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

Commission Meeting Agenda
Thursday, July 25, 2019, 2 p.m.

Chair:	Richard Valle, Supervisor Alameda County District 2	Executive Director:	Arthur L. Dao
Vice Chair:	Pauline Cutter, Mayor City of San Leandro	Clerk of the Commission:	Vanessa Lee

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar **Page/Action**

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

6.1.	Approve June 17, 2019 Commission Minutes	1	A
6.2.	I-580 Express Lanes (PN 1373.002): Monthly Operations Update	5	I
6.3.	Approve Professional Services Agreement A19-0009 and Approval of Amendment No. 2 to Professional Services Agreement A17-0001 with Kapsch TrafficCom USA, Inc. for I-580 Toll System Upgrade Project (PN 1486.002, State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project (PN 1386.000), I-680 Express Lanes Project (PN 1369.000), I-580 Express Lane Operations (1373.002), and I-680 Express Lane Operations (1408.000)	15	A
6.4.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	19	I
6.5.	Approve 2020 State Transportation Improvement Program (STIP) Programming Principles and Schedule	21	A
6.6.	Approve Contract Amendment No. 9 to Professional Services Agreement No. A10-013 with Michael Baker Consulting for I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 1367000)	31	A
6.7.	Authorize release of Request for Proposals (RFP) for Construction Management Professional Services, and authorize negotiations with	39	A

Next Meeting: September 26, 2019

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
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- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
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Alameda CTC Schedule of Upcoming Meetings for September 2019 through December 2019

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	September 26, 2019 October 24, 2019 December 5, 2019
9:00 a.m.	Finance and Administration Committee (FAC)	September 9, 2019 October 14, 2019 November 18, 2019
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 5, 2019 October 10, 2019 November 7, 2019
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	September 5, 2019 November 21, 2019
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 10, 2019
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 23, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019

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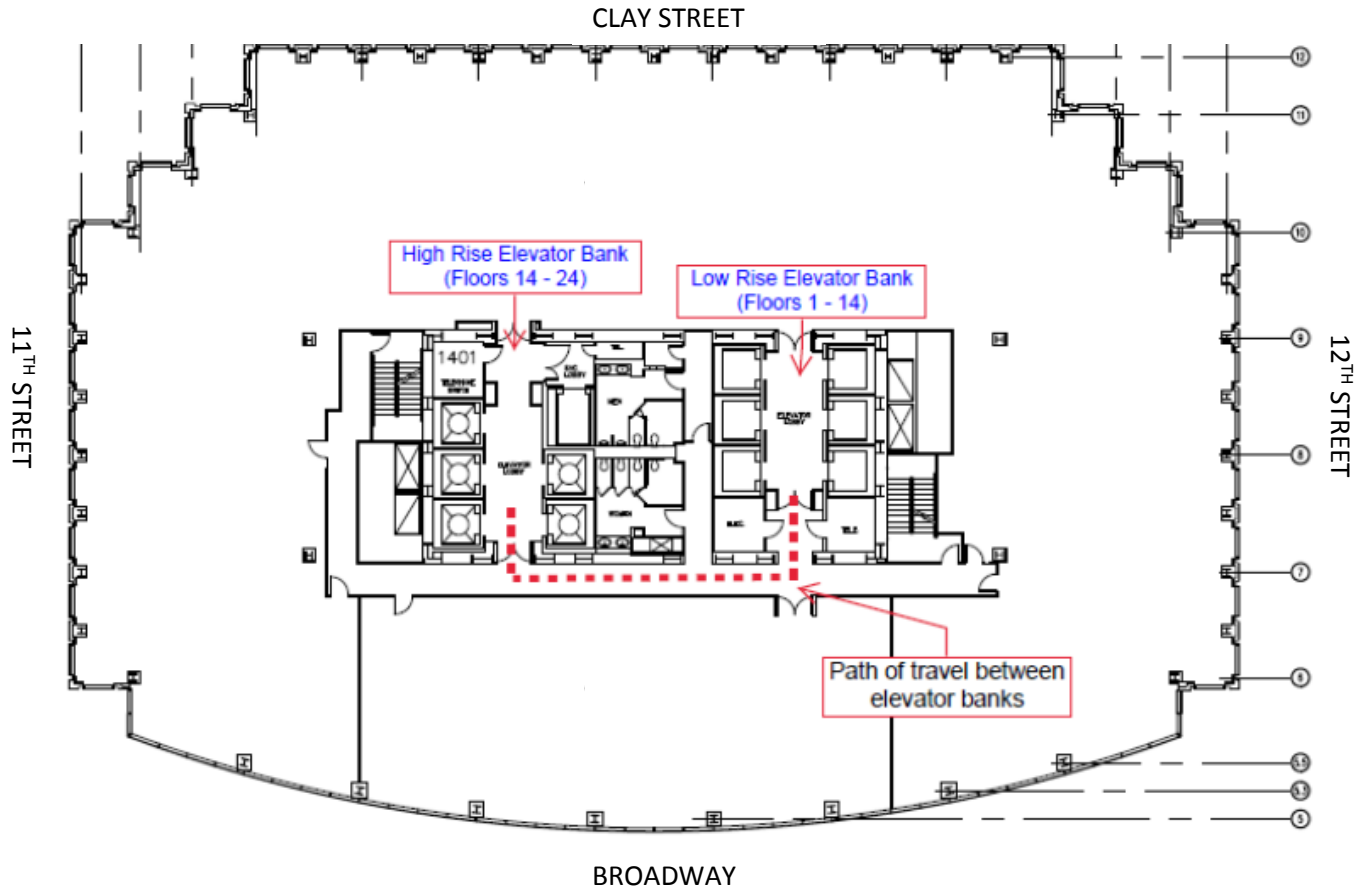
1111 Broadway: Construction Notice - Building Access Changes

Alameda CTC's building offices at 1111 Broadway is undergoing significant construction work. In order to ensure smooth operations and access to the building for our public meetings, please be aware of the following changes:

- The **Broadway Street entrance is now CLOSED.** No access will be permitted from the Broadway entrances. Access to the building will only be available through the rear lobby (Clay St. / Zen Garden side).
- ADA access from 12th St. will remain open. The accessibility ramp on Broadway plaza will also remain in place through the duration of construction.
- Alameda CTC's offices on the 8th floor will continue to have open elevator access to any member of the public. Please follow the path of travel to the low rise elevator bank. If you require assistance accessing the floor, building security will be happy to escort any tenant employees or guests as needed.



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1. **Pledge of Allegiance**

2. **Roll Call**
A roll call was conducted. All members were present with the exception of Commissioner Marchand, Commissioner Haubert, Commissioner Miley, Commissioner Dutra-Vernaci, Commissioner Kaplan, Commissioner Arrequin and Commissioner Freitas.

Commissioner Cox was present as an alternate for Commissioner Chan. Commissioner McPartland was present as an alternate for Commissioner Saltzman.

Subsequent to the roll call:
Commissioner Kaplan arrived during Item 4. Commissioner Miley, Commissioner Dutra-Vernaci and Commissioner Arreguin arrived during Item 9.1.

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

4. **Chair and Vice Chair Report**
Chair Valle thanked the Commissioners and staff for preparation and attendance at the May 30, 2019 Commission Retreat. He noted that the Commissioners feedback will be brought back at the July Commission meeting as part of the Countywide Transportation Plan development. Chair Valle also informed the Commission that the agency would be hosting project briefings for the San Pablo Corridor and the East Bay Greenway Projects for Commissioners representing jurisdictions along these corridors.

5. **Executive Director Report**
Art Dao noted that the Executive Director report could be found on the Alameda CTC website as well as in the Commissioners folders. He noted that the environmental documents for the I-880 Gilman Interchange Project will be approved soon and he also informed that Commission that there was a kick-off meeting with the community on the Ashby Interchange project. Mr. Dao noted that staff is working closely with Caltrans to coordinate efforts on the Express Lanes and he provided an update on the development of the Valley Link Project. Lastly, Mr. Dao noted that the financial rating agency, Standard and Poor's, reaffirmed Alameda CTC's AAA rating.

Consent Calendar

6.1. Approve the May 23, 2019 Commission Meeting Minutes

6.2. Approve the May 30, 2019 Commission Retreat Meeting Minutes

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

6.4. Plan Bay Area 2050 update and approval of project submissions for Plan Bay Area 2050

6.5. Approve the Countywide Active Transportation Plan

6.6. Approve the Transportation Demand Management Program Contract Amendment

6.7. Approve the 2020 Comprehensive Investment Plan

6.8. East Bay Greenway (San Leandro BART to South Hayward BART): Approval of Professional Services Agreement for Right of Way Support Services

6.9. Approve the Alameda CTC Construction Management and Administration Guide

6.10. Approve the Administrative Amendments to Various Project Agreements (A17-0039 and 04-2632)

6.11. Approve Community Advisory Committee Appointment

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

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

6. Community Advisory Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)
There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)
There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)
There was no one present from PAPCO.

7. Planning, Policy and Legislation Committee Action Items

8.1. Approve legislative positions and receive an update on federal, state, and local legislative activities
Tess Lengyel provided a brief update on federal, state, and local legislative activities. She provided information on the status of legislative bills that Alameda CTC has taken a position on and stated that the final date to get bills out of their house of origin was May 31. Over half of the bills Alameda CTC has taken positions on have moved forward in this legislative session. She also provided a brief update on the Governor's budget and the May revise.

Commissioner Kaplan asked if staff had an idea of when budget allocations would be released. Ms. Lengyel noted that funding allocation based on formulas could be made available by July 1, 2019, however grants will have separate programming schedules.

8. Programs and Projects Committee Action Items

9.1. Measure B/BB/Vehicle Registration Fee Program Compliance Report Summary

John Nguyen provided an update on the Measure B/BB/Vehicle Registration Fee Program Compliance Report Summary. He provided an overview of the Direct Local Distribution (DLD) program and provided information on Measure B, Measure BB and VRF distributions for FY 2017-18. Mr. Nguyen updated the committee on compliance requirements, review processes, expenditure history, and performance measures. He stated that with the exception of the City of Albany, all DLD recipients are deemed compliant with financial and program compliance requirements. Mr. Nguyen mentioned that the Alameda CTC is working closely with the City of Albany to help them achieve program compliance. He concluded his presentation by providing information on funding balances across jurisdictions and program compliance determinations.

Commissioner Ortiz wanted to know if DLD funds are different from Measure B funds. Mr. Nguyen and Ms. Lengyel explained that DLD funds are direct local distribution funds allocated to each jurisdiction based on a funding formula that includes Measure B, Measure BB and VRF funds.

Commissioner Arreguin asked if Alameda CTC will hold a jurisdictions funds if the jurisdiction does not meet all performance measures listed in the program. Ms. Lengyel noted that performance measures are documented in each jurisdictions funding agreements and most of the measures are include opportunities to work with staff to ensure that they are met.

This item was for information only.

9. Administrative Action Items

10.1. Approve the Job Description and the Request for Proposal for an Executive Search Firm for the Executive Director Position

Art Dao announced that he will retire from Alameda CTC at the end of the calendar year. Zack Wasserman, Alameda CTC General Counsel, noted that Chair Valle appointed an Executive Search Committee ("ESC") to assist the Commission with an executive search for Alameda CTC's next Executive Director. Mr. Wasserman then recommended that the Commission approve the Scope of Services/Request for Proposals ("RFP") for the executive search firm to assist with the recruitment and retention of a new Executive Director, approve the draft job description for the Executive Director position and authorize release to executive search firms identified by the ESC.

Commissioner Halliday wanted to ensure that candidates are strongly encouraged to be familiar with California based transportation issues and have a commitment to environmental sustainability.

Commissioner Ezzy Ashcraft wanted clarification on how the four search firms were selected. Mr. Wasserman stated that based on the specialized elements and timeline, the ESC decided that it would be smart to identify a set of pre-qualified firms. The ESC discussed and vetted the firms and came up with the final

list. Mr. Wasserman briefed the Commission on the selection criteria and gave brief information on the pre-qualified firms.

Commissioner Ezzy Ashcraft wanted more information on the Commission polling as noted in the scope of services. Mr. Wasserman noted that the intention is to have all Commissioners surveyed by a combination on methods, so that all Commissioners have an opportunity to provide input to the firm.

Commissioner Ezzy Ashcraft requested that the driver's license requirement be removed from the Executive Director Job description. Mr. Wasserman noted that while the Executive Director will need to travel throughout the County, the requirement could be struck from the proposed job description.

Commissioner Arreguin requested that the Commission interview no more than four of the top candidates. Mr. Wasserman noted that the ESC has not determined a fixed number of candidates to interview.

Commissioner Kaplan moved to approve this item with the amendment that the driver's license requirement be removed. Commissioner Cox seconded the motion. The motion passed with the following vote:

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

10. Member Reports

There were no member reports.

11. Adjournment

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

DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	Ashley Tam, Associate Transportation Engineer Liz Rutman, Director of Express Lanes Implementation and Operations
SUBJECT:	I-580 Express Lanes (PN 1373.002): Monthly Operation Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes. This item is for information only.

Summary

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

The April/May 2019 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users typically experienced higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and

general purpose lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

April/May 2019 Operations Update:

Approximately 739,000 and 738,000 express lane trips were recorded during operational hours in April and May, respectively, which is an average of approximately 33,600 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately 75 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips[1]
		April/May
By Type	HOV-eligible with FasTrak flex tag	48%
	SOV with FasTrak standard or flex tag	33%
	No valid toll tag in vehicle	19%
By Direction	Westbound	44%
	Eastbound	56%

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

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

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from October 2018 – March 2019. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lanes are meeting both federal and state performance standards. During these six months, the average speeds at each traffic sensor location in the westbound express lane ranged from 50 to over 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Santa Rita Road. The

express lane operated at LOS C or better at most times, with a 30-minute period of LOS D experienced near Fallon Road in the morning commutes. By comparison, the general purpose lanes experienced average speeds as low as 45 mph and LOS D throughout longer sections of the corridor. During the evening commute, a small period of westbound reverse-commute congestion between Hacienda Road and San Ramon Road is observed from 4 pm to 6 pm, though the express lane continued to operate at LOS B or better during this time. Outside of the commute hours, westbound express lane users experience average speeds of 65 mph or higher and average LOS A.

In the eastbound direction, average express lane speeds from October 2018 through March 2019 ranged from 20 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 65 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 5:30 pm and at the eastern terminus between 3 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lanes during the evening commute hours.

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

Table 2. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed[1] Toll (All Toll Trips)
April/ May	Westbound	$13.00 (4 of 44 days)	$2.69
	Eastbound	$12.00 (25 of 44 days)	$3.44

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

Through May of Fiscal Year 2018-19, the I-580 Express Lanes recorded over 7.8 million total trips. Total gross revenues received include $12.2 million in toll revenues and $2.5 million in violation fees and penalties; the pro-rated forecast operating budget is $5.1 million.

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

Attachments:

A. I-580 Express Lanes Location Map
B. I-580 Corridor Express Lanes Heat Maps October 2018 – March 2019

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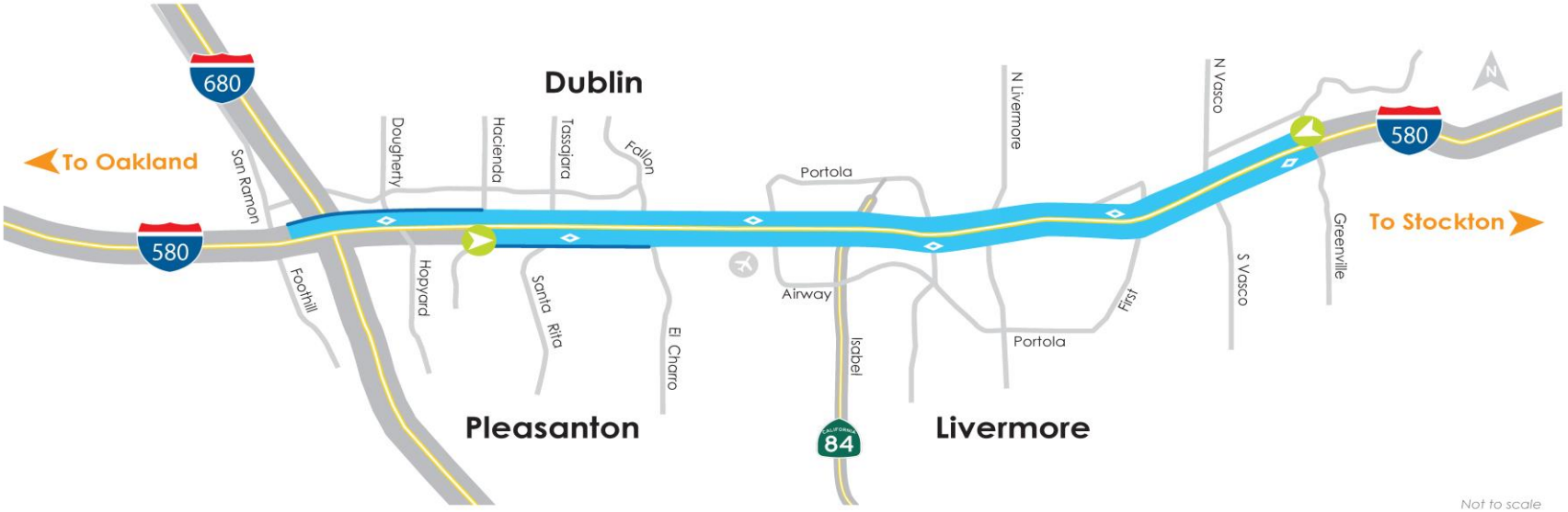
I-580 Express Lanes Location Map

6.2A



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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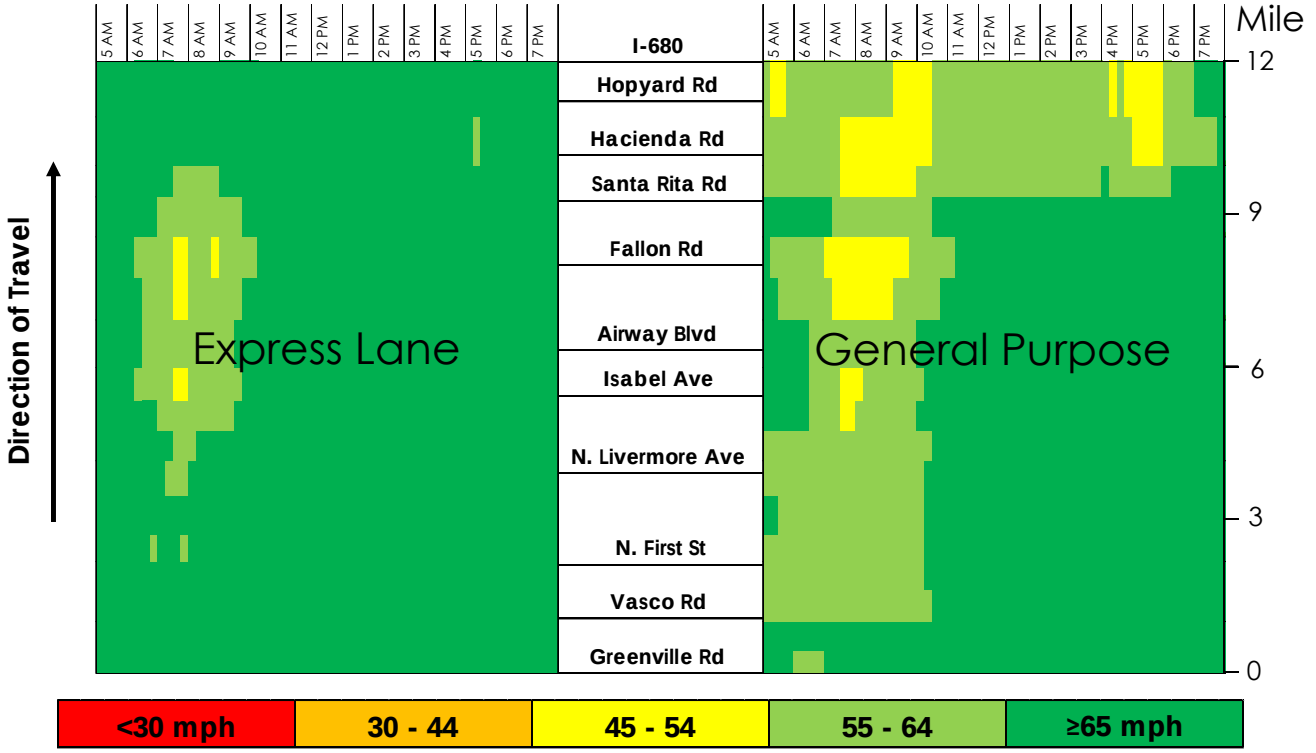
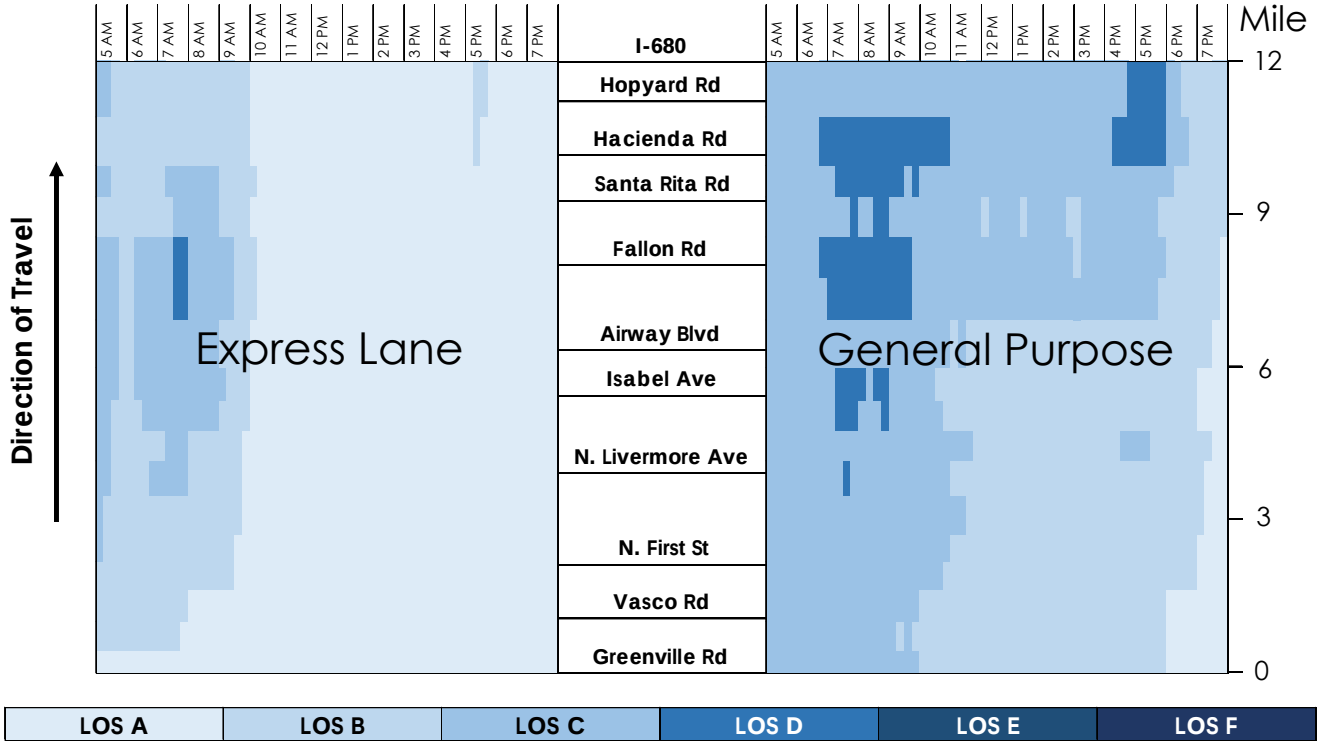
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, October 2018 – March 2019



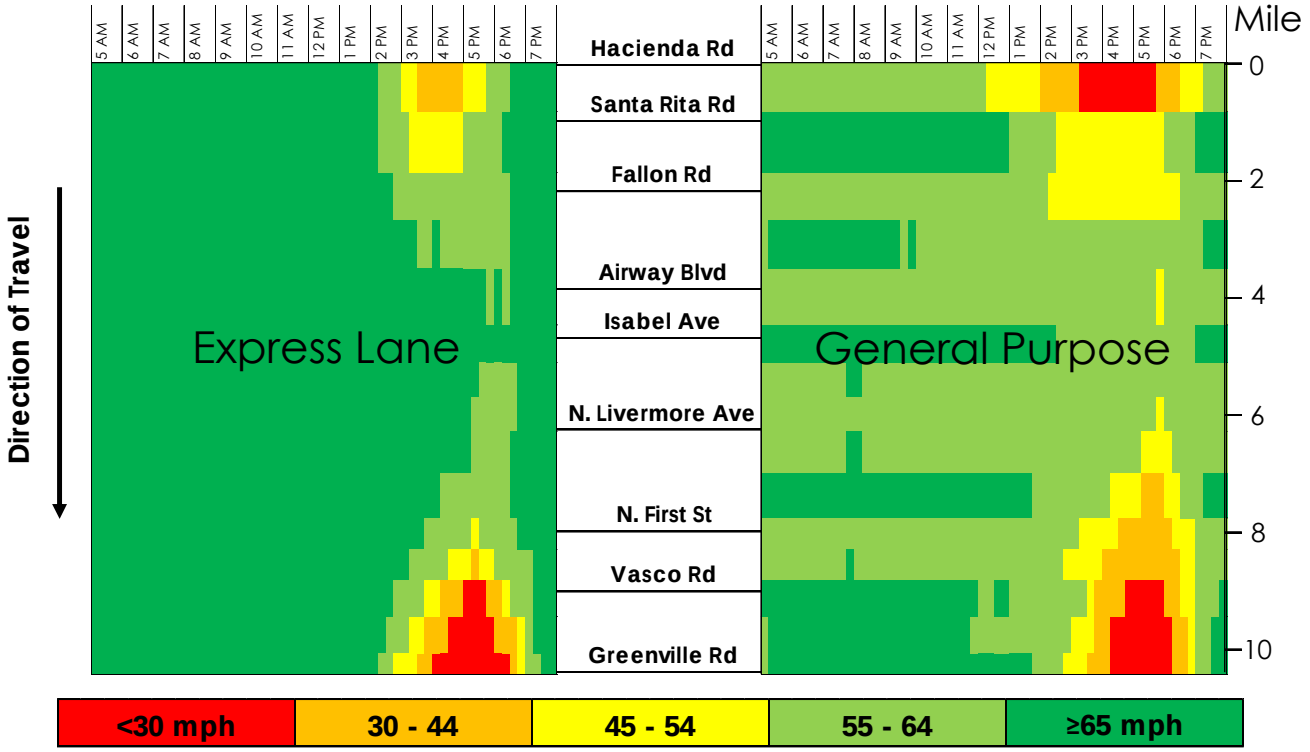
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, October 2018 – March 2019



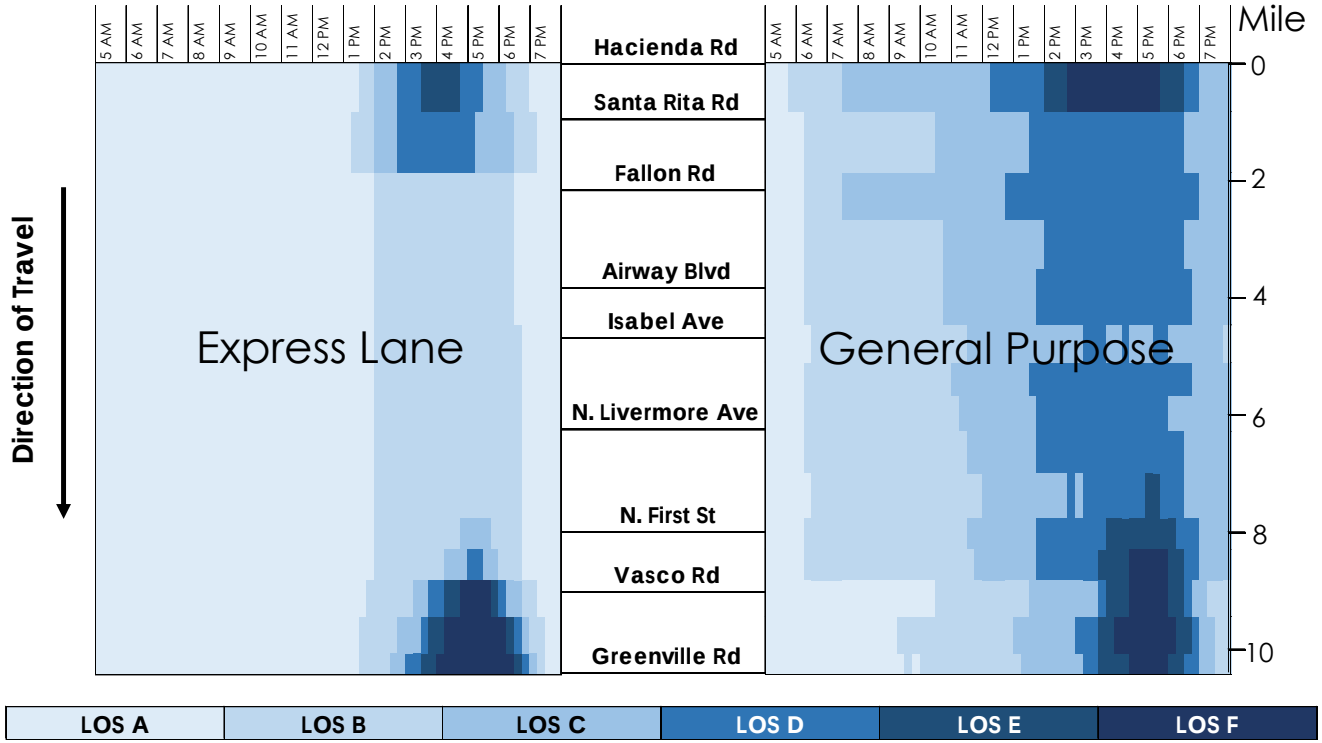
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, October 2018 – March 2019



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, October 2018 – March 2019



DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	Liz Rutman, Director of Express Lanes Implementation and Operations
SUBJECT:	I-580 Toll System Upgrade Project (PN 1486.002), State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project (PN 1386.000), I-680 Express Lanes Project (PN 1369.000), I-580 Express Lane Operations (1373.002), and I-680 Express Lane Operations (1408.000): Approval of Professional Services Agreement A19-0009 and Approval of Amendment No. 2 to Professional Services Agreement A17-0001 with Kapsch TrafficCom USA, Inc.

Recommendation

It is recommended that the Commission authorize the Executive Director to:

1. Execute Professional Services Agreement A19-0009 with Kapsch TrafficCom USA, Inc. (Kapsch) for Electronic Toll System Integration Services for the I-580 and I-680 Express Lane programs for a not-to-exceed amount of $60 million.
2. Execute Amendment No. 2 to Agreement A17-0001 with Kapsch for Electronic Toll System Integration Services for the I-680 Express Lanes.

Summary

The Alameda CTC operates and maintains both the I-580 Express Lanes and the I-680 Sunol Southbound Express Lane, the latter on behalf of the Sunol Smart Carpool Lane Joint Powers Authority. In March 2018, the Commission approved the release of a request for proposals (RFP) for Electronic Toll System Integrator (ETSI) Services for the I-580 Express Lanes and future express lane corridors and authorized the Executive Director to negotiate a Professional Services Agreement for ETSI Services with the top ranked firm so that the I-580 Express Lanes toll system could be upgraded with enhanced vehicle detection and identification. RFP 18-0017 was released on April 20, 2018 and three responsive proposals were received by the proposal due date of August 1, 2018. At the conclusion of the proposal evaluation process, Alameda CTC selected Kapsch as the top-ranked firm.

Under Agreement A17-0001, Kapsch is already under contract with Alameda CTC to deliver the new I-680 Express Lanes toll system. Agreement A17-0001 includes a one year warranty period for operations & maintenance (O&M) services and an option for an additional three years of O&M services, but those services are not fully scoped in the agreement and do not include any performance metrics. Staff recommends that O&M services for the I-680 Express Lanes be included in the new Agreement A19-0009, which is before you, to ensure consistent performance requirements and streamline the oversight of the Kapsch team. For greatest clarity, staff recommends formally amending the existing Agreement A17-0001 to eliminate the warranty period and optional O&M Services from the scope of work.

In addition to the I-580 Express Lanes Toll System Upgrade, staff recommends including in this new Agreement A19-0009 the extension of the I-680 Express Lanes associated with the State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project. This project is currently in final design and ETSI input is required to ensure the toll system needs are accommodated during design. This task falls within the RFP scope element of future express lanes.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated Agreement A19-0009 with Kapsch and has determined that the negotiated not-to-exceed amount of $60,000,000 is fair, reasonable, and justifiable to both the Alameda CTC and the consultant. The scope of work includes implementation of a new I-580 Express Lanes toll system, extension of the I-680 Express Lanes associated with the State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project, image review services for both the I-580 and I-680 express lanes, and full turnkey O&M services for both the I-580 and I-680 express lanes. This agreement is for a base term of 9 years with an option to extend for up to 4 additional years.

This Agreement will be funded from a combination of I-580 and I-680 Express Lane Toll Revenue funds, as well as State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project funds.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-580/I-680 Interchange in the westbound direction, were opened to traffic in February 2016. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability compared to those in the general purpose lanes. An All Electronic Toll (AET) collection method has been employed to collect tolls.

The I-580 Express Lanes toll system, which was competitively procured in 2009 and put into revenue service in February 2016, now lacks technological advances in vehicle detection and identification that would increase both enforcement and toll revenues. For example, the current toll system requires a 100% license plate match in order to associate images captured for the same vehicle at different toll gantries when no toll tag is detected. The toll system proposed by Kapsch matches images using the license plate either in full or by a nearness of match when based on partial plate interpretation, transaction times, and a

match of other vehicle characteristics such as vehicle shape, size, and color. This results in rejection of fewer images and thus increased revenue. In addition, manual image review was suspended for the current toll system in May 2017 after Commissioners questioned the $1 million per year cost, and staff's evaluation of the benefit/cost analysis confirmed Commissioners' concerns when it showed that the cost exceeded potential revenues to be gained from such efforts. With today's current system, without manual image review, the transaction is discarded if the system cannot read the image with sufficient confidence in the result, and if the vehicle does not have a toll tag. Revenue leakage due to these deficiencies in the current toll system is estimated at over $600,000 per year.

In March 2018, the Commission approved the release an RFP for ETSI Services for the I-580 Express Lanes and future express lane corridors and authorize the Executive Director to negotiate a Professional Services Agreement for ETSI Services with the top ranked firm. The RFP was released on April 20, 2018. A mandatory pre-proposal meeting was held on May 9, 2018, and was attended by six (6) firms with interest in being the prime contractor. By the proposal due date, August 1, 2018, Alameda CTC received responsive proposals from the following three firms:

- Conduent State & Local Solutions, Inc.
- emovis technologies US, Inc.
- Kapsch TrafficCom North America (a.k.a. Kapsch TrafficCom USA, Inc.)

An independent selection panel comprised of representatives from the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, and Alameda CTC reviewed the proposals submitted. All three firms were invited to provide demonstrations of their toll systems on October 17, 2018; interviews were conducted for all three firms on October 19, 2018. At the conclusion of the evaluation process, Alameda CTC selected Kapsch as the top-ranked firm.

Alameda CTC has negotiated with Kapsch to solidify the scope of work for Agreement A19-0009 and reached concurrence on a not-to-exceed amount of $60 million. In addition to the implementation of a new I-580 Express Lanes toll system and providing O&M services for eight (8) years, the scope of work includes several other items described in the following paragraphs.

In June 2016, the Commission authorized the execution of Professional Services Agreement A17-0001 with Kapsch for ETSI Services for the I-680 Express Lanes Project for a not-to-exceed amount of $15 million. The scope of work includes implementation of the new I-680 Express lanes toll system, one year of warranty period of O&M services, and an option for an additional three years of O&M services. Revenue services for the new toll system are expected to begin in late 2020. However, the O&M services are not fully scoped in the agreement and do not include any performance metrics. Staff recommends that the I-680 Express Lanes follow current industry contracting practices, which are included in the new Agreement A19-0009 for the I-580 Express Lanes, and eliminate the warranty period and initiates turnkey O&M services for the I-680 Express Lanes upon completion of the Operational Acceptance Test, which is when the agency accepts that the toll system is fully operational.

However, rather than amend the existing Agreement with A17-0001 to incorporate a more refined O&M scope and associated budget, staff recommends that O&M services for the I-680 Express Lanes be incorporated into the new Agreement A19-0009, ensuring consistent performance requirements for both corridors. For greatest clarity, staff recommends formally amending the Agreement A17-0001 to eliminate the Warranty Period and Optional O&M Services from the scope of work.

In addition, with the selection of Kapsch for the I-580 Express Lanes, staff recommends that the I-580 and I-680 toll systems utilize a single (joint) Host System design, which will reduce design costs as well as long-term O&M costs. Host System O&M services are performed in parallel with the roadway O&M services for each corridor, and O&M costs for the joint host system will be funded equally by I-580 and I-680 toll revenues.

Along with O&M services, Kapsch will perform image review services for both the I-580 and I-680 express lanes, with services beginning as each new toll system begins revenue operations. This includes provision of automated optical character recognition for license plates as well as any required manual image review needed to process toll transactions accurately and meet all required performance metrics. Staff has evaluated the cost proposal for image review services and determined that the revenue gained by adding manual image review services is greater than the costs and thus recommends approving the service as part of the contract.

Finally, staff recommends including in Agreement A19-0009 the extension of the I-680 Express Lanes associated with the State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project. This project is currently in final design and ETSI input is required to ensure the toll system needs are accommodated during design. The construction is expected to be completed in 2023. As the Electronic Toll System Integrator for the I-680 Express Lanes, the extension should be incorporated into the I-680 toll system currently being developed by Kapsch. This task falls within the RFP scope element of future express lanes.

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

Fiscal Impact: The fiscal impact for approving this item includes $3 million in previously allocated Measure BB funds for subsequent expenditure. This amount is included in the State Route 84 Widening and State Route 84/Interstate 680 Interchange Improvements Project funding plan and sufficient budget has been included in the proposed FY 2019-2020 Capital Program Budget. In addition, this action will authorize the encumbrance of $57 million in I-580 and I-680 Express Lane Toll Revenues to be utilized over the next 13 years. Adequate funding has been included in the Alameda CTC budget adopted for FY 2018-2019 and additional funding will be included in subsequent Alameda CTC and Sunol JPA subsequent fiscal year budgets as needed.

DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	Saravana Suthanthira, Principal Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item updates the Commission with a summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program. 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 the potential impact of proposed land development on the regional transportation system.

Alameda CTC has not reviewed any environmental documents since the last update on June 10, 2019.

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

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DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	Vivek Bhat, Director of Programming and Project Controls Jacki Taylor, Senior Program Analyst
SUBJECT:	2020 State Transportation Improvement Program (STIP) Programming Principles and Schedule

Recommendation

It is recommended that the Commission approve the programming principles and schedule for the development of the Alameda County 2020 State Transportation Improvement Program (STIP) project list.

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2020 STIP will cover Fiscal Years (FYs) 2020-21 through 2024-25. Based on the State's Draft 2020 STIP Fund Estimate, approximately $9.2 million of new programming capacity for projects is anticipated for Alameda County.

As part of the overall STIP programming process, the Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2020 Regional STIP program (2020 RTIP). Once included, MTC forwards a Regional project list to the CTC for approval. Staff is recommending Commission approval of the proposed programming principles (Attachment A) and schedule (Attachment B) for the development of the Alameda County 2020 STIP project list.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is administered by the CTC and funded with revenues from the State Highway Account and other State and federal funding sources, including SB 1. 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).

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/County Transportation Agencies (CMAs/CTAs) 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.

Each STIP cycle, Alameda CTC adopts and forwards a program of STIP projects to MTC. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

Development of the 2020 STIP

2020 STIP Fund Estimate

The biennial State Transportation Improvement Program (STIP) programing process begins with the development of the STIP Fund Estimate (FE), which is approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied anywhere from $0 to highs in the $200 million range (Attachment C). Although the passage of SB 1 has added some stability to the STIP revenue, the Draft 2020 STIP Fund Estimate released at the June 2019 CTC meeting indicates just $9.2 million for Alameda County projects. This amount represents the amount of 2020 STIP new programming capacity that will be available for Alameda County projects in FY 2024-25.

MTC's Draft Regional 2020 STIP Policies and Fund Estimate are anticipated to be released in mid-September 2019 and may include adjustments to the STIP Fund Estimate to direct funding to new or existing regional commitments, which would reduce the amount available to the counties. The final 2020 STIP Fund Estimate and Guidelines are scheduled for adoption by the CTC in August 2019 and MTC is scheduled to adopt its final Regional 2020 STIP Policies and Fund Estimate in late September 2019.

Alameda County's Estimate for 2020 STIP Available to Program:

$ 27.9 M	2020 Fund Estimate for Alameda County
$ 13.1 M	2018 STIP carryover programming for AC Transit BRT
$ 2.0 M	ARRA Backfill (Caldecott Tunnel)
$ 3.1 M	Bike Ped Connectivity to SFOBB (Alameda County share of Region)
$ 0.2 M	STIP Administration funds for MTC
$ 0.3 M	STIP Administration funds for Alameda CTC
$ 9.2 M	***2020 STIP Funding Available to Program***

2020 STIP Principles

In preparation for the development the Alameda County 2020 STIP project list, the Commission is requested to approve a set of principles by which the Alameda County share of the 2020 STIP will be programmed (Attachment A). The proposed principles for the development of the 2020 STIP are intended to be consistent with the State's Draft 2020 STIP Guidelines as well as the goals and objectives of the Countywide Transportation Plan and the Comprehensive Investment Plan, the Alameda CTC's near-term strategic planning and programming documents.

In addition to the attached Alameda CTC 2020 STIP Principles, it is proposed that the following anticipated MTC regional policies be applied to the development of the 2020 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans is to notify the region's CMAs/CTAs and MTC of any anticipated cost increases to currently-programmed STIP projects in the same time frame as the new project applications.

Next Steps

Per the proposed 2020 STIP Development Schedule (Attachment B), Alameda CTC's project solicitation process will need to be based on the State's Draft STIP Fund Estimate and Guidelines – and a project nomination process ahead of the availability of MTC's draft regional guidelines and fund estimate. Alameda CTC anticipates releasing a call for projects/project nomination process in late July or early August 2019 with applications due late August 2019. Due to the condensed programming schedule for the 2020 STIP, the Commission will need to approve Alameda County's 2020 STIP program in October 2019 in order to meet MTC's anticipated November 1, 2019 submittal deadline for the county programs and supporting documentation. In addition to a Commission-approved 2020 STIP project list, the documentation required by MTC for each project recommended for STIP funding is expected to include: MTC Complete Streets Checklist, STIP Project Programming Request (PPR) form, project performance measures analysis, Final Project Study Report (PSR) (or PSR Equivalent), Resolution of Local Support, and STIP Certification of Assurances.

The MTC-approved RTIP is due to the CTC in December 2019 and the final 2020 STIP is scheduled to be adopted by the CTC in March 2020.

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

Attachments:

A. Draft Principles for the Development of the Alameda County 2020 STIP Project List
B. 2020 STIP Development Schedule
C. Alameda County Historical STIP Funding Levels

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Principles for the Development of the Alameda County 2020 STIP Project List

- It is anticipated that any new funding programmed in the 2020 STIP will be made available in FY 2024/25.
- Previously-approved commitments for STIP programming will be considered during the development of the 2020 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2020 STIP project list:
    - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
    - Previous commitments for STIP programming approved by the Alameda CTC;
    - Projects that can leverage funds from other SB1 and Regional programs;
    - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
    - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
        - Readiness for the current/requested project delivery phase;
        - The status of environmental clearance;
        - The project cost/funding plan by phase;
        - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
        - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

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Draft 2020 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
	May 2019	• CTC approves final STIP Fund Estimate Assumptions
	June 2019	• CTC releases draft STIP Fund Estimate and Guidelines
• Approve 2020 STIP Principles • Release Call for Projects/ project nomination	July 2019	• CTC holds STIP Fund Estimate and Guidelines Workshop
• 2020 STIP Applications Due	August 2019	• CTC adopts final STIP Fund Estimate and Guidelines
• Development of 2020 STIP Program Recommendation	September 2019	• MTC releases Draft Regional STIP (RTIP) Policies and Procedures • MTC Approves Final RTIP Policies and Procedures
• Draft 2020 STIP program & Complete Streets Checklists due to MTC by October 9th • 2020 STIP to Alameda CTC Committees and Commission	October 2019	
• Final STIP project list and all supporting documentation due to MTC by November 1st	November 2019	• Release Draft 2020 RTIP
	December 2019	• MTC approves 2020 RTIP • 2020 RTIP due to CTC
	March 2020	• CTC adopts 2020 STIP

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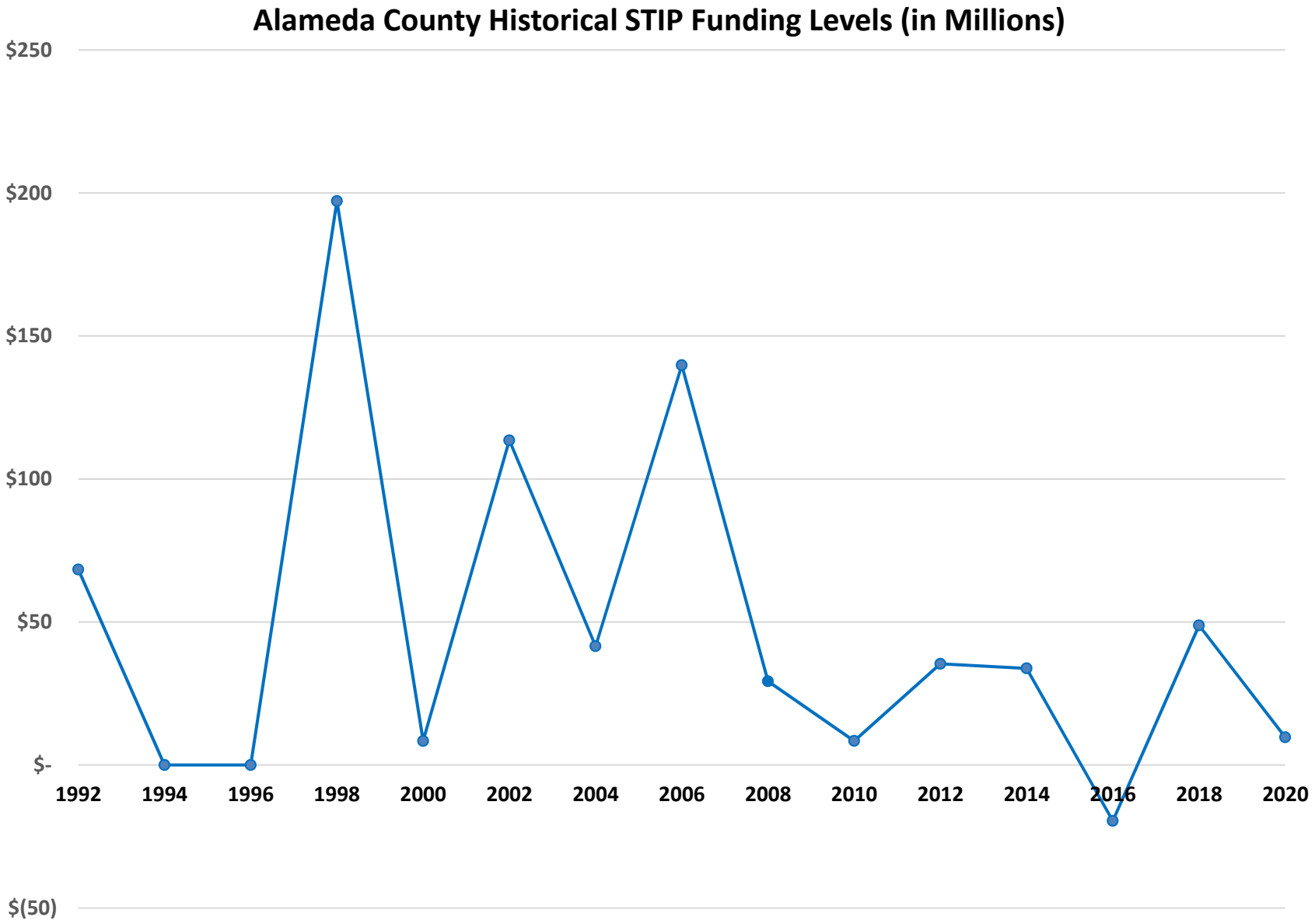
Alameda County Historical STIP Funding Levels (in Millions)
$250
$200
$150
$100
$50
$-
$(50)
1992
1994
1996
1998
2000
2002
2004
2006
2008
2010
2012
2014
2016
2018
2020

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DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	Trinity Nguyen, Director of Project Delivery
SUBJECT:	I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 1367000): Approval of Contract Amendment No. 9 to Professional Services Agreement No. A10-013 with Michael Baker Consulting

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 9 to Agreement No. A10-013 with Michael Baker Consulting for an additional not-to-exceed amount of $589,000.00 for a total not-to-exceed amount of $11,299,000 and a 24-month time extension to provide for continued design support services through the completion of the project.

Summary

The I-880 Operational and Safety Improvements at 23rd and 29th Avenues project in the City of Oakland is one of nine projects that make up Alameda CTC's $1.14 billion I-Bond Highway Program. The total project budget of $111.1 million included only $12.9 million in combined Measure B/BB funding. Non-measure funds made up 88% ($98.2 million) of the total project budget; with the majority of the project budget, $80.0 million (72%) coming from State sources.

The project constructed several major improvements including: replacing the 29th Avenue freeway overcrossing, constructing the 29th Avenue off-ramp and roundabout, reconstructing the 23rd Avenue overcrossing and off-ramp, constructing a new sound wall and safety improvements to the northbound on- and off-ramps. Other project improvements included landscaping and local street transitions.

The construction contract was awarded to RGW Construction on April 30, 2014 and on May 25, 2019, all mainline elements were fully opened to traffic. Work is underway to address the punchlist items and contract acceptance is anticipated to occur in May 2020 with the completion of the required one year plant establishment period.

As the Project sponsor and development lead for the design phase, Alameda CTC is responsible for providing design support during construction (DSDC) to support Caltrans through the construction phase of the Project and performing all necessary project closeout activities including right-of-way certification and project as-builts. In June 2010, Alameda CTC contracted with Michael Baker Consulting (formerly RBF Consulting) to design the project and provide all services as may be required of the Engineer of Record through project completion. Based upon the remaining project activities, it is estimated that an additional budget of $589,000 and a 24-month time extension will be needed to perform final closeout activities.

Background

The I-880 Operational and Safety Improvements at 23rd and 29th Avenues project reconstructed several major improvements including: replacing the 29th Avenue freeway overcrossing, constructing the 29th Avenue off-ramp and roundabout, reconstructing the 23rd Avenue overcrossing and off-ramp, constructing a new sound wall and safety improvements to the northbound on- and off-ramps. Other project improvements included landscaping and local street transitions.

As the project sponsor, the Alameda CTC completed preliminary engineering, environmental studies, and detailed design and right of way phases for the project. Caltrans is responsible for advertising, awarding, and administering the construction phase of the project. The construction contract in the amount of $52.7 million was awarded to RGW Construction on April 30, 2014 and at the time of award, all work was estimated to be completed by March 26, 2018.

The project is in a very congested urban area and required a five phase construction staging strategy to construct the improvements while maintaining traffic. This was further complicated by the resulting right of way impacts which involved various businesses and major utility relocations. A concerted effort was made during the design development to resolve and clear all right of way and utility conflicts prior to award of the construction contract; however, challenges continued to emerge during the construction phase. In particular, conflicts with the East Bay Municipal Utilities District and Pacific Gas and Electric lines required redesigns to be incorporated into an already tight and intricate construction schedule. These conflicts, combined with weather delays and the addition of the landscape plant establishment period, resulted in the current contract acceptance date of May 24, 2020.

Although the facility was opened to the public on May 25, 2019, there remains a significant amount of project closeout work to be completed that is more extensive than originally anticipated including:

- Right of way certification - The right of way efforts assumed no excess parcels. Due to the required project modifications, there will be two excess parcels on Caltrans right of way that will require a more intensive process of documentation and verification to achieve right of way certification and approvals from Alameda County, Caltrans, and ultimately by the California Transportation Commission.

- Project As-builts - The significant amount of time that has elapsed between the completion of the design in May 2013 and construction of the project elements has resulted in updates to standards that needed to be incorporated during construction including American Disability Act compliance, bicycle design features, signalization updates, and other safety design elements. There were also numerous changes from expediting the project staging and field changes due to unanticipated utility conflicts. These have resulted in many revisions to the project plans that will need to be documented on the project as-builts.
- Final safety review approval– Completion of safety review items requiring DSDC support to implement.

It is estimated that an additional budget of $589,000 and an additional 24 months will be required to complete the remaining project closeout tasks.

In 2008, Alameda CTC, as the Project sponsor and development lead for the design phase, under a competitive selection process, selected Michael Baker Consulting (formerly RBF Consulting) to serve as the Engineer of Record and perform final design, right of way engineering and acquisition services, and to provide all related design support services as may be required through project completion. Subsequently Agreement A10-013 was executed and to date, eight amendments have been approved by the Commission. Attachment A summarizes the contract actions related to Agreement No. A10-013.

The proposed amendment value of $589,000 is a negotiated and fair budget reflective of the work and risks that remain. With the proposed amendment, the contract would continue to meet the Underutilized Disadvantaged Business Enterprise goals required on federalized contracts. The Construction phase budget, which includes activities through project closeout, totals $80.3 million ($73.4 million –state, $1.3 million –Regional Measure 2, $5.6 million Alameda CTC administered funds) and has sufficient contingencies to fund this effort. Approval and execution of Amendment No. 9 in the amount of $589,000 for a new contract total not-to-exceed amount of $11,299,000 would allow Michael Baker Consulting, as the Engineer of Record, to provide continued design support services to ensure the successful delivery of the project.

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

Fiscal Impact: The action will authorize the encumbrance of $589,000 in previously allocated Regional Measure 2 and Measure B funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC Adopted FY 2019-20 Capital Program Budget.

Attachments:

A. Table A: Summary of Agreement No. A10-013
B. I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project Fact Sheet

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Table A: Summary of Agreement No. A10-013 with Michael Baker Consulting			
Contract Status	**Work Description**	**Value**	**Total Contract Not-to-Exceed Value**
Original Professional Services Agreement with Michael Baker Consulting (A10-013) *July 2008*	35% Final Design and R/W Engineering and Acquisition Services	$1,774,605	$1,774,605
Amendment No. 1 *December 2010*	Additional budget for 65% and 95% Final Design and R/W Engineering and Acquisition Services	$5,021,280	$6,795,885
Amendment No. 2 *December 2010*	Additional budget for Final Design and R/W Engineering and Acquisition Services	$926,515	$7,722,400
Amendment No. 3 *June 2012*	Additional budget for Final Design and R/W Engineering and Acquisition Services	$385,000	$8,107,400
Amendment No. 4 *June/July 2012*	Additional budget for Final Design & R/W Engineering & Acquisition Services	$1,227,600	$9,335,000
Amendment No. 5 *June 2013*	One-year time extension to June 30, 2014	$0	$9,335,000
Amendment No. 6 *September 2013*	Additional budget for Pre-Bid and Bid Support Services and DSDC and a four-year time extension to June 30, 2018	$337,500	$9,672,500
Amendment No. 7 *December 2014*	Additional budget to provide continued DSDC	$437,500	$10,110,000
Amendment No. 8 *March 2017*	Additional budget and 18-month time extension to December 31, 2019 to provide design support services through Project completion	$600,000	$10,710,000
Amendment No. 9 July 2019 (This request)	Additional budget and 24-month time extension to December 31, 2021 to provide design support services through Project closeout	$589,000	$11,299,000
		Total Amended Contract Not to Exceed Amount	**$11,299,000**

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

JUNE 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the City of Oakland, is constructing operational and safety improvements on Interstate 880 (I-880) at 23rd and 29th Avenues. This project includes:

- Replacement of the freeway overcrossing structures
- Safety improvements to the northbound on- and off-ramps
- Safety improvements to the freeway mainline
- Soundwall installation in the northbound direction between 29th and 23rd Avenues
- Modification of local streets
- Landscape enhancement

Phase 1 and **Phase 2** of this project completed May 31, 2017 and culminated with the opening of the new three-lane overcrossing replacement structure.

Phase 3: Construction of the northbound I-880 off-ramp to 29th Avenue completed December 20, 2018.

Phase 4: Reconstruction of the 23rd Avenue overcrossing completed and opened to traffic on November 10, 2018.

Phase 5: Reconstruction of the northbound I-880 off-ramp to 23rd Avenue completed May 25, 2019.

PROJECT NEED

- Interstate 880 is a major route for commuters and goods movement at all times of the day. In the vicinity of the 23rd Avenue and 29th Avenue interchanges, I-880 experiences high volumes and a high accident rate compared to similar freeways.
- The critical bottleneck is the close proximity between the 23rd and 29th Avenue interchanges, which results in short acceleration and weaving distances.
- Low vertical clearances of overcrossings and non-standard design of existing ramps also contribute to the need for safety and operational improvements.
- Between 26th and 29th Avenues, the bordering residential community and Lazear Elementary School experience traffic noise due to lack of freeway soundwalls.

PROJECT BENEFITS

- Ramp and intersection modifications at both interchanges will increase safety and operations along the freeway as well as on local neighborhood roadways.
- The extended auxiliary lane along northbound I-880 will provide a longer weaving section and reduce merging conflicts that result from speed differentials.
- Replacement of both 23rd and 29th Avenue overcrossing structures will provide standard vertical clearance for freeway traffic and reduce collisions with the bridge structures. The new 29th Avenue overcrossing will improve pedestrian and bicycle facilities. Bridge columns will be reconfigured to allow for the widening of the I-880 mainline freeway and shoulders.
- A soundwall will reduce noise impacts at the school and in the residential neighborhood.

29th Avenue off-ramp under construction, courtesy of Caltrans.

29th Avenue off-ramp and roundabout and overcrossing structure.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

PROJECT DOCUMENTS

For detailed project documents and additional photos, visit the California Department of Transportation (Caltrans) project web page at http://www.dot.ca.gov/dist4/projects/88023rd29thovercrossing/.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the City of Oakland

COST ESTIMATE BY PHASE ($ X 1,000)

PE/Environmental	$5,948
Final Design (PS&E)	$9,780
Right-of-Way/Utility	$15,021
Construction	$80,339
Total Expenditures	**$111,088**

FUNDING SOURCES ($ X 1,000)

Measure BB	$8,000
Measure B	$4,920
Federal	$1,787
State	$79,989
Regional	$12,300
Local	$4,092
Total Revenues	**$111,088**

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental	November 2007	April 2010
Final Design	April 2010	May 2013
Right-of-Way/Utility	May 2010	Winter 2018
Advertisement/Award	August 2013	April 2014
Construction	July 2014	May 2019
Plant Establishment	May 2019	May 2020

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

DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	John Pulliam, Director of Project Delivery Gary Huisingh, Deputy Executive Director of Projects and Programming
SUBJECT:	7th Street Grade Separation (East) (GoPort – PN 1442.001) – Authorize release of Request for Proposals (RFP) for Construction Management Professional Services, and authorize negotiations with top ranked firms

Recommendation

It is recommended that the Commission approve the release of Request for Proposals (RFP) for professional services for Construction Management for the 7th Street Grade Separation East Project, and authorize the Executive Director to negotiate with the top ranked firms.

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 (the 7th Street Grade Separation East Project and 7th Grade Separation West Project), and a suite of demonstration information technology projects to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport(the Freight Intelligent Transportation System Project, or "FITS"). See Attachment A – Project Fact Sheet.

The 7th Street Grade Separation East Project is currently in the PS&E phase, with design, right-of-way acquisition, and construction contract document completion scheduled for February, 2020. Construction is anticipated to start in late 2020.

The Construction Management contract will contain two phases of work. Phase one includes providing constructability review services during the PS&E phase. Phase two includes providing construction management services during the construction phase. The intent of having the consultant perform constructability review services during the PS&E phase is to utilize their construction expertise to review and provide input on changes to the design and construction contract documents that reduce the construction cost and schedule.

Phase one of the work will be funded with a mix of SB1 Local Partnership Program (LPP) and Measure BB funds. These funds have already been allocated to the project and are identified for constructability review in the Project Funding Plan (PFP).

The following recommended action will support the successful delivery of the 7th Street Grade Separation East Project by bringing on the necessary construction engineering expertise to support the preparation of a cost-effective set of construction contract documents:

1. Approve release of Request for Proposals (RFP) for professional services for Construction Management for the 7th Street Grade Separation East Project, and authorize the Executive Director to negotiate with the top ranked firms.

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.

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

- **7th Street Grade Separation West:** Realign and grade separate the intersection of 7th Street and Maritime Street, and construct a rail connection underneath to improve intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.
- **7th Street Grade Separation East:** Reconstruct existing railroad underpass between I - 880 and Maritime Street to increase clearance for trucks and improve shared pedestrian / bicycle pathway.
- **FITS (Freight Intelligent Transportation System)** – 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.

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.

7th Street Grade Separation East

The 7th Street Grade Separation East Project is current in the PS&E phase, with design, right-of-way acquisition, and construction contract document completion scheduled for February, 2020. The estimated construction cost for the project is $228,000,000. The project is funded by a mix of funds, including Measure BB, SB1 Local Partnership Program (LPP), and SB1 Trade Corridor Enhancement Program (TCEP).

The project is scheduled to begin construction in late 2020. The Construction Management consultant is being hired during the PS&E phase to provide constructability review services ahead of completing design. The intent is to utilize the construction expertise of the Construction Management consultant to review and provide input on changes to the design and construction contract documents, to reduce the construction cost and schedule.

The RFP is organized into two phases. The first phase covers the constructability review during the PS&E process, and the second phase covers construction management services during construction. There is currently sufficient funding in the project PFP to cover the cost of the first phase of work, however funding for the second phase of work has not yet been identified. The first phase of work will be authorized upon execution of the contract, and the second phase will be included as optional tasks. Staff will return to the Commission at such time that funding becomes available for phase two, to request authorization to proceed with that phase of work.

The following recommended action will support the successful delivery of the 7th Street Grade Separation East Project by bringing on the necessary construction engineering expertise to support the preparation of a cost-effective set of construction contract documents:

1. Approve release of Request for Proposals (RFP) for professional services for Construction Management for the 7th Street Grade Separation East Project, and authorize the Executive Director to negotiate with the top ranked firms.

Fiscal Impact: Phase one of the work will be funded with a mix of SB1 Local Partnership Program (LPP) and Measure BB funds. These funds have already been allocated to the project and are identified for constructability review in the Project Funding Plan (PFP). Commission action will be necessary at a future date to allocate funding for phase two of the contract.

Attachments:

A. GoPort Project Fact Sheet
B. 7th Street Grade Separation East Project Fact Sheet

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Global Opportunities at the Port of Oakland (GoPort)

APRIL 2019

PROGRAM 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 the following components:

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

PROGRAM 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.

PROGRAM 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: Final Design

- ~$53 million has been allocated from the Measure BB funds for the environmental and final design phases of the program.
- The City of Oakland was the California Environmental Quality Act (CEQA) lead agency and the Port was the responsible agency for the 2002 Oakland Army Base (OAB) Redevelopment Environmental Impact Report (EIR) and its subsequent 2012 Initial Study Addendum, in which the GoPort Program was included. The Categorical Exclusions (CE) as part of the National Environmental Policy Act (NEPA) clearance were completed for the FITS, 7SGSE and 7SGSW projects in August 2018, October 2018 and March 2019, respectively.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, California Department of Transportation, 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	$12,900
Final Design (PS&E)	$41,700
Construction[1]	$556,000
Total Expenditures Estimate	**$610,600**

[1] Includes right-of-way costs.

FUNDING SOURCES ($ X 1,000)

Measure BB	$53,020
Federal	$11,544
State (Senate Bill 1 (SB 1) LPP) [2]	$7,980
State (SB 1 TCEP)[3]	$187,456
TBD	$350,600
Total Revenues To Date	**$610,600**

[2] Local Partnership Program.
[3] Trade Corridor Enhancement Program.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	2018
CEQA Clearance	-	2012
NEPA Clearance	Fall 2017	Spring 2019
Final Design	Fall 2018	Early 2020
Construction	Spring 2020[4]	Late 2023

[4] Construction related to FITS may begin in summer 2019.

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

7th Street Grade Separation East Project

APRIL 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Minimize likelihood of freight infrastructure failure.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.

PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities

7th Street, approaching Union Pacific Railroad bridge from the east.

COST ESTIMATE BY PHASE ($ X 1,000)

PE/Environmental	$5,400
Final Design (PS&E)	$21,600
Construction[1]	$290,000
Total Expenditures	**$317,000**

[1] Includes right-of-way cost.

Truck stuck at the 7th Street underpass.

Existing multi-use path and damage to the 7th Street underpass.

FUNDING SOURCES ($ X 1,000)

Measure BB	$19,020
State (SB 1 LPP)[2]	$7,980
State (SB 1 TCEP)[3]	$175,000
TBD	$115,000
Total Revenues	**$317,000**

[2] Senate Bill 1 Local Partnership Program (LPP).
[3] Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on October 25, 2018.

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Early 2020
Right-of-Way	Fall 2018	Early 2020
Construction	Late 2020	2022

PARTNERS AND STAKEHOLDERS

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

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

DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	John Pulliam, Director of Project Delivery Gary Huisingh, Deputy Executive Director of Projects and Programming
SUBJECT:	I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project (PN: 1490.001): Approval of necessary actions to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents

Recommendation

It is recommended that the Commission approve the following actions related to the I-680 Southbound Express Lanes from SR 84 to Alcosta Project (Project):

1. Allocate $12.5 million of Measure BB I-680 HOT/HOV Lane from SR-237 to Alcosta Project (TEP-35) funds for the Plans, Specifications and Estimates (PS&E) phase of the Project;
2. Allocate $10 million of unencumbered contingency funds (CIP ID 0251) from the I-680 Sunol Express Lanes (Phase 1) to the Project for the Plans, Specifications and Estimates (PS&E) phase of this Project;
3. Approve release of a Request for Proposals (RFP) for professional services for preparation of the PS&E and Construction Contract Documents, and authorize the Executive Director to negotiate with the top ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the delivery of the PS&E and the Construction Contract Documents.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1490.000), also referred to as the I-680 Express Lanes Gap Closure Project, which is located in the vicinity of the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Measure BB Transportation Expenditure Plan (TEP No. 035) and proposes to construct express lanes in both directions within a 10-mile segment to complete the I-680 Express Lane Network through Alameda County. Upon completion,

it will result in a 40-mile long I-680 express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to South Grimmer Boulevard in north Fremont, relieving congestion on two (2) of the Metropolitan Transportation Commissions' (MCT's) ten (10) most congested freeway segments, and unlocking critical benefits such as significantly relieving congestion and improving regional and interregional traffic, allowing for increased people-throughput by providing infrastructure for express buses and carpools, improving safety, and optimizing freeway system management and traffic operations.

The project is currently in the Project Approval and Environmental Document (PA&ED) phase, with the project report and environmental document scheduled for completion in summer of 2020. Based on the size and estimated cost of the project, it was anticipated that a phasing strategy would likely be required to deliver the project. As part of the PA&ED phase, staff and the engineering team carefully reviewed several options to deliver the project in phases, and we have determined that it would be most beneficial and advantageous to construct the southbound express lane as the preferred first phase. Based on preliminary traffic studies and operational analysis, within the proposed project limits, the I-680 southbound lanes are experiencing much higher traffic demand and congestion than the northbound lanes, and these conditions are expected to worsen in future years.

Additionally, the delivery of the I-680 Southbound Express Lane Project could be integrated and coordinated with an upcoming major Caltrans pavement rehabilitation project along the same section of I-680. Coordination of these two projects will lead to a significant cost savings and, more importantly, will minimize inconvenience and reduce impacts to the traveling public during the many months of construction in an already very congested corridor. In order to combine the southbound HOV/EL project with the Caltrans pavement rehabilitation project, and to make the project competitive for Cycle 2 of the SB1 Solutions for Congested Corridors (SCCP) Program, PS&E phase work for the proposed I-680 Southbound Express Lane Project must begin before the end of 2019.

Staff recommends that the Commission approve the above actions in order to advance the southbound phase of the project. Upon approval of this item, staff intends to issue a RFP for professional services for PS&E and Construction Contract Documents in late July, 2019 and expects to return to the Commission in November, 2019 with an award recommendation. The estimated duration to complete the PS&E and Construction Contract Documents is 20 months.

The PS&E phase will be fully funded based on the two allocations requested in this staff report, along with previously allocated funds for the PA&ED phase of work.

Background

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1490.000), also referred to as the I-680 Express Lanes Gap Closure Project, which passes through the community of Sunol and the cities of Dublin and Pleasanton.

This project proposes to widen and implement High Occupancy Vehicle Lanes/Express Lanes (HOV/EL) along I-680 between SR-84 and Alcosta Boulevard (see Attachment A, Project Fact Sheet). The project is in the 2014 Transportation Expenditure Plan (TEP 35) and proposes to construct a 10-mile segment (one express lane in both the northbound and southbound direction) to complete the Express Lane Network through Alameda County.

Based on the size and estimated cost of the project, it was anticipated that a phasing strategy would likely be required to deliver the project. As part of the PA&ED phase, staff and the engineering team carefully reviewed several options to deliver the project in phases, and we have determined that it would be most beneficial and advantageous to construct the southbound express lane as the preferred first phase. Based on preliminary traffic studies and operational analysis, within the proposed project limits, the I-680 southbound lanes are experiencing much higher traffic demand and congestion than the northbound lanes, and these conditions are expected to worsen in future years.

The I-680 Southbound Express Lanes from SR 84 to Alcosta Project (PN: 1490.001) includes reconstruction of the concrete median barrier, construction of retaining walls, relocation of existing sound walls, and pavement widening and reconstruction to accommodate the addition of 9-miles of southbound HOV/EL from SR-84 to Alcosta Boulevard. Tolling equipment, including vehicle sensors, toll readers, rear-facing cameras, enforcement beacons, and utility cabinets will be installed. The project includes HOV/EL signage, including larger signs mounted on cantilevered overhead sign structures spanning the HOV/EL, and smaller signs mounted on the concrete media barrier. The larger signs will include Variable Toll Message Signs (VTMS) to display the prices for using the express lane facility. No right-of-way acquisition is anticipated.

Anticipated benefits include improved efficiency of the transportation system on I-680 southbound lanes between SR-84 and Alcosta Blvd to accommodate the current and future traffic demand, improved travel time and travel reliability for all users, including High Occupancy Vehicle and transit users, and optimization of freeway system management and traffic operations. In addition when this project is complete, it will close the gap in Alameda CTC's southbound HOV/EL along I-680, and it will connect with MTC's I-680 HOV/EL in Contra Costa County, resulting in a 40-mile long I-680 express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to South Grimmer Boulevard in north Fremont, relieving congestion on two (2) of MTC's ten (10) most congested freeway segments, and unlocking critical benefits such as significantly relieving congestion and improving regional and interregional traffic, allowing for increased people-throughput by providing infrastructure for express buses and carpools, improving safety, and optimizing freeway system management and traffic operations.

On September 21, 2017, the Commission authorized the execution of a contract with AECOM Technical Services, Inc. for Scoping and PA&ED services. That work is on schedule to complete next year, with the project report and environmental document scheduled for completion in summer of 2020.

In early 2019, staff learned that Caltrans had recently begun the final design of a major project to rehabilitate the pavement along I-680 from SR-84 to Alcosta Boulevard. This Caltrans project is programmed to be funded with the State Highway Operation and Protection Program (SHOPP) funds and is scheduled to start construction in 2021. Alameda CTC staff approached Caltrans to discuss combining the Caltrans project with Alameda CTC's I-680 Express Lane Project. Caltrans was receptive to combining the southbound portion of their SHOPP project with Alameda CTC's I-680 Southbound Express Lane Project. Combining the two projects required Caltrans to delay the construction of their project by one year, and Alameda CTC to expedite delivery of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project by one year. Staff has prepared an expedited schedule to meet this deadline.

The next step in project delivery is to move into preparation of PS&E and construction contract documents. In order to combine the I-680 Southbound Express Lane Project with the Caltrans pavement rehabilitation project, and to make the project competitive for Cycle 2 of the SB1 Solutions for Congested Corridors (SCCP) Program, PS&E phase work must begin before the end of 2019.

The estimated total project cost is $252 million, including the costs associated with PS&E. As part of the 2014 Transportation Expenditure Plan, $20 million was programmed for I-680 HOT/HOV Lane from SR-237 to Alcosta Project (TEP-35), of which $12.5 million remains unallocated. Remaining funding for the project could come from Regional Measure 2, Regional Measure 3, and/or SB1. Caltrans has also committed to providing a portion of their State Highway Operations and Protection Program (SHOPP) funds, conditioned on combining the projects. The final amount of Caltrans contribution has not been determined.

Staff recommends that the Commission approve the above actions in order to advance the southbound phase of the project. Upon approval of this item, staff intends to issue a RFP for professional services for PS&E and Construction Contract Documents in late July, 2019 and expects to return to the Commission in November, 2019 with an award recommendation. The estimated duration to complete the PS&E and Construction Contract Documents is 20 months.

Fiscal Impact: The action will authorize the allocation of $12,500,000 of TEP-35 MBB funds for subsequent obligation and expenditure. This action will also authorize the allocation of $10,000,000 of Measure BB funds previously allocated to the I-680 Sunol Northbound Express Lanes (Phase 1) project. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2019-20 Capital Program Budget.

Attachments:

A. Project Fact Sheet
B. I-680 Existing and Planned Express Lanes Map
C. Project Funding Plan and Schedule

I-680 Express Lanes from SR-84 to Alcosta Boulevard

MAY 2019

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard Project will close the gap between existing and in-progress high-occupancy vehicle (HOV)/express lane projects directly to the north and south. The project extends for approximately nine miles on northbound and southbound I-680 through Sunol, Pleasanton, Dublin and San Ramon.

The Alameda County Transportation Commission (Alameda CTC) has started environmental and preliminary engineering studies for the project. An environmental document is planned for public circulation in late 2019. Potential project phasing options will be determined based on the traffic analysis and future funding availability.

Concurrent projects in the area include:

- SR 84 Widening (Pigeon Pass to I-680) and SR 84/I-680 Interchange Improvements
- I-680 Sunol Express Lanes (Phase 1)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a nine-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic to and from Silicon Valley, especially in the morning peak period, results in traffic congestion for approximately 10 hours each day.

PROJECT BENEFITS

- Increases the efficiency of the transportation system on I-680 between SR-84 and Alcosta Boulevard to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations

I-680 northbound approaching the Calaveras Road off-ramp.

I-680 northbound approaching the SR-84 off-ramp in Sunol.

COST ESTIMATE BY PHASE ($ X 1,000)

Planning/Scoping	$1,000
PE/Environmental	$6,500
Final Design (PS&E)	$27,000
Right-of-Way	$10,500
Construction	$435,000
Total Cost Estimate[1]	**$480,000**

[1]Cost estimate assumes construction occurs in two phases.

FUNDING SOURCES ($ X 1,000)

Measure BB	$20,000
Federal	TBD
State	TBD
Local	TBD
TBD	$460,000
Total Revenues	**$480,000**

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE-ENV)

- Project Study Report-Project Delivery Support (PSR-PDS) was approved in September 2018.

SCHEDULE BY PHASE

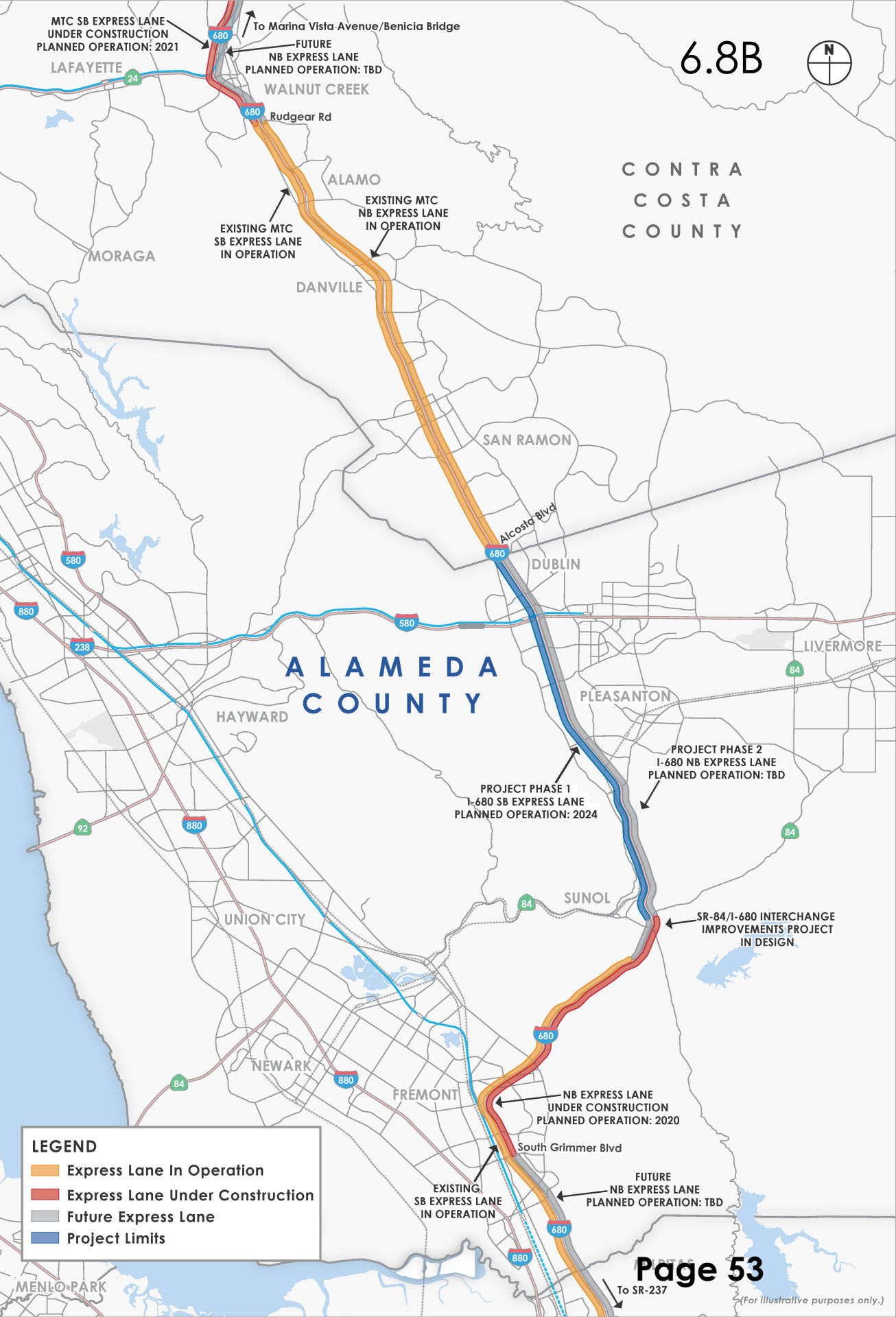
	Begin	End
Scoping (PSR-PDS)	Fall 2017	Fall 2018
Preliminary Engineering/ Environmental (PE-ENV)	Fall 2018	Fall 2020
Final Design	Summer 2020	Fall 2022
Right-of-Way	Summer 2020	Fall 2022
Construction	Spring 2023	Fall 2026

Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, Alameda County, Contra Costa County, the community of Sunol and the cities of Dublin, Pleasanton and San Ramon

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



(For illustrative purposes only.)

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I-680 SB Express Lane From SR 84 to Alcosta Boulevard (PN: 1490.001)

Project Funding

Measure BB	$ 20,000
RM3	TBD
Federal	TBD
State	TBD
TBD	$ 232,000
Total Revenues	**$ 252,000**

Project Schedule

	Begin	**End**
Scoping (PSR-PDS)	Complete	Complete
Preliminary Engineer/Environmental (PE-ENV)	Complete	Spring 2020
Final Design	Winter 2019	Fall 2021
Right-of-Way	Winter 2019	Fall 2021
Construction	Spring 2022	Fall 2024

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Alameda County Mayors' Conference

June 13, 2019

Sent Vie E-Mail

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

Dear Ms. Ayers,

At its meeting of June 12, 2019, the Alameda County Mayors' Conference reappointed Ben Schweng as the District 4 representative to the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee for a two-year term commencing July 1, 2019. If this term is inaccurate, please advise so I can adjust my records.

Please contact Ben directly for additional information regarding processing her reappointment.

Please contact me if you have any questions regarding this matter.

Sincerely,

Steven Bocian
Executive Director

c. Ben Schweng

Alameda CTC Community Advisory Committee Appointment Detail for Supervisor Wilma Chan, Alameda County, District 3

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

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

☑ **Current Appointment:** *(action required)*

Feliz G. Hill
[redacted]

Term Began: February 2017
Term End: February 2019

6/24/19
Date

Supervisor Wilma Chan, Alameda County, District 3

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

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

Alameda CTC Community Advisory Committee Appointment Detail for Supervisor Nate Miley, Alameda County, District 4

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

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint** *(action required)*

Sandra J Johnson

[redacted]

Term Began: March 2017
Term Expires: March 2019

7/2/19
Date

Nate Miley
Supervisor Nate Miley, Alameda County, District 4

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

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

Alameda CTC Community Advisory Committee Appointment Detail for Supervisor Wilma Chan, Alameda County, District 3

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

Paratransit Advisory and Planning Committee (PAPCO)

☑ **Reappoint**
(action required)

Sylvia J. Stadmire
[redacted]

Term Began: October 2016
Term Expires: October 2018

7/16/19
Date

Supervisor Wilma Chan, Alameda County, District 3

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

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

1. **Special Annual Compliance Review**

   1.1. Orientation/Workshop on Measure B and Measure BB Direct Local Distribution Audit and Compliance Reports

   The Independent Watchdog Committee (IWC) members received an orientation on the compliance report review process from staff. Members agreed to review the audited financial statements and compliance reports received from Direct Local Distribution (DLD) recipients in further detail on their own and submit comments to Alameda CTC via email by Monday, March 22, 2019.

   1.2. Measure B and Measure BB FY2017-18 Direct Local Distribution Audit and Program Compliance Report

   Staff reviewed a sample audited financial statement and compliance report with the IWC. This review served as a training tool for new members and was a refresher for existing members on how the compliance reports are designed and how to go about reviewing the information submitted by DLD recipients.

   Cary Knoop requested to receive all files from DLD recipients in a comma-separated format for IWC review of the audited financial statements and compliance reports. IWC members commented that new members should try using the reports provided to see if they have a problem before requesting native or editable files.

   Carry Knoop made a motion to instruct the agency to provide comma-separated DLD report data to all IWC members for their review of the audited financial statements and compliance reports. Carl Tilchen seconded the motion. The motion failed with the following votes:

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

REGULAR MEETING AGENDA

1. **Call to Order**

   Independent Watchdog Committee (IWC) Vice Chair Murphy McCalley called the meeting to order.

2. Roll Call

A roll call was conducted and all members were present with the exception of Curtis Buckley, Steve Jones, Glenn Nate, and Harriette Saunders.

3. Public Comment

There were no public comments.

4. Meeting Minutes

4.1. Approve January 14, 2019 IWC Meeting Minutes

The committee corrected the word after reference from "of" to "to" on page 17 of the packet.

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

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

5. Establishment of IWC Annual Report Ad Hoc Subcommittee

5.1. Establish an IWC Annual Report Subcommittee and schedule the first Ad Hoc Subcommittee meeting

Murphy McCalley asked for volunteers to serve on the Annual Report Ad Hoc Subcommittee. Steve Jones (Murphy McCalley volunteered the Chair of the Committee), Cary Knoop, Murphy McCalley, Pat Piras, Thomas Rubin and Hale Zukas volunteered to serve on the committee. Patricia Reavey noted that staff would propose some dates and times to the volunteers for the first subcommittee meeting. Vice Chair McCalley noted that in previous years this subcommittee usually meets in the afternoons, generally around 3:30 p.m.

6. Projects and Programs Watchlist

6.1. Projects and Programs Watchlist

Patricia Reavey informed the committee that signing up on the watchlist provides an opportunity for IWC members to monitor projects and programs of interest to them. She noted that annually, a letter is sent to project sponsors requesting that they notify the IWC members who have signed up to monitor specific projects or programs whenever there is a public meeting regarding the project or program.

7. IWC Member Reports/Issues Identification

7.1. Chair's Report

Vice Chair McCalley stated that he did not have new items to report.

7.2. Member Reports

There were no member reports; however, Cary Knoop mentioned that he appreciated this item being added to the agenda per his request.

7.3. IWC Issues Identification Process and Form

Murphy McCalley informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the committee.

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 6:55 p.m. The next meeting is scheduled for July 8, 2019 at the Alameda CTC offices.

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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2019-2020

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	**Mr.**	**Jones, Chair**	**Steven**	**Dublin**	**Alameda County Mayors' Conference, D-1**	**Dec-12**	**Jan-19**	**Jan-21**
2	**Mr.**	**McCalley, Vice Chair**	**Murphy**	**Castro Valley**	**Alameda County Supervisor Nate Miley, D-4**	**Feb-15**	**Mar-17**	**Mar-19**
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		**N/A**
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		**N/A**
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		**N/A**
6	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	**Mar-19**
7	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		**N/A**
8	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	Paratransit Advisory and Planning Committee	Jul-19		**N/A**
9	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		**N/A**
10	Ms.	Ryan	Karina	Oakland	League of Women Voters	May-19		**N/A**
11	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	**Jul-18**
12	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Oct-18		**N/A**
13	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	**Jun-18**
14		**Vacancy**			**Alameda County Mayors' Conference, D-2**			
15		**Vacancy**			**Alameda County Mayors' Conference, D-4**			

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2019-2020

16		**Vacancy**			**Alameda County Mayors' Conference, D-5**			
17		**Vacancy**			**Alameda County Supervisor Wilma Chan, D-3**			

1. **Call to Order**
   Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:30 p.m.

2. **Roll Call**
   A roll call was performed and all were present with the exception of Bob Coomber, Shawn Costello, Herb Hastings, Peggy Patterson, Christine Ross, Will Scott, Linda Smith and Cimberly Tamura.

   Subsequent to the roll call:
   Shawn Costello and Cimberly Tamura arrived during item 3.

3. **Public Comment**
   Diane Shaw stated that she is the newest Board Director of AC Transit and she represents Fremont, Newark, and a small portion of Hayward. Ms. Shaw noted that she's familiar with Alameda CTC and wanted to understand more of what the paratransit committees do.

4. **Consent Calendar**
   - **4.1. Approve the February 25, 2019 PAPCO Meeting Minutes**
   - **4.2. Receive the FY 2018-19 PAPCO Meeting Calendar**
   - **4.3. Receive the PAPCO Roster**
   - **4.4. Receive the Paratransit Outreach Calendar**

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

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

5. Paratransit Programs and Projects

5.1. 2018 Comprehensive Investment Plan (2018 CIP) Paratransit Program Progress Reports Presentation

Richard Weiner presented this item.

Yvonne Behrens asked why the CIP funds discussed in the meeting today reflect different programs than the ones discussed at the February 2019 meeting. Ms. Pasco noted that the report received in this meeting is for the last funding cycle and every six months staff updates PAPCO on the progress of those discretionary grant programs. What was presented to PAPCO in February is for the next 5-year funding cycle.

Yvonne Behrens asked why the City of Emeryville 8-To-Go program is not in the 2020 CIP. Ms. Pasco stated that the City of Emeryville requested funding for a new vehicle instead.

Yvonne Behrens asked why the Center for Independent Living's, Inc. (CIL) performance measure on youth, adults and/or seniors with visual impairments travel trained was not met. Ms. Pasco noted that six months are remaining for these grants programs to reach their goals. In six months staff will present the final report to see if CIL has met their goal.

Yvonne Behrens asked why Eden I&R Mobility Management through 211 Alameda County calls from seniors and people with disabilities program did not meet their targets. Ms. Pasco said that staff does not have an answer at this time; however, she noted that people generally travel less during the winter season due to inclement weather issues. Ms. Pasco will follow up with Eden I&R and provide a response.

Yvonne Behrens asked about Life ElderCare active volunteer drivers versus the trips provided by staff. Ms. Behrens noted that there are a high number of staff providing trips even though it appears that LIFE ElderCare exceeded the target for the number of drivers. She then asked if this program is working and if it is effective.

Hale Zukas asked if CIL's target for non-senior with disabilities travel trained is too high. The CIL representative clarified that non-seniors is ages 24 to 54 and it's difficult to reach out to that age group. Ms. Pasco stated that she'll follow up with CIL and provide further clarification.

Carmen Rivera-Hendrickson asked why Livermore Amador Valley Transit Authority Taxi Subsidy Program did not reach their target. Ms. Pasco will follow up and provide the committee with a response.

This item is for information only.

5.2. Receive the FY 2019-20 Paratransit Program Plan Review Overview and Complete Request for Subcommittee Volunteers

Krystle Pasco presented this item. She noted that the Program Plan Review is a primary PAPCO responsibility that is assigned by the Commission. Ms. Pasco stated that the subcommittee will review both Measure B and Measure BB Direct Local Distribution (DLD) funded paratransit programs totaling over $26.2 million dollars. This review process will incorporate a review of any unspent fund balances and notable trends in revenues and expenditures. Program Plan Review will consist of five subcommittees held over one day, and members may be appointed to one or more of these subcommittees. The subcommittees are planning area focused and includes a separate subcommittee for East Bay Paratransit. The Program Plan Review meetings will take place on Monday, April 22, 2019, from 9:30 a.m. to 4:45 p.m. Members who were interested were given a volunteer form to complete, and were told they would be notified of appointment via mail, email, or phone.

This item is for information only.

5.3. East 14th Street/Mission and Fremont Boulevard Multimodal Corridor Project Presentation and Discussion

Saravana Suthanthira and Aleida Andrino-Chavez presented this item. They noted that the East 14th St./ Mission Blvd. and Fremont Blvd. serves as a north-south corridor that connects the

communities in central and southern Alameda County to regional transportation networks and employment and activity centers in Alameda and Santa Clara Counties. This corridor provides access to economic, educational, social, and recreational opportunities, and to regional transportation systems including freeways, BART and Amtrak. Ms. Suthanthira asked the committee to provide responses to the following questions:

- What improvements would you like staff to consider for this corridor?
- Do you consider any locations important for how you use the corridor?

Hale Zukas asked what the gaps in Union City are. He mentioned that Berkeley has a good design for crosswalks. Ms. Suthanthira said that there's a map online that shows the gaps for sidewalks. Ms. Pasco will share the map with the committee via email.

Shawn Costello asked if the project will help the City of Dublin with their sidewalks and bike lanes. Ms. Pasco stated this project is specific to the East 14th St/ Mission Blvd. and Fremont Blvd. corridor. Ms. Suthanthira stated that the cities involved are Fremont, Hayward, San Leandro, and Unincorporated Alameda County.

Michelle Rousey stated that she doesn't want the East 14th St./ Mission Blvd. and Fremont Blvd. project to reduce the number of lanes like the changes to the Telegraph Corridor. Ms. Suthanthira stated that this project is looking to make the corridor safer for pedestrians too and when specific improvements are determined staff will bring the recommendation back to PAPCO. Ms. Suthanthira also stated that the number of lanes will not be reduced along the corridor.

Tony Lewis asked if there will be audible traffic signals and if so, which type. Ms. Andrino-Chavez stated staff is open to any suggestions the committee may have on types of traffic signals. Mr. Lewis suggested staff speak with Lighthouse for the Blind and

Smith-Kettlewell who helped to invent signals to assist people with disabilities.

Mr. Lewis then asked if the "pedestrian recall" system is used how it will address a person that requires more time to cross the street. Ms. Andrino-Chavez said that the standard time for pedestrian crossings is three feet per second.

Mr. Lewis asked how people with disabilities will cross a bike lane. Ms. Andrino-Chavez stated that there will be no parking within 50 feet of the crosswalk. She noted that the designs are conceptual and when they are finalized staff will share them with PAPCO.

Mr. Lewis stated that AC Transit has screens at bus shelters and asked will there be an audio button with this design. Ms. Andrino-Chavez said that the project design will include accessibility considerations.

Mr. Lewis recommended a divider when intersections are too large to allow people with disabilities a place to stop for safety reasons.

Carmen Rivera-Hendrickson suggested that intersections near senior complexes and adult daycare centers need to allow more time for people to cross. She also concurred that audible sound is needed for people with low vision and no-vision.

A public comment was heard from Diane Shaw with AC Transit and she suggested staff discuss this project with cities that have bicycle and pedestrian plans. Ms. Shaw asked will staff have a list of initiatives for each city.

Ms. Pasco encouraged the committee to submit additional questions and suggestions to her and she'll pass them on to the project team.

This item is for information only.

5.4. City of Hayward Paratransit Program Report

Dana Bailey provided an update for the City of Hayward Paratransit Program. Ms. Bailey stated that the City of Hayward is operating eight paratransit programs. Their existing programs are: Travel Training with Community Resources for Independent Living (CRIL); SOS Meals on Wheels and; Life ElderCare for the VIP Rides Programs; Hayward's new program components include hiring a contractor to revise their client services database; partnering with Hayward's recreational department to bring aboard a Mobility Specialist; CRIL's Van Share Program and; their partnership with LIFE ElderCare to provide Lyft and Uber rides for their clients.

This item is for information only.

5.5. Mobility Management – Considerations for TNC Partnerships: Seniors and Individuals with Disabilities

Richard Weiner provided highlights from the Considerations for TNC Partnerships Seniors and Individuals with Disabilities brochure.

This item is for information only.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

There was no IWC report.

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

Esther Waltz provided an update on SRAC and noted they last met on March 5, 2019. On May 7th SRAC has a training scheduled from 12:30 to 3:30 p.m. at the Kaiser Center in Oakland.

6.3. Other ADA and Transit Advisory Committees

Carmen Rivera-Hendrickson said that the Transit Fair in Pleasanton on March 15, 2019 was very robust.

7. **Member Reports**
   Shawn Costello reported that he's now the Vice Chair of the Human Services Commission and he will Chair his first meeting on the next 4th Thursday.

   Sylvia Stadmire reported that May 1, 2019 is Oakland's Older American Month.

   Sandra Johnson reported that the United Seniors of Oakland and Alameda County will have their annual crab feed fundraiser on April 13, 2019 at the Redeemer Lutheran Church Parish Hall in Oakland, CA.

8. **Staff Reports**
   There were no other staff reports.

9. **Adjournment**
   The meeting adjourned at 3:10 p.m. The next PAPCO meeting is scheduled for June 24, 2019 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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

1. **Call to Order**
   Cathleen Sullivan called the meeting to order at 1:30 p.m.

2. **Welcome and Introductions**
   Introductions were conducted. All PAPCO members were present with the exception of Kevin Barranti, Larry Bunn, Bob Coomber, Carolyn Orr, Peggy Paterson, Will Scott, Linda Smith, Cimberly Tamura, and Hale Zukas.

   All ParaTAC members were present with the exception of Brad Helfenberger, Ely Hwang, Robin Mariona, Rachel Prater, and David Zehnder.

3. **Public Comment**
   A public comment was heard from Jonah Markowitz. He stated his concerns regarding passengers with Alzheimer's on East Bay Paratransit (EBP).

   A public comment was heard from Shawn Costello. He stated that the BART Police were out in force at the Bay Fair BART Station and he expressed that it would be good if BART Police were present on the trains more frequently.

4. **Emerging Mobility Overview**
   Kate Lefkowitz provided an overview of the topic of emerging mobility services and reviewed the panel logistics. Ms. Lefkowitz's overview included a working definition of emerging mobility and why Alameda CTC decided to focus on this topic for the Joint PAPCO and ParaTAC meeting. She noted that the panelists will cover Transportation Network Companies (TNCs) case studies and transit agencies partnerships, legislation that focuses on helping TNCs to be more accessible, and a local pilot that is using technology/software in a

way that includes transportation for older adults and people with disabilities.

5. Panel and Discussion

5.1. Terra Curtis, Emerging Mobility Co-Lead for Nelson\Nygaard Consulting Associates

Kate Lefkowitz introduced Terra Curtis and stated that she co-leads Nelson\Nygaard's Emerging Mobility practice, which tracks the evolution of the transportation technology space, identifies trends, and most importantly works to ensure the transportation system upholds the firm's ideals of mobility, accessibility, and sustainability. Ms. Curtis's presentation covered an overview of emerging mobility services, key highlights of the Transit Cooperative Research Program (TCRP) paper "Partnerships Between Transit Agencies and TNCs," and case studies.

5.2. Cody Naylor, Transportation Licensing and Analysis Supervisor for the California Public Utilities Commission

Kate Lefkowitz introduced Cody Naylor and stated that he supervises the California Public Utilities Commission's Transportation Analysis Section which provides advisory support to the Commission on the passenger transportation sector under its regulation. Mr. Naylor's presentation covered an overview of SB 1376, legislation which focuses on making Transportation Network Companies more accessible, , SB 1376 statewide outreach efforts, and statewide implementation. He concluded with the next steps.

5.3. Cody Lowe, Planning Analyst for Marin Transit

Kate Lefkowitz introduced Cody Lowe and stated that he is with Marin Transit's planning team, where he oversees Marin Connect, the agency's on-demand microtransit service. His presentation covered an overview of Marin Connect, contracting with VIA an app based technology company, pilot evaluation results, and lessons learned around partnering with a TNC.

6. **Questions and Answers**
   Members and guests had an opportunity to ask the panelists questions about their programs.

7. **Adjournment**
   The meeting adjourned at 4:30 p.m. The next PAPCO meeting is scheduled for June 24, 2019 at 1:30 p.m. The next ParaTAC meeting is scheduled for September 10, 2019 at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2019-2020

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	**Ms.**	**Stadmire, Chair**	**Sylvia J.**	**Oakland**	**Alameda County Supervisor Wilma Chan, D-3**	**Sep-07**	**Oct-16**	**Oct-18**
2	**Ms.**	**Johnson, Vice Chair**	**Sandra**	**San Leandro**	**Alameda County Supervisor Nate Miley, D-4**	**Sep-10**	**Mar-17**	**Mar-19**
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		**Feb-18**
4	Ms.	Behrens	Yvonne	Emeryville	City of Emeryville Councilmember John Bauters	Mar-18	Jan-19	**Jan-21**
5	Mr.	Bunn	Larry	Union City	Union City Transit Steve Adams, Transit Manager	Jun-06	Feb-19	**Feb-21**
6	Mr.	Coomber	Robert	Livermore	City of Livermore Mayor John Marchand	May-17	May-19	**May-21**
7	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	**Jun-18**
8	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Oct-18	**Oct-20**
9	Mr.	Lewis	Anthony	Alameda	City of Alameda Mayor Marilyn Ezzy Ashcraft	Jul-18		**Jul-20**
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	**Jan-16**
11	Rev.	Patterson	Margaret	Albany	City of Albany Mayor Rochelle Nason	Feb-18		**Feb-20**
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Apr-19	**Apr-21**
13	Ms.	Ross	Christine	Hayward	Alameda County Supervisor Richard Valle, D-2	Oct-17		**Oct-19**

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

DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	Carolyn Clevenger, Director of Planning Kristen Villanueva, Senior Transportation Planner Kate Lefkowitz, Associate Transportation Planner
SUBJECT:	Summary of 2019 Commission Retreat and 2020 Countywide Transportation Plan Approach

Recommendation

This item is to provide the Commission with a report back on the 2019 Commission Retreat and an update on the proposed approach to the 2020 Countywide Transportation Plan (CTP). This item is for information only.

2019 Commission Retreat

On May 30, 2019, the Commission held a full-day retreat to celebrate past successes, hear presentations on major issues and trends in transportation, and discuss opportunities for 2020 transportation and beyond. The day included a series of informative panels on transportation planning, policy, and funding to help set the stage for discussion about the Commission's priorities for the coming years. The first panel focused on the state of the transportation system in Alameda County, including the performance of the current transportation system, as well as the findings from a recent survey of Alameda County residents on transportation interests and priorities. The second session was a presentation by Dr. Daniel Sperling from the U.C. Davis Department of Civil and Environmental Engineering Institute of Transportation Studies on the "Three Revolutions: Shared, Automated, and Electric" where he challenged the Commission to think about major disruptions in the transportation system and how to create more economically, environmentally and equitably sustainable transport. The final external panel included the Bay Area Council and the Silicon Valley Leadership Group, which are leading an effort, FASTER Bay Area, to advance a potential mega-measure for transportation.

The retreat concluded with a robust discussion with the Commission of opportunities and priorities for "2020 Transportation and Beyond". The Commissioners provided feedback on different project areas in which staff are actively engaged, including goods movement, active transportation, public transit, technology, and programs. This feedback will help inform

the agency work program as well as the 2020 Countywide Transportation Plan (2020 CTP), which is covered in more detail later in this memo. Key salient points from the discussion echoed many of those heard in the presentation on the results of the public survey. Generally, the key points centered on the following objectives for the agency and the 2020 CTP:

- Address growing jobs-housing imbalance
- Focus on significantly improving and prioritizing safety; advance initiatives focused on improving safety in areas with high numbers of collisions (i.e. the High Injury Network)
- Provide options for commuters to enable them to take safe, convenient and time-competitive sustainable modes
- Increase access and affordability of public transit
- Increase opportunities for exclusive bus lanes, including across the Bay Bridge
- Explore both the impacts and opportunities of new mobility services (i.e. transportation network companies); any partnerships should result in data sharing
- Address first and last mile challenges of both people and goods
- Create incentives for lowering demand for driving alone
- Improve design of bicycle and pedestrian facilities for both safety and to encourage higher use
- Establish partnerships with non-traditional organizations for safety, deliveries, and planning for a growing senior population
- Technology investment should have a clear connection to a public good and have measurable benefits

The Commission workshops that will be part of the 2020 CTP will focus on some of the key themes noted above.

Summary of Countywide Transportation Plan

Every four years, Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. The existing CTP was adopted in 2016, and is due for an update by 2020. As discussed at June's PPLC meeting, the CTP informs and feeds into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the region's long-range transportation plan called "Plan Bay Area".

Alameda County has been developing CTPs since 1994. Starting with the 2012 CTP, our CTPs have become increasingly multimodal and integrated with land use planning. Each plan horizon is also set to be consistent with the long-range RTP/SCS, which will be the year 2050 for this update. The 2020 CTP will continue supporting multimodal and integrated planning and be future looking as with the other CTPs, but will have a particular emphasis on articulating a set of projects, programs, and policies that Alameda CTC and its partners will pursue over a 10-year horizon. In this way, it will be able to more effectively inform project and funding decisions in the near-term while moving in the right direction to address the county's long-term transportation needs. The 2020 CTP will inform the current RTP/SCS update

for Plan Bay Area 2050 (PBA 2050) as well as the next update to Alameda CTC's Comprehensive Investment Plan (CIP), which will be the 2022 CIP.

This memo describes the proposed approach for the 2020 CTP that emphasizes assessment of near-term issues and development of near-term strategies along with describing a set of streamlined goals that will be the foundation for plan development.

Background

Alameda CTC staff initiated the 2020 CTP development process by meeting with all Alameda County jurisdictions and transit agencies between November 2018 and January 2019. Key themes from these meetings were presented at the January PPLC meeting and reflected the need to serve anticipated growth in housing and employment, safety as a key priority, multimodal solutions for commuters, impacts of cut-through traffic, need to consider access for disadvantaged communities, and uncertainty regarding technology and the future of mobility.

The next major milestones in development of the foundation of the 2020 CTP were a survey of the public conducted in mid-May and a presentation of the results and discussion of priorities at the May 30th Commission Retreat.

Survey

An online survey was administered in May 2019 that was designed to be representative of Alameda County's diverse population across planning areas, and included a significant sample from people in MTC's designated Communities of Concerns (CoC).[1] Across the board, respondents[2] noted that freeway congestion was the highest concern, followed by pavement condition, congestion on local streets, and frequency and reliability of BART. Within CoC's, pavement condition was indicated as a higher concern than freeway congestion and safety on local streets received a higher ranking than in non-COCs. When asked about priorities for transportation planners to consider over the next 10 years, residents prioritized planning for our growing population, including making improvements for public transit, followed closely by planning for the future of technology. Specific ideas that respondents felt would make the largest difference in transportation included the following:

- Fill potholes and repave roads in all areas of the County
- Create programs that help people get to BART and other transit without driving
- Expand commuter rail services throughout Alameda County
- Invest in technologies that have been shown to make it faster, easier, safer, and more reliable to get around

[1] Community of Concern refers to MTC's designation of communities that have high concentration of both minority and low-income households or that have a concentration of other factors including people with disabilities, seniors, and cost-burdened renters.

[2] Over 15,000 invitations were sent through email and text message. Approximately 500 people completed the survey, nearly 200 of whom are residents of Alameda County CoCs.

May Commission Retreat

The May Commission retreat provided an opportunity to discuss potential focus areas for the 2020 CTP, during the discussion about transportation in the county beyond 2020. Morning presentations included current performance data, findings from the public survey, the future of transportation technology, and a potential regional funding measure for transportation.

Staff has incorporated the key themes heard during the one-on-one meetings with partner agencies, the public survey, and the Commission Retreat into the proposed approach for the 2020 CTP.

Coordination with PBA 2050

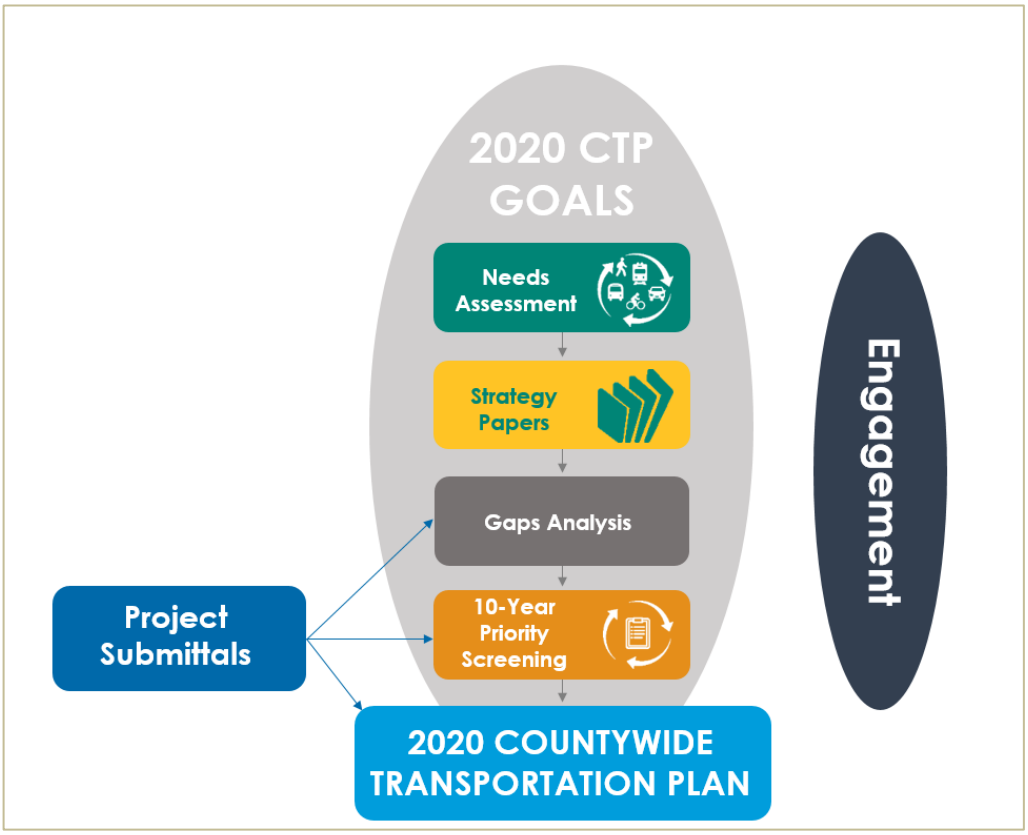
A key objective of the CTP is to provide a mechanism for including Alameda County transportation priorities in the planning process for PBA 2050 as well as future RTP/SCSs. A project must be listed in PBA 2050 in order to qualify for state and federal funding, to receive environmental clearance from Caltrans if needed, and to receive federal actions on a project if needed. Development of the CTP will result in a list of projects and programs reflecting Alameda County's transportation priorities. The CTP project list will serve the purpose of listing Alameda County's transportation priorities for PBA 2050. In June, the Commission approved an initial subset of the project list for submittal to MTC for consideration; the final full project list will be developed through an iterative process involving MTC, Alameda CTC, local jurisdictions and the public primarily over the next year. Updates will be brought to both ACTAC and PPLC as appropriate.

In advance of PBA 2050, MTC/ABAG have also been conducting significant outreach and analysis on future scenarios and long-range strategy development. Findings and policy direction relevant to Alameda County will be reflected in the 2020 CTP.

Proposed 2020 CTP Approach

The 2020 CTP will have a 2050 horizon, consistent with PBA 2050, and will address opportunities and challenges facing the county's transportation system and articulate a set of priority initiatives to address in a 10-year horizon. This will be done through the following components: 1) Vision and Goals, 2) Needs Assessment and Strategy Papers, 3) Project Submittals, 4) Gaps Analysis and Project Screening, and 5) Ongoing Engagement with Stakeholders, including close engagement with partner agencies and the Commission throughout Plan development as well as targeted public engagement. Each of the plan components is described in more detail in the remainder of this memo and an illustration of how they will come together to create the final CTP is shown in **Figure 1.**

Figure 1. Proposed 2020 CTP Components



1. Countywide Transportation Plan (CTP) Vision and Goals

Staff is proposing to carry forward the vision statement from the 2012 and 2016 CTPs. The vision and goals for the previous two CTPs were developed for the then anticipated Transportation Expenditure Plan for Measure BB. Staff proposes to continue using the vision statement from 2012 but to re-package the goals from the 2016 CTP into a streamlined list of four goals. A shorter list of goals has several benefits, including removing redundancies, integrating co-benefits of goals and supporting more effective project prioritization.

Vision Statement

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.

Goals

Figure 2 illustrates how the 2020 CTP goals and accompanying goal statements integrate and reflect the 2016 CTP goals.

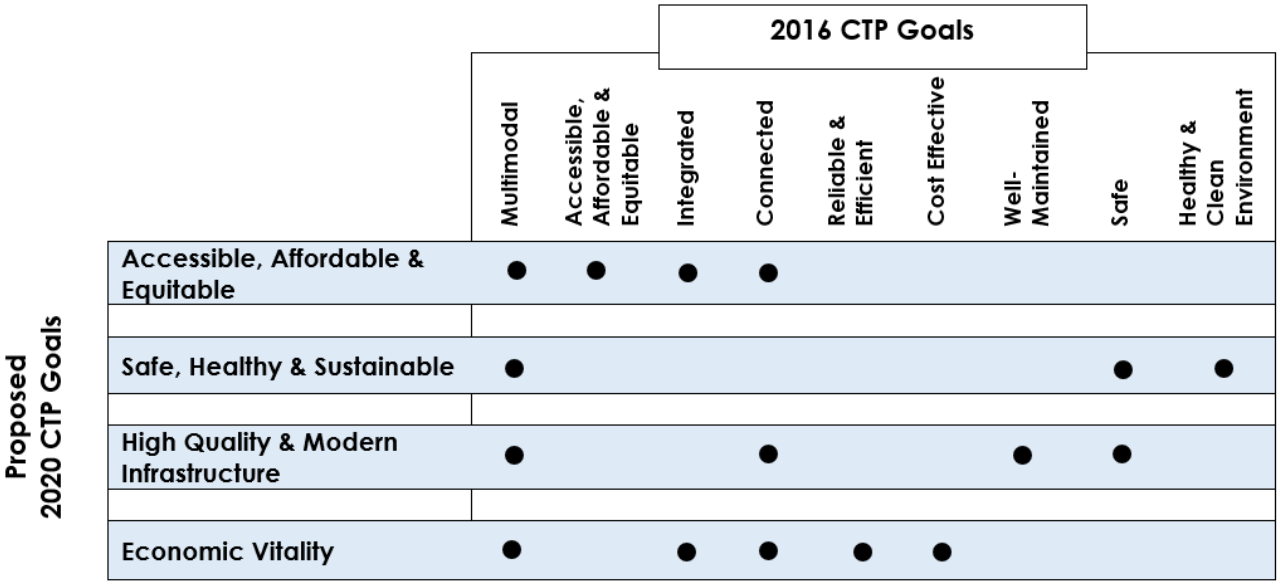
> ***Goal 1. Accessible, Affordable and Equitable***: Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels, and equitable.
>
> ***Goal 2. Safe, Healthy and Sustainable***: Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that

reduce adverse impacts of pollutants and green-house gas emissions generated by the transportation system.

Goal 3. High Quality and Modern Infrastructure: Upgrade infrastructure such that the system is of a high quality, reflects best practices in design, prepares communities for current and future technological evolution, and is well-maintained and resilient.

Goal 4. Economic Vitality: Support the growth of Alameda County's economy and the vibrancy of local communities through a transportation system that is integrated, reliable, efficient, cost-effective, and high-capacity.

Figure 2 Proposed 2020 CTP Goals in relation to 2016 CTP Goals



2. Needs Assessment and Strategy Papers

A needs assessment and strategy papers will be used to set the context for the CTP and determine if there are any gaps in existing efforts that should be prioritized as part of this CTP update.

Needs Assessment

The needs assessment will source data and findings from a multitude of planning efforts that have been completed or are underway since the 2016 CTP and do a focused assessment of new data sources. The following list of plans represent countywide efforts or plans with countywide significance that will be sourced; local planning efforts will be incorporated through the interviews already conducted, ongoing engagement with ACTAC (described in section 5) and the various CTP project solicitations (described in section 3).

Background plans for 2020 CTP:

1. 2016 Countywide Transportation Plan
2. 2016 Alameda Countywide Multimodal Arterial Plan
3. 2016 Alameda Countywide Transit Plan

4. 2016 Alameda County Goods Movement Plan
5. 2017 Alameda County Priority Development Area Investment and Growth Strategy
6. 2017 Plan Bay Area 2040
7. 2017 Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County
8. 2018 Level of Service Monitoring Report – Traffic and Transit
9. 2018 Rail Strategy Study
10. 2018 and 2019 Corridor Projects: East 14th Street/Mission Boulevard and Fremont Boulevard, San Pablo Avenue
11. 2019 Countywide Active Transportation Plan
12. MTC Horizon Perspective Papers and Futures Evaluation (on-going)[3]
13. Alameda CTC Safe Routes to Schools Site Assessments (on-going) and Evaluation Reports (underway)
14. Alameda CTC Student Transit Pass Pilot Program Evaluation Reports (2017, 2018, and underway)
15. BCDC Adapting to Rising Tides
16. Alameda CTC Technology Working Group Working Papers

Reflecting the key themes discussed at the retreat and revealed in the survey, the 2020 CTP will also include a focused assessment of new data sources:

- Housing and jobs concentrations in near-, mid-, and long-term time horizons
- Travel patterns along major commute corridors in the form of origin and destination analysis using GPS data
- High-injury network for walking, biking, and driving (originally developed as part of Countywide Active Transportation Plan)
- Transportation Technology

The needs assessment will highlight any significant differences across planning areas and within Communities of Concern.

[3] Perspective Paper topics include the following: Autonomous Vehicles, Shared Mobility, Regional Growth Strategies, Future of Jobs, Bay Crossings, Sea Level Rise

Strategy Papers

Complementing the needs assessment will be a set of strategy papers on the key topics discussed to date:

- *Transit*: Performance trends, best practices, opportunities for Alameda County
- *Safety*: High injury network for bicyclists, pedestrians and auto drivers; corridors of countywide significance for safety; strategies to reduce collisions, severe injuries and fatalities
- *Economic Development/Land Use*: Strategies for serving current and future major employment centers, first/last mile solutions, employer programs and partnerships, supporting PDA development and better land use/transportation integration
- *Future Trends*: Summary of current and future trends in population/job growth and locations, evolution of transportation technology, and climate change resiliency, focused on implications for the Alameda County transportation system. This paper will also reflect findings from MTC/ABAG's Horizons planning process.

These strategy papers will be a parallel effort to the needs assessment and are designed to generate a set of actionable recommendations for Alameda CTC to pursue.

3. Transportation Project Submittal Process

The 2020 CTP will include a list of transportation projects and programs for the county through the long-term horizon of 2050. These projects will be solicited across two requests for project solicitations that are tied to development of PBA 2050. Last month, the Commission approved the list of Alameda County's regionally significant projects for consideration for inclusion in PBA 2050. This request resulted in a list of 92 projects with a cost over $17 billion. This project list represented the first request for projects for the 2020 CTP as well, as projects in the CTP and RTP must be consistent. The second request will occur later this summer/fall and will cover all remaining local project types.

In a separate process known as the Transformative Call for Projects, MTC/ABAG also solicited mega-regional, multi-county projects that cost over $1 billion from public agencies and members of the public. As part of development of PBA 2050, they will be conducting performance evaluation of these projects. If any of these projects prove to be high-performing and would address significant needs and priorities within the county, Alameda CTC could also consider including these projects in the 2020 CTP reflecting that cost-sharing among regional partners would be necessary.

4. Gaps Analysis and Project Screening for 10-Year Horizon

The project solicitation process will create a long list of projects for Alameda CTC and its partners to deliver over a 30 year timeframe. However, it also may leave gaps in needs for projects that have not yet been developed. Further, prioritization within this thirty year timeframe will be necessary to understand near-term actions. The 2020 CTP will address these issues through a gaps analysis and a near-term prioritization.

As described in Section 2, staff proposes to compare the results of the needs assessment and strategy papers with project submittals, identify gaps, and propose subsequent project development to address gaps. This exercise likely will not lead to fully developed projects per

se but to planning initiatives for the agency to pursue. Examples of this could include: identifying the next set of corridor projects that the agency will manage in the next 10 years, describing the next generation of school-based and paratransit programs, identifying the need for multimodal projects for Caltrans-owned interchanges, and/or identifying the need to provide express bus service to growing employment centers within the county.

After gaps analysis and in close coordination with partner agencies, the long list of projects and strategies will be prioritized into a 10-year horizon. This near-term prioritization will screen projects based on Plan goals, project readiness in the next 10 years, and will reflect differences among project types and across the four diverse Planning Areas of the county.

Staff will develop the screening methodology working with ACTAC this fall. Note that all projects that are submitted to the 2020 CTP will be included in the long-term horizon project list.

5. Stakeholder and Commission Engagement

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

The Alameda County Technical Advisory Committee (ACTAC) will serve as the primary technical working group informing the development of the CTP and will have CTP-related items on its agenda throughout the Plan's development. The Commission will provide strategic policy guidance and help craft the set of near-term priorities.

Engagement with Commissioners

Guidance from Commissioners will be solicited across three avenues. Staff proposes workshops on broad topics that arise from the strategy papers and needs assessment, Planning Area workshops on project prioritization, and full Committee and Commission presentations on the Draft and Final Plans. The proposed schedule is as follows:

- **Spring 2019:** Commission retreat *(completed May 30, 2019)*
- **Fall/Winter 2019:** Workshops on key topics
- **Winter/Spring 2020:** Planning Area meetings on needs and priorities
- **Summer/Fall 2020:** Full Committee and Commission briefing on Draft and Final Plan releases

Engagement with ACTAC

ACTAC will serve as the technical working group for CTP development. Staff proposes to have full ACTAC meetings on the needs assessment, strategy paper findings, and screening methodology, approximately every other month through the end of 2019. In early 2020, Planning Area meetings with ACTAC members will be conducted on project prioritization. All project solicitations will also be coordinated through ACTAC. Draft and Final plans will be brought through ACTAC.

Public Outreach

As described in the needs assessment section, the 2020 CTP will build off of significant outreach that has been conducted as part of other planning efforts at the countywide level and that local jurisdictions conduct on a routine basis. Public outreach for the 2020 CTP will focus on soliciting feedback on project priorities and identifying gaps that should be further developed. The format of public outreach will include intercept surveys and focus groups in Communities of Concern and interactive workshops at select locations throughout the county in winter 2020. The outreach in Communities of Concern will occur as part of a separate, but connected planning effort, development of Community-Based Transportation Plans. This is further described at the end of the memo. Each in-person outreach will include a complementary virtual effort such as online surveys or virtual Town Hall events.

6. Plan Development

The various components of the 2020 CTP effort will be synthesized into a single document. The plan will seek to articulate clear action plans that build off of the needs, strategies, and gaps identified during the plan development process, including 10-year priority initiatives for Alameda CTC and its partners. The action plans may include recommendations for development of large and small capital projects, programs (e.g., Safe Routes to Schools), operational strategies, and/or policies. The action plans will describe funding, advocacy, and partnerships that will be needed to implement the 10-year horizon.

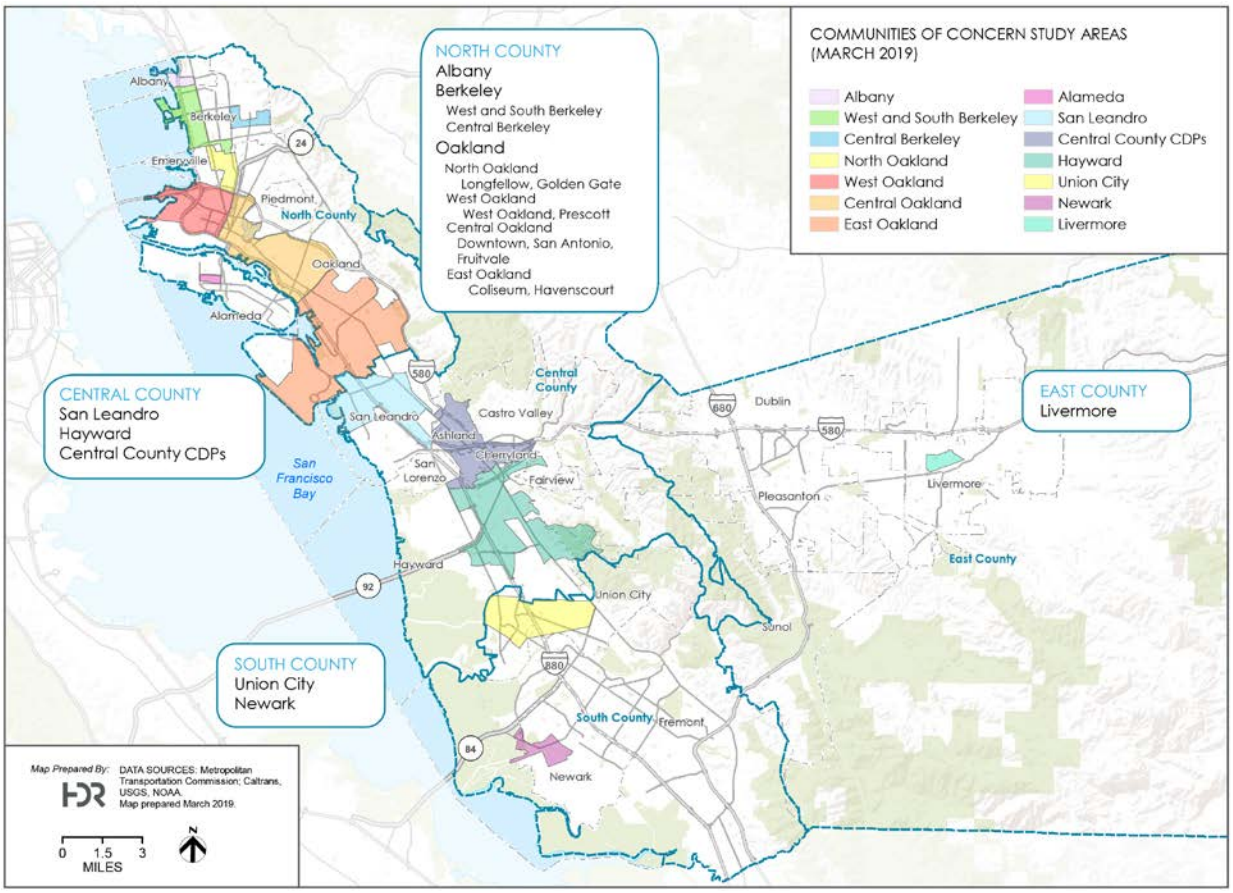
Community-Based Transportation Plan Update

The Metropolitan Transportation Commission (MTC) launched the Community-Based Transportation Planning (CBTP) program in 2002. Its goal is twofold: to improve access and mobility for disadvantaged communities (for commute as well as non-commute trips), and engage residents and community organizations in conducting the analysis and shaping the recommendations. The last set of CBTPs for Alameda County were completed between 2004 and 2009.

In a parallel but related process to the 2020 CTP, staff intends to update Alameda County's CBTPs based on MTC's updated CBTP guidelines, which were adopted in January 2018. This effort will reflect MTC's most recent definition of Communities of Concern, which are shown on **Figure 3.** The CBTP effort will include public outreach in all CBTP areas, analysis of baseline conditions for these specific geographies and development of project priorities based on outreach and discussions with jurisdictions that have recently conducted extensive outreach and planning work within these communities. For example, the planning and prioritization work associated with Assembly Bill 617 in West Oakland[4] will be reflected in the CBTP. Needs and priority initiatives that are generated for the CBTP will be included as an element of the full 2020 CTP.

[4] http://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan

Figure 3. Communities of Concern CBTP Study Areas

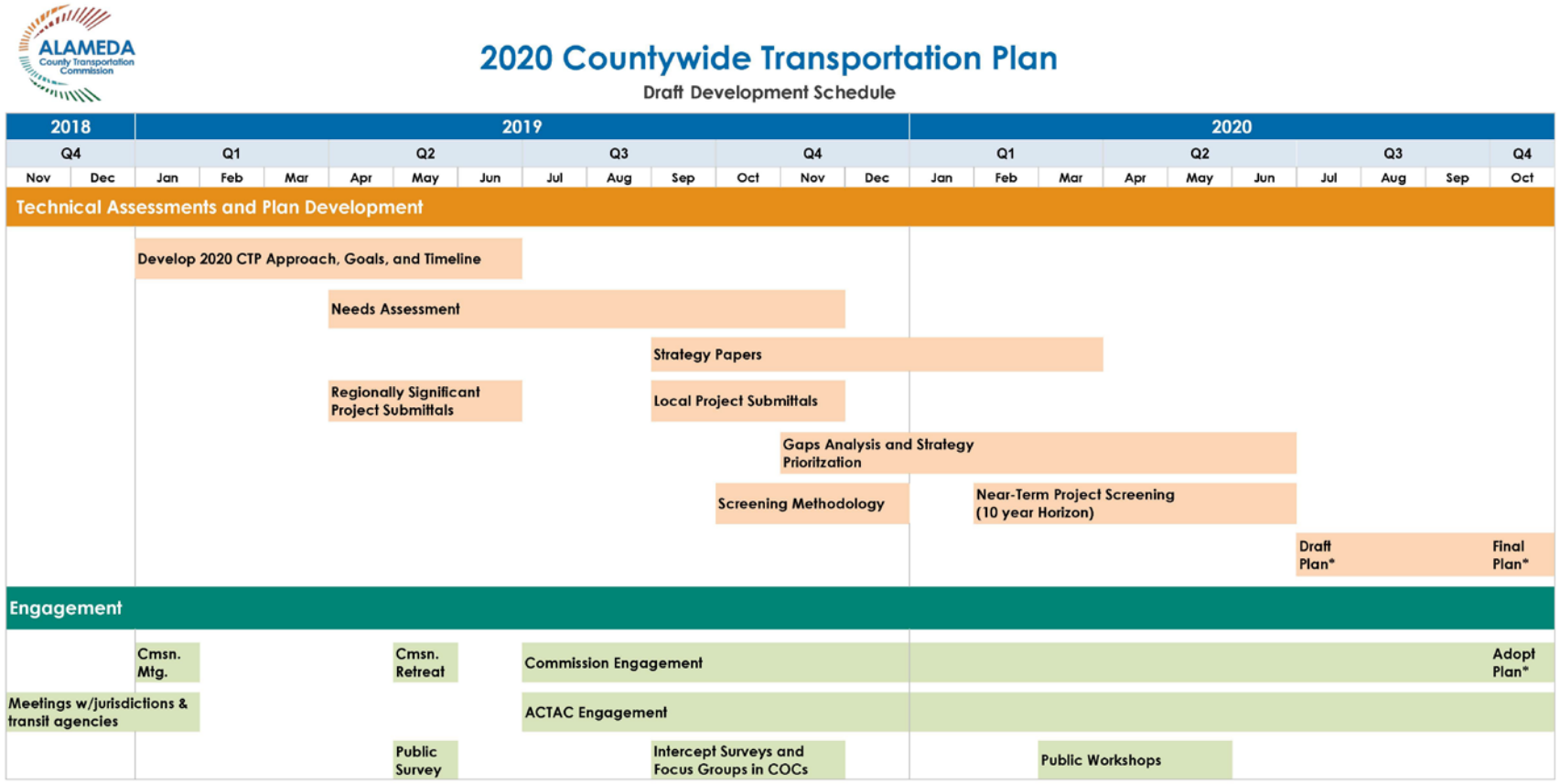


2020 CTP Schedule and Next Steps

Figure 4 presents the draft 2020 CTP Development Schedule. Work on the 2020 CTP began in November 2018 with meetings with each jurisdiction and transit agency and will continue through CTP adoption in July 2020. Starting this summer, staff will begin developing the needs assessment, strategy papers, and methodology for screening project submittals for near-term priorities. As described above and shown in the schedule below, engagement with ACTAC and the Commission will be on-going from July through plan adoption in fall 2020.

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

Figure 4. CTP Draft Development Schedule



* *Countywide Transportation Plan*
Note: This schedule is high level and intended to provide an overview of departmental activities, and is subject to change.

DATE:	July 18, 2019
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Deputy Executive Director of Planning and Policy
SUBJECT:	Legislative Positions and Receive an Update on Federal, State, and Local Legislative Activities

Recommendation

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

Summary

The July 2019 legislative update provides information on federal and state legislative activities and recommendations on current legislation.

Background

The Commission approved the 2019 Legislative Program in December 2018. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

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

Federal Update

Alameda CTC staff will provide a verbal update on federal legislative activities as related to the Alameda CTC legislative platform.

State Update

Alameda CTC staff will provide a verbal update on state legislative activities as related to the Alameda CTC legislative platform. Below is a summary of state budget information from Platinum Advisors.

State Budget: Governor Gavin Newsom signed his first budget on June 27, 2019 totaling $214.8 billion in expenditures, including $147.8 billion in general fund spending. The sending plan is outlined in AB 74, and is accompanied by 15 budget trailer bills to implement the budget. The budget maintains the commitment of building reserves, with $19.2 billion set aside in various reserve account, in particular $16.5 billion in the Rainey Day Fund. The budget also commits to make over the next four years an extra $9 billion in payments to reduce unfunded pension liabilities, and the budget includes $4.5 billion in payments to reduce the Wall of Debt. While revenues have exceeded expectation, the budget focuses new revenue on onetime expenditures, with 88% of new spending on one-time investments.

AB 101 was a budget trailer bill passed by the legislature and is currently pending Governor Newsom's signature regarding housing and homelessness programs. Below is a summary of AB 101.

Housing & Homeless Budget Trailer Bill: One of the more controversial negotiations in the budget was the reaching an agreement on how to allocate homeless funds, and reaching an agreement on what penalties to impose on cities and counties that fail to adopt an adequate housing element. An agreement was finally reached on the day Governor Newsom signed the budget into law. The agreement was amended into AB 101 on June 27th and is currently pending the Governor's signature. AB 101 is over 143 pages of substantive and technical amendments, and the following is just a brief overview of the major provisions in the bill.

AB 101 Housing Carrots: AB 101 contains the implementation language for various new housing assistance programs funded through the budget. This includes $500 million for Infill Infrastructure Grants, $250 million for Local Government Planning Support Grants, $650 million for local homeless programs, and $500 million in housing tax credits. AB 101 also provides that cities and counties that have an approved housing element and that have implemented "prohousing local policies" to be given preference points when applying for specified grant programs.

Prohousing: HCD is directed to adopt emergency regulations that implement the prohousing local policies. Starting with the July 1, 2021 award cycles cities or counties that have an approved housing element and have been declared to have prohousing local policies would receive bonus points when applying for grants from

Transformative Climate Communities, Infill Incentive Grant Program, the Affordable Housing and Sustainable Communities Program, and other state programs. The bill lists several elements that a local jurisdiction must implement to be considered prohousing. AB 101 does not specify if more than one of these incentive programs must be in place to be considered prohousing. The incentive programs include:

- Local financial incentives for housing, such as a local housing trust fund.
- Reduced parking requirements for sites that are zoned for residential development.
- Adoption of zoning allowing for use by right for residential and mixed-use development.
- Zoning more sites for residential development or zoning sites at higher densities than is required
- Adoption of accessory dwelling unit ordinances
- Reduction of permit processing time.
- Creation of objective development standards.
- Reduction of development impact fees.
- Establishment of a Workforce Housing Opportunity Zone

Support Grants: AB 101 implements how $250 million will be allocated to assist regions, cities and counties with the planning activities needed to implement the sixth cycle of the regional housing needs assessment process. The funds would be split with half the funds allocated to regional entities and councils of governments. These funds would be used to update how housing needs are assessed and distributed, as well as for providing technical assistance to cities and counties in the region. The remaining half is allocated directly to cities and counties based on population for activities related preparing for the implementation of the new housing needs assessment process.

Infill Grants: HCD will administer the $500 million appropriated for the competitive Infill Infrastructure Grant Program. These funds will be awarded to "qualifying infill project" or a "qualifying infill area." A project must contain at least 15% affordable units, meet specified density requirements, and be in an area designated for mixed use or residential development to be eligible for these funds.

Homeless Funding: The budget appropriated $650 million to address the homeless crisis. AB 101 outlines how these funds will be allocated to cities, counties and continuum of care entities. These funds would be allocated to each jurisdiction based on its proportion of the 2019 homeless point in time count. The funds are allocated as follows:

- $190 million to continuums of care entities, with a cap that limits any entity from receiving more than 40% of the funds, and a minimum allocation of $500,000.
- $275 million to cities with a population greater than 300,000, with a cap that limits any city from receiving more than 45% of the funds.

- $175 million to counties with a cap that limits any county from receiving more than 40% of the funds.

AB 101 Housing Stick: AB 101 provides the state the authority to basically sue any city or county that fails to adopt a compliant housing element. The penalties ratchet up to $600,000 per month, and eventually allow the state to appoint an administrator to develop and implement a compliant housing element. The language also allows the courts to consider if there are any circumstances that might delay the adoption of a housing element, and if the city or county is making a good faith effort when determining if fines should be imposed.

Cap & Trade: The budget includes an expenditure plan for $1.4 billion in cap & trade spending for the discretionary programs. The expenditure plan allocates the funds as follows:

- $275 million for air toxic and criteria air pollutants
- $485 million for low carbon transportation. This includes $182 million for the Clean Truck and Bus Program. Of this amount CARB is expected to allocate $130 million to HVIP and $52 million will be used for competitive pilot programs.
- $127 million for climate smart agriculture
- $220 million for healthy forests
- $26 million for short-lived climate pollutants
- $109 million for integrated climate action: mitigation and resilience
- $10 million for climate and clean energy research and technical assistance to disadvantaged communities
- $35 million for workforce training (these funds are programmed and allocated through the California Workforce Development Board)
- $100 million for safe drinking water

Legislation

The following includes a recommended bill position that was approved by the PPLC for Alameda CTC consideration.

SB 664 (Allen): Electronic toll and transit fare collection systems

Summary: SB 664 clarifies the way that local transportation agencies who operate toll roads and toll bridges and administer electronic transit fare payment systems in California can use personally identifiable information (PII) while operating those toll facilities and systems. The bill preserves the prohibition against the sale or other disclosure of personal information that is not connected with the operation of toll facilities and transit fare payment systems while reaffirming that personal information can be used for the many day-to-day activities involved in the operation of a toll facility – such as managing accounts, collecting toll payments, communicating with customers, notifying drivers about scheduled maintenance or lane closures, and

enforcing toll requirements. The proposed revisions to statute maintain and strengthen the protection of personal information gathered as part of the operation of toll facilities. This bill also updates existing law to accommodate the increasing reliance by individuals on the internet to apply for and manage toll accounts, as well as the use of secure electronic file transfers by transportation agencies to process toll payments and enforce toll obligations against those who use toll facilities without paying the required tolls.

Issues the bill addresses for toll agencies: Toll agencies across the state are currently the target of various lawsuits alleging that toll agencies are violating restrictions in current law related to sharing PII even though usage of such PII occurs in the normal course of doing business when operating a toll facility, including when:

- communicating with the Department of Motor Vehicles to find appropriate contact information for violators
- communicating with the Department of Motor Vehicles or Franchise Tax Board to collect unpaid tolls or penalties
- using debt collectors or the court system to collect unpaid tolls or penalties
- using contractors or sub-contractors to enforce toll policies and managing toll collection systems
- including information about subscribing to a toll system in a violation notice

While existing law authorizes the use of contractors to operate toll facilities and PII to be shared for enforcement and interoperability purposes, various statutes need to be clarified to reflect advances in technology and business practices with respect to how tolls are collected and administered.

Discussion: During the PPLC meeting, concerns were discussed regarding privacy protections related to the number of people accessing PII and how it is handled, retroactivity of the bill while pending lawsuits are underway, selling PII and the allowance of certain evidence as prima facie. The committee recommended a support position on the bill and requested staff to include additional information on these items at the Commission meeting.

On July 9, 2019, SB664 was heard in the Assembly Privacy and Consumer Protection Committee and the author agreed to numerous amendments to address many of the concerns discussed during the PPLC meeting, including:

- *Reach of People Accessing PII:* Current legislation allows contractors to use PII for purposes related to toll operations, maintenance and enforcement. SB 664 clarifies the definition of a transportation agency and specifies more clearly than current law the eligible activites of a contractor or subcontractor in using PII to perform toll functions specifying , "A transportation agency and any entity under contract shall be deemed a single "transportation agency" for purposes of this section [of the bill]. A contractor or subcontractor shall not

access, collect, use, or retain personally identifiable information obtained under this section for a purpose other than purposes of collection, account maintenance, account settlement, communications, or enforcement activities and is subject to the data retention limits…" as described in the bill which states, "In no case shall a transportation agency maintain personal information more than four years and six months after the date an account is closed or terminated." In addition, the bill includes very specific requirements for the development, content and distribution of a privacy policy regarding the collection and use of PII.

- *Sale of PII:* The amendments in SB 664 define that a transportation agency, "may communicate to subscribers of an electronic toll collection system or an electronic transit fare collection system about products and services offered by, the agency, a business partner, or the entity with which it contracts for the system, using personally identifiable information limited to the subscriber's name, address, and electronic mail address, provided that, for personally identifiable information acquired on or after January 1, 2011, the transportation agency has received the subscriber's express written consent to receive the communications in a manner that is separate from the transportation agency's privacy policy or terms and conditions. The consent required by this subdivision may be revoked at any time through the procedures established by the transportation agency." If PII has been found to be sold or otherwise provided outside the uses enumerated in SB 664, a person may bring action to recover actual damages or a range of penalties depending on incident, whichever is greater, as well as reasonable costs and attorney's fees.
- *Prima Facie Evidence:* Due to challenges faced by toll agencies in acquiring the most up to date address information to mail toll violation notices pursuant to the State Vehicle Code requirements, the amendments to SB 664 clarify the manner in which updated address information may be acquired using United State Postal Service information. If a notice is returned as non-deliverable, a second step must be taken using commercially available services and the time period must be adjusted for responding to the notice of toll violation. If this is followed, the law would then allow the violation notice to be used as prima facie evidence of best efforts. These amendments would only allow for this process prospectively beginning on January 1, 2021.

- *Retroactivity of the Bill:* All retroactivity in the bill has been removed, with the exception of clarifying that a toll evasion is a civil penalty if the procedures for notification are followed pursuant to the amendments in SB 664 as agreed to by the author. As noted above, what constitutes prima facie evidence in toll violation notifications is only authorized prospectively beginning in 2021.

Recommendation: Alameda CTC's 2019 adopted legislative program supports HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. In addition, it includes supporting legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability. Staff recommends a support position on this bill an the PPLC approved a support positon on the bill.

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

Attachment:

A. Alameda CTC 2019 Legislative Program

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2019 Alameda County Transportation Commission Legislative Program

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

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	• Oppose efforts to repeal transportation revenues streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County
Project Delivery and Operations	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	• Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforces training programs.
	Protect the efficiency of managed lanes	• Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that link transportation, housing, and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		• Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	• Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	• Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Goods Movement	Expand goods movement funding and policy development	• Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs. • Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings. • Partner with community and national organizations and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.