



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair

Supervisor Richard Valle, District 2

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

Councilmember Kriss Worthington

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 Dan Kalb

City of Piedmont

Vice Mayor Teddy King

City of Pleasanton

Mayor Jerry Thome

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Transportation Commission

Thursday, February 1, 2018, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).


Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

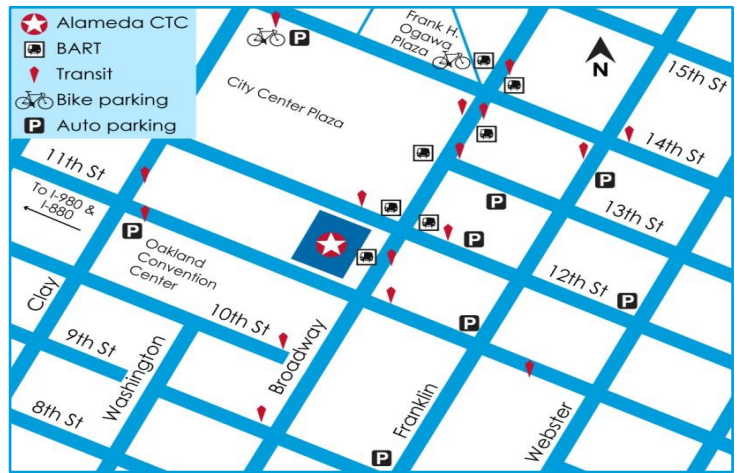
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.



Commission Meeting Agenda

Thursday, February 1, 2018, 2 p.m.

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

Chair: Councilmember Rebecca Kaplan,
City of Oakland

Vice Chair: Supervisor Richard Valle,
Alameda County Board of Supervisors

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. Pledge of Allegiance
2. Roll Call
3. Public Comment

	Page	A/I*
4. Election of Chair and Vice Chair		
4.1. Approve the election of the Commission Chair and Vice Chair	1	A
5. Chair and Vice Chair Report	3	A
• Recognition of Outgoing Chair Rebecca Kaplan for her Leadership and service to the Alameda County Transportation Commission.		
6. Executive Director Report		
7. Approval of Consent Calendar		
On January 8, 2018 Alameda CTC standing committees approved all action items on the consent calendar, except Items 7.1.		
7.1. Approval of December 1, 2017 Commission Minutes.	5	A
7.2. I-580 Express Lanes: Monthly Operations Update.	11	I
7.3. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	21	I
7.4. Global Opportunities at the Port of Oakland Project (GoPort – PN 1442000) – Approval of necessary specific funding actions and authorization to initiate and execute various professional services and agency agreements to move specific project components into the Final Design and Plans, Specifications, and Estimate (PS&E) Phase.	35	A
7.5. I-880/Mission Boulevard (Route 262) Interchange Project (PN 1174000) – Approval and authorization to execute a Professional Services Agreement with Oberkamper & Associates to provide Right of Way services for the closeout phase.	47	A
7.6. Approval of Administrative Amendments to Project Funding Agreements to extend agreement expiration dates.	49	A
7.7. Approval of Community Advisory Committee Appointments.	53	A

*(A = Action Item; I = Information Item)

8. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- 8.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair I
- 8.2. [Independent Watchdog Committee](#)– Murphy McCalley, Chair 59 I
- 8.3. Paratransit Advisory and Planning Committee– Sylvia Stadmire, Chair I

9. Planning, Policy and Legislation Committee Action Items

On January 8, 2018, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations:

- 9.1. [Receive an update on federal, state, and local legislative activities and approve legislative positions.](#) 65 I/A

10. Projects and Programs Committee Action Items

On January 8, 2018, the Projects and Programs Committee approved the following action items, unless otherwise noted in the recommendations:

- 10.1. [Senate Bill 1 Programs Update.](#) 73 I

11. Member Reports

12. Adjournment

Next meeting: February 22, 2018, 2:00 p.m.

All items on the agenda are subject to action and/or change by the Commission.



Memorandum

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

DATE: January 25, 2018

SUBJECT: Election of Chair and Vice-Chair of the Commission

RECOMMENDATION: Approve the election of the Commission Chair and Vice Chair.

Summary

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

Background

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

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

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Art Dao](#), Executive Director

[Vanessa Lee](#), Clerk of the Commission

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 18-001

Commission Chair
Councilmember At-Large
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
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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 Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Resolution of Appreciation for Rebecca Kaplan, City of Oakland Councilmember At-Large and Chair of the Alameda County Transportation Commission

WHEREAS, City of Oakland Councilmember Rebecca Kaplan served as Chair of the Alameda County Transportation Commission (Alameda CTC) from January 2016 to January 2018; and

WHEREAS, under her leadership as Chair of the Commission, Chair Kaplan helped Alameda CTC achieve many significant accomplishments and led many transformative projects, programs, and policies in Alameda County and the Bay Area, which include:

- Launched Alameda County's first Student Transit Pass Pilot Program; a program that aims to reduce barriers for students to access transportation for getting to and from schools, improves transportation options for Alameda County's middle and high school students, and builds support for transit in Alameda County;
Administered the annual Alameda County Walk and Bike to School and Golden Sneaker Award competitions, attracting over 20,000 participants each year;
Continued Alameda County's Goods Movement Collaborative effort to advance economic competitiveness, ensure efficient use of current and future systems, and develop sustainable goods movement to support a clean and healthy environment;
Received affirmed AAA credit ratings from Fitch Ratings on Measure B sales tax revenue bonds (limited tax bonds), series 2014 — the highest possible rating, reflecting the rating agency's confidence in the Alameda County Transportation Commission's leadership and financial strength;
Consistently produced sustainable, consolidated budgets and ensured the agency operated within these limits throughout each fiscal year; and
Received awards for Excellence in Financial Reporting and oversaw the production of the Comprehensive Annual Financial Reports for the fiscal years ended June 30, 2015, June 30, 2016, and June 30, 2017.
Approved the Alameda County Transportation Commission's 2018 Comprehensive Investment Plan which programs \$405 million of funding over the next five years for key Alameda County transportation projects and programs;

- Spearheaded legislative discussions garnering support for Senate Bill 595 and Senate Bill 1 – the first significant increase in state transportation funding in more than two decades;
- Received a \$10 million Federal Highway Administration Grant for the Global Opportunity at the Port of Oakland (GoPort) Project. This project will provide improvements to truck and rail access at the Port of Oakland – one of the top 10 busiest container ports in the nation
- Awarded a \$107 Million contract for construction of the I-680 Sunol Northbound Express Lane, which will construct a new, approximately 9-mile, express lane and provide associated improvements and congestion relief on northbound I-680;
- Opened the I-580 Express Lanes, which are specially designed lanes created to improve the commute for all motorists along approximately 12 miles of the Tri-Valley corridor;
- Activated the I-80 SMART Corridor Intelligent Transportation System, which brings technologically advanced tools, state-of-the-art signage, and active traffic management to enhance safety and optimize operations of one of the most-heavily traveled corridors in Northern California;

WHEREAS, Chair Kaplan has represented Alameda CTC at numerous events including meetings with Alameda County's state and federal delegation; and

WHEREAS, Chair Kaplan has served with diligence, participated in many lengthy discussions affecting the future transportation of Alameda County; and

WHEREAS, Chair Kaplan has given freely of her time to the work of the Commission.

NOW, THEREFORE, BE IT RESOLVED, that the Alameda County Transportation Commission does hereby express its appreciation and gratitude for Chair Kaplan's dedication and service to the Commission.

DULY PASSED AND ADOPTED by Alameda CTC at the regular Commission meeting held on Thursday, February 1, 2018 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: _____
Richard Valle
Vice Chair, Alameda CTC

ARTHUR L. DAO
Executive Director

ATTESTED: _____
Vanessa Lee
Clerk of the Commission



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner *Chan, Haubert, Miley, Saltzman, Bauters and Commissioner Kaplan*

Commissioner Peggy McQuaid was present as an alternate for Commissioner Carson.

Subsequent to the roll call

Commissioner Kaplan arrived during Item 5. Commissioner Saltzman arrived during item 8.1. Commissioner Miley arrived during Item 9.1 and left before the vote on Item 9.1.

3. Public Comment

There were no public comments.

4. Chair/Vice-Chair Report

There was no Chair or Vice Chair Report.

5. Executive Director's Report

Art Dao stated that the Executive Directors report can be found online as well as in the Commissioners folders. He provided an update on capital projects, project delivery and the upcoming Regional Goods Movement Roundtable.

6. Consent Calendar

- 6.1.** Approval of the September 26, 2017 meeting minutes
- 6.2.** Resolution of Appreciation for California State Senator Jim Beall.
- 6.3.** I-580 Express Lanes: Monthly Operations Update.
- 6.4.** Approve and authorize the Executive Director, or a designee, to negotiate and execute Professional Services Agreement with System Metrics Group, Inc. for a not-to-exceed amount of \$500,000 for the I-580 Express Lanes Evaluation Study.
- 6.5.** Approve the Alameda CTC FY2017-18 First Quarter Consolidated Financial Report.
- 6.6.** Receive the FY2017-18 First Quarter Report of Claims Acted Upon Under the Government Claims Act.
- 6.7.** Receive the Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2016 and June 30, 2017.
- 6.8.** Approve the Alameda CTC FY2017-18 First Quarter Investment Report.
- 6.9.** Approve Alameda CTC Staff and Retiree Benefits for Calendar Year 2018 and Salary Ranges for FY2018-19 and adopt Resolution No. 17-006 Calendar Year 2018 Benefits for Staff Members.
- 6.10.** Approve Administrative Updates to the Local Business Contract Equity Program.

- 6.11.** Approve the Professional Services Contracts Plan.
- 6.12.** Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.
- 6.13.** Approve the 2017 Congestion Management Program and the FY2016-17 Congestion Management Program Conformity Findings.
- 6.14.** Approve the Goods Movement Emissions Reduction Pilot Program Principles and Investment Types and authorize the Executive Director to negotiate and enter into funding agreements as necessary to implement the program.
- 6.15.** Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement with Nelson\Nygaard Consulting Associates for a not-to-exceed amount of \$720,000 to provide Program Management Services for the Implementation of the Transportation Demand Management (TDM) Program.
- 6.16.** I-80 Gilman Interchange Improvements Project (PN 1381000): Approve Resolution 17-008, the project-specific resolution of local support authorizing the filing of application for regional Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and approve and authorize the Executive Director to execute Amendment No. 2 to Professional Services Agreement No. A15-0034 with Parsons Transportation Group for an additional amount of \$1,000,000 for a total not-to-exceed amount of \$3,600,000 to provide preliminary design services.
- 6.17.** Warm Springs BART-West Side Access Project (PN 1467000): Approve the additional allocation of \$5,000,000 Measure BB funds and authorize the Executive Director to execute Project Funding Agreement (PFA No.A16-0087) with the City of Fremont for a total PFA amount of \$30,000,000 for the construction phase.
- 6.18.** I-880/Mission Boulevard (Route 262) Interchange Project (PN 1174000): Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A14-0049 with the Alameda County Public Works Agency for an additional amount of \$100,000 for a total not-to-exceed amount of \$200,000 and a one-year time extension to provide right-of-way closeout services.
- 6.19.** San Pablo Corridor Arterial and Transit Improvements Project (PN 1387006): Adopt Alameda CTC Resolution 17-007 authorizing the Executive Director to accept the construction contract with Steiny and Company, Inc. for the I-80 Integrated Corridor Mobility Project #6 – San Pablo Corridor Arterial and Transit Improvements Project.
- 6.20.** Alameda CTC's Capital Program Update.
- 6.21.** Approval of Community Advisory Committee Appointments.

Commissioner Kalb wanted more information on the letter in the packet from Ditching Dirty Diesel and wanted to know if it was related to Item 6.14. Mr. Dao noted that the agency is advocating for emission reductions elements and the letter in the packet encourages the Commission to continue to its current Goods Movement work.

Commissioner Thorne moved to approve the Consent Calendar. Commissioner Worthington seconded the motion. The motion passed with the following vote:

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

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no report from BPAC.

7.2 Independent Watchdog Committee (IWC)

Mr. Dao noted that while no one was present to present for the IWC, the committee met on November 14, 2017 and received a presentation from the agency's auditors on the Audited Comprehensive Annual Financial Report for FY ending June 2017.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one report from PAPCO.

8. Finance and Administration Committee Action items

8.1. Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2017.

Patricia Reavey recommended that the Commission Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2017. Ahmad Gharaibeh with Vavrinek, Trine, Day & Co., LLP presented the financial highlights of the audited financial report and he noted that the auditors have reported what is considered to be an unmodified opinion or clean audit.

Commissioner Haggerty explained how GASB statement No. 84 effects the I-680 Sunol JPA and wanted to know when a decision would be made to determine if Sunol assets and liabilities would be included in Alameda CTC financial audit. Mr. Dao stated that the agency is reviewing the law regarding governance of the HOV Lane as well as requirements of GASB Statement No.84 and will ensure that the agency reports assets and liabilities in a manner that is compliant with both regulations.

Commissioner Haggerty moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following vote:

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

9. Planning, Policy and Legislation Committee Action Items

9.1. Receive an update on federal, state, regional, and local legislative activities and approve the 2018 Legislative Program.

Tess Lengyel provided an update on federal, state, regional, and local legislative activities and recommended that the Commission approve the 2018 Legislative Program. She stated that the 2018 Alameda CTC Legislative Program is divided into six sections and retains many of the 2017 priorities: Transportation Funding, Project Delivery and Operations, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and partnerships.

Commissioner Spencer wanted to call out specifically bike/ped access for last mile connections to transit and ferry service.

Commissioner Kaplan noted that the Planning, Policy, Legislation Committee had discussions on attempting to expand the Safe Routes to School Program.

Commissioner Ortiz noted the impacts of shared mobility on AC Transit and requested that language be added that states "to maintain equity and sustainability" to the section of the plan that addresses that issue. Commissioner Ortiz also noted AC Transit's concerns regarding automotive vehicles, specifically, impacts on AC Transit staff and requested that language be added to the section that address shared mobility that states "as long as the policy supports transit ridership and transit orientated development". Ms. Lengyel stated that staff would take the suggestions into consideration.

Commissioner Halliday wanted more information on the opposing measures for SB1 and wanted to know how it fits into the legislative program. Mr. Dao stated that the Commissioners can begin to educate the public on the benefits of current SB1 funding and Ms. Lengyel reviewed the agencies strategic communications approach to educate the community on SB1.

Commissioner Cutter asked if bus lanes had the option to use the express lane. Mr. Dao conformed that buses can use the express lane.

Commissioner King wanted more information on the Student Transit Pass program. Ms. Lengyel stated that the pilot is for three years and incorporates a list of Commission approved schools that have been administered by the program. She noted that an update on year-three of the pilot will come to the Commission in spring.

Commissioner Worthington noted that there is a coalition called ACA-5 which addresses the concerns for SB1 appeals and encouraged PPLC to get information on the coalition.

Commissioner Ortiz wanted to know what happens if SB 1 bill is repealed after funding is dispersed. Mr. Dao stated that the first year is protected under law.

Commissioner Worthington moved to approve this item. Commissioner Halliday seconded the motion. The motion passed with the following vote:

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

10. Member Reports

There were no member reports.

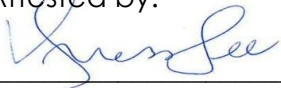
11. Adjournment

The next meeting is:

Date/Time: Thursday, February 1, 2018 at 2:00 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission

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DATE: January 25, 2018

SUBJECT: I-580 Express Lanes (PN 1373.002): Monthly Operation Update

RECOMMENDATION: Receive a status update on the operation of I-580 Express Lanes

Summary

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which are now in operation having opened to traffic on February 19th and 22nd of 2016. See Attachment A for express lane operation limits.

The October and November 2017 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. See Attachment A for express lane operation limits. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

October/November 2017 Operations Update: Over 700,000 express lane trips were recorded during operational hours in October, an average of approximately 31,800 daily trips. There were nearly 648,000 express lane trips recorded in November, or 32,400 average daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel; these percentages have remained consistent for the last eight months. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to either assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately half of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹	
		October	November
By Type	HOV-eligible with FasTrak flex tag	42%	43%
	SOV with FasTrak standard or flex tag	38%	38%
	No valid toll tag in vehicle	20%	19%
By Direction	Westbound	45%	45%
	Eastbound	55%	55%

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

Express lane users generally experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst). Speed and density measurements over a six-month period of time are used to evaluate whether the express lane is meeting required federal and state performance standards.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from April 2017 – September 2017. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes. These heat maps are currently being updated quarterly. During the six months shown in these maps, the westbound express lane users averaged speeds greater than 50 mph at all times with LOS C or better most times and a short half-hour period of LOS D near Fallon Road during the morning commute. In the eastbound direction, the express lanes users averaged speeds 45 mph or

greater at all times and locations except at the eastern terminus of the express lanes, between Vasco Road and Greenville Road, where the express lane ends at the foot of the Altamont Pass, at which point average speeds dropped to as low as 20 mph. Density in the eastbound direction is at LOS C better throughout most of the corridor, with limited sections of degraded LOS at the western and eastern ends during peak evening commute hours. In comparison to the general purpose lanes, these heat maps show that the express lanes provide a significant benefit in both speed and LOS.

Table 2 summarizes the average speed differentials and LOS comparison between the express and general purpose lanes at four locations in each of the westbound and eastbound directions during respective commute hours for October and November. This table provides an overall snapshot of the express lane benefits for the month during commute hours.

Table 2. Speed Differentials and Level of Service

	Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
October	Westbound Morning Commute: 5 am – 11 am	North First Street	6 - 10	8	A	C
		North Livermore Ave	3 - 7	5	A	C
		Fallon Road	5 - 11	9	B	C
		Santa Rita Road	12 - 16	15	B	C
	Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Drive	18 - 29	23	C	E
		Airway Blvd	9 - 13	11	B	B
		North Livermore Ave	5 - 13	10	B	B
		North First Street	9 - 21	14	B	C
November	Westbound Morning Commute: 5 am – 11 am	North First Street	5 - 8	7	B	C
		North Livermore Ave	3 - 7	5	B	C
		Fallon Road	3 - 9	7	B	C
		Santa Rita Road	13 - 18	15	B	C
	Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	18 - 27	23	C	E
		Airway Blvd	10 - 14	12	B	C
		North Livermore Ave	8 - 11	10	B	B
		North First Street	9 - 23	14	B	C

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users.

Table 3. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
October	Westbound	\$12.00 (1 of 22 days)	\$2.19
	Eastbound	\$9.00 (20 of 22 days)	\$2.91
November	Westbound	\$12.00 (1 of 20 days)	\$2.20
	Eastbound	\$9.00 (17 of 20 days)	\$3.04

¹ Assessed toll is the toll rate applied to non-toll-free trips and reflects potential revenue generated by the trip. Not all potential revenue results in actual revenue received.

During Fiscal Year 2017-18, the I-580 Express Lanes have recorded over 3.40 million total trips. Total gross revenues received include \$4.95 million in toll revenues and \$1.65 million in violation fees and penalties.

Staff is coordinating education and outreach with partner agencies including CCTA, MTC, 511 Contra Costa as well as local CMAs to promote consistent messaging and information about the I-580, I-680 Sunol, and the I-680 Contra Costa County express lanes, which opened on October 9, 2017.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-580 Corridor Express Lane Location Map
- B. I-580 Corridor Heat Maps April 2017 – September 2017

Staff Contact

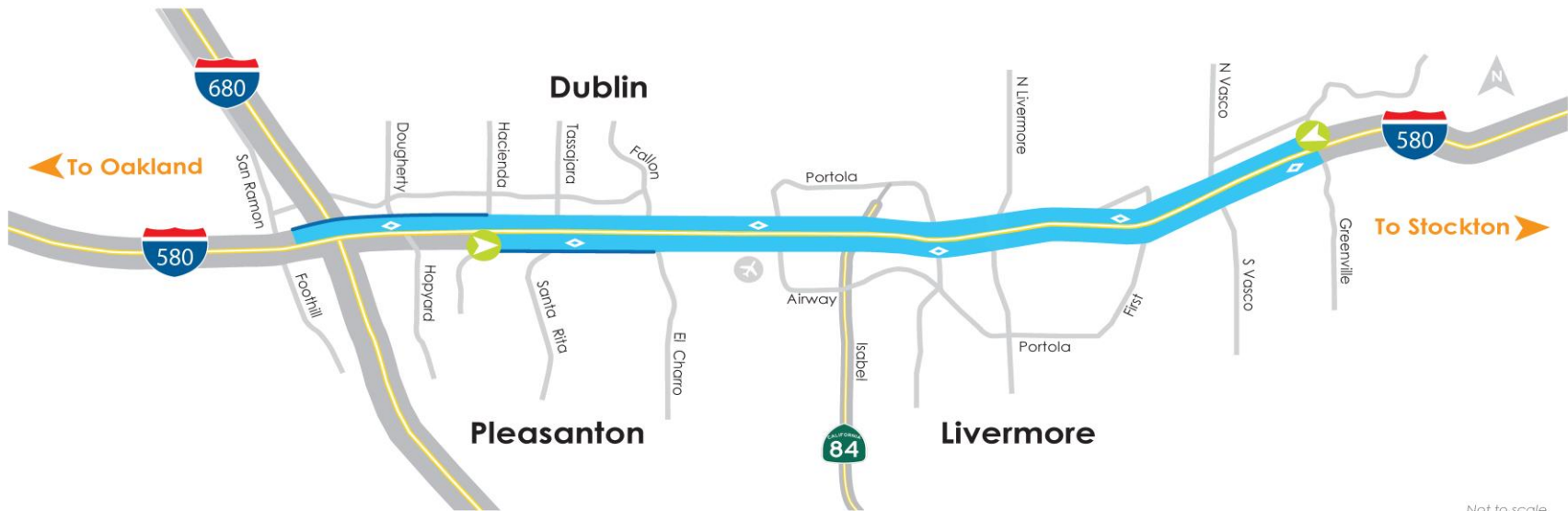
[Liz Rutman](#), Director of Express Lanes Implementation and Operations

[Ashley Tam](#), Assistant Transportation Engineer



I-580 Express Lanes Project Location Map

7.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

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

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



One Westbound Express Lane

Lane begins at Greenville

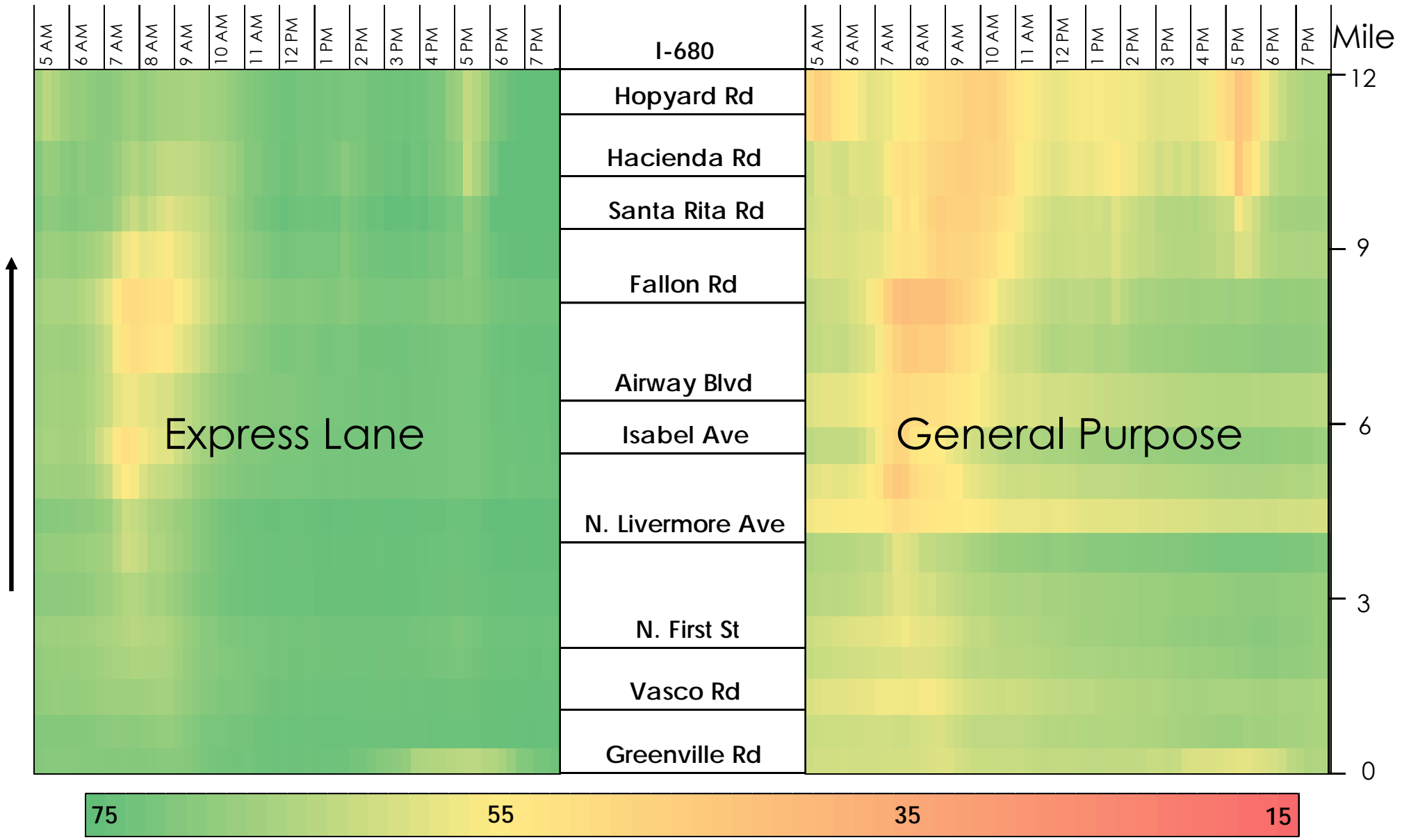
No entry/exit from westbound express lane from Hacienda to end.

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

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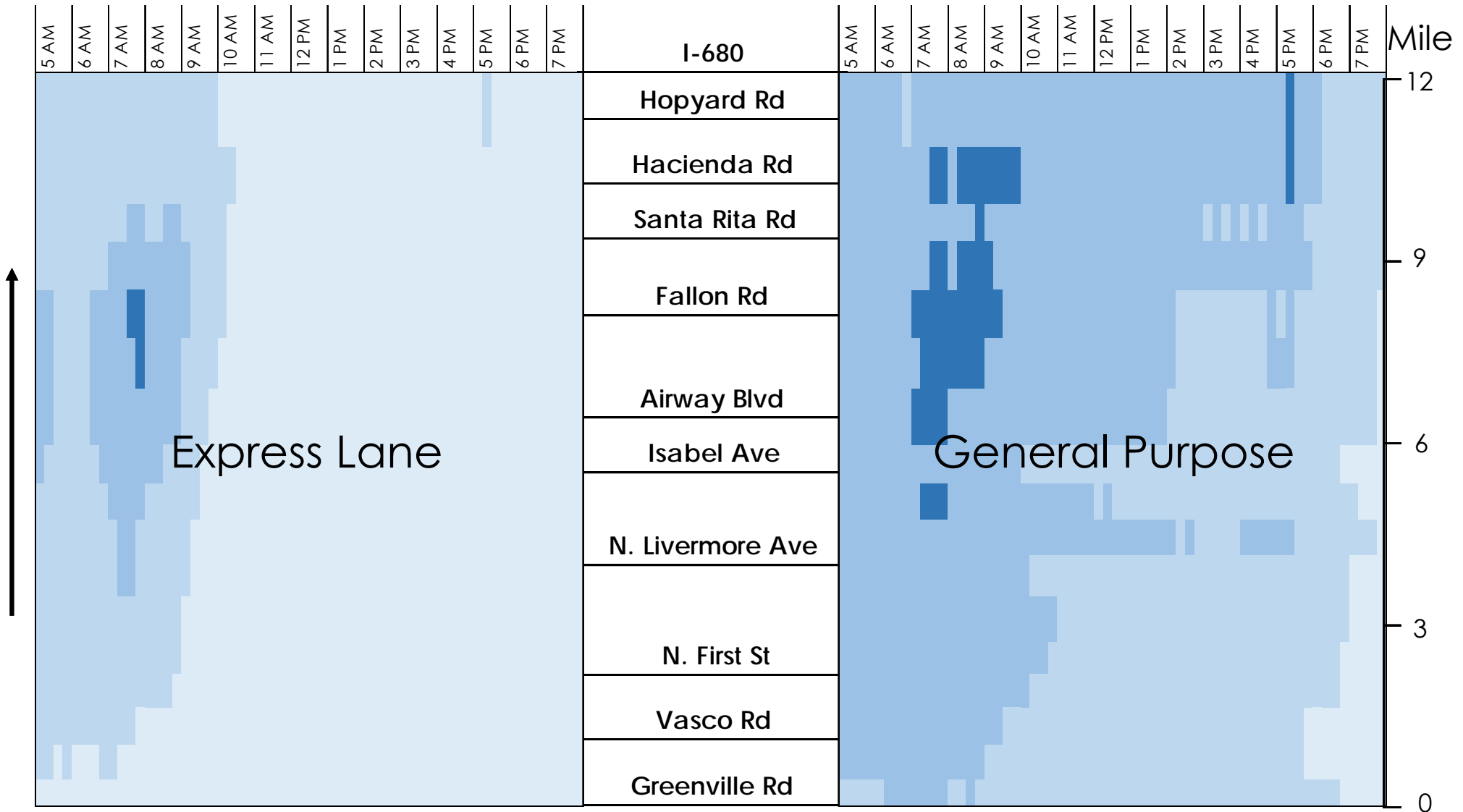
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, April 2017 – September 2017



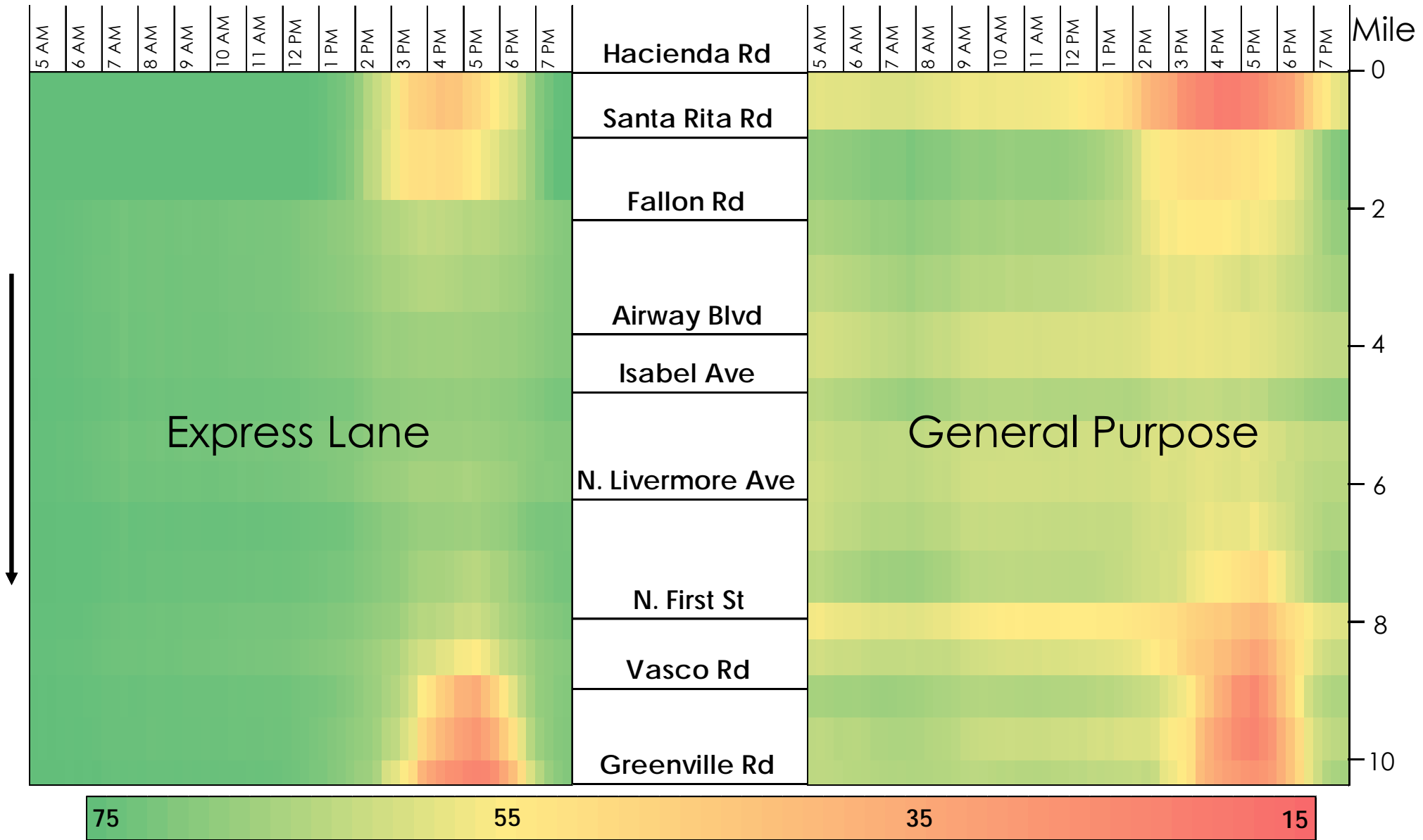
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, April 2017 – September 2017



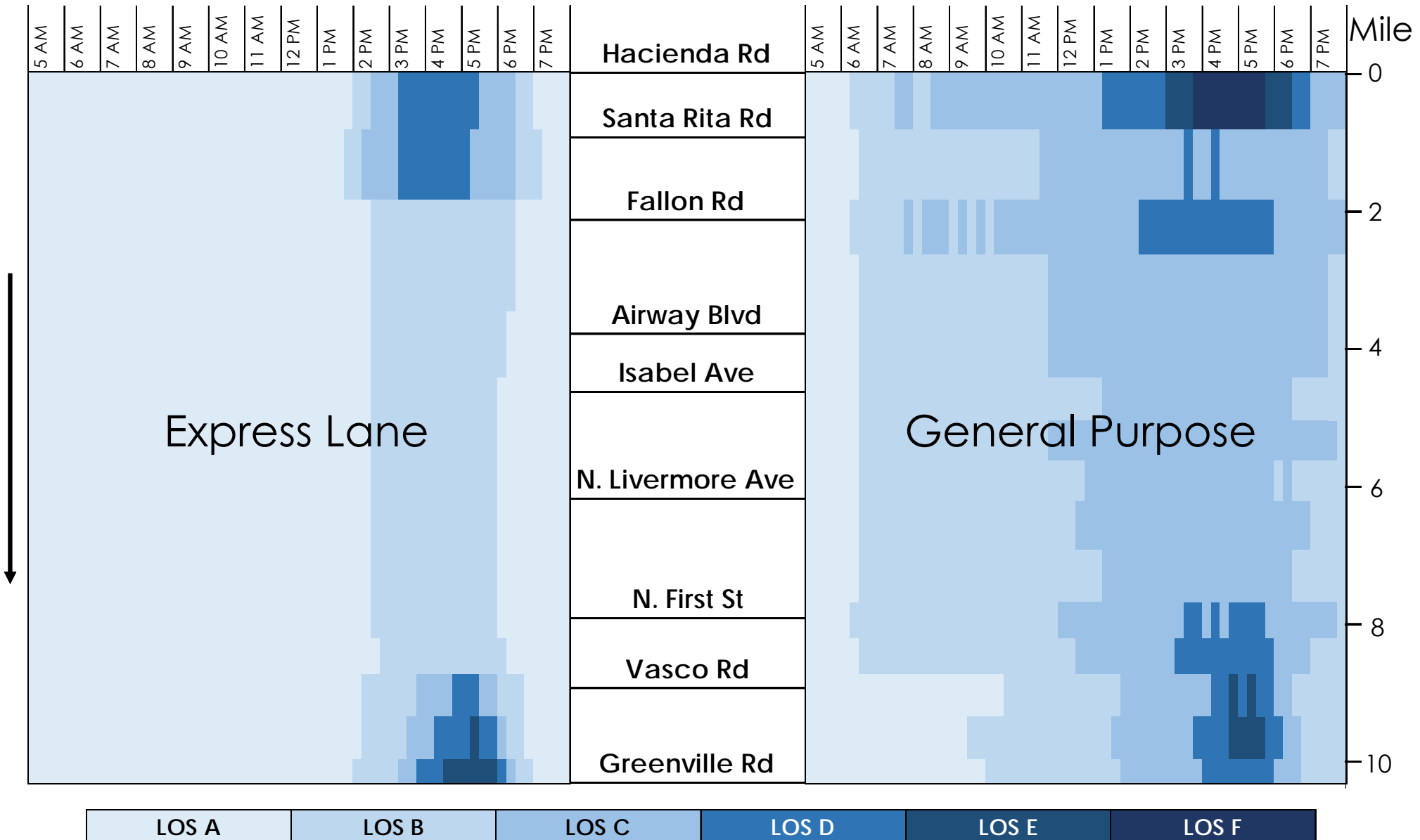
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, April 2017 – September 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, April 2017 – September 2017





Memorandum

7.3

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

DATE: January 25, 2018

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

RECOMMENDATION: Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on November 13th, 2017, Alameda CTC reviewed one NOP, two EIRs, and two GPAs. A response was submitted on these general plan amendments and is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Response to the Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Public Hearing for the 31252 Veasy Street General Plan Amendment
- B. Response to the Draft Environmental Impact Report for the Ursa Residential Project
- C. Response to the Draft Environmental Impact Report for the Bay Fair Transit-oriented Development Specific Plan
- D. Response to the Notice of Preparation of the Draft Environmental Impact Report for the 600 Addison Street Project
- E. Response to the Mitigated Negative Declaration for the Centerville Pioneer in Fremont

Staff Contacts

[Saravana Suthanithira](#), Principal Transportation Planner

[Chris G. Marks](#), Associate Transportation Planner

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November 2, 2017

Adam Petersen
Contract Planner
Planning Department
City of Union City
34009 Alvarado-Niles Road
Union City, CA 94587

SUBJECT: Response to the Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Public Hearing for the 31252 Veasy Street General Plan Amendment

Dear Mr. Petersen,

Thank you for the opportunity to comment on the Notice of Intent to adopt a Mitigated Negative Declaration (MND) and Notice of Public Hearing for a new faith-based facility located at 31252 Veasy Street. The project would demolish an existing 5,600 square foot ancillary structure and replace it with a 15,707 square foot faith-based facility as well as amend the existing General Plan Map changing the designation for the property from Light Industrial to Private Institutional.

We have reviewed the project and determined that it 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 trip generation from existing land use designations.

Thank you for the opportunity to comment on this General Plan Map Amendment MND. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner, at (510) 208-7456 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Saravana Suthanthira". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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November 15, 2017

Bill Roth
Associate Planner
Planning Division
City of Fremont
39550 Liberty St.
P.O. Box 5006
Fremont, CA 94538

SUBJECT: Response to the Draft Environmental Impact Report for the Ursa Residential Project

Dear Mr. Roth,

Thank you for the opportunity to comment on Draft Environmental Impact Report (DEIR) for the proposed Ursa Residential Project. The project would allow 17 new houses and re-locate and rehabilitate the existing house on the 2.67-acre site located at 48495 Ursa Drive in southern Fremont. The proposed project would also rezone the site from R-1-6 to a Planned Development District.

We have reviewed the project and determined that it 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 trip generation from existing land use designations.

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". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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November 20, 2017

Tom Liao
Deputy Community Development Director
835 East 14th Street
San Leandro, CA 94577

SUBJECT: Response to the Draft Environmental Impact Report for the Bay Fair Transit-oriented Development Specific Plan

Dear Mr. Liao,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for Bay Fair Transit-oriented Development (TOD) Specific Plan in San Leandro (the Plan). The Plan area covers 154 acres bound by East 14th St to the northeast, Hesperian Blvd to the east and west, and the City of San Leandro's boundary with the unincorporated Alameda County to the south and southeast. The Plan area also includes the Bay Fair BART station and supporting parking facilities. The Plan does not propose specific development but would allow additional density. The DEIR estimates 2,540 new housing units and 300,000 square feet of office space replacing 161,000 square feet of retail space by 2030.

Alameda CTC respectfully submits the following comments on the DEIR:

- The Alameda CTC's Congestion Management Plan (CMP) requires that the DEIRs address potential impacts to Metropolitan Transportation System (MTS) roadways and transit operators (BART and AC Transit), the Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. Please refer to Alameda CTC's response dated April 7th, 2017 to the Notice of Preparation of a DEIR for this project, which identifies these multimodal analysis requirements. Currently, the DEIR only addresses impacts to the MTS Roadways and transit operators and does not address impacts to bicycle and pedestrian facilities. Considering that this plan is a TOD Specific Plan, increased active transportation (bicycle and pedestrian) activity in addition to transit trips are anticipated in the Specific Plan area. In this regard, on page 311, the DEIR discusses the existing condition of pedestrian facilities and describes sidewalks within parts of the planning area as discontinuous. Similarly, the East Bay Greenway that crosses the Specific Plan area is referenced in both Chapter 3 of the Plan and the existing conditions section of the DEIR. However, no further analysis or discussion is included regarding the future impacts to the pedestrian or bicycle facilities including addressing the existing gaps. Alameda CTC requests that the DEIR is updated to address the Specific Plan impacts to bicycle and pedestrian facilities and movement.

- The DEIR makes references to a CMP roadway performance standard of Level of Service (LOS) E. The DEIR should apply a different threshold of significance based on professional judgement using the context of the project. The LOS E standard applies to the Alameda CTC's biennial LOS monitoring activities but is not intended as a threshold of significance for the review of development projects through the CMP's Land Use Analysis Program. As stated on page 91 of Alameda CTC's 2015 CMP: "Alameda CTC has not adopted thresholds of significance for CMP land use analysis purposes. Project sponsors should use professional judgement to 1) define a threshold that is appropriate for the project context; and 2) use this threshold to determine if segments are impacted".
- Impact T-2 in the DEIR states that most CMP arterial roads have been built out to their ultimate configuration and that there would be significant and unavoidable impacts to vehicle delay as a result of the Plan. While Alameda CTC acknowledges that these arterials are built to their ultimate configuration, the extensive list of Transportation Demand Management (TDM) measures listed in Chapter 3 of the Plan could be strategically applied as potential mitigation measures. The DEIR should be updated to include the appropriate TDM measures and the potential effect these measures would have on overall traffic generated in the Plan area including traffic on arterials.

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) 208-7456, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner



November 22, 2017

Fatema Crane
Associate Planner
Planning and Development Department
Land Use Planning Division
City of Berkeley
1947 Center Street
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation of the Draft Environmental Impact Report for the 600 Addison Street Project

Dear Ms. Crane,

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact Report (DEIR) for the proposed 600 Addison Street Project. The 8.67-acre, single parcel, project site is bound by Addison Street to the north, Bancroft Street to the south, and Union Pacific Railroad track to the east and Bolivar Drive to the west. The proposed project would replace the existing 55,000 square feet of light industrial and manufacturing space and 130 surface parking spaces and replace it with 475,000 square feet of research and development and office space and either 55,789 or 34,544 square feet of parking

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

Basis for Congestion Management Program Review

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

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. 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 is the December 2015 update.

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:
 - Interstate 80
 - University Avenue
 - 6th Street
 - 7th Street
 - San Pablo Avenue

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. Also, 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 2015 CMP for more information).

- The DEIR should address potential impacts of the project on MTS transit operators.
 - MTS transit operators potentially affected by the project include AC Transit and Capitol Corridor.
 - 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 2015 CMP document for more details.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.
- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance.
 - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

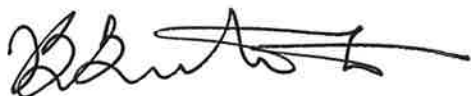
Mitigation Measures

- 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 whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
 - The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2015 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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November 22, 2017

Bill Roth
Associate Planner
Planning Division
City of Fremont
39550 Liberty St.
P.O. Box 5006
Fremont, CA 94538

SUBJECT: Response to the Mitigated Negative Declaration for the Centerville Pioneer in Fremont

Dear Mr. Roth,

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the Centerville Pioneer in Fremont. The project site is located within the grounds of the Centerville Pioneer Cemetery and will include eight new attached townhouses on a 0.4-acre site. The project includes a General Plan Amendment from Open Space General and Town Center – Commercial to Medium Density Residential, which will increase the allowed density on the site from 14.6 units per acre to 29.9 units per acre.

We have reviewed the project and determined that it 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 trip generation from existing land use designations.

Thank you for the opportunity to comment on this MND. 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". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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Memorandum

7.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 25, 2018

TO: Alameda County Transportation Commission Board Members

FROM: Trinity Nguyen, Director of Project Delivery
Chwen Siripocanont, Project Manager

SUBJECT: Global Opportunities at the Port of Oakland Project (GoPort – PN 1442000) – Approval of necessary specific funding actions and authorization to initiate and execute various professional services and agency agreements to move specific project components into the Final Design and Plans, Specifications, and Estimate (PS&E) Phase.

Recommendation

It is recommended the Commission approve the following necessary actions to move the GoPort Project into the Final Design and Plans Specifications and Estimate (PS&E) Phase, and to enhance the Project's state of readiness to compete for regional, state, and federal funding:

1. Approve an allocation of an additional \$20.02 million from the County Freight Corridor Funding Program (TEP #27) of the Measure BB transportation sales tax program for the Final Design and PS&E Phase of the GoPort Project;
2. Approve authorization to initiate the contract procurement to obtain engineering services for the final design and preparation of the PS&E for the 7th Street Grade Separation East (7SGSE) Component of the GoPort Project;
3. Approve authorization for the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A17-0004 with Jacobs Engineering Group for an additional contract amount of \$18.0 million, for a total not-to-exceed amount of \$31.0 million, and a 24-month time extension to June 30, 2020, to provide final design services and preparation for the PS&E for the 7th Street Grade Separation West (7SGSW) Component, the Freight Intelligent Transportation System (FITS) Component, and Port Utility Relocation (PUR) Component of the GoPort Project; and,
4. Approve authorization to encumber costs incurred directly by the Alameda CTC, within the approved project allocations and project budgets, including obligated amounts for agreements with project partners, project delivery management and support services consultants, third party reviews, staff, and other direct project costs; and approve authorization for the Executive Director to execute associated agreements.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Project which includes a program of projects to construct and reconstruct two railroad grade separations at 7th Street (7th Street Grade Separation East and 7th Grade Separation West) and to improve operations on major on-Port arterial roadways.

In partnership with the Port of Oakland (Port), Alameda CTC has defined the Project as shown in Attachment A – Project Fact Sheet. The proposed Project consists of four independent, inter-related, and synergistic project components, namely: the 7th Street Grade Separation East Segment (7SGSE), 7th Street Grade Separation West Segment (7SGSW), Freight Intelligent Transportation Systems (FITS), and Port Utility Relocation (PUR). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port while also generating benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system.

The current estimated cost to implement these improvements (the GoPort Project) is \$515.0 million. Although the GoPort Project has a significant estimated project cost, it will also bring significant multifaceted benefits to the region and the state, and therefore be a very good candidate to potentially receive current and future available regional, state, and federal transportation funding. The delivery strategy is to focus on delivering fundable and feasible phases of individual project components to bring the entire GoPort Project to a state of shovel readiness and be competitive for external funding sources.

In March 2016, the Commission had allocated \$33.0 million of Measure BB funds for the Project (\$15.0 million for preliminary engineering and \$18.0 million for design) and authorized commencement of the plan to advance the delivery of the Project. In July 2016, through a rigorous procurement process, Alameda CTC selected Jacobs Engineering Group, Inc. (Jacobs) to provide Preliminary Engineering and Environmental Services, with optional Final Design/Plans, Specifications and Estimates (PS&E). With assistance from the Jacobs Team, Alameda CTC embarked on an aggressive delivery schedule to position the Project to be competitive for various federal funding opportunities by obtaining environmental clearance as soon as possible.

The required California Environmental Quality Act (CEQA) environmental process has been cleared for all project components and a revalidation is ongoing as project components become better defined. The National Environmental Protection Act (NEPA) process is currently underway and is anticipated to be completed by summer 2018.

To date, the Project has successfully competed and received \$11.54 million in Federal funding. Additionally, the Project Team has identified about \$450 million of design and

capital phase needs in 2018 and beyond that could qualify for funding categories established in Senate Bill 1 (SB1) and other external sources.

The following recommended actions will support the GoPort delivery plan strategy by bringing on the necessary engineering services and technical resources to effectively manage project delivery risks, move the Project seamlessly and expeditiously into the design phase, and consequently strengthen the Project's competitiveness in the areas of readiness, partnership, and leveraging capability:

1. Approve an allocation of an additional \$20.02 million from the County Freight Corridor Funding Program (TEP #27) of the Measure BB transportation sales tax program for the final design and PS&E Phase of the GoPort Project;
2. Approve authorization to initiate the contract procurement to obtain engineering services for the final design and preparation of the PS&E for the 7th Street Grade Separation East (7SGSE) Component of the GoPort Project;
3. Approve authorization for the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A17-0004 with Jacobs Engineering Group for an additional contract amount of \$18.0 million, for a total not-to-exceed amount of \$31.0 million, and a 24-month time extension to June 30, 2020, to provide final design services and preparation for the PS&E for the 7th Street Grade Separation West (7SGSW) Component, the Freight Intelligent Transportation System (FITS) Component, and Port Utility Relocation (PUR) Component of the GoPort Project; and,
4. Approve authorization to encumber costs incurred directly by the Alameda CTC, within the approved project allocations and project budgets, including obligated amounts for agreements with project partners, project delivery management and support services consultants, third party reviews, staff and other direct project costs; and approve authorization for the Executive Director to execute associated agreements.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the Oakland Army Base (OAB) to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as the third busiest port in California and the top ten container port in the nation. In addition, the Port of Oakland is a major export port in the United States supporting a balance of imports and exports.

As a critical global gateway providing access to the Pacific Rim, the Port has significant infrastructure deficiencies that, if not addressed, will limit the economic competitiveness of the Port. The Port's roadway network is greatly strained by arrivals of increasingly large ocean liners, and drayage truckers report "turn times" of multiple hours. Two critical at-grade roadway-rail crossings within the Port result in train blockages of up to 30 minutes and truck queues that can take 60 minutes or longer to clear. Significant truck traffic congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition,

the Port lacks modern intelligent transportation systems (ITS) and backbone infrastructure to respond to incidents or implement operational strategies.

Scope:

Alameda CTC, in cooperation with the Port proposes to construct a package of landside transportation improvements within the Port, which are critical to the San Francisco Bay regional economy. These four independent, inter-related and synergistic projects to improve truck and rail access to the Oakland Port Complex are summarized below and is the basis of the GoPort Project (PN 1442000).

- **7th Street Grade Separation Project** –
 - 7SGSW: Realign and grade separate the intersection of 7th Street and Maritime Street and construct a rail spur underneath to improve the access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
 - 7SGSE: Reconstruct existing railroad underpass between I - 880 and Maritime Street to increase clearance for trucks and improve shared pedestrian / bicycle pathway
- **FITS and Technology Master Plan** – Apply ITS field systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road on the National and State Freight Network Systems, and other technologies to cost - effectively manage truck arrivals and improve incident response.
- **PUR** – Relocate and upgrade utilities in support of the OAB Master Plan development including Oakland Global Logistics Center and Outer Harbor Intermodal Facilities and the roadway improvements along 7th and Maritime Streets associated with the OAB developments.

Together, these Project components will dramatically improve the efficiency and reliability of truck and rail access and circulation within the Port. It will greatly reduce shipping costs and improve the competitiveness of the Port, while also generating benefits that extend beyond the Port area such as reduced regional congestion and emissions and substantial job creation. It will also provide connectivity to the Bay Trail system through both 7th Street and Middle Harbor Road.

Cost/Funding:

The current estimate for the GoPort is estimated to be \$515.0 million as summarized below:

	TABLE A: GoPort Cost Estimate (millions)				
	7SGSE	7SGSW	FITS	PUR	Total
Environmental	\$15.00				\$15.00
Design	\$22.00	\$24.00			\$46.00
Right of Way				\$59.00	\$59.00
Construction	\$225.00	\$146.00	\$24.00		\$395.00
Totals:					\$515.00

In March 2016, as part of the Comprehensive Investment Plan 2016 Update process, the Commission allocated \$33.0 million of Measure BB funds for the Project (\$15 million for preliminary engineering and \$18.0 million for design) and authorized commencement of the plan to advance the delivery of the Project.

In 2017, the Project successfully competed and received \$11.54 million in Federal Funding for the FITS capital cost. The Project Team has identified ~\$305 million of design and capital phase needs in 2018 and beyond, that could qualify for funding categories established in SB1. Another \$146 million of Project costs could come from other future fund sources including Regional Measure 3 (RM3), federal grants, and in-kind contributions. Funding details are provided in Attachment B.

To fully fund the GoPort Design Phase, \$28.0 million is required. An application for SB1 Local Partnership Program (LPP) formulaic funds available to Alameda CTC was submitted to the California Transportation Commission (CTC) on December 15, 2017. It is anticipated that the CTC will approve and allocate the funds at its January 2018 meeting. The remaining \$20.02 million is proposed to be from Measure BB funds.

Schedule:

Preliminary engineering has begun, CEQA has been cleared for all project components and a revalidation is ongoing as project components become better defined. The NEPA process is currently underway and is anticipated to be completed by summer 2018.

Table B: GoPort Progress (January 2018)				
	7SGSE	7SGSW	FITS	PUR
Environmental	CEQA (100%)	CEQA (100%)	CEQA (100%)	CEQA (100%)
	NEPA (30%)	NEPA (30%)	NEPA (0%)	
Design	10%	35%	35%	35%
Begin Construction	Q2 2020	Q4 2020	Q2 2019	Q2 2019
End Construction	Q2 2023	Q4 2023	Q4 2021	Q3 2021

Challenges:

Funding: At a total estimated cost of \$515.0 million, the funding needs for GoPort is very significant. Most external funds are competitive and require detailed applications and analysis, including benefits to cost, risk assessments, and local funding matching capability. To date, the Project has pursued four grants and was awarded two.

Right-of-Way/Utilities: The Project impacts over ten parcels with three property owners and 16 types of utilities with 10 utility owners which will require agreements to reflect roles,

responsibilities, and associated funding reimbursements. In some cases, there will be multi-party agreements due to overlaying easement rights.

Stakeholder coordination: The significance of this Project to the region requires coordination at all levels:

Local: Port, City of Oakland, Maritime Terminal Operators, and local communities.

Regional: Bay Area Rapid Transit, Metropolitan Transportation Commission, District 4-Caltrans

State: Caltrans, California State Transportation Agency, California Transportation Commission, California Highway Patrol

National: Federal Highway Administration, Maritime Administration, Trucking Fleets, Beneficial Cargo Owners, Railroads (Union Pacific and BNSF), and technology community.

Resources:

To implement the GoPort delivery strategy, in July 2016, Alameda CTC went through a rigorous procurement process and ultimately selected Jacobs to provide Preliminary Engineering and Environmental Services. Additionally, an unfunded optional task for Final Design/Plans, Specifications and Estimates was included in the contract to allow for seamless transition into design in the event funding could be secured for the construction phase.

With the recent award of over \$11.5 million in Federal funding, the availability of funding from SB1, and the potential of RM3 funding, it is recommended to activate the optional task with the Jacobs Team to proceed with the design phase. By June 2018, the Jacobs team will have completed the following project milestones with a budget of \$13.0 million:

The following project milestones are anticipated to be completed by the Jacobs Team.

- ✓ 7SGSW and 7SGWE: Environmental studies necessary for the CEQA revalidation and NEPA clearance.
- ✓ 7SGSW: Completed 35% design.
- ✓ 7SGSE: Completed concept plans (10% level).
- ✓ FITS: CEQA clearance achieved, completed Concept of Operations (ConOps) to include all feasible systems into an ITS and technology master plan for the Port, a System Engineering Management Plan (SEMP), and NEPA clearance.
- ✓ PUR: Completed 35% design.

Staff has negotiated the contract amendment with Jacobs and determined that an additional contract budget of \$18.0 million is fair and reasonable for the anticipated level of effort to provide the optional task for the design services listed below:

- ✓ 7SGSW: Complete a ready-to-list construction package.

- ✓ PUR: Complete a ready-to-list construction package.
- ✓ FITS: Final design for system engineering ready for system installation and integration.

Jacobs is a well-established local firm and its team is comprised of several Alameda CTC certified local, small local, and very small local firms. For the base contracted work, Jacobs performed 42% of the work. Small Local Business Enterprise (SLBE)/Very Small Local Business Enterprise (VSLBE) firms received 30% of the work. The remaining 28% of the work was primarily other Local Business Enterprise firms. The distribution of the amended work is anticipated to maintain the SLBE/VSLBE utilization.

The proposed contract Amendment No. 1 to Professional Services Agreement No. A17-0004 with Jacobs for an additional amount of \$18.0 million for a total not-to-exceed amount of \$31.0 million and a 24-month time extension to June 30, 2020 would allow Jacobs to provide final design services for 7SGSW, FITS, and PUR. The amendment would be funded from previously allocated Measure BB funds. Table C below summarizes the contract actions related to Agreement No. A17-0004.

Table C: Summary of Agreement No. A17-0004			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Jacobs, (A17-0004) August 2016	Preliminary engineering and environmental services [Expires June 30, 2018]	\$13,000,000	\$13,000,000
<i>Proposed Amendment No. 1</i> <i>January 2018</i>	Provide additional budget for design services and 24-month time extension to June 30, 2020	\$18,000,000	\$31,000,000
Total Amended Contract Not-to-Exceed Amount			\$31,000,000

In furtherance of the GoPort Delivery Implementation Plan, it is recommended that the Commission authorize a request for proposals be issued for design phase services for the 7SGSE. Other resources to support the Project include staff, project delivery management consultants, third party owner/operator reviews, and cooperative agreements with stakeholders.

The GoPort builds upon prior investments to bolster the global competitiveness of the Port of Oakland, which supports more than 827,000 jobs nationally and 73,000 jobs regionally,

and provides the Northern California Megaregion's primary connection point to world markets.

In summary, the following recommended actions will support the GoPort delivery plan strategy by bringing on the resources necessary to effectively manage project delivery risks, move the Project seamlessly and expeditiously into the design phase, and consequently strengthen the Project's competitiveness in the areas of readiness, partnership, and leveraging capability:

1. Approve an allocation of an additional \$20.02 million from the County Freight Corridor Funding Program (TEP #27) of the Measure BB transportation sales tax program for the final design and PS&E Phase of the GoPort Project;
2. Approve authorization to initiate the contract procurement to obtain engineering services for the final design and preparation of the PS&E for the 7th Street Grade Separation East (7SGSE) Component of the GoPort Project;
3. Approve authorization for the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A17-0004 with Jacobs Engineering Group for an additional contract amount of \$18.0 million, for a total not-to-exceed amount of \$31.0 million, and a 24-month time extension to June 30, 2020, to provide final design services and preparation for the PS&E for the 7th Street Grade Separation West (7SGSW) Component, the Freight Intelligent Transportation System (FITS) Component, and Port Utility Relocation (PUR) Component of the GoPort Project; and,
4. Approve authorization to encumber costs incurred directly by the Alameda CTC, within the approved project allocations and project budgets, including obligated amounts for agreements with project partners, project delivery management and support services consultants, third party reviews, staff and other direct project costs; and approve authorization for the Executive Director to execute associated agreements.

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

Fiscal Impact: The action will authorize the encumbrance of \$18.0 million in previously allocated project funds (Measure BB) for subsequent expenditure and an additional authorization of \$20.02 million in Measure BB funding for subsequent encumbrance and expenditure. This amount is included in the Project Funding Plan, and upon approval, budget will be included in the Alameda CTC Adopted FY2017/18 Capital Program Budget.

Attachments

- A. GoPort Project Fact Sheet
- B. GoPort Cost/Funding Summary

PROJECT OVERVIEW

GoPort is a program of projects to improve truck and rail access to the Port of Oakland, one of the nation's most vital seaports. It consists of four components:

- 7th Street Grade Separation (West Segment):** Realign and grade separate the intersection of 7th Street and Maritime Street and construct a rail spur underneath to improve the access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- 7th Street Grade Separation (East Segment):** Reconstruct existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve shared pedestrian/bicycle pathway.
- Freight Intelligent Transportation Systems (ITS) and Technology Master Plan:** Apply ITS, signal systems along W. Grand Avenue, Maritime Street, 7th Street, and Middle Harbor Road, and other technologies to cost-effectively manage truck arrivals and improve incident response.
- Port Utility Relocation:** Relocate and upgrade utilities in support of the Oakland Army Base Master Plan development and the roadway improvement along 7th Street and Maritime Street.



PROJECT NEED

- The Port of Oakland (Port) is one of the top 10 busiest container ports in the U.S., handling 99% of regional containerized goods in Northern California.
- The Port has capacity to support increased freight demands, but severe landside access inefficiencies constrain growth potential.
- Significant traffic congestion occurs within the Port, particularly along Maritime Street, 7th Street, and Middle Harbor Road, due to substantial gate down time required for train crossings at major intersections. Truck queues can take more than one hour and 45 minutes to clear.
- Lengthy queues on the streets with as many as 50 trucks have wait times of up to three hours to enter into marine terminals.
- Idling trucks in long queues cause growing local and regional concerns regarding air quality and greenhouse gas emissions.
- There is limited multimodal access to commercial developments and recreational facilities adjacent to the San Francisco Bay.

PROJECT BENEFITS

- Congestion relief:** Upgrade technology and infrastructure to minimize and manage truck wait times, manage truck congestion, and improve traffic circulation
- Efficiency:** Improve Port and Rail Yard efficiencies, intermodal yard connectivity, and expand near-dock use of rail and intermodal facilities
- Sustainability:** Reconstruct Bay Trail segment on 7th Street and Maritime Street and reduce emissions/carbon footprint
- Economic stimulation:** Reduce shipping costs, improve Port competitiveness and create jobs



Maritime Street at-grade rail crossing south of 7th Street, March 2016.



Aerial view of the Port of Oakland, March 2016.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- \$33 million has been allocated from the Measure BB funds for the environmental and partial final design phase of the project.
- The project cleared California Environmental Quality Act (CEQA) through the 2002 Oakland Army Base Area Redevelopment Plan Environmental Impact Report (EIR) and the 2010 Maritime Utilities Upgrade Project Initial Study/Negative Declaration (IS/ND) with separate subsequent Addendums in 2012. The project is currently pursuing a Categorical Exclusion (CE) as part of the National Environmental Policy Act (NEPA) clearance.

PARTNERS AND STAKEHOLDERS

Port of Oakland, California Department of Transportation, City of Oakland, Union Pacific Railroad, BNSF Railway, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$ 15,000
Final Design (PS&E)	\$ 46,000
Right-of-Way	\$ 59,000
Construction	\$ 395,000
Total Expenditures Estimate	\$ 515,000

Note: Estimate basis in 2016 dollars.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 33,000
Measure B	\$ 0
Federal	\$ 11,570
State	\$ 0
TBD	\$ 470,430
Total Revenues To Date	\$ 515,000

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Fall 2018
Final Design	Fall 2017	Winter 2019
Construction	Spring 2020 ¹	Winter 2023

¹ Construction related to utility relocation and ITS may begin in spring 2019.

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

GoPort Program Cost/Funding Summary

	Cost Estimate (millions)					Committed Funds (millions)			Potential Funds (millions)			
	7SGSE	7SGSW	FITS	PUR	Total	Alameda CTC	Federal	Total	Additional Alameda CTC	State SB1	Other ¹	Total
Environmental	\$15.00				\$15.00	\$15.00		\$15.00			\$0.00	\$0.00
Design	\$22.00	\$24.00			\$46.00	\$18.00		\$18.00	\$20.02	\$7.98	\$0.00	\$28.00
Right of Way				\$59.00	\$59.00			\$0.00			\$59.00	\$59.00
Construction	\$225.00	\$146.00	\$24.00		\$395.00		\$11.57	\$11.57		\$299.74	\$83.69	\$383.43
Totals:					\$515.00	\$33.00	\$11.57	\$44.57	\$20.02	\$307.72	\$142.69	\$470.43

Funding Timeline:

March 2016	\$33.0 million allocated by Alameda CTC (\$15 million – PE/Env, \$18 million – design).
September 2017	\$1.824 million award to Port of Oakland from U.S. Department of Homeland Security ("DHS") Fiscal Year 2017 Port Security Grant Program. Caltrans approves Alameda CTC request to repurpose \$21,364 federal earmarked funds to construction phase of Project.
October 2017	\$9.72 million award to Alameda CTC from Federal Highway Administration (FHWA) Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Program.
January 2018	\$20.02 million request for design phase Allocation by Alameda CTC.
January 2018	\$7.98 million request for SB1 LPP Programming and Allocation by CTC.
January 2018	Submission of TCEP Cycle 1 application for FITS and 7SGSE Capital Component (estimated award request \$188 million).
TBD	TCEP Cycle 2 application for 7SGSW (estimated award request \$112 million).

Notes:

1. Other potential funds includes RM3, future federal grants, and contribution in-kind from stakeholders.

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Memorandum

7.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 25, 2018

TO: Alameda County Transportation Commission Board Members

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: I-880/Mission Boulevard (Route 262) Interchange Project (PN 1174000) – Approve and authorize the Executive Director to execute a Professional Services Agreement with Oberkamper & Associates to provide Right of Way services for the closeout phase.

Recommendation

It is recommended the Commission approve and authorize the Executive Director to execute a Professional Services Agreement with Oberkamper & Associates for a not-to-exceed amount of \$200,000 to provide Right of Way services for the closeout phase.

Summary

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (PN 1174000: ACTA MB196) is one of the remaining active capital projects included in the 1986 Measure B Expenditure Plan. The Project was split into two stages. Phase 1A, was completed in 2009. Phase 1B was implemented by the Santa Clara Valley Transportation Authority (SCVTA) as part of their BART to Silicon Valley efforts. Construction on Phase 1B began in 2012 and was completed in April 2015.

WSP USA, Inc. (WSP), formerly Parsons Brinckerhoff Quade & Douglas, Inc., is the design engineer of record and under Agreement A99-0003, has provided design and right-of-way engineering for the project. The Project is currently in the closeout phase and the WSP team has completed all work within their contract scope except for Right of Way (R/W), which has been led by Oberkamper & Associates, a subconsultant to WSP.

It is recommended that Alameda CTC close out Agreement A99-0003 with WSP and use the remaining funds to award a non-competitively bid contract to Oberkamper & Associates for \$200,000 to complete the right-of-way transfers for the Project and produce the Project R/W Record Map.

Background

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) is one of the remaining active capital projects included in the 1986 Measure B Expenditure Plan. The Project was split into two stages. The first stage, Phase 1A, included the majority of the 1986 Measure B project funding for the interchange reconfiguration and the mainline widening for the HOV lane. Phase 1A was completed in 2009.

Phase 1B consisted of the Mission Boulevard (Route 262) widening and Kato Road ramps reconfiguration which were deferred from the Phase 1A scope. The widening of Mission Boulevard (Route 262) required the replacement of the multiple railroad bridges crossing Mission Boulevard. Coordination with the railroad was a primary consideration related to the decision to defer that portion of the project while Phase 1A proceeded into construction. Phase 1B was subsequently combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements and implemented by the SCVTA as part of their BART to Silicon Valley efforts. Construction on Phase 1B began in 2012 and was completed in April 2015.

In August 1999, under a competitive selection process, Alameda CTC executed agreement A99-0003 with WSP to provide structural design and R/W engineering for the Project. The Project is currently in the closeout phase and the WSP team has completed all work except for R/W closeout. The progress on key deliverables is as follows:

- Project As-built (100% complete)
- Phase 1A Right-of-way transfers (95% complete)
- Phase 1B Right-of-way transfers (80% complete)

WSP's directly led work is completed. Oberkamper & Associates, a subconsultant to WSP, is responsible for the remaining R/W tasks and directly certifies all R/W work products.

WSP's contract value is \$8,340,000 and is funded with 1986 Measure B. The estimated cost for all work through December 31, 2017 is \$8,075,000. It is recommended that Alameda CTC close out Agreement A99-0003 with WSP and use \$200,000 of the estimated remaining balance of \$265,000 to award a non-competitively bid contract to Oberkamper & Associates for \$200,000 to complete the tasks they were contracted by WSP to perform, including right-of-way transfers for the Project and producing the Project R/W Record Map.

Levine Act Statement: Oberkamper & Associates did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$200,000. The action will authorize previously allocated Measure B funds to be used for subsequent expenditure. This budget is included in the Project's funding plan and in Alameda CTC's Adopted FY 2017-2018 Capital Program Budget.



Memorandum

7.6

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

DATE: January 25, 2018

TO: Alameda County Transportation Commission Board Members

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

SUBJECT: Approval of Administrative Amendments to Project Funding Agreements to extend agreement expiration dates.

Recommendation

It is recommended the Commission approve Administrative Amendments to Project Funding Agreements (A13-0063, A13-0072, A13-0076, A14-0026, A16-0042) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost and schedule.

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

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

Levine Act Statement: Not applicable.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Albany	Buchanan / Marin Bikeway Phase III Project	A13-0063	A1: 12-month time extension to the grant funding agreement deadline from 10/31/2016 to 10/31/2017 A2: 12-month time extension to the grant funding agreement deadline from 10/31/2017 to 10/31/2018 (<i>current request</i>)	1	None
2	Alameda County	Fairmont Rd Class 2 Bike Lanes	A13-0072	A1: 24-month time extension to the TFCA expenditure deadline for grant no. 14ALA01 from 10/29/2016 to 10/29/2018 (<i>current request</i>)	1	None
3	City of Hayward	West "A" St Arterial Management	A13-0076	A1: Increased TFCA Funding by \$50,000 for added video detection scope. A2: 12-month time extension to the TFCA expenditure deadline for grant no. 15ALA05 from 10/29/2017 to 10/29/2018 (<i>current request</i>)	1	None
4	AC Transit	Expansion of Transit Center at San Leandro BART Project	A14-0026	A1: 26-month time extension to the grant funding agreement deadline from 10/31/2015 to 12/31/2017 A2: 12-month time extension to the grant funding agreement deadline from 12/31/2017 to 12/31/2018 (<i>current request</i>)	1	None
5	City of Alameda	Completion of System Integration For the Webster Street Smart Corridor	A16-0042	A1: 12-month time extension to the grant funding agreement deadline from 10/31/2016 to 10/31/2017 A2: 18-month time extension to the grant funding agreement deadline from 10/31/2017 to 4/30/2019 (<i>current request</i>)	1	None

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

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Executive Director
Steven Bocian

December 14, 2017

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

Dear Ms. Ayers,

At its regular meeting of December 13, 2017, the Alameda County Mayors' Conference appointed Fred T. McWilliams to the Alameda County Transportation Commission's Bicycle and Pedestrian Advisory Committee as a District 4 representative.

My understanding is his term will run through December 2019. If this is inaccurate, please let me know.

You can contact Mr. McWilliams directly at

Please don't hesitate to contact me if needed to discuss this matter.

Sincerely,

Steven Bocian

Steven Bocian
Executive Director

c. Fred McWilliams

Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets quarterly on the second Thursday of the month from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Fred T. McWilliams III
Home Address: _____
Mailing Address (if different): _____
Phone: (home) _____
Email: _____

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on BPAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

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

Signature Fred T. McWilliams III Date 4 January 2017

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

Appointing Party:

Signature: _____

Date: _____

Application for the Alameda CTC
Bicycle and Pedestrian Advisory Committee (BPAC)

I. Commission/Committee Experience:

Current commissioner (since 2015) on the Oakland BPAC.

II. Statement of Qualifications:

In addition to my experience as a commissioner on the Oakland BPAC, I am an avid cyclist and for the past 15 years served as president of the Oakland Yellowjackets cycling club. As a lifelong resident of the city of Oakland and, therefore, Alameda County, I have a citizen's view of what improvements in the city and county should be making. As a commissioner on the Oakland BPAC, I am aware of the fiscal and procedural concerns and constraints that must be navigated. I am comfortable working collaboratively with co-commissioners, the public, and elected officials.

I see my role on the Alameda CTC BPAC as a further extension of the work on the Oakland BPAC.

III. Relevant Work of Volunteer Experience:

Current Employer:
Vanto Group, Inc.
353 Sacramento Street
Suite 200
San Francisco, California 94111

Since 2002 I have been employed by Vanto Group, Inc., an international business consulting firm. As the Operations Manager, I had various accountabilities including, human resources, budget development and implementation, financial and variance reporting, and development of policies and procedures.

Member of Board of Directors: California Coalition for Women Prisoners (CCWP)

IV. Specific Bicycle and/or Pedestrian Experience:

Please see my response to I. above.

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Piedmont
Robert McBain

Pleasanton
Jerry Thorne

San Leandro
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Union City
Carol Dutra-Vernaci

Executive Director
Steven Bocian

December 14, 2017

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

Dear Ms. Ayers,

At its regular meeting of December 13, 2017, the Alameda County Mayors' Conference reappointed Jeremy Johansen to the Alameda County Transportation Commission's Bicycle and Pedestrian Advisory Committee as a District 3 representative.

My understanding is his term will run through December 2019. If this is inaccurate, please let me know.

Please don't hesitate to contact me if needed to discuss this matter.

Sincerely,

Steven Bocian

Steven Bocian
Executive Director

c. Jeremy Johanson

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Independent Watchdog Committee
Meeting Minutes
Monday, November 13, 2017, 5:30 p.m.

8.2

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1. Welcome and Call to Order

Independent Watchdog Committee (IWC) Chair Murphy McCalley called the meeting to order. A roll call was conducted and all members were present with the exception of Curtis Buckley, Cynthia Dorsey, Brian Lester, Glenn Nate, Harriette Saunders, Robert Tucknott and Hale Zukas.

A quorum was not confirmed. Chair McCalley moved agenda item 3 after item 4 allowing for additional members to arrive for a quorum.

Subsequent to the roll call:

Bob Tucknott arrived during agenda item 4.0 and a quorum was confirmed.

2. Public Comment

There were no public comments.

3. Approval of July 10, 2017 IWC Meeting Minutes

Pat Piras stated that the last paragraph in Item 10.2 of the July 10, 2017 minutes should be changed from \$4 million to \$400 million.

Pat Piras made a motion to approve this item with the above correction. Keith Brown seconded the motion. The motion passed with the following votes:

Yes: Brown, Dominguez, Hastings, Jones, Lew, McCalley, Piras, Tucknott

No: None

Abstain: None

Absent: Buckley, Dorsey, Lester, Nate, Saunders, Zukas

4. Presentation of Draft Comprehensive Annual Financial Report (CAFR) for the Year Ended June 30, 2017

Ahmad Gharaibeh with Vavrinek, Trine, Day & Co., LLP (VTD) presented the Draft Comprehensive Annual Financial Report for the Year Ended June 30, 2017. The auditor reviewed financial highlights of the audit including Measure B and Measure BB funds, as well as the limitation ratios required by the Transportation Expenditure Plans, which require that the total administrative costs do not exceed 4.5 percent for Measure B and 4.0 percent for Measure BB and costs for Measure B and Measure BB administrative salaries and benefits do not exceed 1.0 percent of sales tax revenues. The auditor reported that Alameda CTC received an unmodified, or clean, audit opinion for the year ended June 30, 2017.

Murphy McCalley asked if the \$48.7 million general fund balance listed under the financial highlights are unrestricted. Patricia Reavey clarified that the \$48.7 million is the General Fund balance and is unrestricted. She noted that items in other funds, such as Special Revenue Funds and Capital Projects Fund are obligated for the purposes of those funds and are therefore restricted.

Murphy McCalley asked if there is an issue with revenue projections. Patricia Reavey stated that there is no issue with revenue projections. Patricia Reavey stated that Measure B has collected far less than was originally projected. She said that a 4 percent growth rate was projected for Measure B and that with the two recessions in Measure B's lifespan, there could have been a problem. However, she noted that by 2014 when Alameda CTC issued debt, 94 percent of Measure B projects were already complete which resulted in a great deal of cost savings on construction. Ms. Reavey also noted that with Measure BB the agency was more conservative in their revenue projections.

Jo Ann Lew asked if the \$0.12 gas tax will fit in with Measure B and Measure BB revenues. Ms. Reavey responded that the gas tax does not affect the Measure B and Measure BB sales tax revenues. However, the gas tax will help to leverage Measure B and Measure BB funds to deliver projects in Alameda County. Alameda CTC will receive SBI funds to fund transportation projects in Alameda County.

Pat Piras asked how expenses are distributed between staff salary and benefits versus consultant administrative costs. Mr. Gharaibeh stated that employees track their task in various categories on their timesheets. He noted that the agency also utilizes an allocation worksheet, which is a methodology used to ensure that the allocation of these expenses equals the effort of each employee.

Pat Piras asked if Alameda CTC has a policy in place that documents how personnel costs are distributed to either a staff function or an administrative consultant function. Ms. Reavey said that there is no written policy in place. She noted that in most cases staff is responsible for administrative work. Ms. Piras asked if a consultant is doing an administrative function, why isn't it shown under salaries and benefits versus administrative costs. Ms. Reavey responded that Alameda CTC does not recognize consultant costs as staff salaries and benefits and didn't feel it would be appropriate.

Pat Piras asked if the auditor had any additional items to report to the committee based on language noted in section 9 of the July minutes regarding a question related to political contributions. Ahmad responded that the auditor followed up and there is nothing to report to the committee.

5. IWC Annual Report Outreach Summary and Publication Cost Update

Patricia Reavey gave an update on the publishing and outreach efforts for the 14th IWC *Annual Report to the Public*. She summarized the work Alameda CTC did, which was based on the direction of the IWC, to produce and distribute the report, as well as to place an online banner advertisements in the media. Ms. Reavey discussed the new element for informing the public by creating business cards to hand out at outreach

events. She informed the committee that the estimated cost presented to IWC in July 2017 was \$46,822 and the actual cost was \$46,684; the total costs did not exceed the \$50,000 budget.

Pat Piras asked if the report is available in Braille. Ms. Reavey responded no it's not currently available in Braille. The committee suggested that the agency should look into the cost of this if it's requested by a member of the public. Ms. Piras stated that if it is requested, at the very least, the website and email address can be in Braille and placed on the back of the business card via a label.

Keith Brown asked if IWC considered Facebook advertisement. Ms. Reavey stated that the agency can check into the costs of this for next year's report.

6. Review of IWC Bylaws

The committee discussed their concerns regarding the definitions of the terms "monitor" and "Oversee" in the IWC bylaws and the wording of Membership Term.

Pat Piras suggested changing Article 1.20 language to read, "To observe, track, or keep a record of Measure projects, programs, and expenditures."

Pat Piras suggest changing Article 1.23 language to read, "To watch over Measure BB expenditures and performance measures."

Jo Ann Lew suggested changes to Article 3.4 Membership Term for the first sentence to read, "Appointments for at-large members shall be for two-year terms." and for the third sentence to read, "Members may serve until the Commission appoints their successor."

Pat Piras made a motion to recommend approval of the IWC Bylaws with the changes. Steve Jones seconded the motion. The motion passed with the following votes:

Yes: Brown, Dominguez, Hastings, Jones, Lew, McCalley, Piras, Tucknott

No: None

Abstain: None

Absent: Buckley, Dorsey, Lester, Nate, Saunders, Zukas

7. IWC Member Reports/Issues Identification

7.1. Chair's Report

Murphy McCalley did not have new items to report.

7.2. IWC Issues Identification Process and Form

Murphy McCalley informed the committee that this is a standing item to keep members informed of the process of submitting issues/concerns that they want to have come before the committee.

Pat Piras suggested adding an item 6 on page 2 of the IWC Issues Identification Process to read "If requested, staff shall respond to the issue in writing."

Pat Piras moved to approve adding an item 6, if requested, staff shall respond to the issue in writing. Steve Jones seconded the motion. The motion passed with the following votes.

Yes: Brown, Dominguez, Hastings, Jones, Lew, McCalley, Piras, Tucknott

No: None

Abstain: None

Absent: Buckley, Dorsey, Lester, Nate, Saunders, Zukas

8. Staff Report.

8.1 IWC Calendar

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

8.2 IWC Roster

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

9. Adjournment

The meeting adjourned at 7:00 p.m. The next meeting is scheduled for January 8, 2018 at the Alameda CTC offices.

**Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2017-2018**

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

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2017-2018

15		Vacancy			Alameda County Mayors' Conference, D-2			
16		Vacancy			Alameda County Mayors' Conference, D-5			
17		Vacancy			Alameda County Taxpayers Association			



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 25, 2018

SUBJECT: January Legislative Update

RECOMMENDATION: Receive an update on federal, state, and local legislative activities and approve legislative positions.

Summary

The January 2018 legislative update provides information on federal and state legislative activities and information on Alameda CTC's advocacy efforts.

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 (Attachment A). 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

At the end of the year, Congress passed its tax overhaul and acted on an extension to the continuing resolution which keeps the federal government funded at Fiscal Year 2017 levels through February 8, 2018. Staff will provide additional verbal updates at the meeting, if additional transportation-related items are addressed in Congress by the end of the year.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities. The state budget development timeline is also summarized below.

New Senate Leadership

In December, Senator Toni Atkins (San Diego) was chosen as the new leader of the Senate to replace Senate pro Tempore Kevin de León next year. Atkins was the Assembly Speaker from 2014 to 2016 and served on the San Diego City Council prior to her election to the Assembly in 2010. The formal vote will be in early January with a transition later in the year. Atkins is the first woman to hold the position and the third member in California's history who will have served both as Speaker and pro Tem.

Transportation Funding Programs Update

SB 1 Repeal Efforts: The Secretary of State's Office announced that the campaign to repeal SB 1 has reached the 25 percent threshold on required signatures. These signatures are for the Constitutional amendment initiative that would prohibit the enactment of any fuel tax or vehicle fee without first being approved by a majority of the voters. The campaign for this initiative must submit 585,407 signatures by May 21, 2018 to qualify for the ballot.

Cap and Trade Auction: The November Cap and Trade Auction set a new record for revenue, generating over \$850 million in proceeds for the Greenhouse Gas Reduction Fund. All 80 million allowances were sold, including 16 million that went unsold during the 2016 auctions. With the extension of the auction authority to 2030, the market has stabilized, and demand has returned. As a result of the latest auction proceeds combined with the \$642 million generated in August, Greenhouse Gas Reduction Fund revenue is far exceeding estimates for the fiscal year.

RM3 Update: The Bay Area Toll Authority (BATA) held a workshop on December 20 to discuss polling results on Regional Measure 3, including the public's response to toll increases and specific projects in each county. MTC will determine in January 2018 whether it will require the nine counties to place a measure on the ballot for June 2018 or a later date, and what amount of toll increase would be included in the ballot measure. The poll results indicated that the measure could pass with a minimum of 50% in all counties (over 60% in many counties) if voters know what projects would be funded by the measure. A link to the BATA meeting approving moving forward in June can be found here:

<https://mtc.legistar.com/MeetingDetail.aspx?ID=583985&GUID=4BC6F7FF-4B5F-4EF4-98B3-2009C62ED509&Options=info&Search=>

State Budget: According to state law, Governor Brown released his 2018-2019 proposed budget on January 10th. Budget subcommittees will begin hearings on the budget into early May prior to the Governor's May Revise, which must be submitted by May 14. Thereafter, both the Assembly and Senate will finalize each houses' version of the budget, then conference to resolve differences. The legislative leaders and the Governor will meet in June to address any outstanding issues and a final budget must be adopted by June 15, so the new budget year can begin on July 1 after the Governor signs the final budget bill.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Alameda CTC 2018 Legislative Program

Staff Contact

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

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2018 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for its 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 SB 1. • 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. • 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.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle (HOV)/toll 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 accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency, including improved enforcement. Partner with regional efforts by MTC to explore legislation for HOV lane enforcement and additional state funding for dedicated HOV-lane enforcement by either the California Highway Patrol or local law enforcement. • 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 technical and funding barriers to investments linking transportation, housing, and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support legislation that removes barriers to local development in TOD and PDAs. • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest and maintaining equitable transportation. Support 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 (bicycle, pedestrian and last mile access to transit) for all users, including investments that improve safety and support 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 innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • 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 and engage in legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County. • Support protections for on-going transit services and transit oriented development as advanced technologies emerge. • Support the expansion of electric 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.

Issue	Priority	Strategy Concepts
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 in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies 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.

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Memorandum

10.1

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

DATE: January 25, 2018

TO: Alameda County Transportation Commission Board Members

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

SUBJECT: Senate Bill 1 Programs Update.

Recommendation

Receive an update on Senate Bill 1 (SB 1) Programs.

Summary

In April 2017, the California Legislature approved Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) known as the "Road Repair and Accountability Act of 2017". SB 1 represents the first significant increase in state transportation funding in more than two decades that is dedicated towards the repair and maintenance of local roadways, state highways, public transit, and active transportation programs. The California Transportation Commission (CTC) and the California State Transportation Agency (CalSTA) are responsible for the administration of the SB 1 revenues and for the development the policy framework and guidelines for programs funded through SB 1. This item includes an update on the various funding programs under SB 1 (Attachment A).

Background

After years of advocating for a solution to the state's transportation crisis, the Legislature passed and the Governor signed SB 1 (Beall, 2017), also known as the Road Repair and Accountability Act of 2017, increasing transportation funding and instituting much needed reforms. SB 1 provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements. SB1 invests \$5.4 billion annually over the next decade to fix California's transportation system. It will address a backlog of repairs and

upgrades, while ensuring a cleaner and more sustainable travel network for the future. A synopsis of various funding programs included under SB 1 programs is summarized below.

1. Local Streets and Roads Program

SB 1 provides an increase of \$1.5 billion annually, beginning in November 2017 towards the Local Streets and Roads (LSR) Program. This funding will be used by local governments to maintain and rehabilitate existing transportation infrastructure. Funding from this program will be distributed by the State Controller using existing statutory formulas based on factors such as population and number of registered vehicles. Prior to SB 1, the CTC had no role in the apportionment of LSR program funding. SB 1 creates new responsibilities for the CTC relative to this funding, including the review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects. Guidelines for the LSR Program were adopted by the CTC in August 2017 and initial project lists from cities and counties were due to the CTC on October 16th. At the December 2017 meeting, the CTC adopted a statewide list of cities and counties eligible to receive FY 2017-18 funding. All Alameda County jurisdictions have complied with the SB 1-LSR program requirements and are eligible to receive FY 2017-18 funds. The CTC has also transmitted the adopted FY 2017-18 list to the State Controller. The Controller estimates providing the first monthly apportionments of new local streets and roads program funding to cities and counties in January 2018.

2. Local Partnership Program

SB 1 directs \$200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. In October, the CTC adopted LPP Guidelines, which provides half of the annual amount to a formula program to be distributed among agencies with voter-approved taxes, tolls, or fees, and the other half to a competitive program

Alameda CTC, has two voter-approved tax measures (2000 Measure B and 2014 Measure BB) and one Vehicle Registration Fee (2010 Measure F) that meet the LPP intent and is eligible to receive LPP funds under the formula program.

The first cycle formula program of LPP will cover two years, FY 2017-18 and FY 2018-19. CTC released draft formula funding shares in mid-November, identifying about \$4 million per year for Alameda CTC, for a total of \$7.98 million over the two programming years. CTC approved the final formula distribution amounts at its meeting on December 6, 2017 and applications for the formula program nominations were due to CTC by December 15, 2017. Projects nominated for the LPP formula program must be capital improvements, have a 1:1 match, and be

allocated by FY 2018-19. Based on these criteria, staff has proposed the first cycle LPP funds for the Design phase of the 7th Street Grade Separation (East) project.

3. Trade Corridors Enhancement Program

SB 1 provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Program (TCEP). The TCEP will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume.

Subsequent legislation, SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017), combined the TCEP funds with existing federal freight funding to fund trade corridor improvements.

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, and authorized federal transportation funding for a five-year period beginning in 2016. The FAST Act established a new formula freight program known as the National Highway Freight Program (NHFP) to invest in projects which support the efficient movement of freight and the economy. The program provides approximately \$571 million to California over the five-year period of the Act. This equates to about \$110 million per year beginning with federal fiscal year 2015-16.

Approximately \$1.3 billion combined is available statewide through the first cycle of funding which covers FY 2017-18 to FY 2019-20. Out of this, the MTC-Central Valley region share is approximately \$220 million. Eligible projects need to be ready to go into construction by June 2020. Project nominations must be submitted by the regional Metropolitan Planning Organizations (MPO) such as the Metropolitan Transportation Commission (MTC) or by Caltrans. MTC has endorsed and nominated Alameda CTC's applications for the Construction phase of the 7th Street Grade Separation (East) project, Freight Intelligent Transportation System (FITS), Construction phase of the SR-84 Widening from Pigeon Pass to Ruby Hills and I-680 Interchange project and applications from the Cities of Emeryville and Berkeley for Grade Crossing Programs. There is a minimum 30% local match requirement for this program.

4. Solutions for Congested Corridors Program

The purpose of the Solutions for Congested Corridors Program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while

preserving the character of local communities and creating opportunities for neighborhood enhancement.

Regional transportation planning agencies (MTC) and Caltrans are eligible to apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor.

5. Active Transportation Program

SB 1 provides an increase of \$100 million annually for the existing Active Transportation (ATP) Program. This represents an 80% increase in the size of this on-going program. The 2019 ATP (Cycle 4) will cover fiscal years 2019-20 through 2022-23 and the programming process is expected in late spring /early summer 2018. Staff proposes to submit applications for the East Bay Greenway project, Alameda Countywide Safe Routes to School Program and the Affordable Student Transit Pass Program.

6. State Highway Operations and Protection Program (SHOPP)

SB 1 provides an increase of approximately \$1.9 billion annually, beginning in November 2017, to fund maintenance and operations of the State Highway System. Alameda CTC is actively engaged with Caltrans on the timing of SHOPP investments in Alameda County to ensure projects on the State Highway System are coordinated with Alameda CTC's highway delivery priorities and to identify opportunities for funding partnerships.

7. State Transportation Improvement Program (STIP)

SB1 stabilizes the STIP, a multi-year capital improvement program of transportation projects on and off the State Highway System, by stabilizing the State Highway Account (SHA) that is directed to the Program. The STIP is also funded with other State and federal funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to the local level and allows the Congestion Management Agencies (CMAs) to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP). As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, the MTC is responsible for developing the regional priorities for the RTIP and Caltrans is responsible for developing the ITIP.

At its October 2017 meeting, the Alameda CTC Board adopted and forwarded a program of 2018 STIP projects to the MTC. The MTC approved the region's RTIP and submitted the same to the CTC for inclusion in the STIP.

8. Public Transit Funding

SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program, the state's flexible transit funding program which may be used for capital or operating purposes, is boosted by approximately \$250 million per year. These funds would augment the existing STA program and are not subject to additional requirements or conditions. The Bay Area region would receive approximately \$70 million more per year in revenue-based STA funds and \$24 million more per year in population-based funds.

Another \$105 million per year derived from a new Transportation Improvement Fee (TIF) would also be distributed using the STA formula but would be limited largely to capital improvements focused on modernizing transit vehicles and facilities. The Bay Area would receive approximately \$39 million per year total from this capital-only component, including \$29 million in revenue-based STA funds and \$10 million more per year in population-based funds.

SB1 also provides funding for the Transit and Intercity Rail Capital Program (TIRCP), as well as new funding for intercity and commuter rail, as described below.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP funds projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. SB1 provides a substantial one-time infusion and an annual supplement to the competitive TIRCP program. The California State Transportation Agency (CalSTA) released a call for projects for a 5-year TIRCP program of projects, with an estimated \$2.4 billion available over state fiscal years 2018-19 through 2022-23. This includes an estimated \$1 billion from Cap and Trade auction proceeds, and an estimated \$1.4 billion from SB 1 revenues. Applications were due January 12, 2018. Applicants were required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy.

At its January 24, 2018 meeting, MTC endorsed the following Alameda County project applications for the TIRCP funds:

- BART Transbay Core Capacity Project Acquisition of up to 306 new rail vehicles and new Train Control System - \$454 million

- AC Transit Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan Purchase approximately 15 high capacity zero emission buses for Transbay service - \$14 million
- Capitol Corridor Northern California Corridor Enhancement Program (Oakland-San Jose Phase 2A) Shifting Capitol Corridor service from the current Niles Subdivision alignment between Oakland and Newark to the Coast Subdivision alignment, which will include a replacement station in the Fremont/Newark area to replace loss of service to the Hayward/Fremont stations - \$10 million

Intercity and Commuter Rail Funding

SB1 also boosts funding for intercity rail and commuter rail by dedicating a new 0.5 percent diesel sales tax to this purpose. Similar to the TIRCP, projects would be selected by CalSTA. Of the approximately \$44 million available each year, funds would be distributed as follows:

- 50 percent to CalSTA for "state-supported intercity rail services." Of that amount, at least 25 percent shall be allocated to each of the state's three intercity rail corridors that provide regularly scheduled intercity rail service (the Capitol Corridor, San Joaquin, Pacific Surfliner routes).
- 50 percent to CalSTA to be allocated to public agencies responsible for commuter rail service. For FY 2018-19 and FY 2019-20, each of the state's five commuter rail agencies (including ACE, Caltrain, Metrolink, Coaster and SMART) would receive 20 percent. Starting in 2020, the funds will be allocated based on guidelines and a distribution formula under development.

Funds may be spent for operations or capital. Similar to the STA program, the actual amount of revenue each year will depend on diesel prices and sales.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. CTC's SB 1 Implementation Schedule

SB 1 Programs – Implementation Schedule

New SB 1 Programs					
Program	Workshops/Hearings	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Local Streets and Roads	<input type="checkbox"/> July 18 th - Sacramento	June 30, 2017	August 16-17, 2017	Oct. 2017	December 6-7, 2017 (Adopt Eligibility List and Submit to Controller)
Solutions for Congested Corridors	<input type="checkbox"/> June 28 th - Sacramento <input type="checkbox"/> July 21 st - Los Angeles <input type="checkbox"/> August 7 th - Oakland <input type="checkbox"/> September 25 th – Sacramento <input type="checkbox"/> October 18 th – Modesto * <input type="checkbox"/> October 24 th – Los Angeles <input type="checkbox"/> December 6 th – Riverside*	October 18-19, 2017	December 6-7, 2017	February 2018	May 16, 2018
Trade Corridor Enhancement	<input type="checkbox"/> July 17 th - Sacramento <input type="checkbox"/> August 8 th - Oakland <input type="checkbox"/> September 25 th – Sacramento	September 21, 2017	October 18, 2017	January 30, 2018	May 16, 2018
Local Partnership	<input type="checkbox"/> July 11 th - Sacramento <input type="checkbox"/> July 21 st - Los Angeles <input type="checkbox"/> August 7 th - Oakland <input type="checkbox"/> September 8 th – Sacramento <input type="checkbox"/> September 26 th – Sacramento	August 16-17, 2017	October 18-19, 2017	Formula Program: December 15, 2017 Competitive Program: January 30, 2018	Formula Program: January 31, 2018 Competitive Program: May 16, 2018

SB 1 Programs – Implementation Schedule

Existing Commission Programs					
Program	Workshops/Hearings	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Active Transportation	<input type="checkbox"/> June 23, 2017 <input type="checkbox"/> June 28, 2017*	June 26, 2017	June 28, 2017	August 2017	October 18-19, 2017 (Statewide & Urban/Small Rural Components) December 6-7, 2017 (MPO Component)
State Highway Operation and Protection Program (SHOPP)	<input type="checkbox"/> June 9 th - Sacramento	May 17, 2017 Presented Draft Interim SHOPP Guidelines to the Commission	June 28, 2017 Commission Adopted Interim SHOPP Guidelines	January 2018 (Caltrans submits proposed SHOPP to the Commission)	March 2018 February 28, 2018-North Hearing March 18, 2018-South Hearing
State Transportation Improvement Program (STIP)	<input type="checkbox"/> July 17 th - Sacramento <input type="checkbox"/> October 19 th – Modesto* <input type="checkbox"/> October 24 th – Los Angeles*	June 28, 2017	August 16-17, 2017	October 15, 2017 (Draft ITIP due from Caltrans) December 15, 2017 (Final RTIPs & ITIP due)	March 2018 (after holding required North and South hearings)