional Measure 3 ^{6.3A}

Advancing Alameda County Projects

Regional Measure 3 (RM 3) is a transportation measure on the June 5, 2018 ballot in the nine-county San Francisco Bay Area. The ballot measure includes a plan to build major roadway and public transit improvements funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge. RM 3 proposes a toll increase of \$1 in 2019, \$1 in 2022 and \$1 in 2025. The goal of RM 3 is to reduce traffic congestion and improve transportation options throughout the San Francisco Bay Area's state-owned toll bridge corridors.

WHAT DOES RM 3 FUND IN ALAMEDA COUNTY?

RM 3 Programs	RM 3 Funding Amount (x \$ 1,000)	Estimated Alameda County Funding Share (x \$ 1,000)
All-Corridor Operating Program (Annual)		
Ferries (WETA)	\$35,000	\$7,000
Regional Express Bus	\$20,000	\$19,000
	\$55,000	\$26,000
Capital Projects		
Regional Programs		
BART Expansion Cars (all BART-reliant counties)	\$500,000	\$125,000
Bay Area Corridor Express Lanes	\$300,000	\$60,000
Goods Movement and Mitigation	\$160,000	\$160,000
Bay Trail/Safe Routes to Transit (all bridges corridors eligible)	\$150,000	\$17,000
Ferries Enhancement Program	\$300,000	\$60,000
Capitol Corridor	\$90,000	\$90,000
Next Generation Clipper Transit Fare Payment System	\$50,000	\$6,000
	\$1,550,000	\$518,000
Corridor-Specific Capital Projects		
Central (San Francisco-Oakland Bay Bridge)		
Core Capacity Transit Improvement (serving the Bay Bridge corridor)	\$140,000	\$140,000
AC Transit Rapid Bus Improvements	\$100,000	\$100,000
	\$240,000	\$240,000
South (San Mateo-Hayward, Dumbarton)		
Tri-Valley Transit Access Improvements	\$100,000	\$100,000
Dumbarton Corridor Improvements	\$130,000	\$104,000
I-680/SR-84 Interchange Reconstruction Project	\$85,000	\$85,000
I-680/I-880/SR-262 Freeway Connector	\$15,000	\$15,000
	\$330,000	\$304,000
		\$1,088,000
TOTAL REGIONAL RM 3 PROGRAM FUNDING AMOUNT: \$4.45 Billion		
ESTIMATED ALAMEDA COUNTY FUNDING SHARE: \$1.088 Billion		

LOCAL MEASURE BB FUNDING

Approved by voters in 2014, Measure BB extended and augmented the existing transportation sales tax measure and will generate nearly \$8 billion over 30 years for essential transportation improvements in every city throughout Alameda County. Measure BB is an initial investment on these critical improvements. It is intended to attract other funds to advance delivery of regional and local transportation projects, such as RM 3 funds, if approved by the voters.

Increasing the amount of regional and local funding can move projects forward by 5-10 years in advance of their existing schedules.

MEASURE BB ACCOUNTABILITY

Alameda CTC is committed to the responsible stewardship of public funds and public accountability. An Independent Watchdog Committee reviews and reports annually on all Measure BB expenditures and performance measures. Alameda CTC has received 100 percent clean audits, its bonds are AAA-rated, and the agency has been awarded a Certificate for Excellence in Financial Reporting for four years in a row.



Regional Measure 3: Advancing Alameda County Projects (cont'd)

ADVANCING MEASURE BB-FUNDED PROJECTS

7TH STREET GRADE SEPARATION



Located in the heart of the San Francisco Bay Area, Alameda County serves as a gateway from Northern California to the world. RM 3-eligible projects include **Global Opportunities at the Port of Oakland Projects** in partnership with the Port of Oakland to improve safety, efficiency and reliability of truck and rail



access to the Port. Improvements on I-80, I-580 and I-880 will reduce congestion and enable more goods to be carried by truck.

Improvements to enhance passenger rail include adding new BART cars, which can increase capacity by up to 30 percent, and extending BART, Caltrain and Santa Clara Valley Transit Authority light rail to jobs and regional transit hubs; expanding Diridon Station to accommodate BART, Caltrain, Amtrak and future high-speed rail; and improving Capitol Corridor track infrastructure to reduce travel times and improve safety.

I-580 EXPRESS LANES



Express lanes increase the efficiency of our transportation system for commuters, transit and freight, by taking advantage of existing capacity. The **I-680 Express Lanes From SR-84 to Alcosta Boulevard**, an RM 3 eligible project, will reduce congestion in one of the top 10 most congested freeway corridors in the Bay Area, improve safety and air quality, and accommodate future demand.

SR-84 Widening and SR-84/I-680 Interchange Improvements will improve safety and regional/interregional connectivity by upgrading SR-84 from a two-lane highway to a four-lane expressway between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County. The **SR-262 Cross Connector**, another RM 3-eligible project, will widen SR-262 to six lanes. RM 3 could be instrumental for future phases, such as final engineering right-of-way and construction.

BART AND AC TRANSIT RAPID BUS



Approximately 100 million riders board transit annually in Alameda County on rail, buses, ferries and shuttles. **AC Transit Rapid Bus Corridor Improvements** is an RM 3-eligible project to improve speed and reliability for key AC Transit bus lines. The San Francisco Bay Area Water Emergency Transportation Authority (WETA) **Ferry Enhancement Program** will purchase new vessels, rehabilitate existing vessels, build/upgrade facilities and build/expand terminals. RM 3 could also fund WETA service expansion.



Dumbarton Corridor Improvements will address transit and mobility improvements within this corridor. The **trails program** will improve bicycle and pedestrian access on and near the region's toll bridges and to rail transit stations and ferry terminals. Access improvements include sidewalks, bike paths, traffic signals, signage and secure bicycle parking. **Tri-Valley Transit** funding will enhance transit services in the Tri-Valley.

RM3 ACCOUNTABILITY AND OVERSIGHT

RM 3 has an extensive accountability and oversight process:

Citizens' Oversight Committee: Modeled on the approach taken in local county sales tax measures dedicated to transportation, RM 3 requires establishment of an independent oversight committee to ensure spending of all RM 3 revenue is consistent with the Expenditure Plan. County supervisors in each of the nine Bay Area counties would appoint two representatives to this committee.

Performance Measures: Prior to allocating funds to bus or ferry service, MTC will develop performance measures, such as ridership targets, to help ensure tolls are used cost-effectively and highlight the need for adjustments to be made if service falls short of the desired performance measures. A similar requirement existed for RM 2 and led to changes in service and the elimination of certain routes that did not attract sufficient riders to be cost-effective.

Office of BART Inspector General: Approval of RM 3 would establish an independent Office of the BART Inspector General to ensure BART uses bridge toll funds and other revenues efficiently and effectively. (Source: https://mtc.ca.gov/sites/default/files/RM_3_FAQ_3-1-18.pdf)



Memorandum

6.4

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

DATE: June 21, 2018

TO: Alameda County Transportation Commission

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

SUBJECT: FY 2016-2017 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Reports

Recommendation

This item is to provide the Commission with an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Program Compliance for the Fiscal Year 2016-17 (FY16-17) reporting period. This item is for information only.

Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and VRF Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee, reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports which includes a review of the fiscal year's DLD investments, fund balances, and a compliance determination.

Alameda CTC finds the DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY16-17 reporting period.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of FY16-17, Alameda CTC has distributed over

\$1.1B in combined DLD funds to eligible recipients (\$923M in Measure B, \$155M in Measure BB, and \$44M in VRF) for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY16-17, Alameda CTC distributed approximately \$154.5 million in total DLD funds for the respective programs identified in the table below.

Total FY16-17 Fund Distributions By Program (\$ in Millions)

DLD Program	Measure B	Measure BB	VRF	Total
Local Transportation (Local Streets)	\$ 29.7	\$ 27.0	\$7.4	\$ 64.1
Transit	\$ 28.2	\$ 29.1	\$ -	\$ 57.3
Paratransit	\$ 12.0	\$ 12.1	\$ -	\$ 24.1
Bicycle and Pedestrian	\$ 5.0	\$ 4.0	\$ -	\$ 9.0
Total DLD Funds	\$ 74.9	\$ 72.2	\$7.4	\$154.5

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorizes the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY16-17, which goes from July 1, 2016 to June 30, 2017. The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures, and fund balances
- Publication of a newsletter article, website coverage, and signage
- Performance Metrics including Pavement Condition Index, transit on-time performance, capital vs administrative investments, service effectiveness.
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policies

For the FY16-17 reporting year, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2017 deadline. Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance. The Program Compliance Reports for the Measure B, Measure BB and VRF programs consolidates the recipients' FY16-17 DLD investments, expenditure performances, and financial data into a summary report for the DLD programs. The FY16-17 Program Compliance Summary Reports are on Alameda CTC's website: http://www.alamedactc.org/app_pages/view/4440. Alameda CTC finds all DLD recipients in compliance with the DLD financial reporting and program compliance

requirements. It is noted that the City of Albany's reports are still under review; however, tentative findings have determined the city to be compliant based on the initial data received.

FY16-17 Fund Balances and Performance Monitoring

DLD recipients are required to document expenditure activities to report on the general performance of DLD funds. Key performance metrics monitored through the Annual Program Compliance Reporting process include timely use of funds, Measure BB Local Street and Road (LSR) investments towards bicycle/pedestrian improvements, pavement condition index, transit on-time performance, and paratransit related service implementation.

For timely use of funds monitoring, the recipients' collective FY16-17 ending fund balance by funding program totals \$94.1M (\$45.6M in Measure B, \$39.8M in Measure BB, and \$8.7M in VRF). The balance has increased from the past fiscal year by approximately \$8M. To encourage the expeditious use of DLD funds, Alameda CTC's Timely Use of Funds Policy on DLD funds requires recipients to actively use their fund balances. This policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for that year, for four consecutive years, starting with fiscal year 2016-17. Alameda CTC is currently monitoring the fund balance to revenue ratio to verify DLD recipients are in compliance with the policy by fiscal year 2019-20. The individual recipient's fund balances by program are included in the Program Compliance Summary Reports and attached herein for reference (Attachment A).

Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan's requirement that mandates 15 percent of LSR DLD funds be spent on bicycle/pedestrian related improvements. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 19 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment B). Measure BB recipients are committed to using LSR funds towards local transportation improvements benefiting all modes. Alameda CTC's performance metric for LSR DLD recipients also requires a minimum PCI of 60 (Fair Condition) for local roadways. Most DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. A summary of jurisdictions PCI is included in Attachment C.

Alameda CTC uses industry standards for transit evaluation metrics such as ridership (annual ridership, passenger trips per revenue vehicle hour/mile); cost effectiveness (operating cost per passenger/revenue vehicle mile/hour); transit fleet state of good

repair (distance between breakdowns/service interruptions, missed trips, miles between road calls). For on-time performance, each transit operator has distinct operating conditions, some have fixed guideways, some have dedicated right-of-way, and some operate in mixed flow traffic. These conditions heavily influence their on-time performance. Therefore, each operator establishes and adopts, through its board process, its own on-time performance metric that is reflective of their actual system conditions. For transit performance, Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Transit operators are within +/- 6 percent from their agency's goal. Transit operators with a below on-time performance are revisiting service routes, circulation patterns, and capital investments to improve the annual on-time performance. The transit on-time performance summary is included in Attachment C.

The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated paratransit services and city-based non-mandated paratransit programs that provide vital transportation options for seniors and people with disabilities. In general, the primary paratransit performance metrics monitored are the number of one-way trips, passenger ridership, and the cost effectiveness of those trips. The paratransit programs implemented by a jurisdiction may vary from another jurisdiction's services based on the particular local paratransit service needs. The recipient's programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. The Program Compliance Summary Report provides a synopsis of the individual DLD recipient paratransit programs and the performance accomplishments by service type.

Alameda CTC finds the DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY16-17 reporting period. Recipients have provided sufficient documentation to determine the eligible uses and accomplishments of DLD funds, and have met performance metrics or provided an explanation/action plan to improve performance. Alameda CTC will continue to monitor recipients' compliance with DLD requirements in the next Annual Program Compliance reports due in December 2018.

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

Attachments:

- A. DLD Program Summary of Fund balances
- B. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- C. Performance Summary - PCI and on-time performance

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

(As of the end of Fiscal Year 2016-17)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$4,406,923	\$4,859,416		\$9,266,339
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$942,696	\$104,279		\$1,046,975
ACE	\$1,159,643	\$2,829		\$1,162,472
Alameda County	\$1,649,615	\$5,358,820	\$630,825	\$7,639,260
City of Alameda	\$3,774,892	\$1,709,082	\$457,525	\$5,941,499
City of Albany	\$721,377	\$789,379	\$48,753	\$1,559,509
City of Berkeley	\$2,496,351	\$3,922,745	\$1,037,275	\$7,456,372
City of Dublin	\$842,263	\$755,108	\$207,516	\$1,804,887
City of Emeryville	\$1,024,966	\$351,899	\$179,404	\$1,556,269
City of Fremont	\$3,154,838	\$1,290,623	\$524,480	\$4,969,941
City of Hayward	\$4,773,849	\$4,101,603	\$1,020,835	\$9,896,287
City of Livermore	\$2,706,144	\$1,780,069	\$1,154,634	\$5,640,847
City of Newark	\$832,684	\$718,569	\$203,027	\$1,754,280
City of Oakland	\$12,493,323	\$9,510,040	\$1,262,281	\$23,265,644
City of Piedmont	\$73,181	\$238,316	\$4,931	\$316,429
City of Pleasanton	\$1,424,633	\$1,760,556	\$760,937	\$3,946,126
City of San Leandro	\$2,313,732	\$1,410,222	\$571,850	\$4,295,804
City of Union City	\$821,847	\$1,112,775	\$633,988	\$2,568,610
Total	\$45,612,959	\$39,776,331	\$8,698,261	\$94,087,551

Notes:

1. The table above reflects total fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2016-17 Audited Financial Statements. City of Albany reports are pending final submittal/review.

This page intentionally left blank

Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicylists/pedestrians.

Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$456,276	\$144,496	32%	Yes
City of Alameda	\$2,482,513	\$506,561	20%	Yes
City of Albany ²	\$175,875	\$163,325	93%	Yes
City of Berkeley	\$2,785,610	\$1,093,810	39%	Yes
City of Dublin	\$230,000	\$66,830	29%	Yes
City of Emeryville	\$270,859	\$45,130	17%	Yes
City of Fremont	\$4,444,139	\$842,788	19%	Yes
City of Hayward	\$2,133,222	\$330,525	15%	Yes
City of Livermore	\$644,467	\$143,349	22%	Yes
City of Newark	\$521,154	\$370,728	71%	Yes
City of Oakland	\$16,030,930	\$2,023,924	13%	No
City of Piedmont	\$648,414	\$135,024	21%	Yes
City of Pleasanton	\$539,183	\$110,554	21%	Yes
City of San Leandro	\$1,965,907	\$350,000	18%	Yes
City of Union City	\$733,359	\$220,600	30%	Yes
Total	\$34,061,908	\$6,547,643	19%	Yes

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.
2. Estimates for City of Albany are based on most current data submitted to Alameda CTC.
3. Revenue and expenditure figures may vary due to number rounding.

This page intentionally left blank

DLD Performance Summary

Fiscal Year 2016-17 Performance Monitoring

Pavement Condition Index (PCI): Alameda CTC's performance metric for DLD LSR recipients requires a minimum PCI of 60 (Fair Condition) for local roadways.

Jurisdiction:	PCI Score	PCI Score > 60?
Alameda County	71	Yes
City of Alameda	71	Yes
City of Albany	59	No
City of Berkeley	59	No
City of Dublin	85	Yes
City of Emeryville	79	Yes
City of Fremont	71	Yes
City of Hayward	70	Yes
City of Livermore	76	Yes
City of Newark	76	Yes
City of Oakland	56	No
City of Piedmont	64	Yes
City of Pleasanton	78	Yes
City of San Leandro	56	No
City of Union City	82	Yes

Transit On-Time Performance: Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved.

Jurisdiction:	On-Time Performance Goal	On-Time Performance Actual	Goal Achieved?
AC Transit	72%	69%	No
ACE	95%	94%	No
BART	95%	89%	No
LAVTA	85%	81%	No
Union City Transit	90%	94%	Yes
WETA	95%	89%	No

This page intentionally left blank



Memorandum

6.5

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

DATE: June 21, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Minyoung Kim, Senior Transportation Engineer

SUBJECT: I-880 Interchange Improvements (Winton Avenue/A Street) Project (PN 1471000): Approval of Professional Services Agreement A18-0048 with Kimley-Horn and Associates, Inc. for Project Initiation Document (PID) and Project Approval and Environmental Document (PA&ED) Phase Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0048 with Kimley-Horn and Associates, Inc. (Kimley-Horn) for a not-to-exceed amount of \$4.0 million to provide services for the PID and PA&ED phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the Interstate 880 (I-880) Interchange Improvements (Winton Avenue/A Street) Project (PN 1471000) in the City of Hayward. The project proposes to improve I-880/Winton Avenue and A Street interchanges by enhancing safety, providing congestion relief, and implementing Complete Streets features. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers.

The Alameda CTC selection process to procure consultant services for the PID and PA&ED phases of the project began in April 2017 with Commission approval to release the request for proposals (RFP). The RFP sought professional services to obtain an approved PID, Project Report, and Environmental Document as part of the PID and PA&ED phases.

RFP #18-0012 was released in February 2018. Proposals were received from five (5) firms, and an independent selection panel composed of representatives from the City of Hayward and Alameda CTC reviewed the proposals and shortlisted three (3) firms. Interviews were

conducted on April 11, 2018, and at the conclusion of the evaluation process, Alameda CTC selected Kimley-Horn 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 contract with Kimley-Horn and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$4.0 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 48 months.

Kimley-Horn is a certified local business enterprise (LBE) and their proposal included a commitment to 97% LBE and 40% small local business enterprise (SLBE) participation. The Executive Director concurs with this recommendation.

Background

Alameda CTC is the implementing agency for the PID and PA&ED phases for the I-880 Interchange Improvements (Winton Avenue/A Street) Project (PN 1471000) in the City of Hayward. The project proposes to improve I-880/Winton Avenue and A Street interchanges by enhancing safety, providing congestion relief, and implementing Complete Streets features. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers.

The City of Hayward prepared a feasibility study for the I-880/Winton Avenue interchange in May 2016. The next phase of the project will expand upon the feasibility study and prepare a combined scoping document for both locations and concurrently begin work to support the environmental process.

The Alameda CTC selection process to procure consultant services for this phase of the project began in April 2017 with Commission approval to release the RFP. RFP #18-0012 was released in February 2018. A pre-proposal meeting was held in February 2018 and was attended by 30 firms. Alameda CTC received five (5) proposals on March 13, 2018 from the following firms:

- AECOM USA, Inc.*
- Kimley-Horn and Associates, Inc. (Kimley-Horn)*
- Michael Baker International, Inc.
- Quincy Engineering, Inc.*
- Rajappan and Meyer Consulting Engineers, Inc.

An independent selection panel composed of representatives from the City of Hayward and Alameda CTC reviewed the proposals and shortlisted three (3) firms*. Consultant interviews were conducted on April 11, 2018. Proposers were scored on the following criteria: understanding the required scope of work, expertise and approach, management and

staffing plan, and interview effectiveness. At the conclusion of the evaluation process, Alameda CTC selected Kimley-Horn as the top-ranked firm.

After a thorough review of the submitted cost proposal in comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated with Kimley-Horn and reached an agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$4.0 million is fair and reasonable to both the Alameda CTC and the consultant and includes the services necessary to complete the PID and PA&ED phases for the project. The estimated duration to complete this work is 48 months.

Kimley-Horn is a certified LBE and their proposal included a commitment to 97% LBE and 40% SLBE participation.

The I-880 Interchange Improvements (Winton Avenue/A Street) Project is in the 2014 Transportation Expenditure Plan (TEP No. 040) with a commitment of \$1.8 million for Planning/Scoping and \$3.5 million for Preliminary Engineering and Environmental.

Levine Act Statement: The Kimley-Horn Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact for approving this item is \$4.0 million in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the adopted FY2017-18 Capital Program Budget.

Attachment:

- A. Project Fact Sheet

This page intentionally left blank



Interstate 880 Interchange Improvements (Winton Avenue/A Street) 6.5A

JUNE 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), will implement improvements at the Winton Avenue and A Street interchanges along the Interstate 880 (I-880) corridor.

Alameda CTC intends to initiate project scoping and environmental clearance for the interchanges concurrently to enable the project to pursue funding for subsequent phases as part of the project delivery. Project development for the subsequent phases and viable project phasing options will be determined based on the traffic analysis conducted during the environmental phase and potential future funding availability.

Proposed improvements include reconfiguring the I-880 interchange at Winton Avenue to provide direct access to the Southland Mall and implement Complete Streets features, and reconstructing the I-880/A Street interchange to widen A Street from five to six lanes and provide additional lane capacity for potential future freeway widening. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers.

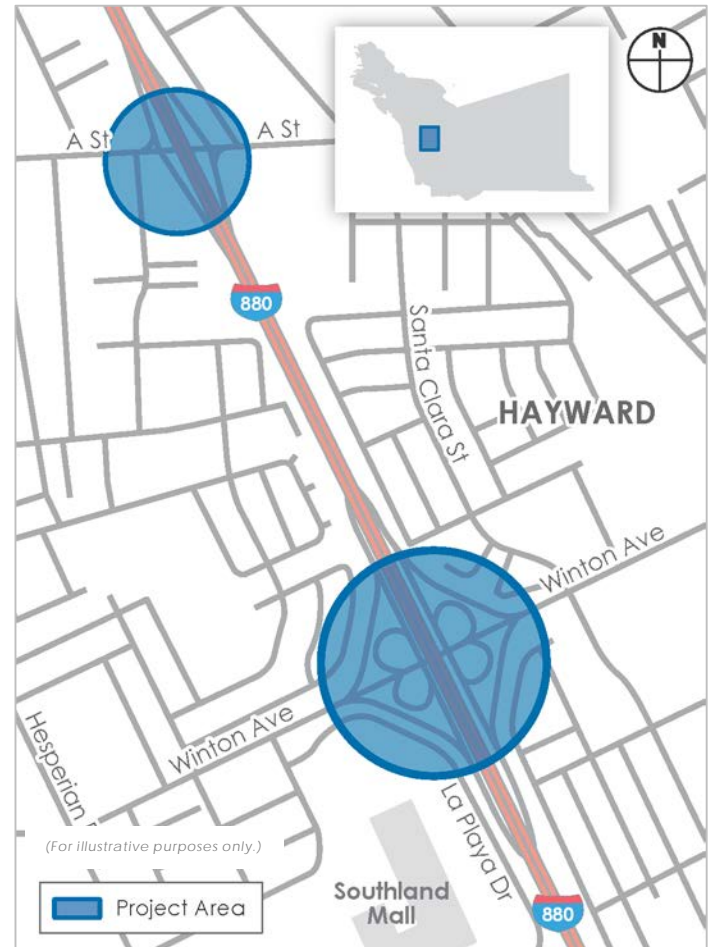
PROJECT NEED

I-880/Winton Avenue Interchange

- The interchange has an inadequate four-quadrant cloverleaf configuration with ramps running freely onto Winton Avenue without stopping.
- Pedestrians and bicyclists must cautiously look for fast-moving vehicles when crossing the uncontrolled ramps, along Winton Avenue.
- The weaving movement of vehicles heading to Southland Mall via the westbound Winton left-turn lane and through traffic creates congestion and queues along the off-ramp, affecting freeway operations.

I-880/A Street Interchange

- Congestion during peak periods affects both directions.
- Vehicular queues in the two adjacent left-turn lanes cause operational and safety issues.
- The existing underpass provides non-standard design features and lacks bicycle lanes.



PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Provides additional lane capacity for potential future freeway widening
- Improves truck turning maneuvers
- Enhances safety
- Provides direct access to Southland Mall



Current interchange at I-880/Winton Avenue.



Preliminary interchange geometric at the I-880/Winton Avenue interchange.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- [Feasibility Study](#) for the I-880/Winton Avenue interchange was completed in May 2016.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the City of Hayward

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

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

Planning/Scoping	\$1,808
PE/Environmental	\$3,500
Final Design (PS&E)	TBD
Right-of-Way	TBD
Construction	TBD
Total Cost Estimate	TBD

Note: Cost estimates for the subsequent work will be determined during the PE/Environmental phase.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$5,308
Federal	TBD
State	TBD
Local	TBD
TBD	TBD
Total Revenues	\$5,308

SCHEDULE BY PHASE

	Begin	End
Scoping and Preliminary Engineering/Environmental	June 2018	Fall 2021
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Project delivery for the subsequent project development to be determined.



1. Call to Order

2. Roll Call

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

3. Public Comment

There were no public comments.

4. Approval of Consent Calendar

4.1. Approve the November 20, 2017 PAPCO Meeting Minutes

4.2. Approve the February 26, 2018 Joint PAPCO and ParaTAC Meeting Minutes

4.3. Receive the FY 2017-18 PAPCO Meeting Calendar

4.4. Receive the PAPCO Roster

4.5. Receive the Paratransit Outreach Calendar

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

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

No: None

Abstain: Behrens, Bunn, Rivera-Hendrickson

Absent: Coomber, Ross, Saunders, Scott, Smith

5. Paratransit Programs and Projects

5.1. Receive the FY 2018-19 Paratransit Program Plan Review

Overview and Complete Request for Subcommittee Volunteers

Krystle Pasco presented this item. She informed the Committee that the subcommittee process for reviewing next fiscal year's program plans has changed. The primary responsibility of the Subcommittee will be to review the distribution of Measure B and BB Direct Local Distribution (DLD) Paratransit funds totaling over \$24.4 million dollars. This process will incorporate a review of any unspent fund balances and notable trends in revenues and expenditures. The Committee may identify and recommend to the Alameda CTC alternative approaches that will improve special transportation services in Alameda County. The Program Plan Review meetings will take place on Monday, April 23, 2018 and Tuesday, April 24, 2018, from 1:00 to 3:30 p.m. PAPCO members were then asked to volunteer for appointment to the Paratransit Program Plan Review Subcommittees. Members who were interested were given a volunteer form to complete, and were told they would be notified of appointment via mail, email, or phone.

5.2. Receive the 2018 Comprehensive Investment Plan (2018 CIP) Paratransit Program Progress Report

Naomi Armenta presented this item.

Yvonne Behrens asked why Eden I&R projections are low in every category except outreach. Ms. Armenta responded that Eden I&R is currently experiencing a data tracking problem but is working on the issue which should be resolved by next year.

Carmen Rivera-Hendrickson asked if data on programs that are questionable will be provided to the Committee or will the Committee only receive information during the next progress report in six months. Ms. Armenta stated they will continue to monitor the programs' progress and provide updates to the Committee as issues get resolved.

Carmen Rivera-Hendrickson asked about Senior Support Program of the Tri-Valley's percentage of service requests unfulfilled is low.

Ms. Armenta stated that the two percent number is actually good. They want this number to be below 5 percent.

Peggy Patterson asked how Eden I&R computed the 29,616 figure for the number of individuals with access to mobility management support over the online finder. Ms. Armenta stated she will look into this.

Sylvia Stadmire asked if the Committee can expect to see better numbers in the next six months for Eden I&R's program. Ms. Armenta stated that is the expectation and staff will continue to monitor over the next few months.

Sylvia Stadmire asked why the City of Fremont shows actual numbers with no targets. Cathleen Sullivan said staff will get clarification and provide the Committee with the feedback.

5.3. Discuss the 2020 CIP Paratransit Program Guidelines and Priorities

Cathleen Sullivan and Krystle Pasco presented this item.

Carmen Rivera-Hendrickson asked about same day transportation, which is not available in every part of Alameda County. Ms. Sullivan said that one priority for the 2020 CIP call for projects is to solicit applications to fill that gap.

Carmen Rivera-Hendrickson asked about Volunteer Driver Programs and if there are other types of funding that can be used to get these types of programs up and running. Ms. Sullivan said this discretionary funding is intended to fill that gap.

Carmen Rivera-Hendrickson asked if there is a way to get a number of how much funding we received from all of the funding sources, and what happens to money left over. Ms. Sullivan said that the funds roll over into the next CIP call for projects.

Carmen Rivera-Hendrickson asked if there was a way for the funding recipients to come to PAPCO meetings to address questions from the Committee. Ms. Pasco stated that as part of the funding agreement with Alameda CTC and the funding

recipients, recipients are required to come to a PAPCO meeting and make a presentation at least once during the funding period.

Yvonne Behrens asked where local jurisdictions find the extra funding for these programs. Ms. Sullivan said many of the programs use their DLD funding. Also, some programs have reserve balances that can be used to fund these programs and some cities even dedicate general funding as matching funding.

5.4. Review the Access Alameda Update

Naomi Armenta presented this item.

Yvonne Behrens asked if the map will show the routes. Ms. Armenta stated that the map will show the different areas that are covered by the three different ADA providers.

Staff posed specific questions to PAPCO for feedback:

Michelle Rousey asked if there is a way to see this on the web and provide input. Ms. Armenta responded that yes, she can connect with Ms. Pasco and provide input that way.

Larry Bunn asked if the icons are different colors. Ms. Armenta said that the icons match the theme of the section being discussed/presented.

Yvonne Behrens asked if there will be lines separating information for the different cities as the information appears to blend together. Ms. Armenta stated that they will be working on adding contrast for easier viewing.

Carmen Rivera-Hendrickson suggested that Access Alameda should show the regional transfers between East Bay Paratransit and Wheels Dial-A-Ride. Ms. Armenta said we retained information on regional trips in the guide.

Ms. Armenta asked what portion of the current guide is most useful as a referencing guide.

Carmen Rivera-Hendrickson said the BART price between stations should be shown. Ms. Armenta said the guide is only intended to provide basic information on transit fares.

Sylvia Stadmire said she likes the quick guide with the page numbers. She also asked if the map will show page numbers. Ms. Armenta said that page numbers will appear on the map.

Carolyn Orr said she does not see the Access Alameda Guide at BART, churches, and senior centers. Ms. Armenta said to ask Ms. Pasco for copies of the guide to conduct outreach, or to provide her with suggestions on where to have the guides available.

Sylvia Stadmire stated that providing more information to seniors about what services 2-1-1 can provide would be helpful but there could be a problem with too much information on the 2-1-1 page in the guide. Ms. Armenta said perhaps a small section listing the questions that 2-1-1 can answer would be helpful.

Peggy Patterson suggested having a gathering to educate folks about the Access Alameda Guide to help users to navigate through the available services.

Ms. Armenta said staff will be conducting a photo shoot for potential photos for the Access Alameda guide on April 18, 2018 from 12:00 to 5:00 p.m. and she requested volunteers: Shawn Costello, Herb Hastings, Yvonne Behrens, Esther Waltz, Sylvia Stadmire, Michelle Rousey, Hale Zukas, Cimberly Tamura, and Larry Bunn expressed interest. Ms. Pasco said staff will take volunteers' names today and will let members know if they will be needed.

5.5. Receive the City of Hayward Paratransit Program Report

Krystle Pasco informed the committee that Dana Bailey is not able to attend the meeting today and this item will be rescheduled.

5.6. Receive the City of Newark Paratransit Program Report

David Zehnder presented this item. He provided background information on the paratransit program and noted that Satellite

Affordable Housing Associates (SAHA) no longer administers the City of Newark's paratransit program. The City of Newark has established a partnership with the City of Fremont to administer the paratransit program. David then provided a summary of services provided and a quick overview of the program's expenditures.

Esther Waltz asked if the Annual Health Fair will be changing from October to May. Mr. Zehnder clarified that Newark's fair is in October and Fremont's fair is in May. Ms. Pasco said that both events are listed on page 23 of the packet, the Paratransit Outreach Calendar.

5.7. Mobility Management – Coordination: Community Models, Outcomes, and Lessons Learned

Naomi Armenta presented this item.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Herb Hastings reported that IWC last met in January and discussed volunteers needed for the IWC Annual Report subcommittee. The next meeting is in July.

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

Naomi Armenta stated that SRAC approved their program plan at their last meeting. They also discussed the no-show policy and decided to update the policy to be a little more lenient for riders.

6.3. Other ADA and Transit Advisory Committees

Richard Weiner provided a brief update on San Mateo County's paratransit program. He reported that San Mateo County hosted the Regional Paratransit Coordinating Council (PCC) workshop last year and are interested in hosting it again in 2019.

7. Member Reports

Sylvia Stadmire stated that she attended the Senior Injury Prevention Program Conference, which is a program that started at Highland Hospital through United Seniors of Oakland and Alameda County (USOAC). Ms. Stadmire also stated that she attended BART's Accessibility Task Force meeting with Herb Hastings and a national

program meeting for Meals on Wheels. Ms. Stadmire announced a subsidized housing forum on March 29, 2018 from 12:00 to 1:30 p.m. at the Castro Valley Moose Lodge. Lastly, she stated that she is currently working with BART staff on an application for a Lifeline Grant.

Larry Bunn attended an accessibility conference and noted that there are lots of new and exciting things coming up mobility-wise.

Shawn Costello announced that Don Biddle passed and the City of Dublin is looking for someone to fill his seat. Shawn noted that he applied for the position to fill the seat for the rest of this year.

Herb Hastings announced that the City Council meeting for the BART to Livermore Project is taking place on April 3, 2018 at the Dublin Library.

8. Staff Reports

Krystle Pasco reminded the Committee that the Program Plan Review subcommittees are taking place on April 23 and April 24, 2018.

9. Adjournment

The meeting adjourned at 3:35 p.m. The next PAPCO meeting is scheduled for May 21, 2018 (one week earlier due to the Memorial Day holiday) at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

This page intentionally left blank

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

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

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



Memorandum

8.1

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

DATE: June 21, 2018

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Cathleen Sullivan, Principal Transportation Planner

SUBJECT: BART Livermore Valley Extension Project Update

Recommendation

This item is to provide the Commission with an update on the BART Livermore Valley Project.

Summary

A BART extension to Livermore has been a part of regional transportation planning for many years and was included in the 2014 Transportation Expenditure Plan. On May 24th, the BART Board took an action to certify the environmental document, but did not select a preferred alternative. At the June meeting, BART will provide an update on the BART to Livermore project, its history, recent BART Board actions and next steps for the project.

Background

A BART extension to Livermore has been under consideration for many years. Some recent major milestones for the project were:

- BART completed a Program Environmental Impact Report (EIR) for the project in 2010 which evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. The BART Board selected a preferred "Portola-Vasco" alignment which would originate at the existing Dublin/Pleasanton Station in the median of I-580, diverge from the I-580 corridor at Airway Boulevard (just west of the existing Portola interchange), transition to a subway under Portola and Junction Avenues to a station adjacent to the existing ACE station in Downtown Livermore, and extend at-grade parallel to the existing UPRR tracks to a terminus station at Vasco Road.
- Within the next year, the Livermore City Council adopted an initiative to keep BART in the median of I-580.

- In early 2012, the BART Board directed staff to advance the conceptual engineering and project-level environmental review of a one-station extension to Isabel Avenue, which is the initial segment of both the Board's preferred alternative and that of the City of Livermore. The BART Board directed staff to evaluate transit alternatives using express lanes, express bus services, reserved lanes, and a type of light rail service, as well as conventional BART. They also directed staff to coordinate with the City of Livermore on the land use planning around the future station site.
- In 2014, Measure BB passed which included \$400M for BART to Livermore. The expenditure plan states:

"This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process."
- In October 2017, AB758 created the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) for "purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter (ACE) rail service in the Tri-Valley that meets the goals and objectives of the community."¹ The legislation states that the TVSJVRRA cannot infringe upon BART's process to plan, develop, and deliver a BART extension to Isabel; the restriction expires July 1, 2018 if the BART does not adopt a BART extension to Isabel by June 30, 2018.
- BART completed the Final Project EIR for BART to Isabel in spring 2018. In May 2018, the BART Board unanimously certified the Final EIR, but did not select a preferred alternative. The Board passed a motion directing the General Manager not to advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection from ACE (and beyond) to the Dublin/Pleasanton BART Station.
- AB 758 requires the TVSVRRA to prepare a project feasibility report by July 1, 2019 on the development and implementation of transit connectivity between BART and ACE in the Tri-Valley.

Additional history on the project and the environmental process can be found here: <https://www.bart.gov/about/projects/liv/history>.

¹ Assembly Bill No. 758, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB758

At the June meeting, BART will provide an update on the BART to Livermore project, its history, recent BART Board actions, and next steps for the project.

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

This page intentionally left blank



Memorandum

8.2

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

DATE: June 21, 2018

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: Metropolitan Transportation Commission Regional Express Lane Network Update

Recommendation

This item is to provide the Commission with an update on the Metropolitan Transportation Commission (MTC) proposal for unified governance of the Bay Area Express Lanes Network. This item is for information only.

Summary

Alameda CTC operates two express lane corridors within the planned 550-mile Bay Area Express Lanes Network. The Santa Clara Valley Transportation Authority (VTA) and Bay Area Infrastructure Funding Authority (BAIFA) operate the other two corridors currently open for use in the Bay Area. Designated operating agencies for the remaining planned corridors are under development for certain lanes and others are not completely defined. MTC has proposed consideration of a unified governance of the Bay Area Express Lanes Network under BAIFA and has been in discussion with several members of its Board regarding a unified concept.

All express lanes currently use the Bay Area Toll Authority (BATA, one of the member agencies of BAIFA) for toll collection services.

Background

Assembly Bill (AB) 2032 (Dutra, 2004) authorized the Sunol Smart Carpool Lane Joint powers Authority (Sunol JPA), VTA, and the Alameda County Congestion Management Agency (ACCMA) to each operate express lanes in the Bay Area, with two express lane corridors authorized in Alameda County. Alameda CTC, on behalf of Sunol JPA and as successor agency to ACCMA, operates the I-680 Sunol Express Lane that opened in September 2010 and the I-580 Express Lanes that opened in February 2016. VTA operates

the I-880-SR 237 Express Lanes, which opened in March 2014, and MTC operates the I-680 Contra Costa Express lanes that opened in October 2017.

MTC staff has proposed consideration of a unified governance, which would incorporate any new express lane facilities and eliminate the addition of new operators to the Bay Area. Existing operators could merge with the unified system if desired. While a unified governance could create benefits, there are several factors to consider regarding this proposal, including a significant issue regarding how gross and net revenues would be allocated. AB 2032 requires that revenues generated from the express lanes are first allocated to expenditures related to the operations (including collection and enforcement), maintenance, and administration of the express lanes in the corridor which generated the revenue. The remaining (net) revenues must be allocation for transportation purposes within the program area through the adoption of an expenditure plan and may include funding for development and construction of high occupancy vehicle (HOV) facilities and transit capital and operations that directly serve the authorized corridors. Alameda CTC adopted the Interstate 580 Express Lanes 20 Year Expenditure Plan in April 2018 and expects to utilize the funds to create a reserve, support express lane expansion and to support transit operations with the corridor as well as capital investments that would benefit the corridor.

Other areas of consideration:

- MTC recently became an express lane operator and is still ramping up their experience in utilizing these lanes as a congestion management tool.
- CMAs would develop expenditure plans in coordination with MTC for each corridor; CMAs and the BAIFA Commission would approve corridor expenditure plans.
- MTC staff is developing the business model. The current proposal is to calculate net revenue for the entire network and allocate to corridors based on share of gross revenue.
- The current MTC proposal defines "corridor" based on travel patterns irrespective of county boundaries or limits of original sponsor agency facility. If Alameda CTC were to consider being part of a unified governance, this would have to be evaluated in relation to AB 2032.
- BAIFA will operate the Interstate 880 Express Lanes, which are a conversion of HOV lanes funded by Measure B, and will establish occupancy and tolling policy for that corridor. Per MTC staff, Alameda CTC will have a voice in the process.
- If expansion of existing lanes is desired in a county, it is not clear how the development and delivery of such a project would occur.

Staff will continue to monitor the MTC proposal as the business model is further developed and potential benefits are refined.

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

Attachment:

- A. Bay Area Express Lanes Network Part 2 presentation, MTC Commissioner Discussion, May 23, 2018

This page intentionally left blank

Bay Area Express Lanes Network Part 2

Commissioner Discussion
May 23, 2018



1. What are the benefits of unified governance?



Single set of rules for travelers



Integration with corridor management strategies



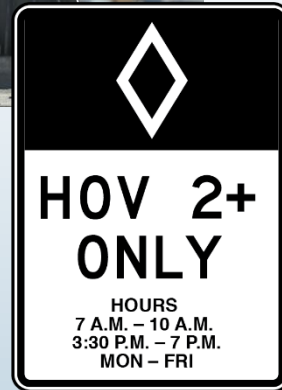
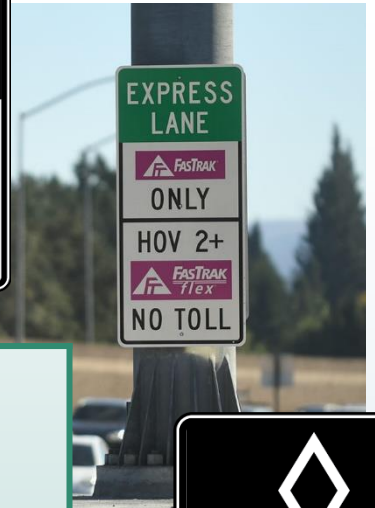
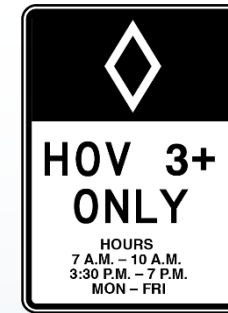
Robust financial enterprise



Seat at the table for all corridor partners



Single Set of Rules for Travelers



Consistency Achieved

- Signage
- FasTrak[®] account rules and services



Headed in the Right Direction

- Hours of operation
- Use of toll violation enforcement systems and switchable tags
- Tolling clean air vehicles



More Work to Do

- Increase occupancy from HOV-2 to HOV-3
- Philosophy on adjudicating toll violations

System Management

Requires coordinated investment in a suite of strategies that maximize person throughput

System Management Strategies



Communications infrastructure



Park and Ride



Metering upgrades



HOV hours



Transit priority measures



Design Alternative Analysis



Carpool enhancements



Robust Financial Enterprise (1)

- BATA has contributed \$500 million in bridge tolls to fund HOV and express lanes
- Other features
 - BATA has financed \$10 billion for transportation & toll projects; \$250 million reinvested in transit core capacity; and \$400 million loaned to other projects
 - Network diversity – \$1 billion “hard deck” and AA credit rating
 - Established track record in project delivery, O&M and violation management



Robust Financial Enterprise (2)

Best achieved by a multi-corridor network that can absorb economic downturns and cost overruns and is positioned to meet the state's growing demand for maintenance



I-680 Sunol opened in 2010 and operated in the red until FY 2016-17 **Page 56**

Bay Area Infrastructure Financing Authority (BAIFA)

- **Joint Powers Authority** created by MTC and BATA in 2006 to finance the toll bridge seismic program
- **Amended in 2011** to implement and operate express lanes
- **Membership** comprised of Commissioners representing counties with BAIFA express lanes
- **Members have voice in**
 - **Policy:** Toll rates and operations
 - **Funding:** capital and operating expenditures
 - **Contracts:** costs and performance
 - **Net Revenue:** expenditure plan

BAIFA Membership

1. MTC Chair
2. BATA Oversight Chair
3. MTC Commissioner from Alameda County
4. MTC Commissioner from Contra Costa County
5. MTC Commissioner from Solano County
6. Cal STA (non-voting)



2. What is net revenue?

Hypothetical Example	
Gross revenue	\$1 B
Less debt service	(\$0.1 B)
Less O&M	(\$0.4 B)
Less rehab and reserves	(\$0.2 B)
Net revenue	\$0.3 B

Staff Proposal: Net revenue is calculated for the enterprise and will be allocated to corridors based on share of gross revenue

3. What are eligible uses of net revenue?

- Corridor management strategies
- Completing express lanes in corridor
- Other transportation investments in corridor, including transit

CMA and MTC staff develop corridor net revenue expenditure plan to be adopted by BAIFA

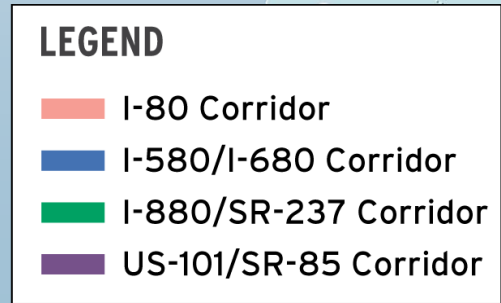
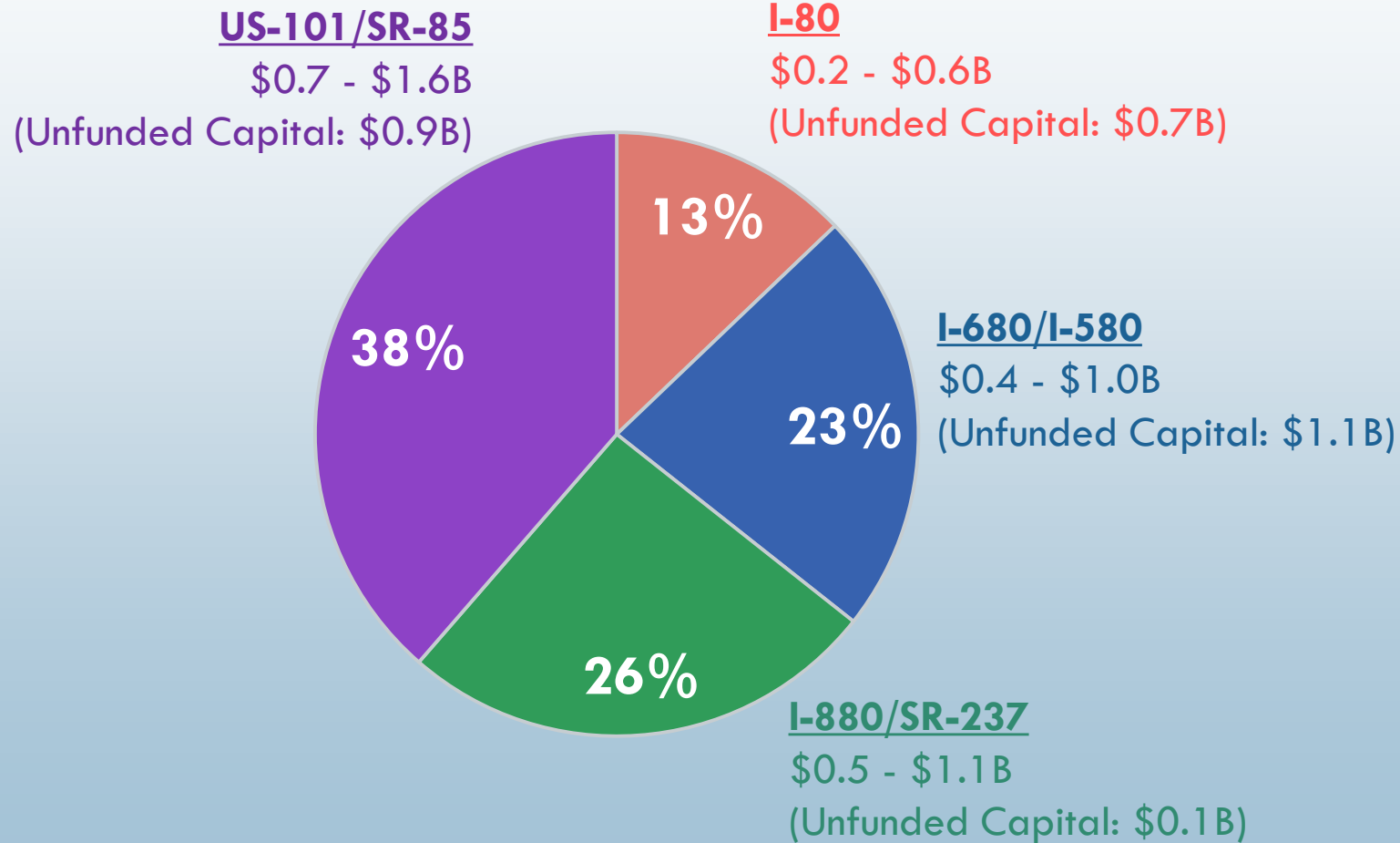
4. What is estimated net revenue?



Estimated Net Revenue by Corridor

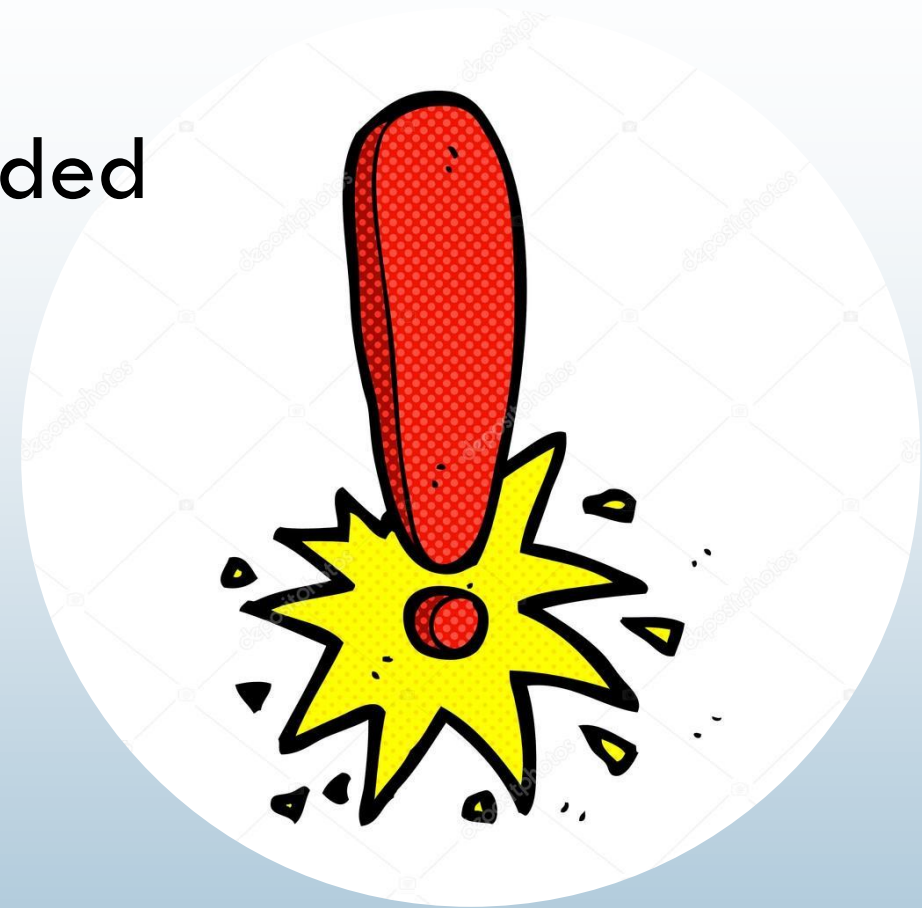
Based on Corridor Share of Gross Revenue

Total amounts through 2040 (billions of inflated dollars)



Assumptions

- Capital cost of network is grant-funded and built by 2025
- HOV-3 policy network-wide



Next Steps



This page intentionally left blank



Memorandum

9.1

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

DATE: June 21, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Formation of Bid Protest Hearing Panel

Recommendation

It is recommended that the Commission approve and authorize the Commission Chair to appoint a three member Bid Protest Hearing Panel to review a protest submitted by Rail Surveys and Engineers, Inc. (RSE) and make a determination on the selection results of the Request For Proposal (RFP) #R18-0013 for the Final Design Plans, Specifications and Estimate (PS&E) phase services for the 7th Street Grade Separation East (7SGSE) Project.

Summary / Background

The Alameda County Transportation Commission (Alameda CTC) routinely procures professional services contracts in support of its Capital Program. To ensure a fair and transparent selection process, the procurement process includes a bid protest procedure and provides an opportunity for a protestor(s) to request a hearing.

On March 6, 2018, Alameda CTC released RFP #R18-0013 for Final Design PS&E phase services for the 7SGSE Project. Two proposals were received in response to the RFP by the proposal due date. An independent selection panel comprised of representatives from the City of Oakland and Alameda CTC reviewed the proposals, and conducted interviews with both firms. At the conclusion of the evaluation process, Alameda CTC selected HDR Engineering, Inc. (HDR) as the top-ranked firm. Upon notification of HDR's selection as the top-ranked firm, RSE submitted a bid protest on the grounds that the procurement process was fundamentally unfair.

In accordance with Commission policies and the bid protest procedures outlined in the RFP, RSE's protest was reviewed by Alameda CTC staff and legal counsel. Alameda CTC thoroughly reviewed and evaluated the procurement process, and concluded that Alameda CTC had conducted a fair, open, and competitive qualifications-based selection process pursuant to the requirements of the RFP and applicable law, and

accordingly notified RSE that Alameda CTC rejected the bid protest. RSE has now requested the opportunity for a presentation and hearing before the Chair and/or Vice-Chair of the Commission to dispute staff's determination regarding the bid protest. Given the nature of the protest, it is recommended that the Commission authorize the Chair to appoint a three member Bid Protest Hearing Panel to conduct the hearing and take final action on the bid protest. The intent is for this to make the process more transparent and fair to all parties involved. Following the hearing, the contract award decision will be brought back to the Commission for final action.

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