



Meeting Notice

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

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

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

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Councilmember Dan Kalb

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Acting Mayor Jeffery Wieler

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, October 27, 2016, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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


Reminder

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

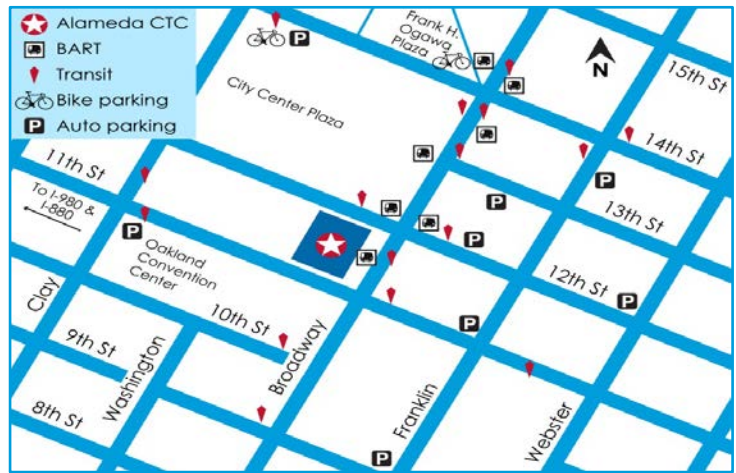
Glossary of Acronyms

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

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

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

Alameda CTC Standing Committee Meetings:	November 14, 2016
Alameda CTC Commission Retreat:	November 18, 2016
Alameda CTC Commission Meeting:	December 1, 2016

Paperless Policy

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



Commission Meeting Agenda

Thursday, October 27, 2016, 2 p.m.

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

Chair: Councilmember Rebecca Kaplan,
City of Oakland

Vice Chair: Mayor Bill Harrison,
City of Fremont

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

Page A/I*

5. Executive Director Report

6. Approval of Consent Calendar

On October 10, 2016 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1.	Approve the September 22, 2016 Commission Meeting Minutes.	1	A
6.2.	Receive a status update on the operation of I-580 HOV/Express Lane.	5	I
6.3.	Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	15	I
6.4.	Authorize release of a Request for Proposal (RFP) for bicycle/pedestrian counting equipment purchase, and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute a purchase agreement for bicycle/pedestrian counting equipment.	17	A
6.5.	Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A13-0001 with Alta Planning + Design, Inc. for an additional \$1,480,000 for a total not-to exceed amount of \$6,680,000 for project implementation of the Safe Routes to School Program.	19	A
6.6.	Approve the Transportation Fund for Clean Air (TFCA) FY 2016-17 Program.	27	A
6.7.	Adopt Alameda CTC Resolution 16-008 which authorizes the Executive Director to accept the completed construction contract pending submittal of closeout documents with Steiny and Company, Inc. for the I-80 ICM Project #6 – San Pablo Corridor Arterial and Transit Improvement Project	31	A
6.8.	Approve the Community Advisory Committee Appointments.	37	A

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

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- 7.1. Bicycle and Pedestrian Advisory Committee (Verbal update) – Matthew Turner, Chair |
- 7.2. Independent Watchdog Committee (Verbal update) – Murphy McCalley, Chair |
- 7.3. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair 43 |

8. Planning, Policy and Legislation Committee Action Items

On October 10, 2016, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- 8.1. [Receive an update on state, local and federal legislative activities.](#) 55 A/I

9. Programs and Projects Committee Meeting Agenda

On October 10, 2016, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

- 9.1. [Receive an update on the Alameda CTC's Measure B, Measure BB and Vehicle Registration Fee Programs.](#) 69 |
- 9.2. [Receive an update on the Alameda CTC's Capital Program.](#) 77 |

10. Closed Session

- 10.1. Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director
- 10.2. Report on Closed Session
- 10.3. [Action on Annual Performance Review of Executive Director](#) 89 A

9. Member Reports

10. Adjournment

Meeting Schedule:

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

Alameda CTC Standing Committee Meetings:	November 14, 2016
Alameda CTC Commission Retreat:	November 18, 2016
Alameda CTC Commission Meeting:	December 1, 2016

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



Alameda County Transportation Commission
Meeting Minutes
Thursday, September 22, 2016, 2:00 p.m.

6.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Chan, Commissioner Carson, Commissioner Capitelli, and Commissioner Frietas.

Commissioner Narum was present as an alternate for Commissioner Thorne.

Subsequent to the roll call:

Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during Item 5. Commissioner Kalb also arrived during Item 5. Commissioner Dutra-Vernaci left during Item 8.2.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Kaplan stated that she attended the I-80 SMART corridor ribbon cutting on September 19, 2016.

5. Executive Director Report

Art Dao stated that his Executive Director report could be found on the Alameda CTC website as well as in the Commissioners' folders. He congratulated Commissioner Ortiz and AC Transit for delivering the East Bay Bus Rapid Transit Project and he mentioned that the I-80 ICM SMART Corridor Mobility Project ribbon cutting was held on September 19th in Emeryville. Art informed the Commission that the Affordable Transit Pass Pilot Program was underway and staff would provide an update under a separate item. He concluded by stating that the Commission retreat will be held on Friday, November 18, 2016.

6. Consent Calendar

6.1. Approval of the July 28, 2016 Commission Meeting Minutes

6.2. Receive a status update on the operation of I-580 HOV/Express Lane

6.3. Approval of Alameda CTC FY2015-16 Year-End Investment Report

6.4. Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

6.5. Approve the 2017 Congestion Management Program (CMP) update scope and schedule, and 2015-2016 Congestion Management Program conformity findings

- 6.6. Approval of FY 2016-17 Consultant Resources for Project Management, Project Controls, and Programming Support Services
- 6.7. Approval of Administrative Amendment to Project Agreement (A12-0028)
- 6.8. AC Transit Update on Services, Projects, and Needs
- 6.9. BART Update on Services, Projects, and Needs

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

Yes: Kaplan, Harrison, Ortiz, Haggerty, Valle, Campbell-Washington, Miley, Saltzman, Spencer, Maass, Haubert, Halliday, Marchand, Kalb, Wieler, Narum, Cutter, Dutra-Vernaci

No: None

Abstain: None

Absent: Carson, Capitelli, Freitas

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Matthew Turner, Chair of BPAC, stated that there was no meeting since the last report to the Commission. BPAC will hold its next meeting on November 10, 2016.

7.2. Independent Watchdog Committee (IWC)

There was no one present from the IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that PAPCO met jointly with ParaTAC on July 25, 2016. The committee discussed senior and disabled discretion grant funding, Alameda CTC's Comprehensive Investment plan and provided input on MTC's Coordinated Public Transit Human Services Transportation plan. She reviewed vacancies on the committee and stated that the next meeting is scheduled for September 26, 2016.

8. Planning, Policy and Legislation

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

Tess Lengyel provided an update on state and federal legislative activities. On the state side, Tess updated the committee on the \$7.4 billion transportation funding proposals by Senator Beall (SBX 1) and Assembly member Frazier (ABX 26), which are identical bills. She also provided information on the cap-and-trade program, statewide propositions, transportation sales tax measures in California and local measures to fund infrastructure on the November ballot. Tess concluded by stating

that at its September 12, 2016 meeting PPLC recommended a support position on local measures C1, RR, K1, P1, T1, and KK.

Tess recommended that the Commission take the following positions:

- SBX 1 (Beall) – support position
- ABX 26 (Frazier) – support position
- Local measures C1, RR, K1, P1, T1, and KK- support position
- Prop 53 – oppose position

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

Yes: Kaplan, Harrison, Ortiz, Haggerty, Valle, Campbell-Washington, Miley, Saltzman, Spencer, Maass, Haubert, Halliday, Marchand, Kalb, Wieler, Narum, Cutter, Dutra-Vernaci

No: None

Abstain: Haggerty (abstain on Measure RR), Narum (abstain on Measure RR), Miley (abstain on Measure KK)

Absent: Carson, Capitelli, Freitas

8.2. Receive an update on the Affordable Student Transit Pass Pilot Program

Cathleen Sullivan presented an update on the Affordable Transit Pass Pilot Program. She stated that the Commission approved the pilot school sites for year one of the program in May 2016 as well as general program parameters for each site and the shortlist of 36 schools. During the summer of 2016, the program parameters were refined in close coordination with each school site and staff entered into agreements and contracts with the applicable transit agencies and school districts. Cathleen stated that pilot programs were launched at the school sites in Alameda County that students are receiving and using the transit passes. She reviewed the program parameters in North, Central, South and East county and concluded by reviewing the evaluation framework and implementation schedule.

Commissioner Miley asked if the free and universal pass pilot in North County means that all students in that part of the county can get the pass and are able to use the pass anytime. Cathleen confirmed and stated that final enrollment numbers will be provided in upcoming weeks for staff to assess the number of students in each school who will participate in the pilot.

Commissioner Miley asked if staff is able to get data on individual students pass usage. Tess stated that Clipper has strict user privacy rights but the staff does have the ability to get aggregated data based on several other factors.

Commissioner Miley wanted to know when and if additional schools will be added to the pilot. Tess stated that the program will be evaluated annually as well as after the three year program to decide if there is an option to add additional schools.

Commissioner Spencer questioned if there is data being collected to track how many students are using the passes to go to and from school as opposed to other destinations. Tess stated that Clipper has very strict user privacy regulations but she noted that there are several methods implemented into the program that can monitor and collect data on card usage.

Commissioner Halliday asked if it is determined that the program will expand, will the expansion apply only to the short listed schools. Tess stated that the Commission approved the short list of schools with the intention of adding those schools into the program if it was determined that the program could expand.

Commissioner Kaplan stated that work needs to be done to advocate for more state and federal legislation to support the transit pass program. She then asked if staff has considered an eco-pass model where schools can purchase passes at a bulk rate. Tess stated that staff has been working with AC Transit on the eco-pass option and is vetting out implementation options if the program were to expand.

Commissioner Ortiz asked if the cap-and-trade funding in the program applies to yellow school buses. Tess stated that the program only includes public transit.

This item was information only.

9. Member Reports

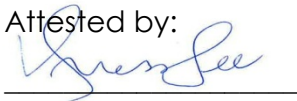
There were no Commission member reports.

10. Adjournment

The next meeting is: October 27, 2016 @ 2:00 p.m

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

Attested by:





DATE: October 20, 2016

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

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

Lane.

Summary

The Alameda CTC is the project sponsor of the I-580 Corridor Express Lane Projects along the I-580 corridor in the Tri-Valley that are now in operation, opened to traffic on February 19th and 22nd of 2016. See Attachment A – Project Location Map for express lane operational limits.

The August 2016 operations report indicates that the new express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds up to 26 mph greater than the average speeds in the general purpose lanes, along with lesser average lane densities than the general purpose lanes, in the most congested segments of the corridor.

Background

The I-580 Corridor Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. See Appendix A for a location map. Motorists using the I-580 Express Lanes facility enjoy travel time savings and travel reliability benefits 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 carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes. As anticipated, lane use continues to ramp up and is expected to stabilize over time.

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

August 2016 Operation Update: During the 23 days of August express lane operations, there were approximately 715,000 total express lane trips recorded. Table 1 presents the breakdown of trips based on toll classification and direction of travel. The percent of users without FasTrak® flex tags dropped from 32% in July to just 26% in August, with a corresponding increase toll tag usage by both HOV and SOV express lane users of about 3% in each category. 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 FasTrak toll tag then our customer service representatives either assess tolls to the matching FasTrak account or issues a notice of toll evasion violation to the registered vehicle owner. Of those motorists without a toll tag, approximately 56% of the trips were matched to existing FasTrak account by means of license plate information – an increase over the 50% reported for July 2016.

Table 1. Express Lane Trips by Type and Direction for August 2016

Trip Classification		Trip Number (%)
By Type	HOV-eligible with FasTrak flex tag	226,000 (32%)
	SOV with FasTrak standard or flex tag	302,000 (42%)
	No Tag or Invalid Tag	187,000 (26%)
By Direction	Westbound	338,000
	Eastbound	377,000
TOTAL		715,000

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

During August 2016, express lane users experienced average travel speeds up to 26 mph greater than the average speeds in the general purpose lanes, with greater speed differentials in the more congested segments of the corridor. Express lanes also operate at better Level of Service (LOS) than adjacent general purpose lanes during commute times. Table 2 summarizes the speed differentials and LOS at four locations in each of the westbound and eastbound directions during the morning and evening commute hours, respectively.

Table 2. Speed Differentials and Level of Service for August 2016

Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
Westbound Morning Commute: 5 am – 11 am	North First Street	11 - 13	12	A	B
	North Livermore Ave	3 - 6	4	B	C
	Fallon Road	4 - 18	10	C	D
	Santa Rita Road	9 - 20	13	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	18 - 26	22	C	E
	Airway Blvd	7 - 11	9	B	C
	North First Street	6 - 9	7	A	C
	Vasco Road	9 - 24	14	B	C

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the five-month period from April – August 2016. 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. From April through August, the average speeds in the westbound express lane ranged from 55 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Fallon Road; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated at LOS C or better at all times, with LOS C occurring only for a short period of time in the middle of the corridor (Isabel Avenue to Fallon Road). By comparison, the general purpose lanes experienced speeds as low as 40 mph and LOS D for much longer periods of time throughout a greater portion of the corridor.

In the eastbound direction, average corridor speeds from April through August ranged from 20 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring only at the eastern terminus of the express lanes, between North First Street and Greenville Road; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated primarily at LOS B or C during the evening commute hours, with small sections of degraded LOS at the eastern terminus of the express lanes between 3 pm and 6:30 pm; average LOS B or better was realized throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced similar low speeds but with LOS F for much longer periods of time throughout a greater portion of the corridor. The degraded service at the east end of the corridor improved for both the express and general purpose lanes when Caltrans opened a new general purpose lane

on June 30, 2016 from Greenville Road to Flynn Road. Future heat maps will reflect significant improvement for express lane performance, though congestion between Greenville Road and I-205 during the evening commute causes almost daily queues that extend into the eastbound express lanes.

Posted toll rates have yet to hit the operational maximum toll rates to travel the entire length of the corridor, which is currently set at \$13.00 and \$9.00 for westbound and eastbound, respectively. Table 2 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users.

Table 3. Toll Rate Data for August 2016

Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
Westbound	\$7.25	\$1.84
Eastbound	\$6.25	\$1.73

Through August 2016, the I-580 Express Lanes have recorded over 3.9 million total trips and generated nearly \$4.4 million in gross toll revenues.

Public outreach and education activities continue throughout the I-580 corridor commute shed. These efforts are planned through the end of Fiscal Year 2016/17 in order to increase awareness of the express lanes, promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak® and FasTrak® flex toll tags. Current activities include outreach via social media and advertising on Waze.

Fiscal Impact: There is no fiscal impact due to this item.

Attachments

- A. I-580 Corridor Express Lane Projects – Location Map
- B. I-580 Corridor Heat Maps April – August 2016

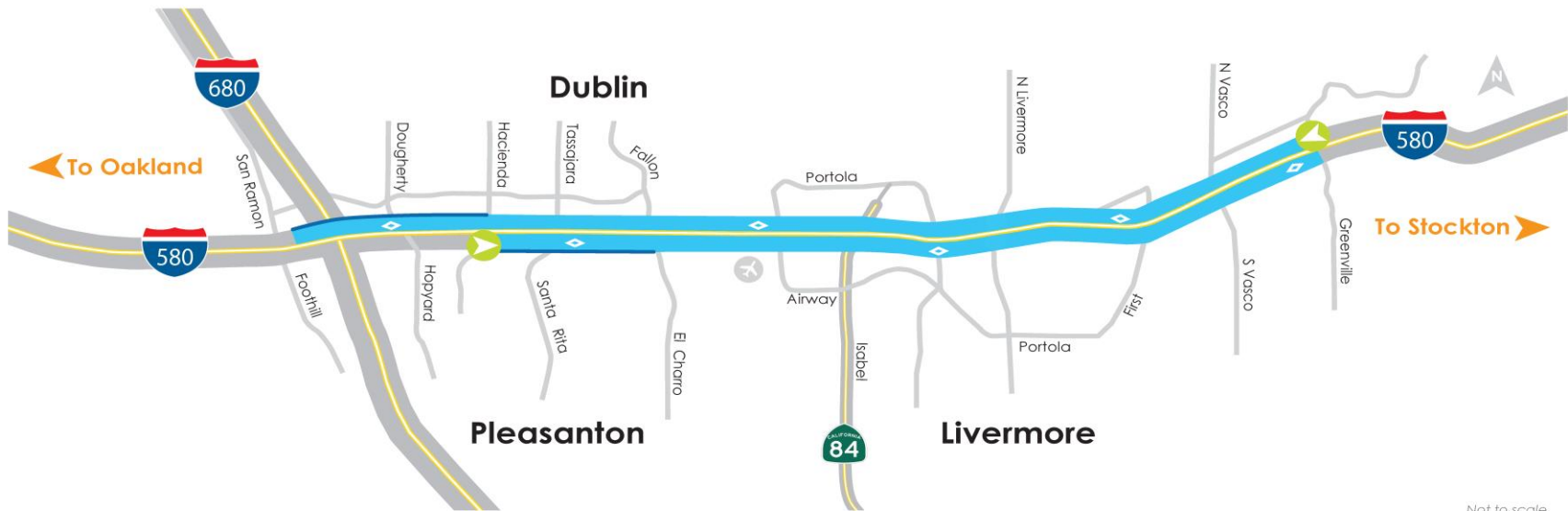
Staff Contact

[Liz Rutman](#), Express Lanes Operation and Maintenance Manager



I-580 Express Lanes Project Location Map

6.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

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

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



One Westbound Express Lane

Lane begins at Greenville

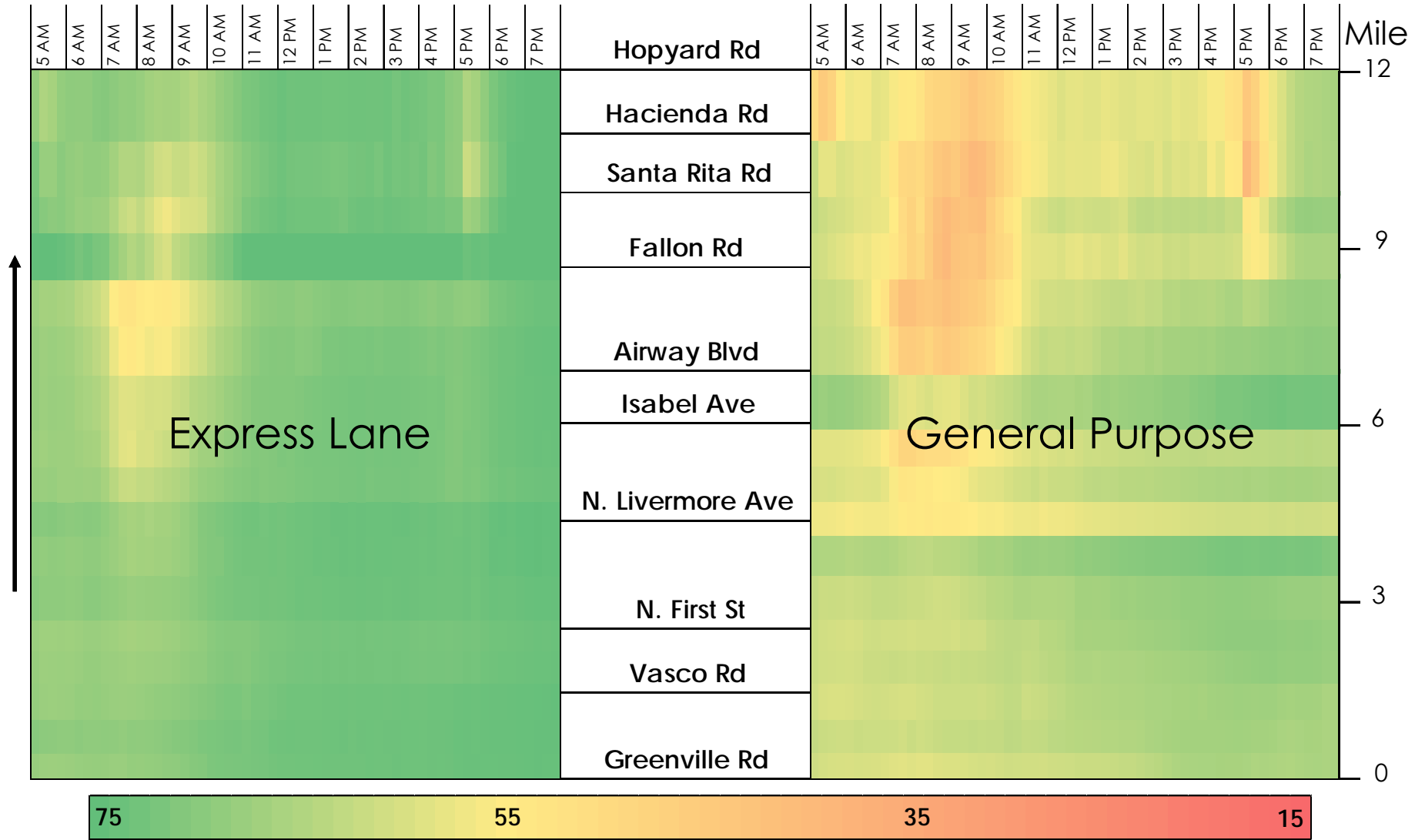
No entry/exit from westbound express lane from Hacienda to end.

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

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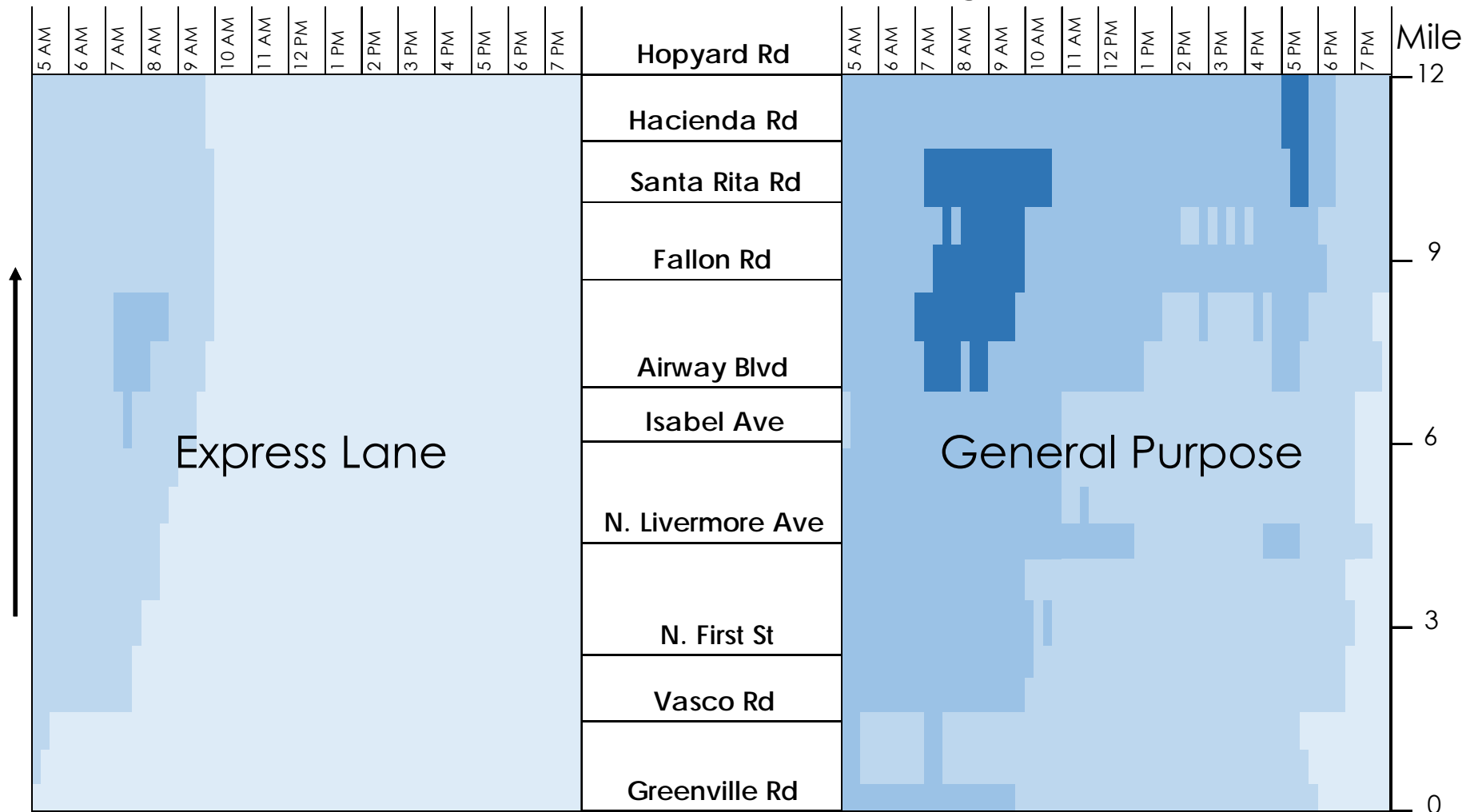
Westbound Corridor Speed Heat Maps

Monday-Friday, April 2016 – August 2016



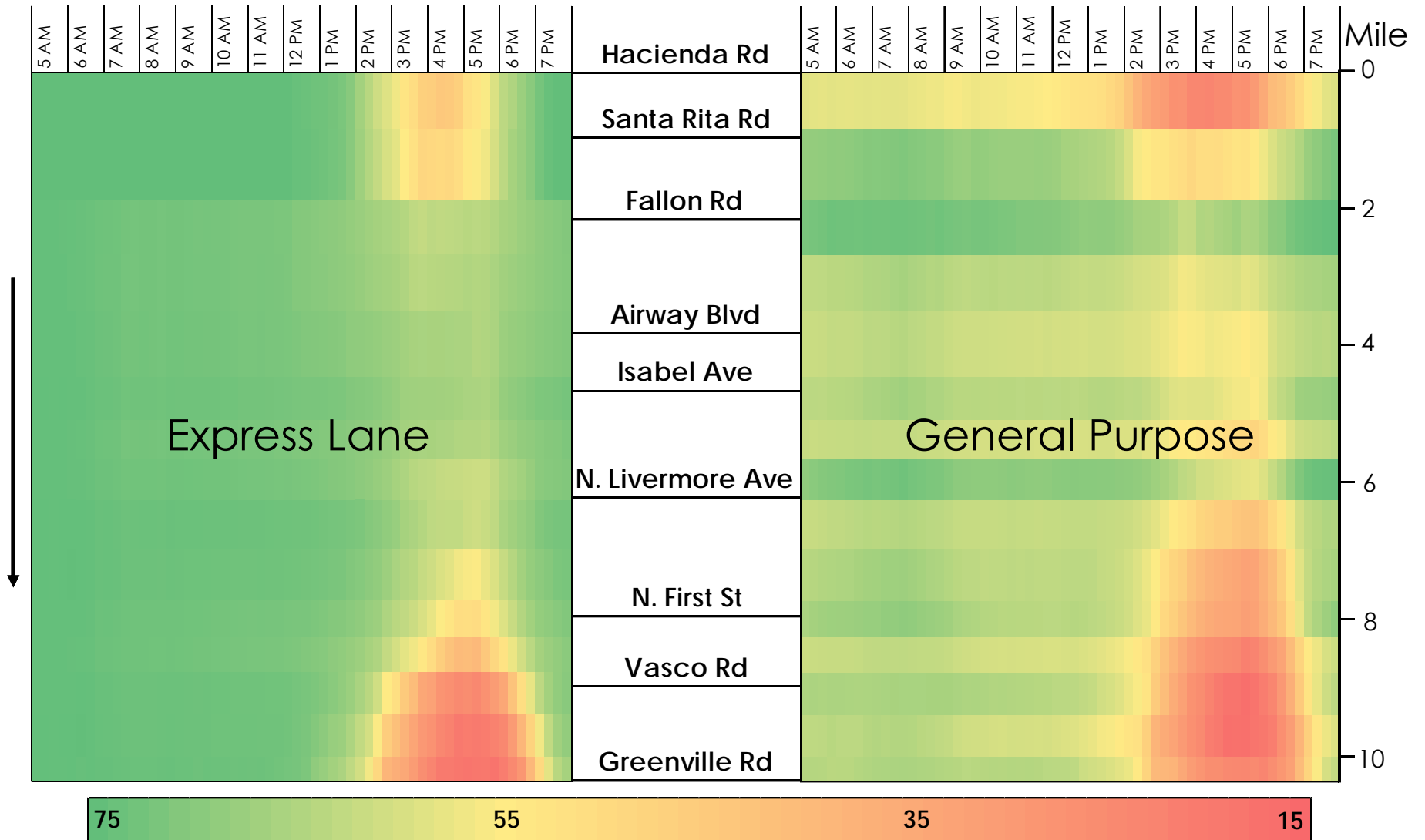
Westbound Corridor Density Heat Maps

Monday-Friday, April 2016 – August 2016



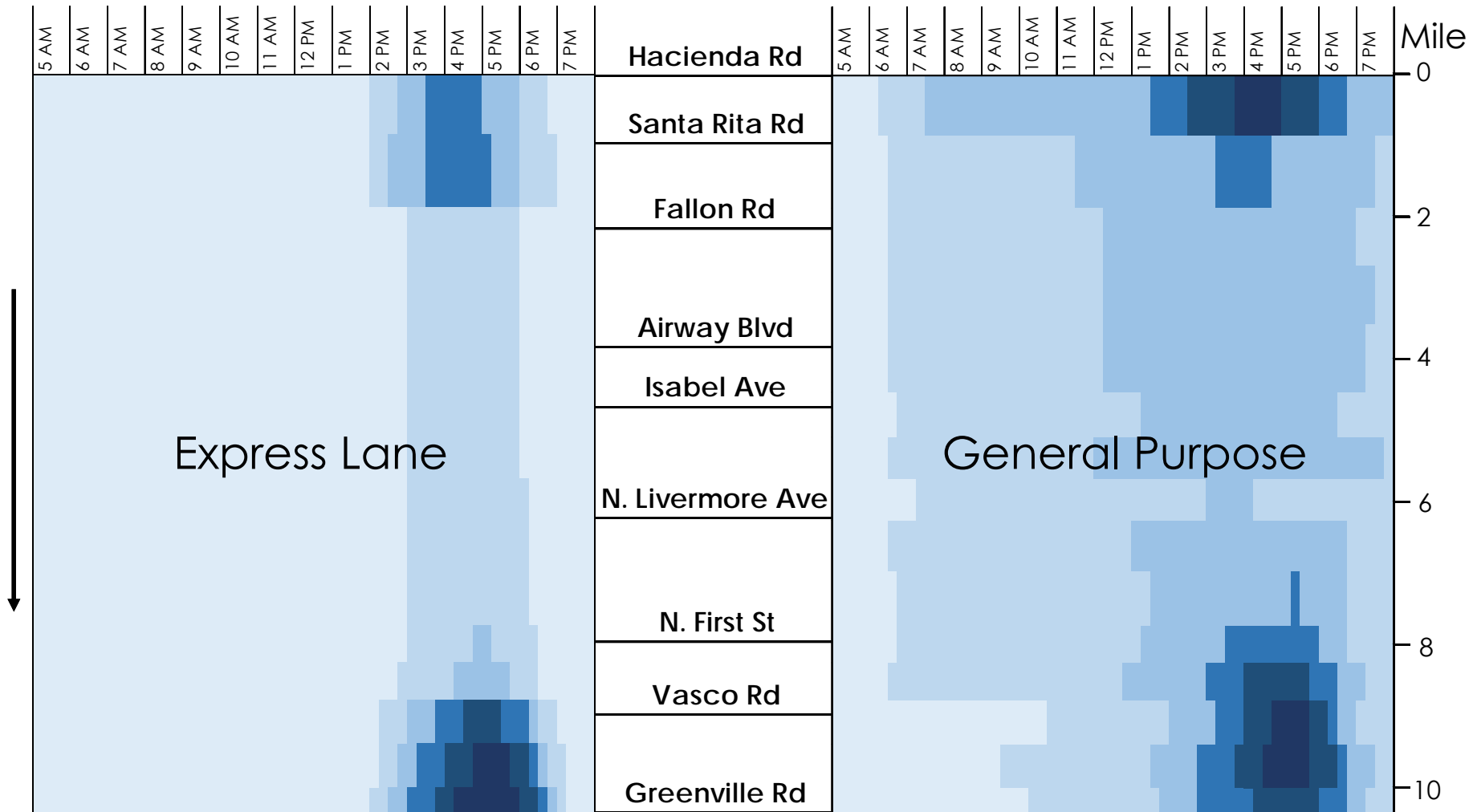
Eastbound Corridor Speed Heat Maps

Monday-Friday, April 2016 – August 2016



Eastbound Corridor Density Heat Maps

Monday-Friday, April 2016 – August 2016





Memorandum

6.3

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

DATE: October 20, 2016

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

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

Summary

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

Since the last update on September 6, 2016, the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Saravana Suthanthira](#), Principal Transportation Planner

[Chris Van Alstyne](#), Assistant Transportation Planner

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Memorandum

6.4

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

DATE: October 20, 2016

SUBJECT: Countywide Bicycle/Pedestrian Count Program (PN 1257.000)

RECOMMENDATION: 1) Authorize release of a Request for Proposal (RFP) for bicycle/pedestrian counting equipment purchase, and 2) Authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute a purchase agreement for bicycle/pedestrian counting equipment.

Summary

Alameda CTC has a bicycle/pedestrian count program through which the agency tracks trends in levels of biking and walking to understand return on investments in bicycle/pedestrian infrastructure and programs. Staff proposes to expand the use of automated bicycle and pedestrian trail counters to obtain more detailed, statistically reliable data on biking and walking. Staff seeks authorization to release a Request for Proposals (RFP) for bicycle/pedestrian automated counter equipment purchase and to negotiate and execute a purchase agreement of up to \$120,000 for bicycle/pedestrian counting equipment.

Background

Alameda CTC has a bicycle/pedestrian count program through which the agency tracks trends in levels of biking and walking to understand return on investments in bicycle/pedestrian infrastructure and programs. Alameda CTC currently has a limited number of automated bicycle/pedestrian counters installed around the county. Automated counters are devices installed permanently in the field (typically in trail locations) that collect continuous, 24 hour, 7 day a week data on the number of bicyclists and pedestrians at that location.

Staff proposes to expand the use of automated bicycle and pedestrian trail counters to obtain richer, more statistically reliable data on biking and walking. Expansion of automated counters would be conducted through an arrangement in which Alameda CTC would purchase and own the counters, and a partnering local agency would agree to install and maintain the counters. Specifically, Alameda CTC would enter into a Memorandum of Understanding (MOU) with local agencies through which the

Alameda CTC would own the counting equipment and would hold any ongoing agreement with the equipment manufacturer, and the local agency would agree to install the counting equipment according to manufacturer instructions and maintain the counters. Alameda CTC would share access to all data collected with the partnering local agency.

The counters would be installed on major interjurisdictional trails across Alameda County, including counters in each of Alameda County's four planning areas. Potential trails include: Bay Trail, East Bay Greenway, Iron Horse Trail, Emeryville Greenway, Ohlone Greenway, Alameda Creek Trail, Arroyo Mocho Trail.

Staff seeks authorization to release a Request for Proposal (RFP) for bicycle/pedestrian counting equipment purchase. Further, staff seeks authorization for the Executive Director, or a designee of the Executive Director, to negotiate and execute a purchase agreement for up to \$120,000 for bicycle/pedestrian counting equipment. This amount is anticipated to fund the deployment of 15 to 20 automated counters.

Fiscal Impact: This item would encumber up to \$120,000 of Measure B Bicycle/Pedestrian Countywide Discretionary Funds. These funds were programmed and allocated as part of the 2016 CIP Update (CIP ID 00019) and are included in the FY16/17 budget.

Staff Contact

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

[Carolyn Clevenger](#), Director of Planning

[Matt Bomberg](#), Associate Transportation Planner



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: October 20, 2016

SUBJECT: Alameda County Safe Routes to Schools Program

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A13-0001 with Alta Planning + Design, Inc. for an additional \$1,480,000 for a total not-to exceed amount of \$6,680,000 for project implementation of the Safe Routes to School Program.

Summary

The Alameda County Safe Routes to Schools (SR2S) Program is now entering its 11th year of programming. The SR2S program has historically focused on education and encouragement activities within a model of one-on-one site coordination activities provided by SR2S consultant staff. Over the past decade, many schools have become accustomed to the program and have integrated it into their annual activities. In 2015-2016, the Commission directed staff to increase opportunities for capital improvements at schools in Alameda County. Over the past year, Alameda CTC has been assessing and evaluating the long-term viability and structure of the SR2S program in Alameda County. Alameda CTC, with the SR2S consultant team, developed a new method of engaging schools recognizing that there has been a "tipping point" for school engagement and participation in the SR2S program. The success of the program has allowed SR2s to become part of the culture within schools, allowing the possibility to shift program resources in order to achieve the following objectives:

- Create opportunity for all schools in Alameda County to participate in the SR2S program at a level that matches their need/interest
- Increase site assessments and support for local jurisdictions and schools on implementing identified safety improvements
- Increase direct programming for students
- Enable the program to continue expanding in a financially sustainable way
- Improve on-line resources to increase access to SR2S tool-kits and materials

At its September 12th Meeting, the PPLC Committee asked Staff to provide the Committee options on funding the SR2S program for FY 2016-2017. Two options are outlined in the Funding section of this memo for the Committee's consideration.

This memorandum also provides background on the following areas of the SR2S program:

- Growth and evolution of the SR2S Program;
- An update on the High School Program;
- How students are traveling; and,
- A look ahead to 2016-2017 school year and future of the SR2S Program.

Background

Alameda County's SR2S Program is a countywide program that promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds and was not implemented by Alameda CTC. As part of the Metropolitan Transportation Commission's Climate Initiatives program in 2010, the program received federal funding to implement and expand the program. With the inclusion of federal funds for the program, Alameda CTC determined that the program should be taken in-house and delivered through a competitively bid consultant procurement process. In 2011, Alameda CTC hired Alta Planning + Design, Inc. to support the implementation and growth of the SR2S program in Alameda County. The current program is administered by Alameda CTC and funded by Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds as matching funds to the federal dollars.

During the initial contract term with Alta Planning + Design, Inc., the program focused on outreach, education, and expansion. As a result, a significant amount of consultant and staff time was required to educate and support the schools to integrate the program as part of an annual safety and educational effort. There were no capital funds used during this growth and expansion time. During this period, the program has expanded, reaching over 170 schools across the County during the 2015-2016 school year, engaging students from kindergarten through 12th grade.

Growth and Evolution of the SR2S Program

During the 2015-2016 school year, Alameda County's SR2S team organized and delivered over 600 individual events at 170 schools, an increase over the prior school year. A school selection process was carried forward for the 2015-2016 school year with the dual goals of distributing the programming equitably throughout the County and selecting schools with optimal chances of success. Schools were evaluated based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation. Schools have noted that the application process can be a barrier to entry in the SR2S program, therefore the program has shifted from an application-based program with a selection process to a registration-based program for the 2016-2017 school year. The updated registration process obtains valuable information from schools as they sign up for the program, but it reduces the barrier to entry for schools wanting to participate in, and benefit from, SR2S activities.

The Alameda County SR2S program has historically been structured primarily around three countywide events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May, with some high schools also celebrating "Cocoa for Carpools" in December. These events are aimed at getting families to try new forms of transportation and are supported by ongoing events, such as Walking School Buses or Monthly Walk to School Days, throughout the school year. These events will continue in the upcoming school year, but with improved access to online resources to enable schools to organize their own events, therefore empowering schools to embrace the program and reducing the demand on SR2S program staff.

As the program continues to evolve, the primary focus is on improving safety around schools. In this effort, the program has been expanding its provision of school site assessments and direct safety education to students and their families. During the 2015-2016 school year, the program provided site assessments at 30 schools, compared to eight or fewer in each of the prior school years. Schools are prioritized to receive a site assessment based on the following factors: history, frequency and severity of collisions, student health data, and income. These factors are aligned with the Active Transportation Program grant application to support local, regional, and state opportunities to increase school site safety capital improvements. Site assessments engage the local school community in identifying physical barriers to walking and biking near schools and result in an improvement plan that can be used to apply for funds to make improvements.

Alameda County SR2S High School Program

The high school component of the countywide SR2S program is another unique and innovative aspect of the program. During the 2015-2016 school year, the high school program expanded from eight to 11 schools, and is expanding again for the 2016-2017 school year to 13 high schools. Integrating Alameda County SR2S into existing clubs and classes has helped establish program activities as part of the ongoing school curriculum, which is important for sustaining the program. The high school program also includes a Youth Task Force, made up of representatives from each school that meet monthly at Alameda CTC to discuss the program at their schools, plan events, learn from guest speakers in the transportation field, and learn from each other. The Youth Task Force will continue for the 2016-2017 school year.

How Students are Traveling

The primary goal of the Alameda County SR2S program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, and taking public transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning with the fall semester in 2012, the evaluation effort expanded to request that all schools enrolled in the comprehensive program complete student hand tallies and parent surveys. The fall 2012 semester serves as a baseline against which to measure mode shift.

According to student tally data from fall 2015, 34 percent of trips are via active transportation, consisting of 28 percent of trips by foot, 4 percent of trips by bike, and 2 percent of trips by skateboard, scooter, or other active mode. Shared trips, including school bus, public transit, and carpool, currently account for 14 percent of trips. This is a trend in the direction of the program goals.

2016-2017 School Year

The recommended amendment to the Alta Planning + Design, Inc. contract will allow implementation of the 11th year of the SR2S program for the 2016-2017 school year beyond September which is included in the current contract. This year the SR2S program will focus on providing direct education to students and adults, with an emphasis on safety and capital improvements. The upcoming year also provides an opportunity to leverage other Alameda CTC programs, such as the Affordable Student Transit Pass Pilot Program.

The basic SR2S program will continue with the following elements:

- BikeMobile
- Bike Rodeos which provide direct safety training for youth
- On Call Site Coordinators
- Pedestrian Rodeos which provide direct safety training and education
- Theater Shows

During the 2016-2017 school year, Alameda County SR2S will focus on the following improvements and sustainable strategies:

- Transition from application to registration process for schools to reduce barriers to entry in the program.
- Expand the number of School Site Assessments available to schools. Assessments will be provided based on established metrics that align with Active Transportation Program (ATP) funding.
- Coordinate SR2S activities with other Alameda CTC programs, such as the Affordable Student Transit Pass Pilot Program and Alameda CTC's request for projects as part of the Comprehensive Investment Plan, which includes \$1.3 million for SR2S related capital improvement projects.
- Enhance the on-line Resource Center that provides all resources on the SR2S program website to support self-driven SR2S activities. This effort was developed with the entire SR2S team over the past year.
- Continue education around the tiered recognition system for schools that will encourage program sustainability as well as more school-initiated participation in activities and events. The system includes different levels of engagement in the program including: Partner School, Bronze, Silver, and Gold level schools, based on their participation in SR2S programming throughout the school year.

- Provide and present information to School Districts and Cities about the program in their respective jurisdiction to facilitate better coordination and further growth of the program.

Contract Composition:

The current contract with Alta Planning + Design to implement the Alameda County Safe Routes to School program is comprised of Alta as the prime contractor and 10 subconsultants. The entire contract is paid on a "time and materials" basis and is currently funded at \$5,200,000. The Alameda County Safe Routes to School program is diverse in its offerings and the subconsultants each bring unique programming and skills. The chart

depicts a snapshot of how the contract was implemented in FY 2015-2016 based on actual invoiced amounts.

Consultant	Percentage of contract (approximate based on FY2015-2016)	activities
Alta	19%	Overall contract management, coordination, reporting, invoicing, etc. and site assessments
Transform	45%	School support for events, task force support (including high school task force), coordination of activities, including walking school bus and bike trains.
Safe Moves	2%	Pedestrian Rodeos
Cycles of Change	12%	Bike Rodeos and Drive Your Bike
Bike East Bay	8%	Countywide Bicycle Safety Education including family bicycle training courses
Bay Area Children's Theater	3%	"Rock the Block" show
Local Motion	9%	BikeMobile
Various	2%	Printing, translation, legal, temporary staffing, etc.

The activities that are in **bold** above are the ones that are referred to as "direct safety programming" in that they are delivered directly to the students and focus on walking and biking safety and specific safety practices.

Funding:

At the September PPLC Committee meeting, Staff had recommended that \$1,380,000 be added to the existing Alta Planning + Design, Inc. contract for a total not-to exceed amount of \$6,580,000. The Committee asked that options for funding the contract be brought back for their consideration. Since the September meeting, \$100,000 of Transportation Fund for Clean Air (TFCA) funds have been identified as being eligible to match federal funds for the

SR2S program. This allows Staff the ability to add an additional \$100,000 to the original recommendation.

The recommendation is to add \$1,480,000 to the existing contract with Alta Planning + Design, Inc. for a total not-to exceed amount of \$6,680,000. This represents an annual contract for \$2,025,000 for fiscal year 16-17. The chart included below depicts how the contract has been funded on an annual basis for the past few years and what the recommended funding amount would allow for this full fiscal year 2016-2017.

(July 1, 2014 – June 30, 2015)	(July 1, 2015 – June 30, 2016)	(July 1, 2016 – June 30, 2017)
\$1,826,781	\$1,890,662	\$2,025,000

The recommended additional funds would allow for a 7.1% annual budget increase for the current fiscal year when compared to the last fiscal year. Within the proposed FY 2016-2017 budget, there is a \$100,000 safety training line item allowing Alameda CTC and the SR2S consultant team to evaluate the roll out of the resource center model and be able to target additional resources to activities that would provide the biggest impact to the success of the program, as needed. The safety training line item could be used for the “direct safety programming” activities such as actual bicycle and walking safety training and/or additional site assessments to identify safety issues around school sites. Site Assessments are an important step in increasing safety because they can be used to seek construction capital grants. How the safety training line item is allocated will depend on the needs identified through the mid-year evaluation process.

Two options for funding the contract are outlined below:

Option 1: Program an additional \$1,480,000 to the existing budget including the \$100,000 Safety Line Item.

This option allows the contract to support a budget for FY 2016-2017 that is higher than previous years and with a \$100,000 safety line item that allows for flexibility to target resources where needed to ensure the continued success of the SR2S program. This option allows Staff and the entire consultant team to work with the new resource center model and evaluate it both for performance as well as demand for direct safety programming from schools. \$100,000 would allow an additional 52 activities to be programmed which would directly increase the amount of students who receive safety training and/or schools who would benefit from a site assessment. The use of this \$100,000 safety fund would be evaluated and allocated based upon the mid-year evaluation of the program in January/February 2017.

Option 2: Allocate the Safety Line Item Funds to a Specific Subconsultant Contract or Activity

This option allows the contract to support a budget for FY 2016-2017 that is higher than previous years. The SR2S Program is based upon a time and materials contract. It can be

that program implementation activities are heavy in some months, but almost nonexistent in others (i.e. summer and school vacations). Therefore, it is up to all consultants to staff appropriately. Staff is aware that one subcontractor has raised concerns over the potential loss of the equivalent of one full-time staff person when the annual budget for FY 2016-2017 was based on staff's original proposal of adding \$1,380,000. In this option, the Commission could choose to direct the \$100,000 in the Safety Line Item described in Option 1 to a particular sub consultant contract or activity rather than spend it on increased direct safety programming or additional site assessments as outlined in Option 1.

Fiscal Impact: The action will encumber \$1,480,000 of Project grant funds (STP/CMAQ funds, TFCA, and local Measure B matching funds) which was approved as part of the FY 2016-17 Budget, making the FY 2016-17 budget a total of \$2,025,000 and the overall contract a total of \$6,680,000. TFCA funds being allocated to this contract is contingent on the Commission's approval of the TFCA funding allocations in the October 2016 PPC agenda.

Staff Contact

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

[Cathleen Sullivan](#), Principal Transportation Planner

[Kimberly Koempel](#), Assistant Transportation Planner



Memorandum

6.6

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• www.AlamedaCTC.org

DATE: October 20, 2016

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2016-17 Program

RECOMMENDATION: Approve the TFCA FY 2016-17 Program.

Summary

Transportation Fund for Clean Air (TFCA) County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund eligible projects that result in the reduction of motor vehicle emissions. For fiscal year (FY) 2016-17, a total of \$2.097 million is available to the Alameda CTC to program to eligible projects. Staff recommends the Commission approve the recommended FY 2016-17 TFCA Program, as detailed in Attachment A.

Background

TFCA funding is generated by a regional four dollar vehicle registration fee collected by the Air District. Through the TFCA County Program Manager (CPM) fund, forty percent of this revenue is redirected back to the counties from which it was collected. The remaining sixty percent is administered directly by the Air District through the Regional TFCA program. As the TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for annually programming the revenue generated in Alameda County for this program. The program is subject to the requirements of the Air District-approved CPM Policies, through which five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program.

TFCA projects are to result in the reduction of motor vehicle emissions. Eligible projects are to achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A city's projected future share may be borrowed against in order to program more funds in the current year, which can help facilitate the required annual programming of all available funds.

FY 2016-17 Program

For the FY 2016-17 program, a total of \$2.097million is available. The recommended projects, detailed in Attachment A, were evaluated on an individual basis for program eligibility and cost-effectiveness, in conformance with current Air District County Program Manager Policies and guidance. Some highlights of the FY 2016-17 TFCA program include: (1) The \$88,000 of TFCA funds programmed to Hearst Avenue reflects the project's current funding strategy, as approved by the Commission in July 2016, and (2) for several shuttle projects, a higher cost-effectiveness maximum has been applied to shuttles that operate in either Priority Development Areas (PDAs) or Community Air Risk Evaluation (CARE) areas, as is allowed per the current Air District TFCA Policies. Moving forward, the Alameda CTC intends to program future TFCA revenue through the biennial Comprehensive Investment Plan (CIP) process.

Attachment A reflects minor program revisions noted verbally at the October 10th PPC meeting which are a result of recent and pending Air District actions regarding the Oakland Broadway Shuttle.

Next Steps

The Alameda CTC is required to provide a Commission approved program of projects to the Air District by November 18, 2016. Subsequently, the Alameda CTC will enter into project specific funding agreements with project sponsors. Once a funding agreement is executed, eligible project costs as of July 1, 2016 will be eligible for reimbursement. If the sponsor of a project that has been approved for FY 2016-17 TFCA funding applies for additional Alameda CTC discretionary funding for the project through the 2018 CIP process, the TFCA funding agreement will be delayed until after the approval of the 2018 CIP so that any additional funds awarded may be reflected in the same agreement.

Fiscal Impact: TFCA funding is made available to the Alameda CTC by the Air District. Costs associated with TFCA projects and the Alameda CTC's administration of the TFCA program are included in the Alameda CTC's FY 2016-17 budget.

Attachments

- A. TFCA County Program Manager Fund Draft FY 2016-17 Program

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Associate Program Analyst

TFCA County Program Manager Fund, Draft FY 2016-17 Program

70% Cities/County Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY 16/17 fund estimate)	TFCA Cost- effectiveness (\$ TFCA/ton)	TFCA Recommended ¹	Notes
Alameda CTC	Countywide SR2S Program	The Countywide SR2S Program promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. During the 2015-2016 school year, Alameda County's SR2S team organized and delivered over 600 individual events at 170 schools. Currently in its 11th year, the program continues to evolve and expand with an emphasis on improving safety around schools, increasing safety training for students and families, and involving more schools. Funding for FYs 2016-17 and 2017-18 program operations.	\$ 3,850,000	\$ 100,000	NA	\$ 147,893	\$ 100,000	See Note 2 Maximum cost-effectiveness (C-E) for TDM/ridesharing projects is \$150K TFCA/ton.
Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Countywide TDM program, FY 2017-18 operations funding for: (1) \$30,000 for FY 2017-18 for Alameda CTC's existing bicycling promotion program to promote bicycling around Bike to Work Day and the "I Bike" campaign. (2) \$75,000 for continuation of the current pilot countywide carpool promotion program focused towards commuters traveling in and through Alameda County. Includes corridor-specific education and outreach efforts to promote the benefits of transit, carpooling and the use of carpooling matching programs.	\$ 105,000	\$ 105,000	NA	\$ 51,169	\$ 105,000	See Note 2 Maximum C-E for TDM/ridesharing projects is \$150K TFCA/ton.
Albany	San Pablo Ave Cycle Track Gap Closure	This project will extend the San Pablo Avenue cycle track closing the gap in the facility from University of California Village Mixed Use project northbound to the recently implemented east-west Marin-Buchanan Bikeway. Currently, cyclists traveling northbound on San Pablo Ave have to use the sidewalk to continue to the intersection to be able to cross San Pablo Ave.	\$ 290,000	\$ 272,000	\$ (64,650)	\$ 248,846	\$ 123,000	Maximum C-E for bike facilities is \$250K TFCA/ton
Berkeley	Hearst Ave Complete Streets	In Berkeley on Hearst Ave bordering the northwest corner of UC Berkeley campus. this project is a component of the overall Hearst Ave Complete streets project and will extend the existing Class 2 facility on Hearst from Shattuck to Euclid. The new segment will close a gap and connect the Hearst Class 2 facilities to the existing Class 2 facility on Oxford St.	\$ 3,411,000	\$ 100,000	\$ 96,600	\$ 247,728	\$ 88,000	See Note 3 Maximum C-E for bike facilities is \$250K TFCA/ton
Fremont	South Fremont Arterial Management	Project includes signal timing on Grimmer Blvd, Bay St to Yellowstone Park Dr; Blacow Road, Hilo St. to Fremont Blvd; Fremont Blvd-Washington Blvd, Eugene St to Osgood Rd; and Warm Springs Blvd, Scott Creek-Kato Rd to South Grimmer Blvd.	\$ 425,000	\$ 425,000	\$ 539,107	\$172,291- \$174,802	\$ 425,000	Project is cost-effective for \$425K with a 4-year TFCA grant period. Maximum C-E for arterial mgmt projects is \$175K TFCA/ton
Oakland	Broadway Shuttle Operations	The free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Avenue at 11-16 minute frequencies. Funding for operations for FYs 16/17 and 17/18, with the following limitations: Due to an existing regional TFCA grant for weekday peak-hour service. the County TFCA is limited to funding off-peak daytime and evening service M-F 10am-3pm; M-Th 7pm - 10pm; Friday 7 pm - 1am and Saturday 6pm-1am.	\$ 1,284,440	\$ 1,084,848	\$ 23,233	\$ 248,795	\$ 367,000	See Notes 4 and 5 Maximum C-E for shuttles in PDA/CARE area is \$250K TFCA/ton
Pleasanton	Bernal Ave Park and Ride Lot	Construction of 100 space park and ride lot on Bernal Avenue at West Lagoon Road, adjacent to I-680. The Park and Ride facility will include a bus loop for both local and regional buses and parking space monitoring with freeway sign providing information on lot capacity.	\$ 1,100,000	\$ 1,100,000	\$ 44,212	\$ 149,548	\$ 189,000	Maximum C-E for Ridesharing projects is \$150K TFCA/ton.
San Leandro	LINKS Shuttle	LINKS Shuttle operates between San Leandro BART and West San Leandro every 20 minutes, Monday through Friday, during peak commute hours from 5:45am to 9:45am and 3:00pm to 7:00pm with separate North and South loops. Funding for FYs 2017-18 and 2018-19 operations.	\$ 1,334,000	\$ 104,000	\$ 282,357	\$ 197,376	\$ 104,000	See Note 5 Maximum C-E for shuttles in PDA/CARE area is \$250K TFCA/ton
Subtotal Cities/County (70%) Requested				\$ 3,290,848			\$ 1,501,000	
							Amount Recommended	\$ 1,501,000
							TFCA 70% Fund Estimate ¹	\$ 2,411,842
							Loan to FY 16/17 30% Transit Share	\$ (314,937)
							Adjusted TFCA 70% available to program	\$ 2,096,905
							Balance	\$ 595,905

TFCA County Program Manager Fund, Draft FY 2016-17 Program

30% Transit Discretionary Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY 16/17 fund estimate)	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended ¹	Notes
CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	Service provides a second free shuttle between California State University East Bay campus and the Hayward BART Station, 7am-7pm, M-F. Funding for FYs 2017-18 and 2018-19 operations.	\$ 258,286	\$ 258,286	NA	\$ 199,236	\$ 128,000	Maximum C-E for shuttles is \$200K TFCA/ton
LAVTA	LAVTA Rte 30R Operations	LAVTA Rte 30R/ Rapid provides feeder service for key commute areas in Livermore, Dublin and Pleasanton. Service area includes: Livermore ACE rail station, Dublin/Pleasanton BART Station, Las Positas College, Lawrence Livermore and Sandia National Labs, and other employment centers. Funding for FYs 2017-18 and 2018-19 operations.	\$ 6,520,000	\$ 400,000	NA	\$ 249,950	\$ 318,000	Maximum C-E for shuttles in PDA/CARE area is \$250K TFCA/ton
Subtotal Transit Discretionary (30%) Requested				\$ 658,286		Amount Recommended	\$ 446,000	
						TFCA 30% Amount Available	\$ -	
						Balance	\$ (446,000)	

TFCA Category	Fund Estimate (FE) ⁶	Amount Available (Adjusted FE)	Amount Requested	TFCA Recommended ¹	Balance (Adjusted FE less Recommended)
Subtotal 70% Cities/County	\$ 2,411,842	\$ 2,096,905	\$ 3,290,848	\$ 1,501,000	\$ 595,905
Subtotal 30% Transit	\$ (314,937)	\$ -	\$ 658,286	\$ 446,000	\$ (446,000)
Total FY 2016-17 Program	\$ 2,096,905	\$ 2,096,905	\$ 3,949,134	\$ 1,947,000	\$ 149,905

Notes:

1. If sponsor applies for additional project funding through the 2018 CIP a funding agreement for the approved TFCA funding will be delayed until after the 2018 CIP is approved.
2. Project is proposed to be funded proportionally from the 70% cities/county shares.
3. Funding programmed as part of Hearst Avenue funding strategy approved by the Alameda CTC Commission, July 2016.
4. As noted at 10/10/16 PPC meeting, programming County TFCA funding for the Broadway Shuttle is contingent upon the Air District approving a waiver for TFCA Policy 28.D. in November 2016, regarding duplication of service.
5. As noted at 10/10/16 PPC meeting, the recommended amount for the Broadway shuttle was reduced from \$541K to \$367K to account for Regional TFCA funding recently awarded by the Air District for peak hour service. Subsequent to the PPC meeting, a portion of the adjustment was redirected to the San Leandro LINKS Shuttle, which increased its recommended funding from \$80K to \$104K. Air District has confirmed that the resulting \$149,905 remaining balance may be rolled over and programmed in FY 2017-18.
6. Fund Estimate reflects an increase in the amount allowed for TFCA administration from 5% to 6.25% per the applicable CA Health and Safety Code. The Air District is scheduled to revise the FYE 17 TFCA Policies to reflect this change in November 2016.



Memorandum

6.7

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DATE: October 20, 2016

SUBJECT: I-80 Integrated Corridor Mobility Project #6: San Pablo Corridor Arterial and Transit Improvement Project

RECOMMENDATION: Adopt Alameda CTC Resolution 16-008 which authorizes the Executive Director to accept the completed construction contract pending submittal of closeout documents with Steiny and Company, Inc. for the I-80 ICM Project #6 – San Pablo Corridor Arterial and Transit Improvement Project

Recommendation

It is recommended that the Commission authorize the Executive Director to accept the completed construction contract pending submittal of closeout documents from Steiny and Company, Inc. for the I-80 ICM Project #6 – San Pablo San Pablo Corridor Arterial and Transit Improvement Project (PN 1387.006) through the adoption of Alameda CTC Resolution 16-008.

Summary

The I-80 ICM Project will reduce congestion and delays in the 22-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. On September 19, 2016, a ribbon cutting ceremony was held to celebrate the completion of the Project.

The process is underway to close-out the seven sub-projects implemented under the I-80 ICM Project. It is recommended that the Commission authorize the Executive Director to accept the completed construction contract pending submittal of closeout documents with Steiny and Company, Inc. for the Project #6 – San Pablo Corridor Arterial and Transit Improvement (PN 1387.006), through the adoption of Alameda CTC Resolution 16-008.

Background

The Alameda CTC in partnership with Caltrans and the Contra Costa Transportation Authority implemented the I-80 ICM Project. The I-80 ICM project will enable operational improvements and implement intelligent transportation System (ITS) strategies, such as adaptive ramp metering and incident management, along a 19.5-mile portion of I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda and Contra Costa Counties. On September 19, 2016, a ribbon cutting ceremony was held to celebrate the completion of the Project.

The process is underway to perform project closeout activities for the seven sub-projects implemented under the I-80 ICM Project. Project #6 – San Pablo Corridor Arterial and Transit Improvement, consisting of the elements listed below, is in the final stage of project closeout.

- installing traffic signal interconnect & synchronization,
- traffic signal upgrades,
- new traffic signals,
- electrical system upgrades,
- vehicle detection equipment,
- pedestrian push button,
- count-down pedestrian signals,
- closed circuit television (CCTV),
- arterial Changeable Message Signs (CMS),
- speed feed-back signs, Informational Message Signs (IMS),
- Emergency Vehicle Preemption (EVP),
- Transit Signal Priority (TSP),
- PG&E and AT&T service connections.

Bids for Project #6 were opened on May 26, 2011. On June 23, 2011, the Alameda CTC Board awarded contract A11-0026 in the amount of \$9,212,000 to Steiny and Company, Inc. A summary of contract cost at completion is provided below:

Contract Summary

Awarded Contract Amount:	\$	9,211,613
<u>Total CCO Amount:</u>	<u>\$</u>	<u>2,164,555</u>
Total:	\$	11,376,168

Steiny and Company, Inc. has completed all contract work in accordance with the plans and specifications with the exception of providing some final closeout documentation. The Construction Manager has recommended the acceptance of the completed contract pending submittal of the remaining close-out documents. A total of \$18.7M of Traffic Light Synchronization Project funds were programmed for the project. There will be approximately \$250,000 in project savings after project closeout.

Fiscal Impact

The project contract was completed within the allocated budget for construction including contingencies. There are no financial impacts to the approved Alameda CTC budget due to these actions.

Attachment

A. Alameda CTC Resolution 16-008

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 16-008

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Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
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Councilmember Ruth Atkin

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Resolution Authorizing Executive Director to Accept the Completed Construction Contract with Steiny and Company, Inc. for the I80 ICM Project #6 – San Pablo Corridor Arterial and Transit Improvement Project

WHEREAS, on October 31, 2012, the Alameda County Transportation Commission (Alameda CTC) entered into Agreement No. A12-0019 with Steiny and Company, Inc. ("Contractor") for the I80 ICM Project #6 - San Pablo Corridor Arterial and Transit Improvement Project (PN 1387.006) ("Project"); and

WHEREAS, the Contractor has completed all final "punch list" items, with the exception of final closeout documents, and Alameda CTC, has completed final inspections which have indicated that the Project has been constructed in conformity with the Agreement for Construction with the exception of presently unknown defects not disclosed in the final inspection; and

WHEREAS, the Contractor has requested a Notice of Completion be filed and final payment be made pending submittal of closeout documents; and

WHEREAS, the Project was acknowledged as completed on September 30, 2016, with the exception of closeout documents;

NOW, THEREFORE, BE IT RESOLVED as follows:

The Alameda CTC hereby authorizes the Executive Director to accept the Project specified in Agreement No. A11-0026 pending submittal of closeout documents.

The Project was completed on September 30, 2016 with the exception of closeout documents. The final contract price is the sum of \$11, 376,168.

The Clerk of the Alameda CTC is hereby directed to file a Notice of Completion specifying the date final closeout documents are received, as the completion date for this Project, copies of said Notice to be recorded in the Official Records of Alameda County, in the manner provided by law.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular meeting

of the Commission held on October 27, 2016 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

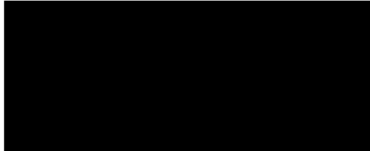
**Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Keith Carson, Alameda County, District 5**

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Reappoint
(action required)

Preston Jordan

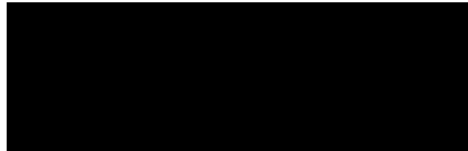


Term Began: October 2014
Term Ends: October 2016

Independent Watchdog Committee (IWC)

Current Appointment:
(no action required)

Hale Zukas

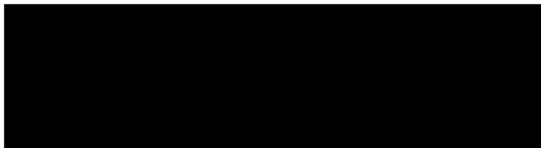


Term Began: June 2016
Term Ends: June 2018

Paratransit Advisory and Planning Committee (PAPCO)

Current Appointment:
(no action required)

Will Scott



Term Began: June 2016
Term Ends: June 2018

10/5/16

Date

Supervisor Keith Carson, Alameda County, District 5

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

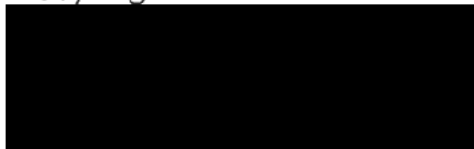
Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Wilma Chan, Alameda County, District 3

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Reappoint
(action required)

Lucy Gigli



Term Began: October 2012
Term Expires: October 2014

Independent Watchdog Committee (IWC)

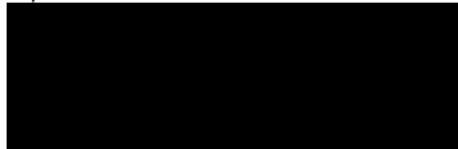
Appoint
(action required)

Vacant

Paratransit Advisory and Planning Committee (PAPCO)

Reappoint
(action required)

Sylvia J. Stadmire



Term Began: January 2013
Term Expires: January 2015

10/5/16

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: aaayers@alamedactc.org
Fax: (510) 893-6489

Application for the Alameda CTC Independent Watchdog Committee (IWC)



Alameda CTC invites Alameda County residents to serve on its **Independent Watchdog Committee**, which generally meets quarterly on the evening of the second Monday of the month. Each member is appointed for a two-year term.

Membership qualifications:

Each IWC member must be an Alameda County resident and must not be an elected official at any level of government or a public employee of an agency that oversees or benefits from the proceeds of the sales tax or have any economic interest in any Measure B or Measure BB-funded projects or programs.

Name: _____
Home Address: _____
Mailing Address: _____
Phone: (home) _____
Email: _____

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the IWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer and relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume:** Please include your current biography or resume.

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

Signature [Handwritten Signature] Date Oct 7, 2016

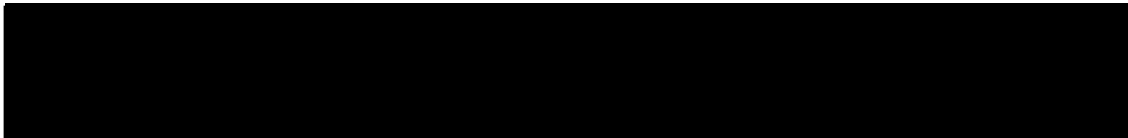
Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:
Signature: [Handwritten Signature]
Date: Oct 7, 2016

The following is my response to the questions for the Alameda CTC:

- I. **Commision/Committee Experience.** I have no previous experince on a public agency commission or committe.
- II. **Statement of Qualifications:** I am a board member of Bike East Bay. My interest in serving on the IWC is on their behalf.
- III. **Relevant Work or Volunteer Experience:**
 - 2016 - I was elected to the board of Bike East Bay
 - 2005- 2011 I served as a board member of Save the Bay.
 - 2002 - 2004 I served as the director of Allendale Recreation Center Music Program. 1998
 - 2000 I served as secretary of Laurel District NCPC Beat 25x
 - 1991 -1992 I was elected student body president of Cogswell Polytechnical College.

CURTIS BUCKLEY



PROFESSIONAL SUMMARY

BMS Systems Administrator with 7 years of experience in Automation Engineering. Areas of expertise include troubleshooting, repair, programming, report building and auditor response.

SKILLS

BMS Administrator

A certified Windows Server Administrator.

A factory trained Siemens Insight Administrator.

Building Automation Monitoring System Programmer.
program language and can

Proficient in Siemens PPCL

troubleshoot and repair control system logic.

Compliance Administrator	Responds to data requests and BMS related issues during
	audits.

WORK HISTORY

Instrumentation Specialist,

09/1992 to 03/2005 **Chiron**

Corporation. – Emeryville, CA

Calibrated and repaired of mechanical, electronic, pneumatic and dimensional equipment/systems that are used in the manufacturing of bio-pharmaceutical products. Calibrated and repaired temperature, pressure, humidity conductivity and pH analytical equipment. Calibrated and repaired pipettes, calipers, dial indicator and other dimensional equipment.

Instrumentation Specialist, 03/2005 to 06/2007

Novartis – Emeryville, CA Became heavily envovled with the troubleshooting and repair of Johnson Controls and Siemens HVAC control systems. Received factory training on Siemen Building Technology and Rockwell PLC's .

Senior Instrumenation Specialist, 06/2007 to 09/2013

Bayer – Emeryville, CA Became the system administrator for the Siemens Building Monitoring Systems(BMS) during my time as a technician for Bayer.

Responsible for the maintenance and repair of the BMS.

Added,edited and removed BMS accounts.

Part of the team that planned installation and validation of new systems and re-validation of existing systems. Created reports during audits and responded to auditor questions related to BMS systems. I oversaw the scheduled maintenance of the BMS by Siemens and was first signature on the Siemens service contracts.

Boehringer Ingelheim-Automation Engineer, 11/2014 to present

Operator, Administrator and Maintenance of building monitoring system for a Bio-Pharma manufacturer.

EDUCATION

Bachelor of Science: Electronic Engineering Technology, 1992

Cogswell Polytechnical College

- Sunnyvale, CA

Bachelor of Science:

Electronic Engineering

Technology.

Associated student Body

President 1991-1992

Associate of Science: Electrical Engineering Technology,

Chabot College - Hayward/CA



Paratransit Advisory and Planning Committee
Meeting Minutes
Monday, June 27, 2016, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Herb Hastings <u>P</u> Joyce Jacobson	<u>P</u> Carmen Rivera- Hendrickson <u>P</u> Michelle Rousey <u>A</u> Harriette Saunders
<u>A</u> Will Scott, Vice-Chair	<u>P</u> Sandra Johnson-Simon	<u>P</u> Linda Smith <u>P</u> Kimberly Tamura <u>P</u> Esther Waltz <u>P</u> Hale Zukas
<u>P</u> Kevin Barranti	<u>P</u> Jonah Markowitz	
<u>P</u> Larry Bunn	<u>A</u> Rev. Carolyn Orr	
<u>P</u> Shawn Costello	<u>A</u> Vanessa Proee	
<u>P</u> Elizarah Escalante		

Staff:

P Tess Lengyel, Deputy Executive Director of Planning and Policy
P Cathleen Sullivan, Principal Transportation Planner
P Jacki Taylor, Associate Program Analyst
P Krystle Pasco, Assistant Program Analyst
P Naomi Armenta, Paratransit Coordination Team
P Terra Curtis, Paratransit Coordination Team
P Margaret Strubel, Paratransit Coordination Team

Guests:

Shawn Fong, City of Fremont Paratransit Program; Kim Ridgeway, AC Transit

MEETING MINUTES

1. Roll Call

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:10 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes. Tess Lengyel, Deputy Executive Director of Planning and Policy, made an

announcement regarding staffing changes and other agency updates.

2. Public Comment

There were no comments from the public.

3. Administration

3.1. May 23, 2016 PAPCO Meeting Minutes

Member Hastings moved to approve the May 23, 2016 PAPCO Meeting minutes as written. Member Waltz seconded the motion. The motion passed with the following votes (12-0-0):

Yes: *Barranti, Bunn, Costello, Escalante, Hastings, Jacobson, Johnson-Simon, Smith, Stadmire, Tamura, Waltz, Zukas*
No: *None*
Abstain: *None*
Absent: *Markowitz, Orr, Proee, Rivera-Hendrickson, Rousey, Saunders, Scott*

3.2. May 12 and 13, 2016 Paratransit Program Plan Review Subcommittee Meeting Minutes

The Committee received the Paratransit Program Plan Review Subcommittee Meeting minutes from May 12 and 13, 2016.

3.3. FY 2016-17 PAPCO Elections

Naomi Armenta reviewed the PAPCO officer roles and responsibilities and referenced the memo in the agenda packet.

Naomi then referenced the Brown Act with regards to public advisory committees and their leadership elections process. Naomi then commenced the nomination process.

PAPCO members nominated the following members:

- Sylvia Stadmire as Chair
- Shawn Costello, Herb Hastings, Sandra Johnson-Simon and Will Scott as Vice Chair

- Shawn Costello and Herb Hastings as the Independent Watchdog Committee (IWC) representative
- Jonah Markowitz, Cimberly Tamura and Esther Waltz as the Service Review Advisory Committee (SRAC) representative

The committee elected the following officers and committee representatives:

- *Sylvia Stadmire, PAPCO Chair*
- *Sandra Johnson-Simon, PAPCO Vice Chair*
- *Herb Hastings, IWC Representative*
- *Cimberly Tamura, SRAC Representative*

Present: Barranti, Bunn, Costello, Escalante, Hastings, Jacobson, Johnson-Simon, Markowitz, Rivera-Hendrickson, Rousey, Smith, Stadmire, Tamura, Waltz, Zukas

Absent: Orr, Proee, Saunders, Scott

3.4. Final FY 2015-16 PAPCO Meeting Calendar

Committee members received the final FY 2015-16 PAPCO meeting calendar.

3.5. Final FY 2015-16 PAPCO Work Plan

Committee members received the final FY 2015-16 PAPCO work plan.

3.6. PAPCO Appointments

Committee members received the current PAPCO appointments.

4. Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Programs Update (Verbal)

Krystle Pasco gave an update on the Hospital Discharge Transportation Service (HDTTS) and Wheelchair Scooter Breakdown Transportation Service (WSBTS) programs. She reviewed the programs' purpose, fiscal year priorities, and ridership highlights. Naomi Armenta then gave an overview of the programs' challenges and led a discussion regarding the future of the programs and potential changes.

Questions and feedback from PAPCO members:

- A Committee member asked what the issue was with getting the Alta Bates and Summit Hospitals to participate in the program. Staff responded that one issue was not having the correct contact person at the hospitals to help move the MOU process along.
- A Committee member asked when they should expect to have ValleyCare Hospital back on board with the program. Staff responded that vouchers can be distributed by hospital staff after an in service training is conducted. Staff is planning to schedule these in the summer.
- A Committee member noted that ValleyCare Hospital has a new shuttle that takes people to their facility and back home. Staff will look into this new transportation option.
- A Committee member asked why the ridership at Highland Hospital is so low. Staff responded that Highland Hospital staff has several options, including taxis, to choose from when discharging patients.
- A Committee member asked if transportation through the HDTS program is being arranged after a patient is already discharged. Staff responded that often times discharge planners are not planning ahead for an individual's transportation. It is known that discharge planners and other hospital staff are very busy and may be focusing on other aspects of the discharging process.
- A Committee member recommended that paratransit users in these situations access other transportation options through their City-based programs, including MRTIP and subsidized taxi services.
- A Committee member recommended that a universal same day program be put in place in Alameda County. Staff noted that they are already looking into this option.
- A Committee member expressed frustration with being sent outside of the County for medical care when most transportation services are specific to Alameda County. She oftentimes is not able to get a ride back home from Kaiser Walnut Creek.
- A member of the audience expressed interest in addressing the paratransit program follow up with individuals using these

programs that might need more long term transportation access through ADA mandated or City-based services.

5. PAPCO Member Reports and Outreach Update

Member reports and outreach updates were heard from Members Tamura, Waltz, Smith, Stadmire and Rousey.

5.1. Paratransit Outreach Calendar

Krystle Pasco gave an update on the following outreach events:

- 6/3/16 – Four Seasons of Health Expo, Fremont Senior Center from 9:00 a.m. to 1:00 p.m.
- 6/30/16 – Senior Day at the Alameda County Fair, Alameda County Fairgrounds from 12:00 p.m. to 5:00 p.m.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Member Hastings reported that the next IWC meeting is on July 11th.

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

Member Waltz reported on the last SRAC meeting. They discussed the emergency preparedness plan as well as the Interactive Voice Response (IVR) system.

6.3. Other ADA and Transit Advisory Committees

Committee members received meeting minutes from other ADA and transit advisory committees.

Member Rivera-Hendrickson reported that the service changes for the LAVTA/Wheels service area, affecting Dublin, Pleasanton and Livermore, will take effective on August 13th. She noted that transit riders in the service area are not very happy with the new changes.

Member Rousey reported that the service changes for AC Transit took effect earlier this month. Other members noted that the changes were not well received.

7. Information Items

7.1. Mobility Management – National Aging and Disability Transportation Center Brochure

Naomi Armenta reviewed the mobility management attachment in the meeting agenda packet.

7.2. Other Staff Updates

Cathleen Sullivan and Krystle Pasco expressed excitement for their new roles with PAPCO and Alameda CTC's paratransit program. Krystle also introduced Margaret Strubel who will be clerking the PAPCO and ParaTAC meetings moving forward.

8. Draft Agenda Items for September 26, 2016 PAPCO Meeting

8.1. FY 2016-17 PAPCO Meeting Calendar

8.2. FY 2016-17 PAPCO Work Plan

8.3. Gap Grant Cycle 5 Extension Progress Reports (Verbal)

8.4. Paratransit Outreach Information (Verbal)

9. Adjournment

The meeting adjourned at 2:50 p.m. The next PAPCO meeting is scheduled for September 26, 2016, 2016 at the Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.



Joint Paratransit Advisory and Planning Committee
and Paratransit Technical Advisory Committee
Meeting Minutes
Monday, July 25, 2016, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

PAPCO Members:

P Sylvia Stadmire,
Chair

P Sandra Johnson-
Simon,
Vice-Chair

P Kevin Barranti

P Larry Bunn

P Shawn Costello

A Elizarah
Escalante

P Herb Hastings

P Joyce

Jacobson

P Jonah Markowitz

A Rev. Carolyn Orr

A Vanessa Proee

A Carmen Rivera-
Hendrickson

A Michelle Rousey

P Harriette

Saunders

A Will Scott

P Linda Smith

P Kimberly Tamura

P Esther Waltz

P Hale Zukas

ParaTAC Members:

P Diane Atienza

A Dana Bailey

A Jessica Cutter

A Pam Deaton

A Shawn Fong

A Brad
Helfenberger

A Rashida Kamara

A Jackie Krause

A Kadri Klm

A Isabelle Leduc

P Wilson Lee

P Hakeim McGee

A Scott Means

A Mallory Nestor

P Julie Parkinson

A Gail Payne

P Kim Ridgeway

P Sandra Rogers

A Sid Schoenfeld

A Leah Talley

A Laura Timothy

A Jonathan Torres

A Rochelle
Wheeler

A David Zehnder

Staff:

P Cathleen Sullivan, Principal Transportation Planner

P Krystle Pasco, Assistant Program Analyst

P Naomi Armenta, Paratransit Coordination Team

P Richard Weiner, Paratransit Coordination Team

P Elisa Minaya, Alameda CTC Consultant

P Margaret Strubel, Alameda CTC Consultant

Guests:

Jennifer Cullen, Senior Support Program of the Tri-Valley; Vanessa Lee, Alameda CTC; Christine Maley-Grubl, MTC; Drennen Shelton, MTC; Divyaa Venkatachalam, MTC Intern

MEETING MINUTES

1. Roll Call

Naomi Armenta called the meeting to order at 1:05 p.m. and confirmed a PAPCO quorum. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

There were no comments from the public.

3. MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) Update and Discussion

Drennen Shelton, with MTC, gave an overview of the Coordinated Plan. She provided some background information as well as an update on the plan's progress. She then facilitated a discussion to gather more information on additional gaps and potential solutions for transportation for seniors and people with disabilities in Alameda County.

Questions and feedback from PAPCO, ParaTAC and members of the public:

- Extend public transit service hours
- The required minimum matching requirement for federal funding is too high (11.47%) for non-profits who provide services like volunteer driver programs, which is identified as a solution to transportation gaps.
- More paratransit service in the Berkeley hills, i.e. expand public transit to these areas
- More training opportunities for people with disabilities to educate and inform drivers
- Sensitivity training for drivers
- Additional funding to decrease cuts to fixed route service

- Better transit and paratransit connections for the Tri-Valley and the East Bay
- Need more travel training services to direct people to public transit as opposed to paratransit, when possible
- Better communication from transportation providers, including ADA paratransit, on arrival times so passengers can be prepared
- Better standby process for ADA paratransit users
- Improve BART station elevators; need regular maintenance and cleaning
- Universal senior and disabled fares and payment mediums across fixed route transit
- More coordination and planning around transportation, housing and other land use issues
- Better access to public transit fare mediums for seniors and people disabilities visiting the area

4. Gap Priorities and Integration with Comprehensive Investment Plan (CIP) Discussion

Cathleen Sullivan gave a presentation on Gap priorities and the integration with Alameda CTC's CIP process. She provided background information on the CIP, guiding principles, eligibility and funding requirements. She then led a discussion on priorities for the funding opportunity.

Questions and feedback from PAPCO, ParaTAC and members of the public:

- A Committee member expressed concern regarding Direct Local Distribution (DLD) fund recipients who are also Gap Grant recipients and who have large reserves. Staff responded that reserves will be taken into consideration when evaluating applications.
- A Committee member asked a question regarding funding for purchasing vehicles or replacing vehicle parts. Staff responded that those types of purchases are more appropriate for Section 5310 funding. If there is a case for enhancing mobility management services then these purchases may be eligible.

- A Committee member asked where the number for the match requirement comes from. Staff responded that the 11.47% required match comes from federal funding requirements.
- A PAPCO member and a member of the public expressed concern regarding the 11.47% required match specifically for non-profits who traditionally provide a more cost effective service. Staff responded that they will reconsider the matching requirements internally.

5. Information Items

5.1. Member Announcements

Member announcements were heard from Members Hastings and Waltz.

5.2. Staff Updates

Cathleen Sullivan provided an update on the new start time for PAPCO and Joint PAPCO and ParaTAC meetings moving forward, which will be 1:30 p.m. Additionally, she noted that food provided at future meetings will also change. She recommended that members who want a more substantial lunch should make arrangements prior to the meeting.

6. Draft Agenda Items for September 26, 2016 PAPCO Meeting

6.1. FY16-17 PAPCO Work Plan and Calendar

6.2. Gap Grant Cycle 5 Extension Progress Report

6.3. Comprehensive Investment Plan (CIP) [Paratransit Gap and Discretionary Funding] Update

6.4. Paratransit Outreach Information

7. Adjournment

The meeting adjourned at 2:15 p.m. The next PAPCO meeting is scheduled for September 26, 2016. The next ParaTAC meeting is scheduled for September 13, 2016. Both meetings will take place at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2016-2017

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '16
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	0
2	Ms.	Johnson-Simon, Vice Chair	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Bill Harrison	Feb-16		Feb-18	0
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-16	Jan-18	0
5	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18	0
6	Ms.	Escalante	Elizarah	Union City	City of Union City Mayor Carol Dutra-Vernaci	May-16		May-18	2
7	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18	0
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-16	Jan-18	0
9	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	Oct-14	1
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16	2
11	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	Jun-18	2
12	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-16	Jan-18	1

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '16
13	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Jun-16	Jun-18	0
14	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18	2
15	Ms.	Smith	Linda	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Apr-16		Apr-18	1
16	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17	0
17	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	Jun-18	0
18	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Feb-16	Feb-18	0
19		Vacancy			Alameda County Supervisor Richard Valle, D-2				
20		Vacancy			City of Hayward Mayor Barbara Halliday				
21		Vacancy			City of Livermore Mayor John Marchand				
22		Vacancy			City of Newark Councilmember Luis Freitas				
23		Vacancy			City of Piedmont Acting Mayor Jeff Wieler				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 20, 2016

SUBJECT: October Legislative Update

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

Summary

The October 2016 legislative update provides information on state, local, and federal legislative activities including state activities after the final recess, local legislative activities to date, and federal activities. This is an information item.

Background

The Commission unanimously approved the 2016 Legislative Program in January 2016. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in 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.

State Update

At this time, activity at the state level is primarily focused on the Governor addressing bills that made it through the legislature and on regulatory activities. August 31 was the last day for each house to pass bills, except bills that take effect immediately or bills in the Extraordinary Session. September 30 was the last day for the governor to sign or veto bills passed by the legislature. Bills enacted on or before September 30 take effect January 1, 2017, or immediately if they are urgency bills. Staff will report at the Committee meeting on the outcome of legislation on which the Commission took positions.

After the November 8 general election, Alameda CTC will report on the outcome of the transportation-related measures on the ballot sponsored by Self-help Counties

throughout the state and on local and regional measures related to transportation and infrastructure.

Although the Legislature is gone until December, there are several regulatory proceedings that continue during this interim. This includes updating the AB 32 Scoping Plan, soon to be the SB 32 Scoping Plan, updating the State Implementation Plan (SIP), and developing the Advanced Clean Transit regulations.

AB 32 Scoping Plan: Pursuant to Governor Brown's Executive Order, the California Air Resources Board (CARB) commenced working on an update to the AB 32 Scoping Plan to include 2030 targets long before SB 32 was enacted. CARB has held six workshops so far this year, including one on transportation where two discussion draft documents were released in September aimed at developing strategies to assist in making local land use decisions. The first was prepared by the Natural Resources Agency titled Vibrant Communities and Landscapes (hyperlink below). This document contains general policy goals for the state to develop that are aimed at assisting local and regional governments achieve their GHG reduction goals. This includes developing financing and regulatory tools to promote infill development and protect working lands. In addition, this document expresses support for expanding the use of express lanes, reduce parking requirements and provide transit incentives.

The other discussion document presented by the Strategic Growth Council focuses on developing state strategies that will reduce vehicle miles travelled (hyperlink below). This document lists general policy goals that the state could pursue to help local and regional governments reduce vehicle miles travelled. In particular it suggests developing performance measures and targets in the selection of transportation capital projects, exploring the use of transit pass subsidies, expanding the development of express lanes, and implementing green construction practices for transportation projects.

Vibrant Communities and Landscapes:

<https://www.arb.ca.gov/cc/scopingplan/meetings/091316/vibrant%20communities.pdf>

Potential State-Level Strategies to Advance Sustainable, Equitable Communities & Reduce VMTs:

https://www.arb.ca.gov/cc/scopingplan/meetings/091316/Potential%20VMT%20Measures%20For%20Discussion_9.13.16.pdf

Advanced Clean Transit: CARB has proposed developing regulations that would transition all public transit vehicles to zero emission vehicles by 2030. To develop these regulations CARB has embarked on a process that relies less on the traditional workshop process. In its place CARB has created workgroup headed by public transit operators and includes representatives from vehicle manufacturers,

environmental groups, and environmental justice organizations. The first workgroup meeting was held in January of this year, and the fifth meeting is scheduled for October 4.

The workgroup has been a much more collaborative process that has spent a significant amount of time developing a base line understanding of the true cost of operating a zero emission bus. In addition, subgroups are working on addressing cost issues related charging battery electric buses. While draft language on this regulation has not been released, the goal is to issue draft language next year with the goal implementing this program in 2018.

State Implementation Plan: The federal clean air act requires California to submit a plan on how it intends to meet air quality standards. CARB staff updated the Board on the proposed 2016 SIP last week and will return for Board adoption in December. The SIP is not required to address GHG emissions. Given how intertwined California's air quality and GHG programs have become, the 2016 SIP will count on several GHG reduction programs to reach the state's SIP goals. This includes for the first time the emission reduction benefits from the proposed Advanced Clean Transit program, a proposal to transition all airport shuttle buses to zero emission, the zero emission forklift program, and incentive funding to reduce on-road heavy duty vehicles emissions. Placing these programs in the SIP underscores the state's commitment to implement these programs in the near term. More information on the 2016 SIP can be found at: <https://www.arb.ca.gov/planning/sip/2016sip/2016sip.htm>

Strategic Growth Council Proposed Rulemaking on Transformative Climate Community Program: As released on the SGC website, this notice of proposed rulemaking is for the Transformative Climate Community Program (TCCP) approved in AB 2722 this year that would provide funding for neighborhood level projects that involve multiple stakeholders, reduce GHGs and benefit disadvantaged communities. This could include investments in transportation, transit, active transportation, housing, energy, water efficiency, and urban greening. \$140M was approved for this program. The proposed action is the first of several to implement the TCCP. Specifically, this action specifies a portion of total program funds for applications from specific geographic locations. SGC will develop program guidelines and selection criteria in a future rulemaking. According to the SGC website, "The Proposed Regulation and Initial Statement of Reasons are available on the Council's website at www.sgc.ca.gov. Please submit all comments by November 7, 2016, to tccpubliccomments@sgc.ca.gov. The Council will conduct a public hearing on the proposal on November 7, 2016, in the City of Fresno. Details on the hearing are included in the Notice of Proposed Action, which is available at: <http://sgc.ca.gov/resource%20files/NoticeofProposedTCCRulemakingFINAL092316.pdf>"

Transportation Extraordinary Session: While the regular session has ended, the special session called by the governor to address transportation funding remains viable until the end of November. The last day of the Transportation Extraordinary Session is November 30, 2016. The Senator Beall and Assemblyman Frazier transportation funding package is still on the table, and we will see if it gets any traction after the November elections.

There is hope that the legislature will reconvene after the November elections in an effort to push through a funding package. The likelihood of them returning will largely depend on the outcome of the elections. If the Democrats in either house secure a two-thirds majority in either house, they will likely wait until the new session to start again on developing a consensus package.

The joint proposal by Senator Beall and Assemblyman Frazier would generate \$7.4 billion in revenue to repair and maintain our highways and local roads, invest in trade corridors, and support public transit and active transportation. This proposal was amended into Senator Beall's SBX 1, and Assemblyman Frazier introduced ABX 26—both measures are identical. There are many similarities with prior proposals; however, there are some key changes.

- \$200 million annually allocated to a State and Local Partnership Program that would be open to all existing and future transportation sales tax counties. The language specifies eligible matching sources include voter-approved taxes or fees, including uniform developer fees dedicated to transportation improvements.
- \$150 million annually dedicated to Active Transportation Program projects. The language would allocate \$80 million from the Road Maintenance & Rehabilitation Program account and \$70 million from savings identified by Caltrans through operational efficiencies. These funds would be subject to annual budget act appropriations.
- \$900 million annually for goods movement investments derived from increasing and indexing the diesel fuel excise tax by 30 cent per gallon. The proposal updates the Trade Corridors Improvement Fund statutes, which would be how \$900 million is allocated.
- \$516 million annually for transit capital and operations. This total is a combination of revenue sources including an increase from 5 to 10 percent the amount of Greenhouse Gas Reduction funds dedicated to the Low Carbon Transit Operations Program, and a 3.5 percent increase to the diesel fuel sales tax. The \$216 million generated by the sales tax increase must be used for capital projects, but transit operation is eligible if the service complements local transportation infrastructure improvements.

- \$534 million annually to regions to restore cuts to the STIP. These funds are partially the result of recapturing gasoline excise tax revenue sold for off-highway uses.

Local Update

Local transportation sales taxes are reliable funding sources that continue to exceed regional, state, and federal funding levels. Having local funding is critical to support essential transportation projects and programs.

If approved by voters on November 8, 2016, the following local measures will fund transportation operations and maintenance, capital improvements, streets and sidewalks, and pedestrian, bicycle, and traffic safety. In September the Commission took support positions on the following local measures. Alameda CTC staff will report on the outcomes of these local measures after the November 8 general election.

Sponsor	Description	Term	Total
AC Transit	Measure C1 : Extension of the parcel tax for AC Transit operations and maintenance.	20 years	\$600M
BART	Bond Measure RR : An increase in homeowners' property taxes to fund capital improvements in Alameda, Contra Costa, and San Francisco counties.	40 years	\$3.5B
City of Alameda	Measure K1 : Reaffirms the existing annual transfer of funds from Alameda Municipal Power to the City's General Fund budget dedicated to essential services including public safety, fire and emergency response, recreation and parks, street and sidewalk maintenance, libraries, and streetlights.	No exp.	\$3.7M/yr
City of Albany	Measure P1 : Parcel tax to repair and upgrade aging and deteriorating public sidewalks and remove obstructions so that Albany sidewalks are safe and accessible.	10 years	\$2M
City of Berkeley	Measure T1 : Infrastructure and facilities bond measure that would support streets and sidewalks, storm drains, senior centers, parks and rec facilities, public buildings and facilities.	40 years	\$100M
City of Oakland	Measure KK : Bond measure that would support streets, sidewalks, and pedestrian, bicycle, and traffic safety; public safety and quality of life; and housing and anti-displacement.	10 years	\$600M
			+\$4.8B

Local Actions

Attachment B lists the positions that the Commission has taken on specific bills since January 2016.

Alameda CTC is in the process of developing our 2017 Legislative Program and is coordinating with partners to ensure our program is synergistic with their programs. Staff will present the Alameda CTC 2017 Legislative Program to the Commission in November 2016. Prior to that, Alameda will continue to support the main principles in our current legislative program, with an emphasis on continuing to leverage funding to support transportation improvements.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. Alameda CTC Bill Positions

Staff Contact

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



2016 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
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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	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding. • Support new funding sources for transportation.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • 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. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

Alameda CTC Bill Positions (9/15/16)

<p>AB 1572 (Campos D) School transportation.</p>	<p>Would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met. The bill would require a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan developed, in consultation with specified stakeholders, to ensure that all pupils entitled to free transportation receive the transportation. (Amended: 4/21/2016)</p>	<p>ASSEMBLY -- DEAD</p>	<p>3/24/16</p>	<p>SUPPORT IN CONCEPT</p>
<p>AB 1591 (Frazier D) Transportation funding.</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws. (Introduced: 1/6/2016)</p>	<p>ASSEMBLY TRANS -- DEAD</p>	<p>2/18/16</p>	<p>SUPPORT & SEEK AMENDS</p>
<p>AB 1746 (Stone, Mark D) Transit buses.</p>	<p>Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the Los Angeles Metropolitan Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 8 entities described above, subject to the same conditions and requirements. (Amended: 5/24/2016)</p>	<p>SENATE DEAD.</p>	<p>4/28/16</p>	<p>SUPPORT</p>

<p>AB 1780 (Medina D) Greenhouse Gas Reduction Fund: trade corridors.</p>	<p>Would, beginning in the 2016-17 fiscal year, continuously appropriate 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation. (Amended: 3/28/2016)</p>	<p>ASSEMBLY DEAD</p>	<p>5/26/16</p>	<p>NO POSITION</p>
<p>AB 1919 (Quirk D) Local transportation authorities: bonds.</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes. (Amended: 4/4/2016)</p>	<p>Governor's Desk</p>	<p>3/24/16</p>	<p>SUPPORT</p>
<p>AB 1964 (Bloom D) High-occupancy vehicle lanes: vehicle exceptions.</p>	<p>Current law authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.</p> <p>This bill would create a new program that removed the cap on the number of stickers that can be issued, but the new stickers would only be valid for 4 years from the date of issuance. Beginning on January 1, 2019, the DMV would be prohibited from issuing a sticker to an applicant who has received a CVRP rebate, unless the applicant's income falls below the following</p>	<p>SENATE FLOOR</p>	<p>6/30/16</p>	<p>OPPOSE Unless Amended</p>

	<p>income limits: \$125,000 for a single filer, \$170,000 for a head-of-household filer, or \$250,000 for a joint filer.</p> <p>In addition, to address concerns regarding congestion in HOV lanes the bill would allow Caltrans, with the concurrence of the regional transportation agency, to eliminate access to HOV lanes by stickered cars if the following conditions are met:</p> <ul style="list-style-type: none"> • The lane or portion of the lane exceeds a specified level of service. • The operation or projected operation within the next 12 months of stickered vehicles in these lanes significantly contributes, or is projected to significantly contribute, to congestion of these lanes. • Alleviating the congestion by reducing the use of the lane by non-eligible vehicles through increased enforcement or further increasing vehicle occupancy is either infeasible. <p>(Amended: 6/30/2016)</p>			
<p>AB 2090 (Alejo D) Low Carbon Transit Operations Program.</p>	<p>Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.</p> <p>(Amended: 5/27/2016)</p>	<p>SENATE APPR. – DEAD</p> <p>Held on Suspense</p>	<p>4/28/16</p>	<p>SUPPORT</p>

<p>AB 2170 (Frazier D) Trade Corridors Improvement Fund: federal funds.</p>	<p>Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to Trade Corridors Improvement Fund.</p> <p>AB 2170 was amended over the objections of Assemblyman Frazier to also require that the use of these funds be consistent with Sustainable Freight Action Plan. With these amendments, Assemblyman Frazier asked the CTC to remove its support for the bill, and there are no plans to move this bill forward.</p>	<p>Governor's Desk</p>	<p>5/26/16</p>	<p>SUPPORT</p>
<p>AB 2222 (Holden D) Greenhouse Gas Reduction Fund: Transit Pass Program.</p>	<p>Would establish the Transit Pass Program to be administered by the Department of Transportation pending appropriation of moneys from the Greenhouse Gas Reduction Fund, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department, in coordination with the state board, to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. (Amended: 5/31/2016)</p>	<p>SENATE APPR. – DEAD Held on Suspense</p>	<p>3/24/16</p>	<p>SUPPORT IN CONCEPT</p>
<p>AB 2289 (Frazier D) Department of Transportation: capital improvement projects.</p>	<p>Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges. (Enrollment: 7/11/2016)</p>	<p>Signed into Law Chapter 76, Statutes of 2016</p>	<p>5/26/16</p>	<p>SUPPORT</p>

<p>SB 998 (Wieckowski D) Vehicles: mass transit guideways.</p>	<p>Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. (Enrollment: 8/25/2016)</p>	<p>Governor's Desk</p>	<p>4/28/16</p>	<p>SUPPORT</p>
<p>SB 1051 (Hancock D) Vehicles: parking enforcement: video image evidence.</p>	<p>Would extend the provisions to the Alameda-Contra Costa Transit District, thereby authorizing the district to enforce parking violations in specified transit-only traffic lanes through the use of video imaging evidence and to install automated forward facing parking control devices on district-owned public transit vehicles. The bill would repeal the authority for the Alameda-Contra Costa Transit District to implement an automated enforcement system to enforce violations occurring in transit-only traffic lanes on January 1, 2022.</p>	<p>Governor's Desk</p>	<p>4/28/16</p>	<p>SUPPORT</p>
<p>SB 1128 (Glazer D) Commute benefit policies.</p>	<p>Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. (Enrollment: 8/24/2016)</p>	<p>Governor's Desk</p>	<p>4/28/16</p>	<p>SUPPORT</p>
<p>SB 1259 (Runner R) Vehicles: toll payment: veterans.</p>	<p>Would exempt vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes. (Amended: 4/21/2016)</p>	<p>ASSEMBLY DEAD</p>	<p>6/30/16</p>	<p>OPPOSE</p>

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Memorandum

9.1

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

DATE: October 20, 2016

SUBJECT: Measure B, Measure BB, and Vehicle Registration Fee Programs Update

RECOMMENDATION: Receive an update on the Alameda CTC's Measure B, Measure BB and Vehicle Registration Fee Programs.

Summary

This is an informational item on the status of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 VRF program. Collectively, the programs generate over \$270 million annually to support capital transportation improvements, roadway maintenance, and transit and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

Alameda CTC returns over half of all revenues collected through Measure B/BB/VRF back to the twenty local jurisdictions and transit agencies as DLD funds. In fiscal year 2015-2016 (FY2015-16), of the approximately \$270.7 million in net Measure B/BB/VRF funds collected, DLD recipients received approximately \$149.3 million in distributions - \$72.0 million in Measure B, \$69.9 million in Measure BB, and \$7.4 million in VRF distributions.

DLD recipients use their allocations to implement locally prioritized transportation improvements that improve local access, safety, transit connectivity, infrastructure preservation and long-term system reliability. Recipient's DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. DLD recipients are required to submit an end-of-year report to describe the specific expenditures and program achievements as part of the Annual Program Compliance Report. The FY2015-16 DLD Program Compliance Reports will be brought to the Commission in late-Spring 2017.

Background

Since the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs to the end of FY2015-16, Alameda CTC has distributed over \$967.3 million in total DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The Measure B/BB transportation sales tax programs provide the largest source of DLD funds that are distributed by formula from Alameda CTC to the fourteen cities, the County, and five transit agencies serving Alameda County. Measure B/BB DLDs are flexible funding sources that allows Alameda CTC and local jurisdictions to address a variety of Alameda County's transportation needs. Recipients may use their DLD local street and road (local transportation) funds to implement traditional roadway improvements such as pavement maintenance and rehabilitation, and also towards bicycle/pedestrian enhancements, and transit operations.

VRF program funds are distributed to the fourteen cities and the County, and used exclusively for locally prioritized street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY2015-16, Alameda CTC's DLD funding distribution by program category is depicted in Table 1 below.

DLD Programs	MB	MBB	VRF	Total
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$28.6	\$26.1	\$7.4	\$62.1
Mass Transit	\$27.1	\$28.1		\$55.2
Special Transportation for Senior and People with Disabilities (<i>Paratransit</i>)	\$11.5	11.8		\$23.3
Bicycle and Pedestrian Safety	\$4.8	\$3.9		\$8.7
TOTAL	\$72.0	\$69.9	\$7.4	\$149.3

In terms of DLD expenditures, DLD recipients on average have expended annually below the amount of DLD funds received for the year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds for future and larger capital improvements. Per the most recent recipients' financial statements for FY2014-15, there is a collective fund balance of \$63.8 million in DLD funds: \$42.1 million in Measure B, \$12.4 million in Measure BB, and \$9.3 million in VRF funds (Attachment B).

In December 2015, Alameda CTC updated the DLD Timely Use of Funds Policies to encourage the expeditious expenditure of DLD funds. This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. Through the Annual Program Compliance Reporting process, Alameda CTC will monitor the fund balances for adherence to the policies. On September 15, 2016 Alameda CTC held an Annual

Program Compliance Workshop and reminded all recipients of their fund balances and timely expenditure requirements. Alameda CTC anticipates the fund balances to significantly decrease over the next few years as a result of this policy. Alameda CTC will provide a status update on the DLD fund balances, recipients' program compliance, and DLD performance accomplishments in late-spring 2017 as part of the Annual Program Compliance Report to the Commission.

Other Programs – Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds through several grant programs for bicycle/pedestrian, transit, paratransit, freight, technology, and community developments related projects. Currently, the programming of all local discretionary funding is being coordinated as part of Alameda CTC's Comprehensive Investment Plan (CIP). The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview and targets available funds towards transportation priorities in Alameda County.

On September 1, 2016 Alameda CTC initiated a call for project nominations with a request for eligible recipients to submit projects and programs ready for implementation between FY2017-18 through FY2021-22. Approximately \$100M in local Measure B/BB/VRF funds are being coordinated and programmed in conjunction with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs. The project nomination process will close on October 31, 2016. Alameda CTC will examine the project nominations and recommend a draft program of these discretionary funds to the Commission in late-Spring 2017. Projects selected are expected to support countywide transportation goals and will include a range of capital projects, planning studies, transit operations, and outreach activities.

Fiscal Impact: There is no significant fiscal impact due to this item.

Attachments

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB/VRF Direct Local Distribution Fund Balances

Staff Contact

[Vivek Bhat](#), Director of Programming and Project Controls

[John Nguyen](#), Senior Transportation Planner

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**Measure B/Measure BB/Vehicle Registration Fee
Historical Direct Local Distributions**

Fiscal Year	Measure B	Measure BB	Vehicle Registration Fee	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
Total	\$847,588,499	\$83,304,798	\$36,396,232	\$967,289,529

Notes:

Distributions are from the fiscal year start of each respective funding program.

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

(As of the start of Fiscal Year 2015-16)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$6,573,949	\$5,843,198		\$12,417,146
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$2,298,655	\$125,391		\$2,424,046
ACE	\$2,176,303	\$34,890		\$2,211,193
Alameda County	\$2,339,106	\$506,146	\$314,761	\$3,160,013
City of Alameda	\$3,069,434	\$389,207	\$710,844	\$4,169,484
City of Albany	\$378,642	\$88,307	\$83,453	\$550,403
City of Berkeley	\$1,946,435	\$634,434	\$1,059,908	\$3,640,777
City of Dublin	\$668,205	\$95,140	\$174,188	\$937,533
City of Emeryville	\$672,281	\$61,006	\$87,399	\$820,686
City of Fremont	\$2,200,657	\$599,542	\$534,585	\$3,334,784
City of Hayward	\$1,607,990	\$610,287	\$458,779	\$2,677,055
City of Livermore	\$1,226,372	\$209,473	\$774,914	\$2,210,759
City of Newark	\$606,561	\$123,198	\$479,695	\$1,209,454
City of Oakland	\$11,072,392	\$2,343,116	\$3,022,593	\$16,438,101
City of Piedmont	\$115,585	\$79,133	\$30,453	\$225,171
City of Pleasanton	\$1,530,777	\$208,325	\$158,329	\$1,897,431
City of San Leandro	\$3,346,899	\$327,542	\$619,752	\$4,294,193
City of Union City	\$302,117	\$159,884	\$804,932	\$1,266,933
Total	\$42,132,358	\$12,438,217	\$9,314,585	\$63,885,160

Notes:

The table above reflects total fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2014-15 Audited Financial Statements. Thus, the FY 2014-15 Ending Fund Balance contained in these reports is the starting fund balance for FY 2015-16.

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Memorandum

9.2

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

DATE: October 20, 2016

SUBJECT: Alameda CTC Capital Program Update

RECOMMENDATION: Receive an update on the Alameda CTC's Capital Program.

Summary

This is an informational item on the status of Alameda CTC's Capital Program. Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission funds and oversees numerous capital transportation improvement projects throughout Alameda County, with many originating from the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. The Program, as summarized in Appendix A, currently contains 66 active projects directly implemented by Alameda CTC and projects implemented by other jurisdictions within Alameda County across the full spectrum of delivery from scoping through construction. The estimated capital value for projects in the construction phase is \$1.4 billion. The total estimated value of funding for active projects in Alameda CTC's Capital Program is \$3.0 billion.

Background

Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission authorizes, funds, and oversees projects eligible for funding for which the Commission has authority to administer and/or program, including the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. The Alameda CTC is currently managing the 64 active capital projects, spanning various stages of delivery including, Scoping, Preliminary Engineering/Environmental, Design, and Construction, as summarized in Appendix A. In

addition to performing project management oversight (PMO) for the twenty-six projects implemented by jurisdictions within Alameda County, Alameda CTC provides Project Management (PM) and delivery of projects and programs which require multi-jurisdictional coordination and/or have significant regional impact.

Through both strategic implementation and effective management, Alameda CTC has leveraged available local funds to bring other local, regional, state, and federal funds for projects and programs in Alameda County. The most significant leveraging has been from the State Proposition 1B (Prop 1B) "I-Bond" Programs. To date over \$853 million of Prop 1B funding have gone to Alameda County projects and over 50 percent of these funds went to projects directly implemented by Alameda CTC (refer to Attachment B, Prop 1B Bond Summary).

The Commission's actions since the passage of Measure BB have created a pipeline of projects that will not only achieve the benefits identified in the 2014 TEP but also create a steady stream of projects at various stages of project readiness to compete for future funding opportunities as they are made available. Specifically, in June 2015, the Commission approved funds for scoping to jumpstart the project evaluation and selection process. In March 2016, the Commission approved 20 multi-jurisdictional and regionally significant projects to begin the project delivery process and to be implemented by Alameda CTC. Most recently, contained within the FY2016 CIP update which the Commission approved in July 2016, over \$140 million of allocations were specifically for capital projects ready for the construction phase. As funding from grants such as The Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant, established by the Fixing America's Surface Transportation Act (FAST Act) and the Transportation Investment Generating Economic Recovery (TIGER) become available, Alameda CTC's Capital Program will be poised to compete aggressively for these funds.

In Summary

Alameda CTC's Capital Program contains sixteen projects in the Construction Phase with a total construction funding value of \$1.4 billion; eleven projects in the Design phase with total funding estimated at \$400 million; seven projects are in the Preliminary Engineering/Environmental Studies phase with approximately \$342 million in identified funding; and twenty-one projects are in the Scoping phase with approximately \$35.2 million in identified funding. Additional project details are available on the Alameda CTC website (http://www.alamedactc.org/app_pages/view/4681).

Projects within Alameda CTC's Capital Program are primarily sourced from the 1986 Measure B, 2000 Measure B, 2014 Measure BB, and the State Prop 1B. The following provides a brief summary of the achievements and status of each funding program relative to Alameda CTC's Capital Program.

1986 Measure B: Most capital projects in the 1986 Measure B program have been completed and benefits have been realized by the public. The remaining unexpended

commitments of 1986 Measure B funding are for fully funded project phases with clear well-defined project deliverables.

Significant 1986 Measure B achievements include:

- Widened the Nimitz Freeway to eight and ten lanes, added auxiliary lanes and upgraded interchanges;
- Built Airport Roadway from Harbor Bay/Maitland to Airport Drive adding alternative access to Oakland International Airport;
- Constructed local road improvements in San Leandro and Hayward;
- Added freeway to freeway connections at the Route 13/24 Interchange;
- Modified and upgraded the I-580/680 Interchange;
- Realigned Route 84 and diverted cut through traffic out of downtown Livermore to the current Route 84 corridor; and
- Extended BART from Bay Fair to Dublin/Pleasanton

2000 Measure B: Of the committed \$786.5 million for 2000 Measure B capital projects, 98 percent of the funds have been allocated.

Significant 2000 Measure B achievements include:

- Implemented the first Rapid Bus Service and Bus Rapid Transit in the East Bay;
- Widened I-238 to six lanes;
- Widened southbound I-680 and implemented the first Bay Area Express Lane;
- Built the new Isabel Ave Interchange and added carpool lanes along I-580;
- Widened Route 84 to expressway standards;
- Provided for local street and road improvements in Oakland, Newark, San Leandro and Hayward;
- Extending BART to Warm Springs to connect to San Jose;
- Constructed the Oakland Airport Connector between BART and Oakland International Airport;
- Converted carpool lanes to express lanes along I-580; and
- Implemented major innovative traffic relief technology on 22 miles of I-80.

Prop 1B Bond: Measure B funding programmed for emerging projects was successfully utilized to secure \$447 million in Prop 1B Bond funds towards the delivery of \$1.14 billion in highway projects collectively termed as the I-Bond Highway Program. Seven projects have been opened to the public. The two remaining are currently in construction and anticipated to be completed by 2018.

Significant Prop 1B achievements include:

- 100 percent of Prop 1B bond funding committed to Alameda CTC projects has been allocated;
- Constructed the new Isabel Ave – Route 84/I-580 Interchange;
- Added carpool lanes along I-580 in both the eastbound and westbound directions and currently converting to a new express lane facility;
- Widened Route 84 to four and six lanes between Jack London and Concannon Boulevards;
- Constructed carpool lanes in the southbound direction along I-880 from Hegenberger Road to Marina Boulevard and reconstructed the Davis St. and Marina Blvd. interchange/overcrossings; and
- Implemented improvements at Marina Blvd. to facilitate increased demand generated by the new Kaiser Hospital development which opened in spring 2014.

2014 Measure BB: On November 6, 2014 Alameda County voters approved the reauthorization and augmentation of the local funding stream ensuring continued vital investments in transportation programs and capital improvements. The sales tax authorized by Measure BB is guided by the 2014 TEP and will remain in effect for a total of 30 years. It will generate an estimated \$8 billion to fund essential transportation investments throughout Alameda County. Approximately 35 percent (\$2.8 billion) is identified for capital projects.

Significant 2014 Measure BB achievements include:

- In June 2015, the Commission approved the first allocations of Measure BB which included scoping phase allocations for various 2014 TEP categories for a total of \$6.55 million. These funds allowed jurisdictions to refine project scope, cost and schedule for future applications and further project development.
- In March 2016, the Commission approved the Capital Projects Delivery Plan (CPDP), a portfolio of regionally significant, multi-jurisdictional projects to be implemented by Alameda CTC.
- In July 2016, the Commission approved a \$755 million two-year allocation plan, with \$173 million allocated specifically for 21 named capital projects and 5 discretionary capital programs.
- Measure BB funding has been critical in advancing capital projects in the 2014 TEP beyond the scoping phase. \$54 million has been allocated to eight capital projects in the environmental and design phases and \$116 million allocated to 12 projects ready for construction.

Significant project milestones achieved since January 2016:

1. **I-580 Express Lanes Project (Project Nos. 1373.003 and 1373.001):** Lanes were opened for operations in February 2016.
2. **East Bay Greenway (Coliseum BART to 85th Avenue – Segment 7A) (Project No. 1379.001):** Alameda CTC accepted the project in April 2016. Alameda CTC is in the process to procure a contractor to perform the path maintenance and will subsequently be responsible for managing the ongoing maintenance contract.
3. **I-580 Soundwall Landscape Project (Project No. 1384.001):** The construction contract was accepted by the Alameda CTC Commission in April 2016.
4. **Iron Horse Transit Route (Project No. 1195.000):** Construction began July 2016.
5. **Downtown Oakland Streetscape Improvement (Project No. 1190.000):** Latham square was completed in July 2016. The final phase, Old Oakland Streetscape (vicinity of Washington Street and 8th Street) will be advertised late 2016 with construction anticipated to begin Spring 2017.
6. **Telegraph Avenue Corridor Bus Rapid Transit (Project No. 1193.001):** AC Transit held a ground breaking ceremony on August 26, 2016 for the third and final bid package. Revenue collection is targeted for November 2017.
7. **I-80 Integrated Corridor Mobility (ICM) Project – (Project No. 1387.000-.006):** Due to the complexity of the project, implementation was phased under seven separate contracts. Project elements were initially activated in July 2016 with full activation completed on September 19, 2016.

Significant project milestones anticipated by December 31, 2016:

1. **BART Warm Springs Extension (Project No. 1188.000):** Revenue operations anticipated to begin.
2. **Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 1201.000):** Construction activities for the first phase began in spring 2015 and is anticipated to be completed by the end of October 2016.

Program Delivery Focus: Innovation and Technology

Alameda CTC's Capital Program has delivered many firsts and will continue to be innovative in bringing forward effective transportation solutions.

Roundabouts: Have the potential to address traffic safety, operational performance, traffic calming, pedestrian safety, access management, and aesthetics. Roundabouts have been proposed as part of the following projects:

I-880 North Safety and Operational Improvements at 23rd - 29th Project: (Project No. 1367.000): This project will provide operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, safety improvements at the northbound on and off ramps and the freeway mainline. Alameda CTC as project sponsor, is providing construction management oversight in coordination with Caltrans. This project is expected to complete construction in fall 2018.

I-80 Gilman Street Interchange Improvements (TEP No. 029/PN 1444.000): Alameda CTC is the project sponsor and completed the scoping document which was approved by Caltrans on October 2014. Measure BB will fund the environmental phase which has been initiated.

I-80 Ashby Avenue Interchange Improvements (TEP No. 030/PN 1445.000): Alameda CTC is the project sponsor and intends to begin the environmental phase winter 2017. This project reconstructs the Ashby Avenue interchange, including replacing existing bridges with a new bridge, adding a roundabout interchange, and creating bicycle/pedestrian access over the I-80 freeway.

Integrated Technology to Enhance Communications:

I-80 Integrated Corridor Mobility (ICM) Project – (Project No. 1387.000-.006): As many as 270,000 vehicles per day use the I-80 corridor, one of the busiest in the Bay Area. The I-80 SMART Corridor Project (I-80 Integrated Corridor Mobility), represents the most comprehensive Intelligent Transportation Systems in the state. The project implemented a network of integrated electronic signs, ramp meters and other state-of-the-art elements along the 20-mile corridor between the Carquinez Bridge and the Bay Bridge to enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion. Project elements were initially activated in July 2016 with full activation completed September 19, 2016.

I-680 Sunol Express Lane – Northbound (Project No. 1369.000): Alameda CTC is the sponsor for this project which will construct a HOV/Express Lane on northbound I-680 from the SR 237 interchange in Santa Clara County to north of the SR 84 interchange in Alameda County. Environmental approval for the full length of the 15 mile corridor was obtained in July 2015. Alameda CTC has approved a funding strategy to deliver an initial construction phase (Phase 1), inside the available parameters, to provide operational benefits and expedite congestion relief in the corridor. Phase 1 of the project will add a new HOV/Express Lane between Auto Mall Parkway and SR 84. Final Design of the Phase 1 modified civil design package is currently underway.

7th Street Grade Separation and Port Arterial Improvements – (Project No. 1442.000): Alameda CTC, in partnership with the Port of Oakland, is implementing the Project to address the growing freight infrastructure mobility needs for the Port. The Project includes three distinct components which work in concert to improve operational conditions as follows:

1. **7th Street Grade Separation Project:** Reconstruct the existing railroad underpass and replace the three-legged junction of 7th Street, Maritime Street, and Navy Road with an elevated, signalized T-intersection and provide a grade separation for a realigned railroad spur;
2. **Middle Harbor Road Improvements Project:** Identify and implement solutions to the traffic operational problems at Middle Harbor Road including signalization improvements, reconfiguration of terminal gates, dedicated queue/turn lanes; and
3. **Intelligent Transportation Systems (ITS) and Technology Master Plan:** Applying ITS, Freight Advanced Traveler Information System (FRATIS) and other technologies in a port environment to create a safer, stronger, and more efficient system for moving people and goods in, out, and around the Port and the region.

Program Management Focus: Risk Management

The Commission's authorization in July to proceed with the FY 2016-17 Consultant Resources for Project Management, Project Controls, and Programming Support Services provides the specialized and expert resources necessary to provide sound Project Management of Alameda CTC's Capital Program. An essential focus for the Project Delivery Team is the early identification of risks and their impacts to scope, cost, or schedule is necessary. Early identification can provide more options and opportunities to strategically address the risk including:

- Avoidance—Creating conditions where a given risk event should not occur at all.
- Transfer—Placing the risk and risk management onto another external party. This kind of transfer should be documented in contracts and agreements with the other party.
- Mitigation—Reducing the impact of a risk event.
- Acceptance—Acknowledging that a risk event is likely and making provisions to have adequate budget or schedule allowance to absorb the impact.

The most challenging risk categories are those that are externally controlled and/or difficult to determine. Examples of risks that can significantly impact construction delivery costs are as follows:

1. Utility relocation costs
2. Railroad right-of-way
3. Right-of-way acquisition in urban settings
4. Environmental regulatory requirements
5. Change in site conditions (e.g. buried man-made objects and contaminated soils)

The true magnitude of these types of risks are best captured during the environmental phase. For large capital projects, given the length of time from approval of an environmental document to the beginning of construction, significant changes can occur

to the assumed cost basis. Before construction is recommended, these risks are reevaluated to ensure sufficient budget and contingency is available.

The continued application of sound project management principles centered on risk management will ensure the continued successful delivery of Alameda CTC's Capital Program.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. Alameda CTC Capital Program Summary
- B. Prop 1B Bond Summary

Staff Contact

[Trinity Nguyen](#), Director of Project Delivery

Alameda CTC Capital Program Summary																	
Index	AlaCTC Project No.	Project Name	Project Sponsor	Implementation Method (Note 1)	Program	Current Phase (Note 2)	Construction Schedule (Note 3)		Project Funding Sources (\$ x million) (Note 4)								Total Funding (All Sources)
							Begin	End	Alameda CTC Administered Funds			Leveraged Funds					
									1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB ⁽⁶⁾	Federal	State	Regional	Other Local	Other	
54	1387.000	I-80 Integrated Corridor Mobility Project	Alameda CTC	PM	Prop 1B	Construction (SI)	Jun 2011	May 2016	0.0	2.6	0.0	3.2	65.7	1.2	6.0	0.0	78.7
55	1373.003	I-580 Express (HOT) Lanes	Alameda CTC	PM	2000 MB	Construction (SI)	Jun 2014	Jan 2016	0.0	30.0	0.0	8.5	0.0	4.1	10.8	1.7	55.0
56	1441.000	Congestion Relief, Local Bridge Seismic Safety	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.3
57	1449.000	I-580 Local Interchange Improvement Program	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
58	1457.000	Gap Closure on Three Major Trails	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
59	1438.000	Railroad Corridor Right of Way Preservation and Track Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
60	1434.000	BART Station Modernization and Capacity Program	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
61	1436.000	Dumbarton Corridor Area Transportation Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
62	1440.000	Capitol Corridor Service Expansion	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
63	1442.000	Countywide Freight Corridors	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
64	1455.000	I-880 Local Access and Safety Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
65	1368.004	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Dec 2015	0.0	0.7	0.0	0.2	25.1	5.9	1.6	6.9	40.4
66	1372.004	I-580 Westbound HOV Lane - East Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Mar 2016	0.0	4.4	0.0	6.3	63.1	8.7	0.4	0.0	82.9
67	1372.005	I-580 Westbound HOV Lane - West Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Oct 2012	Dec 2015	0.0	1.8	0.0	0.1	52.7	5.8	0.6	0.0	61.0
68	1255.000	East Bay Greenway (Coliseum BART to 85th Avenue)	Alameda CTC	PM	Other	Project Closeout	Jul 2013	Jan 2015	0.0	0.0	0.0	1.4	0.0	0.0	3.0	0.0	4.4
69	1378.000	Webster Street Smart Corridor	Alameda CTC	PM	Other	Project Closeout	Sep 2012	Jan 2016	0.0	0.0	0.0	0.6	0.0	0.0	1.2	0.0	1.8
70	1376.001	I-880 Southbound HOV Lane - South Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Sep 2012	Dec 2015	0.0	0.9	0.0	5.1	52.8	0.0	11.0	0.0	69.8
71	1376.002	I-880 Southbound HOV Lane - North Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Mar 2015	0.0	0.3	0.0	2.7	29.8	0.0	3.9	0.0	36.7
72	1174.000	I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B)	Alameda CTC	PM	1986 MB	Project Closeout	Jul 2012	Mar 2015	3.5	0.0	0.0	3.8	64.3	0.0	23.3	57.3	152.2
73	1210.000	Route 84 Expressway - North Segment	Alameda CTC	PM	2000 MB	Project Closeout	Mar 2012	Jun 2014	0.0	20.5	0.0	0.0	16.1	0.0	0.0	0.0	36.6
74	1178.000	Route 238/Mission-Foothill-Jackson Corridor Improvement	Alameda CTC	PM	1986 MB	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	0.0	14.0	6.5	100.5
75	1384.001	I-580 San Leandro Landscaping	Alameda CTC	PM	Other	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
76	1364.004	I-680 Sunol Express Lanes - Southbound	Alameda CTC	PM	2000 MB	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	0.0	5.4	8.0	0.0	8.0	0.0	41.1
77	1209.000	Isabel Avenue - Route 84/I-580 Interchange	Alameda CTC	PM	Prop 1B	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	0.0	11.3	44.4	0.0	32.4	0.0	113.2
78	1198.000	I-580/Castro Valley Interchange Improvements (Note 6)	Alameda CTC	PM	2000 MB	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	0.0	1.9	4.8	0.0	0.0	0.0	33.2
79	1371.000	I-580 Corridor Right of Way Preservation	Alameda CTC	PM	2000 MB	Project Closeout	N/A	N/A	0.0	3.0	0.0	0.0	4.7	111.0	0.0	0.0	118.7
80	1368.003	I-580 Corridor Environmental Mitigation	Alameda CTC	PM	Other	Project Closeout	N/A	N/A	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
81	1211.000	Dumbarton Corridor Improvements (Study Only)	San Mateo	PMO	2000 MB	Project Closeout	N/A	N/A	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.6
PROJECTS IN CLOSE OUT TOTAL									98.5	91.5	0.0	39.2	365.7	133.6	99.4	70.7	898.7
ACTIVE PROJECTS TOTAL									98.8	443.5	493.8	253.7	779.3	384.2	383.1	134.3	2,970.6
PROGRAM TOTAL									\$ 197.3	\$ 534.4	\$ 493.8	\$ 293.0	\$ 1,145.0	\$ 517.8	\$ 482.5	\$ 204.9	\$ 3,869.3

Notes:

1. Project Management (PM), Project Management Oversight (PMO), Program Management (PRGM)
2. The current phase shown is based on available information as of the date of this update. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.
3. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
4. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
5. End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.
6. Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.
7. Measure BB projects included in the capital project update have had a portion of the Measure BB commitment to the project allocated by the Commission prior to the date of this report. Named Capital Projects in the 2014 TEP, with funding allocations, show the full Measure BB commitment amount.
8. Projects include Measure B and Measure BB funding and are included in both programs. Under "Other" funding source \$105M loan from 2000MB to be paid back from future toll revenues.
9. Under "Other" funding source, \$15M loan from 2000MB to be paid back from future toll revenues.



Proposition 1B Bond Summary

9.2B

Alameda County Projects		Total Project Cost (x million)	Total Prop 1B Bond Funds Allocated (x million)	Total Other Fund Sources (x million)	Prop 1B Program Type	Construction Schedule
Highway						
1	I-580 Eastbound HOV Lane - Greenville to Hacienda Corridor	\$146.2	\$72.9	\$73.3	CMIA/STIP	07/2008 - 04/2016
2	I-580 Westbound HOV Lane - Greenville to Foothill Corridor	\$143.9	\$82.3	\$61.6	CMIA	11/2012 - 10/2016
3	I-580/Isabel Interchange	\$123.5	\$45.1	\$78.4	CMIA	06/2009 - 04/2012
4	I-580 Express Lanes	\$54.3	\$0.0	\$54.3	-	06/2014 - 02/2016*
5	I-680 Sunol SB HOV/HOT/ Lane and SI	\$231.0	\$8.0	\$223.0	STIP	10/2008 - 04/2012
6	Route 84 Expressway Widening Corridor	\$142.0	\$16.1	\$125.9	CMIA	03/2012 - 11/2017
7	I-80 Integrated Corridor Mobility (include. San Pablo TLSP)	\$78.8	\$65.2	\$13.6	CMIA, TLSP	04/2011 - 03/2016
8	I-880 SB HOV Lane Extension - Hegenberger to Marina Corridor	\$114.9	\$82.6	\$32.3	CMIA	09/2012 - 03/2016
9	I-880 North Safety and Operational Improvements at 23rd and 29th Avenues	\$105.8	\$75.0	\$30.8	TCIF/STIP	04/2014 - 09/2018
Sub-total		\$1,140.4	\$447.2	\$693.2		
Transit						
10	BART to Warm Springs	\$767.0	99.1	667.8	SLPP	06/2011 - 12/2015
11	BART Oakland Airport Connector	\$484.1	\$20.0	464.1	SLPP	11/2010 - 11/2014
Sub-total		\$1,251.1	\$119.1**	\$1,131.9		
Implemented by Others						
12	I-580 Truck Climbing Lane	\$44.9	\$44.9	\$0	TCIF	06/2012 - 06/2016
13	Outer Harbor Intermodal Terminal	\$499.2	\$242.1	\$257.1	TCIF	01/2010 - 12/2019
Sub-total		\$544.1	\$287.0	\$257.1		
Total		\$2,935.6	\$853.4	\$2,082.2		

Note: Prop 1B Bond funding amounts per the California Department of Transportation FY2014-15 Fourth Quarter Report Corridor Mobility Improvement Bond Program Report.

* Open to traffic.

**SLPP Funds: \$36M to Alameda County, \$83.1M to BART.

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Memorandum

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

DATE: October 20, 2016
TO: Members of the Alameda County Transportation Commission
FROM: Finance and Administration Committee
SUBJECT: Annual Performance Review of Executive Director

Recommendation

This item is a continued item from last month. In September, the Finance and Administration Committee discussed the performance review of the Executive Director in closed session, and appointed the Chair and Vice Chair of the Commission, and the Chair of FAC as an ad hoc subcommittee to further conduct the performance review, and to bring back recommendations to the Committee this month (October).

At a further closed session during the October meeting of the Finance and Administration Committee, the Committee considered the recommendations of the ad hoc subcommittee and unanimously approved the positive performance review of the executive director and the recommendations below.

The FAC recommends that the Commission approve the following actions related to the annual performance review of the Executive Director:

1. Approve the Finance and Administration Committee's review of the Executive Director's annual performance evaluation for FY 2015-16 and objectives for FY 2016-17; and,
2. Approve the Committee's recommendation to amend the existing employment agreement with the Executive Director to reflect the following:
 - a. Extend the term of the current agreement for three years, from September 1, 2016 to September 1, 2019;
 - b. Provide for a 4.0 percent increase in annual salary, to \$275,600, effective September 1, 2016. (Over the last five years, the Commission has approved an average annual increase of 3.67 percent);
 - c. Beginning September 1, 2017, and for the remaining term of the employment agreement (e.g., each of the remaining two years of the contract), provide for a salary adjustment of 4.0 percent per year; and
 - d. Adjust the termination pay in Section 8 of the current agreement from "a lump sum cash payment equal to six (6) months annual salary" to "a lump sum cash payment equal to twelve (12) months annual salary."

Summary

Alameda CTC's employment agreement with the Executive Director calls for an annual performance evaluation by the Finance and Administration Committee, which will then report to the full Commission. Each annual evaluation is to be based on previously agreed upon objectives. The Commission and the Executive Director agreed on objectives for FY 2015-16 in September 2015.

The employment agreement also states that the Commission will consider annual adjustments to salary and benefits, and that the annual performance evaluation will provide a basis for the annual adjustment decision. The employment agreement calls for the Executive Director to provide the Committee with a self-evaluation as a first step in the evaluation process. The Executive Director's self-evaluation has been incorporated into this staff report.

Discussion and Self Evaluation

Over the past 12 months, the agency, under the Commission's leadership and direction, has accomplished many significant achievements to meet the Commission's overarching goals to plan, fund, and deliver projects and programs to improve mobility and access and relieve congestion throughout Alameda County. The many accomplishments and on-going services are detailed in subsequent sections of this memorandum. However, some of the major accomplishments are highlighted as follows:

1. **Project delivery, Project management and oversight of high-value and complex capital program comprised of over 60 capital projects** – One of the most critical and unique strengths of the agency is its strong capability and capacity to deliver major capital infrastructure projects. The agency has been actively delivering and managing some of the largest and most complex capital projects in the Bay Area, including many major highway projects along major freeway corridors in Alameda County. The agency has also been providing project management oversight on major sales tax funded projects to ensure cost control and scheduled milestones are met and in compliance with Commission-adopted funding policies. The agency's leadership, hard work, diligence, and unique and deep experience and tremendous skills in engineering and project management of major public works projects have yielded significant major milestones for the following major projects:
 - o **I-580 Corridor Express Lanes** – The completion and the opening of 14 mile-segment of new express lanes in both directions in the I-580 Corridor concluded over 17 years of planning and engineering efforts. This is the first-of-its-kind express lane project in Northern California and fraught with many challenges and complexities. The agency is one of the few in the nation that operates express lanes, and while the I-580 project is completed and opened for operations, there remains many technological and administrative issues and challenges that still need to be resolved and overcome in order for operations to be deemed efficient. These issues are not unique to our express

lanes and are common in the industry because express lanes implementation is still a relatively new phenomenon in the transportation sector.

- **I-680 Northbound Express Lane** – The final engineering and the preparation of the construction document for project is progressing substantially and has been accelerated to relieve the sixth most congested freeway segment in the Bay Area.
 - **I-880 Southbound High Occupancy Vehicle Lane** – The construction of this carpool lane was completed and opened to operation. Work at the Davis Street and Marina Boulevard interchanges will be completed in summer of this year.
 - **I-80 Smart Corridor** – The first-of-its-kind integrated intelligent transportation system project to relieve congestion on the 22-mile corridor was completed and is being put into operations this summer.
 - **I-80/Gilman Avenue Interchange** – The environmental clearance process for the project was initiated and is progressing on schedule.
 - **East Bay Greenway** – Construction of the initial segment was completed this year. The environmental clearance process for the 15-mile main project is underway. This project also was successful in receiving substantial funding from the ultra-competitive State Active Transportation Program (ATP) grant.
 - **BART Warm Springs Extension** – The 5.4-mile extension will be completed and opened for operations this fall/winter, capping over 20 years of planning and engineering efforts.
2. **Operation and management of the I-680 Southbound Express Lane** – Alameda CTC staff also serves as staff for the I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA), an independent joint powers authority to implement and operate the express lanes on I-680 in Alameda County and a portion of Santa Clara County. As such Alameda CTC's Executive Director also serves as the Executive Director for the SSCLJPA. In this capacity, Mr. Dao plans, directs and oversees the administration, implementation, and operations of the Express Lane. We are the first regional transportation agency in the Bay Area, and one of the few in the State, to operate express lanes. Furthermore, this agency continues to be the trailblazer, leading the rest of the Bay Area in the development, implementation, and operations of express lanes. Over the last 12 months, we have continued to improve all facets of operations, increased "ridership" or usage, reduced operating costs, and improved overall efficiency, operationally and financially.
3. **Comprehensive Investment Plan (CIP) and Disbursement of Measure BB Funding** -- Within weeks of voter approval of Measure BB, much in advance of actual revenue collection, on an accelerated basis, and in a careful and thoughtful fashion, agency staff developed the initial Capital Investment Plan (CIP) with a 2-year funding allocation plan for approval

by the Commission. This process allowed for new Measure BB revenue to immediately flow to the cities, the County, transit operators, and others once received, bringing immediate benefits to Alameda County residents and users of our transportation systems.

4. **Major Modal Transportation Planning** – The agency has completed and the Commission adopted three critical modal transportation plans – the first of their kind in the County – to serve as a blueprint for the County’s transportation infrastructure in the future. These plans were developed to serve as policy decision making documents for future investments and advocacy tools for transportation funding at the regional, state, and federal levels. These plans include: the Goods Movement Plan, the Transit Plan, and the Major Arterials Plan.
5. **Goods Movement Plan and Collaborative** – The completion of the Goods Movement Plan was the first for the Agency, and provided a comprehensive and coherent policy platform for the Commission to advocate to the region, State, and US DOT for investments in the County’s goods movement infrastructure.
6. **Affordable Student Transit Pass Pilot Program (ASTPPP)** – Prior to the start of Measure BB revenue collections, Agency staff began working on the development of the very complex and multi-faceted and discipline ASTPPP to ensure that a modest but workable pilot program could be deployed throughout the County in the 2016-17 academic year. Through much efforts at the technical and policy level, a pilot program was successfully deployed in August 2016.
7. **2016 Countywide Transportation Planning** – The agency also completed and the Commission adopted the statutorily required 2016 Countywide Transportation Plan (also known as the Long Range Plan) which is feeding into the development of the Regional Transportation Plan (RTP), or Plan Bay Area 2040, by the Metropolitan Transportation Commission.
8. **Financial reporting and Accounting software development and migration** – The agency produced another award-winning Comprehensive Annual Financial Report, and received another clean audit from the independent auditor for the fiscal year ended June 30, 2015. Over the last 12 months, the agency, with assistance from outside vendors, was successful in the development and implementation of a new, more robust project control system database to track and monitor project expenditures more efficiently and a new financial accounting system to address the need for better oversight of increased financial activity as Measure BB is implemented.
9. **Legislation** – Working with our partners (Self Help Counties Coalition, California Councils of Government, California Alliance for Jobs, Transportation California, etc.) we have successfully advocated and encouraged the Administration and the Legislature to develop policy framework for transportation funding. These efforts have yielded 19 different state legislative bills or amendments dealing with transportation funding and reforms. In addition, we have led the effort as the sponsor for AB1919 which is designed to

make debt financing more efficient and cost effective for many Transportation Authorities in California by eliminating the restriction on the use of bond premiums from Government Code language. This bill recently went to the Governor's desk for final approval.

10. **Community engagement** – The agency participated in dozens of community events this year on behalf of the Commission. The agency also successfully convened and hosted the two Regional Goods Movement roundtables to continue the Commission's effort to build a collaborative working group in this area. At the statewide level, I have been serving as a member of the California Freight Advisory Committee (CFAC) created by the California State Transportation Agency (CalSTA) to assist the Administration in crafting a California Freight Mobility Plan. Mr. Dao also serves as a select member of the Self Help Counties Coalition to advise on policies and issues associated with partnerships between the Coalition and other State partners. Regionally, Mr. Dao serves as the co-chair for the Infrastructure and Land Use Committee of the East Bay EDA, as well as represent the Commission on the Bay Area Congestion Management Agencies Association. Locally, Mr. Dao serves on the Board of SPUR Oakland, a non-profit research, education, and advocacy organization focused on issues of planning and governance, to provide a transportation perspective on good planning and infrastructure development.

Aside from the major accomplishments indicated above, Alameda CTC is continuing to evolve internally and externally to become one of the highest performing transportation agencies in the region. One that will, hopefully, set the highest standards for planning, funding, and delivering projects and programs, in the most inclusive and transparent fashion.

In addition, the agency also performs many major activities to provide valuable services to the Commission and Alameda County which meet many of the goals and objectives designated for FY2015-16, including:

On-going Services

- Provide support and coordination and prepare reports for Alameda CTC Commission meetings.
- Provide support and coordination and prepare reports for the meetings of six Alameda CTC Standing Committees.
- Provide support and coordination and prepare reports for the Sunol Smart Carpool Lane Joint Powers Authority meetings.
- Provide support and coordination, conduct analyses and prepare reports for the three Citizens Committee meetings and their various and many sub-committee meetings.
- Provide support and coordination for the Alameda County Technical Advisory Committee (ACTAC) meetings.
- Conduct analyses and provide information as requested by individual Commissioners, ACTAC members, and various individual Citizens Committee members.
- Develop various technical and monitoring reports required by the Congestion Management Program (CMP) and its legislation.
- Manage and maintain CMP data collection.

- Coordinate and facilitate planning activities among regional and local partnering agencies, including MTC, ABAG, Bay Area CMAs, cities of Alameda County, Alameda County and transit operators.
- Perform programming, monitoring, and reporting activities for 14 types of funding sources with varying guidelines and requirements.
- Program and allocate funds to the County, cities of Alameda County, and transit operators from the TFCA, VRF, Lifeline Transportation, STIP, and Sales Tax Programs.
- Monitor and report on the delivery of projects funded with federal, state, regional, and sales tax fund sources.
- Manage and implement more than 10 grant-funded programs.
- Perform direct management of specific capital projects.
- Provide project delivery assistance to cities on an as-needed basis.
- Conduct and participate in various business and community outreach activities.
- Advocate for policies and legislation in support of transportation and funding for transportation in Alameda County.
- Provide certification for local and small local businesses for contracting purposes and report annually on the agency's utilization and contract awards.
- Prepare quarterly investment reports and financial reports for Commission review and approval.
- Prepare the annual operating and capital budgets for the Commission approval, as well as mid-year budget updates.

The attached status report provides more specifics on the status of individual objectives.

Fiscal Impact

Any salary adjustment approved by the Commission will be reflected in the FY 2016-17 agency budget and made effective September 1, 2016.

Staff Contact:

[Arthur Dao, Executive Director](#)

Attachments:

- A. Status of the Executive Director's Objectives for Past Fiscal Year (FY 2015-16)
- B. Next Fiscal Year (FY 2016-17) Objectives
- C. Bureau of Labor Statistics News Release-Consumer Price Index
- D. Salaries Comparative

ATTACHMENT A

Alameda County Transportation Commission

Status of the Executive Director's Objectives for Past Fiscal Year (FY2015-16)

September 2016

OBJECTIVES	STATUS
1. Develop a multi-year major capital program to be directly managed and delivered by the agency	Completed
2. Develop an initial allocation plan for specific capital projects	Completed
3. Develop and complete a five-year Comprehensive Investment Plan (CIP) to fund priority projects and programs with all funding sources	Completed
4. Complete the construction and delivery of the I-580 Express Lanes Project and initiate revenue operations	Completed. All eight (8) State Infrastructure Bond funded projects, totaling \$801 million have been delivered
5. Complete the Countywide Goods Movement Planning Study	Completed and proceeded into implementation phase.
6. Complete the Major Arterials Plan	Completed and proceeded into implementation phase.
7. Complete the Countywide Transit Study – Late June 2016	Completed and proceeded into implementation phase.
8. Complete the Countywide Long Range Transportation Plan – June 2016	Completed
9. Develop and complete a Student Transit Pass Program (STPP) Implementation Plan for adoption by the Commission, and initiate implementation of a pilot program.	Completed and proceeded into implementation phase.
10. Develop a sustainable and balanced FY2016-17 operating and capital budget for Commission adoption.	Completed
11. Prepare an Overall Work Program for FY2016-17 that is aligned with the budget for FY2016-17.	Completed. Modified to Capital Program Delivery Plan
12. Produce a Comprehensive Annual Financial Report for FY 2014-15 and submit to GFOA for award consideration.	Completed and Received an Award from the GFOA. This is the third consecutive year that we have received this award.
13. Obtain an unqualified opinion from an independent financial auditor for FY 2014-15	Completed
14. Complete and roll out the implementation of the new project controls system (PCS).	Completed
15. Develop/update various policies and procedures for document controls, project management, project controls and monitoring, internal controls, risks management, invoicing and reimbursement, budgets determination, budget controls, programming and funding allocation, and human resources management.	Mostly completed and ongoing.
16. With over \$500 million of construction work underway, ensure that all construction contracts are managed diligently to minimize construction and financial risk to the Commission.	On-going

17.	Oversee the delivery and implementation of Measure B sales tax-funded programs and other programs funded externally.	On-going
18.	Actively engage in the development of regional and county-wide policies on sustainable transportation and land use strategies.	On-going
19.	Develop and implement a legislative and outreach strategy to guide the Alameda CTC's advocacy in the nation's and state's capitols.	On-going
20.	Advocate for new/enhanced transportation funding in regional, statewide, and national forums.	On-going
21.	Participate in and take an active role in statewide and regional forums and discussions that may have a potential impact on the functions of the Alameda CTC.	On-going
22.	Develop a comprehensive staff development program to improve Agency productivity and effectiveness, make investments in people to allow them to grow professionally and to retain the highly valuable team of employees so that the Commission can be served at the highest level.	On-going
23.	Aggressively implement the organizational structure to ensure that all critical positions are filled with the best talent who are well-equipped to serve the agency.	Completed
24.	Lead, manage, organize, and control all on-going activities and services describes in the Memorandum and the approved Overall Work Program.	On-going

ATTACHMENT B

Alameda County Transportation Commission
Executive Director's Objectives for Next Fiscal Year 2016-17
September 2016

Capital Project Delivery

1. Develop an implementation plan for the delivery of specific improvements along non-freeway major corridors throughout the County
2. Initiate project development work for interchanges improvements included in the adopted Comprehensive Investment Plan (CIP)
3. Complete the plan, specifications, and estimate (PS&E) and Express Lane Operations plan for the I-680 Northbound Express Lane Project
4. Complete the Draft Environmental Documents for:
 - a. I-80/Gilman Interchange Improvements
 - b. Alameda-Oakland Local Freeway Access Improvements
 - c. Route 84 Widening from Pigeon Pass to I-680 project
 - d. East Bay Greenway Project
 - e. BART Livermore/BART-ACE Extension Project
5. Complete the construction of:
 - a. Route 84 Expressway in Livermore
 - b. I-880 Southbound HOV Lane from Oakland to San Leandro
 - c. BART Warm Springs Extension Project
 - d. I-80 Integrated Corridor Mobility Project
6. Actively engage in the management of major and complex transportation projects to ensure substantial progress and risks reduction. These projects include:
 - a. The Port of Oakland's Seventh Street Grade Separation and Port Roadway Improvements
 - b. The East West Connector Project
 - c. The I-880/23rd-29th Streets Interchange Reconstruction Project

Express Lanes Operations and Management

7. Develop an express lane operations process improvement plan for implementation over time as the express lane operations continue to mature across the US and the region. The goal here is to maximize operational efficiencies, maximize corridor congestion relief, develop and refine internal operations and management skills and experience and to become less reliant on other entities for operational activities.

Funds Programming and Project Controls

8. Develop an Update of the integrated Comprehensive Investment Plan (CIP) to fund priority projects and programs with all funding sources
9. Oversee the delivery and implementation of Measure B and Measure BB sales tax-funded programs and other programs funded externally

10. Develop a Cash Flow Demand Schedule for the Measure BB Capital Program
11. Complete and roll out the implementation of the new project controls system (PCS).
12. Develop/update various policies and procedures for document controls, project management, project controls and monitoring, internal controls, risks management, invoicing and reimbursement, budget determination, budget controls, programming and funding allocation, and human resources management.

Partnership and Advocacy

13. Actively strengthen partnership with cities, the County, and transit operators to provide mutual assistance in the areas of project delivery, funding advocacy, and planning.
14. Actively engage in the development of regional and county-wide policies on sustainable transportation and land use strategies. Develop and strengthen working relationship with major transit operators to improve mass transit efficiencies and effectiveness, improve coordination in transit planning, and gain a stronger standing at the regional and state levels.
15. Develop and implement a legislative program and outreach strategy to guide Alameda CTC's advocacy in the nation's and state's capitols.
16. Advocate for new/enhanced transportation funding in regional, statewide, and national forums. Focus will be on working with the Commission, legislators, regional and local partners in the development of a potentially new Regional Measure Program (e.g., RM-3) that would be beneficial and acceptable to the Commission and to the County as a whole.
17. Participate in and take an active role in statewide and regional forums and discussions that may have a potential impact on the functions of the Alameda CTC.

Planning and Programs Implementation

18. Complete an Update of the Implementation Plan for the Affordable Student Transit Pass Program (ASTPP) for adoption by the Commission
19. Complete an Update of the Implementation Plan for the Countywide Safe Routes to Schools Program for adoption by the Commission
20. Complete an Update of the Implementation Plan for the Special Transportation for Seniors and the Disabled Program (Paratransit) for adoption by the Commission
21. Develop a new transportation technology program for countywide coordination, advocacy, and implementation
22. Complete the Draft Freight Rail Corridors Study

Finance and Fiscal Management

23. Develop a sustainable and balanced FY 2017-18 operating and capital budget for Commission adoption.

24. Produce a Comprehensive Annual Financial Report for FY 2015-16 and submit to the Government Finance Officers Association for award consideration.
25. Obtain an unqualified opinion from an independent financial auditor for FY 2015-16.
26. Develop a comprehensive staff development program to improve Agency productivity and effectiveness, make investments in people to allow them to grow professionally and to retain the highly valuable team of employees so that the Commission can be served at the highest level.
27. Aggressively implement the organizational structure to ensure that all critical positions are filled with the best talent who are well-equipped to serve the agency.
28. Lead, manage, organize, and control all on-going activities and services describes in the Memorandum and the agency work program

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Consumer Price Index - All Urban Consumers

Series Id: CUURA422SA0
 Not Seasonally Adjusted
Area: San Francisco-Oakland-San Jose, CA
Item: All items
Base Period: 1982-84=100

Download: [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2010		226.145		227.697		228.110		227.954		228.107		227.658	227.469	226.994	227.944
2011		229.981		234.121		233.646		234.608		235.331		234.327	233.390	232.082	234.698
2012		236.880		238.985		239.806		241.170		242.834		239.533	239.650	238.099	241.201
2013		242.677		244.675		245.935		246.072		246.617		245.711	245.023	243.894	246.152
2014		248.615		251.495		253.317		253.354		254.503		252.273	251.985	250.507	253.463
2015		254.910		257.622		259.117		259.917		261.019		260.289	258.572	256.723	260.421
2016		262.600		264.565		266.041								263.911	

12-Month Percent Change

Series Id: CUURA422SA0
 Not Seasonally Adjusted
Area: San Francisco-Oakland-San Jose, CA
Item: All items
Base Period: 1982-84=100

Download: [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2010		1.8		1.7		1.1		1.0		0.9		1.5	1.4	1.7	1.1
2011		1.7		2.8		2.4		2.9		3.2		2.9	2.6	2.2	3.0
2012		3.0		2.1		2.6		2.8		3.2		2.2	2.7	2.6	2.8
2013		2.4		2.4		2.6		2.0		1.6		2.6	2.2	2.4	2.1
2014		2.4		2.8		3.0		3.0		3.2		2.7	2.8	2.7	3.0
2015		2.5		2.4		2.3		2.6		2.6		3.2	2.6	2.5	2.7
2016		3.0		2.7		2.7								2.8	

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**Alameda County Transportation Commission
Base Salary Data
August 2016**

EXECUTIVE DIRECTOR							
Rank	Comparator Agency	Class Title	Top Monthly Salary	Top Annual Salary	Effective Date	Next Salary Increase	Next Percentage Increase
1	Metropolitan Transportation Commission	Executive Director	\$28,253	\$339,033	07/01/16	07/01/17	Unknown
2	Los Angeles County Metropolitan Transportation Authority	Chief Planning Officer	\$26,834	\$322,005	07/01/16	Unknown	Unknown
3	Riverside County Transportation Commission	Executive Director	\$26,130	\$313,560	07/13/16	Unknown	Unknown
4	Contra Costa Transportation Authority	Executive Director	\$25,694	\$308,323	04/20/16	Unknown	Unknown
5	Santa Clara Valley Transportation Authority	Director of Planning & Program Development	\$22,967	\$275,600	08/01/16	Unknown	Unknown
6	Alameda County Transportation Commission	Executive Director	\$22,083	\$265,000			
7	San Mateo County Transportation Authority	Chief Officer, Planning, Grants, & Transportation Authority	\$21,474	\$257,682	06/26/16	Unknown	Unknown
8	BART	Assistant General Manager, Planning & Development	\$20,209	\$242,505	01/01/16	Unknown	Unknown
9	San Francisco County Transportation Authority	Executive Director	\$19,697	\$236,361	01/04/16	01/01/17	Unknown
	City of Fremont	N/C					
	City of Oakland	N/C					
	County of Alameda	N/C					
	Port of Oakland	N/C ¹					
Average of Comparators			\$23,907	\$286,884			
% Alameda County Transportation Commission Above/Below			-8.3%	-8.3%			
Median of Comparators			\$24,330	\$291,962			
% Alameda County Transportation Commission Above/Below			-10.2%	-10.2%			
Number of Matches			8				

NOTE: All calculations exclude Alameda County Transportation Commission

N/C - Non Comparator

1- Port of Oakland no longer uses Deputy Executive Director classification.

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