Meeting Notice

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

Alameda County Transportation Commission

Thursday, January 26, 2017, 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

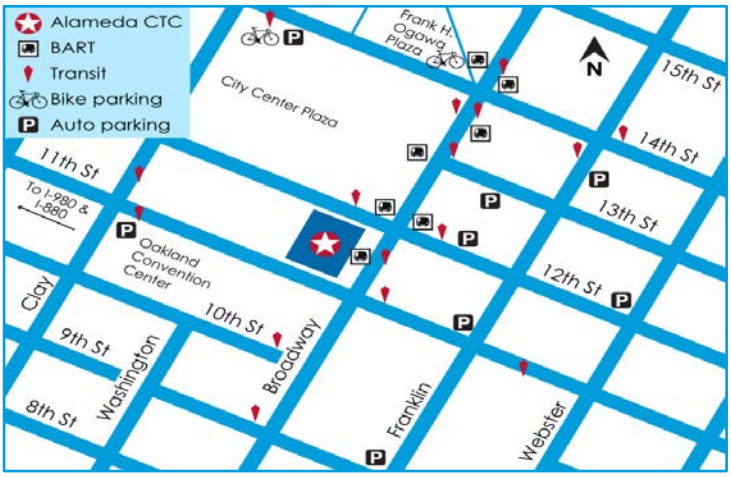
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

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.

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, January 26, 2017, 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: TBD

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

		Page	A/I*
1.	**Pledge of Allegiance**		
2.	**Roll Call**		
3.	**Public Comment**		
4.	**Election of Chair and Vice Chair**		
4.1.	Election of Commission Chair and Vice Chair: Approve the election of the Commission Chair and Vice Chair.	1	A
5.	**Chair and Vice Chair Report**		
6.	**Executive Director Report**		
7.	**Approval of Consent Calendar** On January 9, 2017 Alameda CTC standing committees approved all action items on the consent calendar, except Item 7.1 and 7.2.		
7.1.	Approve the December 1, 2016 Commission Meeting Minutes.	3	A
7.2.	Approve the November 18, 2016 Commission Retreat Minutes.	9	A
7.3.	Update on the operation of I-580 Express Lane.	15	I
7.4.	Approve the Fiscal Year 2017-18 Professional Services Contracts Plan.	25	A
7.5.	Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	31	I
7.6.	Approve Safe Routes to Schools Program Principles, Goals and Framework.	41	A
7.7.	Approve programming of up to $200,000 in Measure B Transit Center Development funds to the Sustainable Communities Technical Assistance Program (SCTAP); Authorize release of a Request for Proposals (RFP) for professional services for the Countywide Bicycle and Pedestrian Plan Update through the SCTAP; and Authorize the Executive Director or a designee to enter into and execute all	67	A

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

8. Community Advisory Committee Reports
(Time limit: 3 minutes per speaker)

9. Planning, Policy and Legislation Committee Action Items
On January 9, 2017, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

10. Finance and Administration Committee Action Items
On January 9, 2017, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

10.1.	Closed Session- Pursuant to Government Code Section 54957: Public Employment – Alameda CTC General Legal Counsel (Contract)		A/I
10.2.	Approve authorization for the Executive Director to issue a Request for Proposals (RFP), and negotiate and execute a professional services contract with the top-ranked firm for the General Counsel Services contract	177	A

11. Adjournment

Next meeting: February 23, 2017

Meeting Schedule:

Meetings	Meeting Start Times	Meeting Date
Alameda County Transportation Commission	2:00 p.m.	January 26, 2017 February 23, 2017 March 23, 2017 April 27, 2017 May 25, 2017 June 22, 2017 July 27, 2017 September 28, 2017 October 26, 2017 December 7, 2017
The Alameda CTC meeting calendar lists all public meetings and is available at http://www.AlamedaCTC.org/events/upcoming/now		

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

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

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Memorandum

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

DATE:	January 19, 2017
SUBJECT:	Election of Chair and Vice-Chair of the Commission
RECOMMENDATION:	Approve the election of the Commission Chair and Vice Chair

Summary

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

Background

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

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

Fiscal Impact: There is no fiscal impact.

Staff Contact

Art Dao, Executive Director

Vanessa Lee, Clerk of the Commission

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1. **Pledge of Allegiance**

2. **Roll Call**
A roll call was conducted. All members were present with the exception of Commissioner Haggerty, Commissioner Chan, Commissioner Miley, Commissioner Maass,Commissioner Capitelli and Commissioner Marchand.

Commissioner Bucci was present as an alternate for Commissioner Valle.
Commissioner Biddle present as an alternate for Commissioner Haubert.
Commissioner Worthington was present as an alternate for Commissioner Carson.

Subsequent to the roll call
Commissioner Haggerty arrived during Item 5. Commissioner Miley arrived during Item 8.1.

3. **Public Comment**
There was one public comment from John Claussen from Genesis who updated the Commission on the success of the student transit pass program at Castlemont High school in Oakland.

4. **Chair and Vice Chair Report**
Chair Kaplan stated that Assemblymember Rob Bonta presented to the Oakland city Council on legislative priorities. She then formally recognized departing Commissioners Ruth Atkin, Bill Harrison and Laurie Capitelli on behalf of the Alameda CTC.

5. **Executive Director Report**
Art stated that the Executive Directors Report can be found on the website as well as in the Commissioner's folder. He provided an update on the transportation funding package and local Measures that passed in the November election. Art provided brief updates on the Route 92 Reliever Route project in Hayward as well as the Hesperian Boulevard Corridor Improvement Project. He reminded all jurisdictions that the annual compliance reports and audited financial statements are due at the end of December and concluded by thanking the three departing Commissioners, Ruth Atkin, Bill Harrison and Laurie Capitelli on behalf of the agency's staff.

6. Consent Calendar

6.1. Approve the October 27, 2016 Commission Meeting Minutes.

6.2. Approve the tentative Alameda CTC meeting schedule for the 2017 calendar year.

6.3. Receive a status update on the operation of I-580 Express Lanes.

6.4. Receive the FY2016-17 First Quarter Report of Claims Acted Upon Under the Government Claims Act.

6.5. Approve Alameda CTC's Conflict of Interest Code.

6.6. Approve the Alameda CTC draft audited Comprehensive Annual Financial Report for the year ended June 30, 2016.

6.7. Approve the Alameda CTC FY2016-17 First Quarter Investment Report.

6.8. Approve the Alameda CTC FY2016-17 First Quarter Financial Report.

6.9. Approve the Alameda CTC Staff and Retiree Benefits for Calendar Year 2017 and adopt Resolution No. 16-009 Calendar Year 2017 Benefits for Staff Members.

6.10. Approve the Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2015 and June 30, 2016.

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

6.12. Approve Administrative Amendment to Project Agreement (A14-0027).

6.13. Approve Alameda CTC Resolution 16-010 authorizing the programming of (1) $7.063 million Federal One Bay Area Grant funds for the Alameda Countywide Safe Routes to School Program, and (2) up to $920,000 in Measure B Bicycle and Pedestrian Countywide Discretionary Funds to be used as local matching funds.

6.14. Approve and authorize the Executive Director to execute Amendment No. 6 to the Professional Services Agreement No. A08-017.WMH with WMH Corporation for an additional amount of $200,000 for a total not-to-exceed amount of $7,257,319 and an 18-month time extension to provide design services to implement replacement planting.

6.15. Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for an additional amount of $30,000 for a total not-to-exceed amount of $1,763,914 to provide System Manager Services through the project completion.

6.16. Approve Administrative Amendments to Various Project Agreements (A07-011.BKF.PH2, A08-017.TYLIN, A10-013, A14-0049, A99-0003, A09-006, AA07-0001, A10-0027) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

6.17. Approve the Community Advisory Committee Appointments.

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

Yes:	*Kaplan, Harrison, Ortiz, Haggerty, Bucci, Worthington, Saltzman, Spencer, Biddle, Atkin, Halliday, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci*
No:	*None*
Abstain:	*None*
Absent:	*Chan, Miley, Maas, Marchand*

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

Murphy McCalley, Chair of the IWC, stated that the committee met on November 14, 2016. The committee reviewed the Comprehensive Annual Financial Report (CAFR) and also reviewed the annual outreach report for the public. The committee also reviewed their bylaws and the executive summary of the independent investigative report.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the committee met October 24, 2016. The committee discussed the FY 2016/17 meeting calendar and received a report from East Bay paratransit. She stated that PAPCO also met jointly with ParaTAC and provided input on the Countywide Needs Assessment. The next PAPCO meeting is scheduled for January 23, 2017, in which the committee will review the Comprehensive Investment plan (CIP) and paratransit program applications. Sylvia concluded reviewing vacancies on the committee.

8. Planning, Policy and Legislation

8.1. Receive an update on state, regional, local, and federal legislative activities and approve the 2017 Legislative Program.

Tess Lengyel provided an update on state, regional, local, and federal legislative activities and recommended that the Commission approve the 2017 Legislative Program. Tess stated that over $200 billion was approved across the nation for infrastructure improvements in 2016 by states, cities and counties. She stated that several counties in California were on the November 2016 ballot, with six seeking voter approvals to become Self-Help Counties (four became new Self-Help Counties: Monterey, Santa Cruz, Merced and Stanislaus) and two existing Self-Help Counties successfully passed voter approved Measures (Los Angeles and Santa Clara). Tess stated that Proposition53 did not pass and provided information on local measures that were able to pass specifically in Alameda County. Tess stated that the special session has until November 30, 2016 to convene and staff will continue to monitor the

status on the state level. She then reviewed Alameda CTC's legislative program, stating that there were six categories in the program: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, Partnerships.

Commissioner Spencer asked where bicycle and pedestrian priorities were listed in the legislative program. Tess stated that the multi-modal systems listed in the program include all modes of transportation including bicycles. Commissioner Spencer requested that the word bicycle specifically be added to the program.

Commissioner Biddle asked if the failure of Contra Costa County sales tax measure will have an effect on Alameda County. Art stated that there is not anything in the measure that will have a huge impact on the county.

Commissioner Saltzman requested that the agency advocate for new transit funding in the new transportation proposal.

Commissioner Haggerty stated that the agency may want to consider mentioning autonomous vehicles and rail connectivity into the legislative program. Art stated that we can add specifics

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

Yes:	*Kaplan, Harrison, Ortiz, Haggerty, Bucci, Miley, Worthington, Saltzman, Spencer, Biddle, Atkin, Halliday, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci*
No:	*None*
Abstain:	*None*
Absent:	*Chan, Maas, Marchand*

8.2. Alameda CTC Commission Retreat Outcomes

Tess Lengyel reviewed the Alameda CTC Commission Retreat outcomes. She stated that the Commission held a retreat on November 18, 2016. The agenda covered a 2017 legislative look ahead in which the Commissioners received a presentation from the agency's federal lobbyist, Lynn Jacquez of CJ Lake as well as state lobbyist Steve Wallauch from Platinum Advisors. Staff also gave a presentation on leveraging funds to support project delivery and requested that the Commission approve overall leveraging principles for all sources, approve Regional Measure 3 framework and authorize staff to develop and submit candidate project lists.

The retreat also featured a panel discussion between Dr. Robert Bertini (Director of the Center for Urban Transportation Research and Professor of Civil and Environmental Engineering at University of South Florida), Greg Larson (Chief, Office of Traffic Operations Research at the California Department of Transportation), Hans Larsen (Director of the City of Fremont, Public Works Department) and Michael Hursh (General Manager, AC Transit).

Commissioner Dutra-Vernaci asked for clarification on the process after the agency compiles the RM3 project list. Tess stated that RM3 funding is approved at the state level and MTC will be discussing the proposed process. State legislators will direct the process for Regional Measure 3 funding and will evaluate how the proposals moves forward in January 2017.

Commissioner Spencer asked if there will be official minutes approved documenting the actions taken at the retreat. Tess stated that there would be minutes approved.

Commissioner Ortiz asked who will review and approve the list of projects. Tess stated that the final list will be approved at the legislative level.

This item was for information only.

9. Member Reports

Commissioner Dutra-vernaci stated that she was appointed as the the Alameda County representative on the MTC board.

10. Adjournment

The next meeting is: January 26, 2017 @ 2:00 p.m
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:

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1. **Call to Order and Pledge of Allegiance**

2. **Roll Call**
A roll call was conducted. All members were present with the exception of Commissioner Haggerty, Commissioner Miley, Commissioner Saltzman, Commissioner Capitelli, Commissioner Haubert, Commissioner Frietas, Commissione Kalb, Commissioner Wieler and Commissioner Harrison.

Commissioner Bucci was present as an alternate for Commissioner Valle.
Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.
Commissioner Worthington was present as an alternate for Commissioner Carson.
Commissioner Duncan was present as an alternate for Commissioner Dutra-Vernaci.

Subsequent to the roll call:
Commissioner Haggerty and Commissioner Harrison arrived during item 6.

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

4. **Welcome and Retreat Overview**
Chair Kaplan called the meeting to order and provided an overview of the retreat purpose as well as a summary of Measure B and Measure BB recent accomplishments.

5. **A 2017 Legislative Look Ahead**
Tess Lengyel introduced Federal lobbyist Lynn Jacquez, Managing Partner and Principal, CJ Lake who provided an update on legislative initiatives. She stated that the existing 5-year transportation plan is in place for the next 4 years and there is a possibility that the 2nd round of FASTLANE grants will be approved by January 2017. Lynn provided the following updates:

- US Senate: 51 to 48 (Republicans vs. Democrats) with one seat still open. It is anticipated to be 52-48 with a net pick up by democrats of two seats. This is essentially evenly split so we could see a lot of stalemate votes and filibustering may also be a big question. If Republicans enact the "Nuclear option" (change to a simple majority) it will dramatically change the interaction between the two sides. Senator Chuck Schumer is minority leader.
- US House: 241 to 194 democrats (4 seats are still open) with a net pick up 5 seats by Democrats. Democrat leadership vote will take place after Thanksgiving.

- President-elect Trump has said he wants a $1 trillion infrastructure investment over 10 years. The likelihood of this is unclear as Republicans voted down President Obama's plan and ended up with $300 million over 5 years. It is not clear how the plan would be paid for and what specific infrastructure projects the new administration is considering. It could be pipelines, energy grid, and water projects and not necessarily transportation. Looking at what the new administration has talked about in the past, we might see a new emphasis on incentive tax credits, state control, and private investment. Private investment, or public private partnerships, only work with revenue generating projects so repair and maintenance infrastructure projects may not be a priority. Republican discussions have called for no deficit spending. President-elect Trump has said his revenue source will depend on tax code reform and/or repatriation, which could slow down the process. The new administration could move quickly on changes to permitting and reduction of regulatory oversight.

Tess then introduced State Lobbyist Steve Wallauch, Legislative Advisor from Platinum Advisors who gave an update on state initiatives. Steve stated that 100% of our sponsored bills have been signed by the governor. The Democrats have a 2/3 majority in the Assembly and in the Senate, several races are still undecided but it is possible that Democrats will end up with a 2/3 majority overall. The ability to have a special session will sunset 11/30 and it is very unlikely to be called. The Beall/Frazier bills will likely be reintroduced next session. Most likely the Governor will engage in the process for the next session. The Cap and Trade auction revenues are falling short of projections. CalTrans will lose its NEPA authority at the end of the year so they might introduce something to deal with that in early in 2017.

This item was for information only.

6. Leveraging Funding for Delivery

Tess Lengyel gave a presentation on leveraging funds to support project delivery. The presentation focused on ways to attract external funds to support fully funding the projects included in the $2.8 billion capital portion of Measure BB. Measure BB provides a down payment for these projects, but the total estimated cost is $8 billion. The presentation also focused on leveraging opportunities in the near term at the regional, state, and federal level.

At the regional level, a Regional Measure 3 bridge toll measure may move forward in 2017 and 2018. The process involves a bill going through the legislature in fall 2017, followed by MTC asking counties to place it on the ballot for a 2018 vote. MTC also has authority to direct counties to place a regional gas tax on the ballot. While polling in recent years for a measure that would fund local streets and roads was positive, MTC elected not to move forward with the measure given the large number of other local and regional measures on the 2016 ballot. Tess presented overarching principles for seeking external funding and for RM3 advocacy were presented.

Commissioners asked a series of questions and gave a range of feedback regarding strategy for pursuing external funds. Discussion included:

- Commissioners asked whether bridge toll funds used for an MTC office move were repaid, and it was clarified that funds will be paid back over time.
- Commissioners noted that MTC elected not to move forward with a regional gas tax measure so as not to compete with county, transit operator, and local measures on the November 2016 ballot. MTC listened to counties and local jurisdictions and chose to not move forward.
- Commissioners requested clarification regarding the source of funds for a state transportation funding bill (gas tax, diesel excise tax, vehicle registration fee, and new Zero Emission Vehicle fee); the meaning of active transportation (bicycle/pedestrian transportation); the "discretionary" funds available through Plan Bay Area 2040 (which include assumed future revenues such as continued federal transportation bills).
- Commissioners inquired whether the gas tax requires approval of all counties. Staff clarified that it requires overall approval in all the counties on which it is on the ballot, and one county can "pull up" another to meet the required approval threshold.
- Commissioners asked if gas tax revenues will continue to decline. Staff indicated that they are projected to continue to decline due to fuel efficiency at the same time as construction costs increase.
- Commissioners asked about an Electric Vehicle (EV) charge. Staff noted that the state funding bill proposals include VRF fees which would include EVs; in addition the state is conducting a road user charge pilot.
- It was noted that approval to place RM3 requires a state legislative sponsor and Alameda CTC should not get out ahead of its state delegation. It was also noted that there are significant regional needs and that a bridge nexus is a requirement. Some commissioners expressed appreciation for hearing about the process at MTC from the Alameda CTC commissioners who also serve on MTC.

Commissioner Cutter made a motion to approve the overall principles for leveraging funds with an amendment to explicitly mention bicycles as part of access to transit. The motion passed with the following vote:

Yes:	*Kaplan, Harrison, Ortiz, Haggerty, Bucci, Campbell-Washington, Worthington, Spencer, Maass, Atkin, Halliday, Marchand, Thorne, Cutter, Duncan*
No:	*None*
Abstain:	*None*
Absent:	*Miley, Saltzman, Capitelli, Haubert, Freitas, Kalb, Wieler*

Commissioner Ortiz motioned to approve the principles for pursuing RM3 funds. Commissioner Cutter seconded the motion. Commissioner Haggerty abstained from the vote on this item. The motion passed with the following vote:

Yes:	*Kaplan, Harrison, Ortiz, Bucci, Campbell-Washington, Worthington, Spencer, Maass, Atkin, Halliday, Marchand, Thorne, Cutter, Duncan*
No:	*None*
Abstain:	*Haggerty*
Absent:	*Miley, Saltzman, Capitelli, Haubert, Freitas, Kalb, Wieler*

Commissioner Kaplan made a motion requesting that the Alameda CTC RM3 project list be brought to the full Commission for consideration. Commissioner Ortiz seconded the motion. The motion passed with the following vote:

Yes:	*Kaplan, Harrison, Ortiz, Haggerty, Bucci, Campbell-Washington, Worthington, Spencer, Maass, Atkin, Halliday, Marchand, Thorne, Cutter, Duncan*
No:	*None*
Abstain:	*None*
Absent:	*Miley, Saltzman, Capitelli, Haubert, Freitas, Kalb, Wieler*

8. Alameda CTC's Role in Transportation Technology and Innovation

The retreat featured a panel discussion between Dr. Robert Bertini (Director of the Center for Urban Transportation Research and Professor of Civil and Environmental Engineering at University of South Florida), Greg Larson (Chief, Office of Traffic Operations Research at the California Department of Transportation), Hans Larsen (Director of the City of Fremont Public Works Department) and Michael Hursh (General Manager, AC Transit). The discussion broadly addressed the current state of transportation technology with a specific emphasis on the technologies and projects being pursued and implemented locally. Much of the discussion focused on the current state of connected (CV) and autonomous (AV) vehicle technology as well as the role of the public sector in providing connected infrastructure and preparing for the potential changes brought by the widespread use of connected and autonomous vehicles. Additional discussion focused on the role of open-data sharing for the public dissemination of transportation information such as the availability and improvement of real-time transit information, the use of mobile applications to assist transit operations, as well as an overview of "Smart City" strategies being approached and applied countywide.

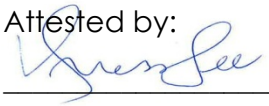
A "question and answer" section followed. Several questions sought additional information on connected and autonomous vehicles, in particular the overall effect on employment and public safety. The general consensus among panelists suggests that concerns of significant job losses were overstated, that road safety could be significantly improved with technology, and that the public sector should take immediate steps to plan for the future of CV and AV use while investing in currently available CV technology, such as the federally sponsored Dedicated Short Range Communications (DSRC). Several questions addressed overall issues of public safety, such as the role of technology in achieving Vision Zero goals, the potential role of automated traffic enforcement, along with the need for communication systems to become resilient to potential hacking threats. Additional questions addressed specific tasks and projects being pursed at the city and county level and the need for continued dialog between jurisdictions to become better informed of plans and trends.

9. Adjournment

The next meeting is: December 1, 2016 @ 2:00 p.m

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

Attested by:



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DATE:	January 19, 2017
SUBJECT:	I-580 Express Lanes (PN 1373.002): Monthly Operation Update
RECOMMENDATION:	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 for express lane operation limits.

The October and November 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 27 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 Attachment A for express lane operation limits. 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.

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.

October/November 2016 Operation Update: Over 618,000 and 620,000 express lane trips were recorded during operational hours in October and November, respectively. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a 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 based on the license plate read by the Electronic Tolling System. Of those motorists without a toll tag, approximately 14% of the trips for these two months were matched to existing FasTrak accounts by means of license plate information. The percentage of trips resulting in violation notices is thus less than 10%.

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

Trip Classification		Percent of Trips October	Percent of Trips November
By Type	HOV-eligible with FasTrak flex tag	35%	34%
	SOV with FasTrak standard or flex tag	42%	42%
	No Tag or Invalid Tag	23%	24%
By Direction	Westbound	45%	45%
	Eastbound	55%	55%

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).

Table 2 and Table 3 summarize the average speed differentials and LOS at four locations in each of the westbound and eastbound directions during respective commute hours for October and November, respectively. There was very little variation in the average speed differential and LOS between the two months.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from June – November 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 June through November, the average speeds in the westbound express lane ranged from 50 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Santa Rita Road; average speeds throughout the rest of the day exceeded 70 mph.

Table 2. Speed Differentials and Level of Service for October 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	5 - 9	7	A	C
	North Livermore Ave	2 - 6	4	B	C
	Fallon Road	4 - 11	7	B	C
	Santa Rita Road	8 - 16	11	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	19 - 27	23	C	E
	Airway Blvd	8 – 11	10	B	C
	North First Street	4 – 10	7	B	C
	Vasco Road	9 - 20	13	B	C

Table 3. Speed Differentials and Level of Service for November 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	5 - 8	6	A	C
	North Livermore Ave	3 - 6	4	B	C
	Fallon Road	4 - 11	8	B	C
	Santa Rita Road	8 - 15	11	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	17 - 27	23	C	E
	Airway Blvd	10 – 12	11	B	C
	North First Street	5 – 12	8	B	C
	Vasco Road	8 - 21	14	B	C

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 Santa Rita 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 express lane speeds from June through November ranged from 20 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated primarily at LOS B or C from during the evening commute hours, with small sections of degraded LOS at the eastern terminus of the express lanes between 4 pm and 6 pm; average LOS B or better was realized throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and LOS F at the western end of the corridor, and speeds and LOS similar to the express lanes but for a longer period of time at the eastern end of the corridor.

Table 4 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users, for October and November 2016.

Table 4. Toll Rate Data for October and November 2016

Direction	Maximum Posted Toll (Travel Entire Corridor)		Average Assessed Toll (All Trips)	
	October	November	October	November
Westbound	$9.00	$7.25	$1.54	$1.57
Eastbound	$6.00	$6.00	$1.80	$1.90

Through November 2016, the I-580 Express Lanes have recorded nearly 5.9 million total trips and generated over $6.3 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.

Attachments

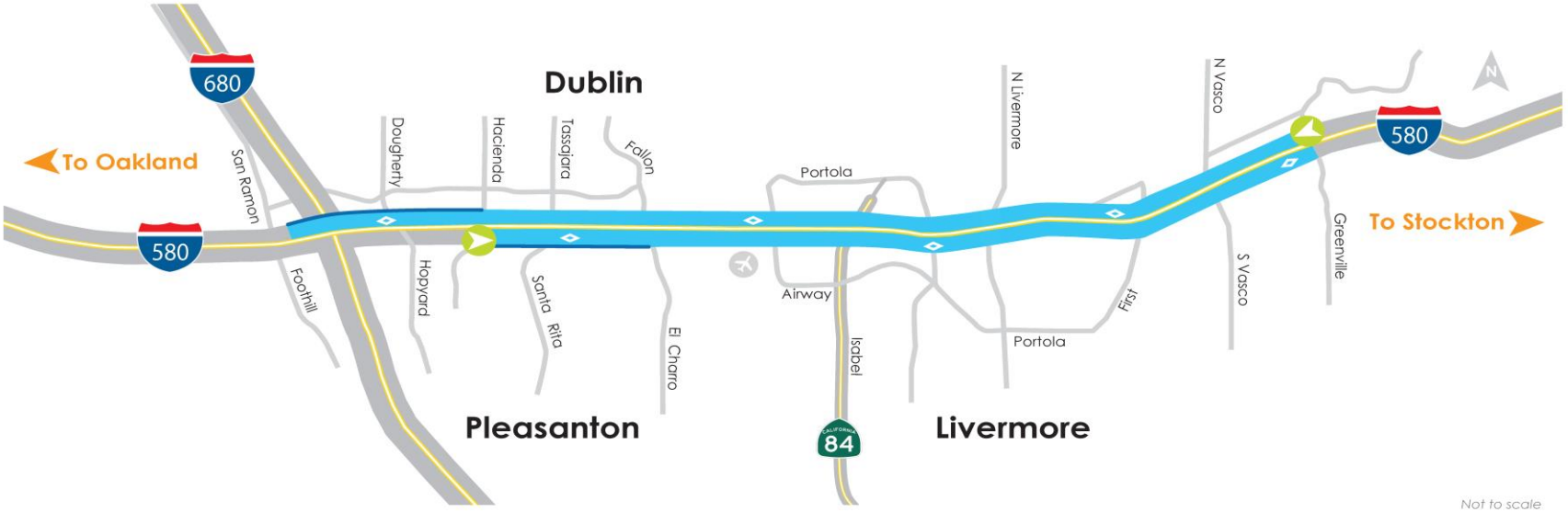
A. I-580 Corridor Express Lane Location Map
B. I-580 Corridor Heat Maps June – November 2016

Staff Contact

Liz Rutman, Express Lanes Operation and Maintenance Manager

I-580 Express Lanes Project Location Map

7.3A



Two Eastbound Express Lanes

Lanes begin at Hacienda

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

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

One Westbound Express Lane

Lane begins at Greenville

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

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

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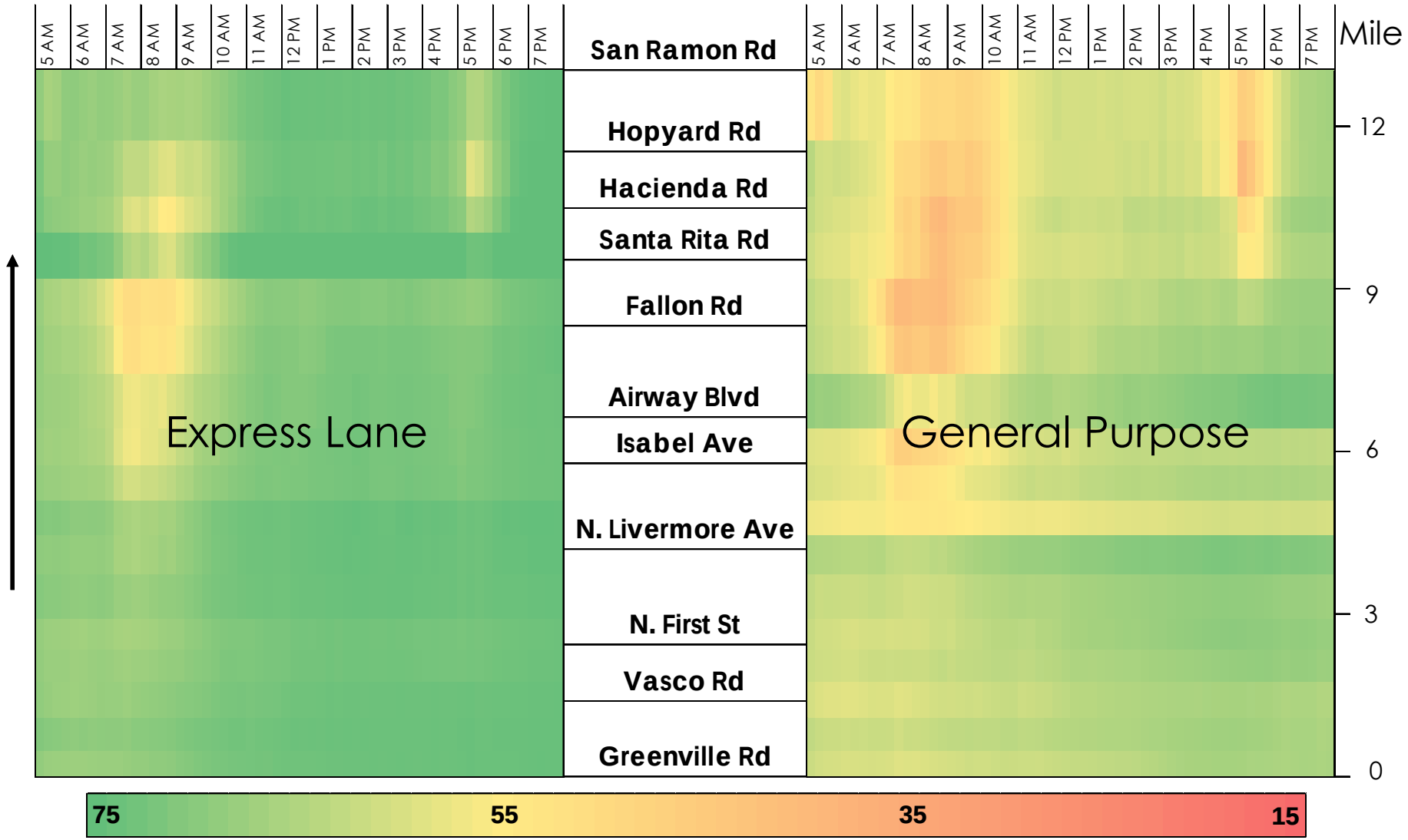
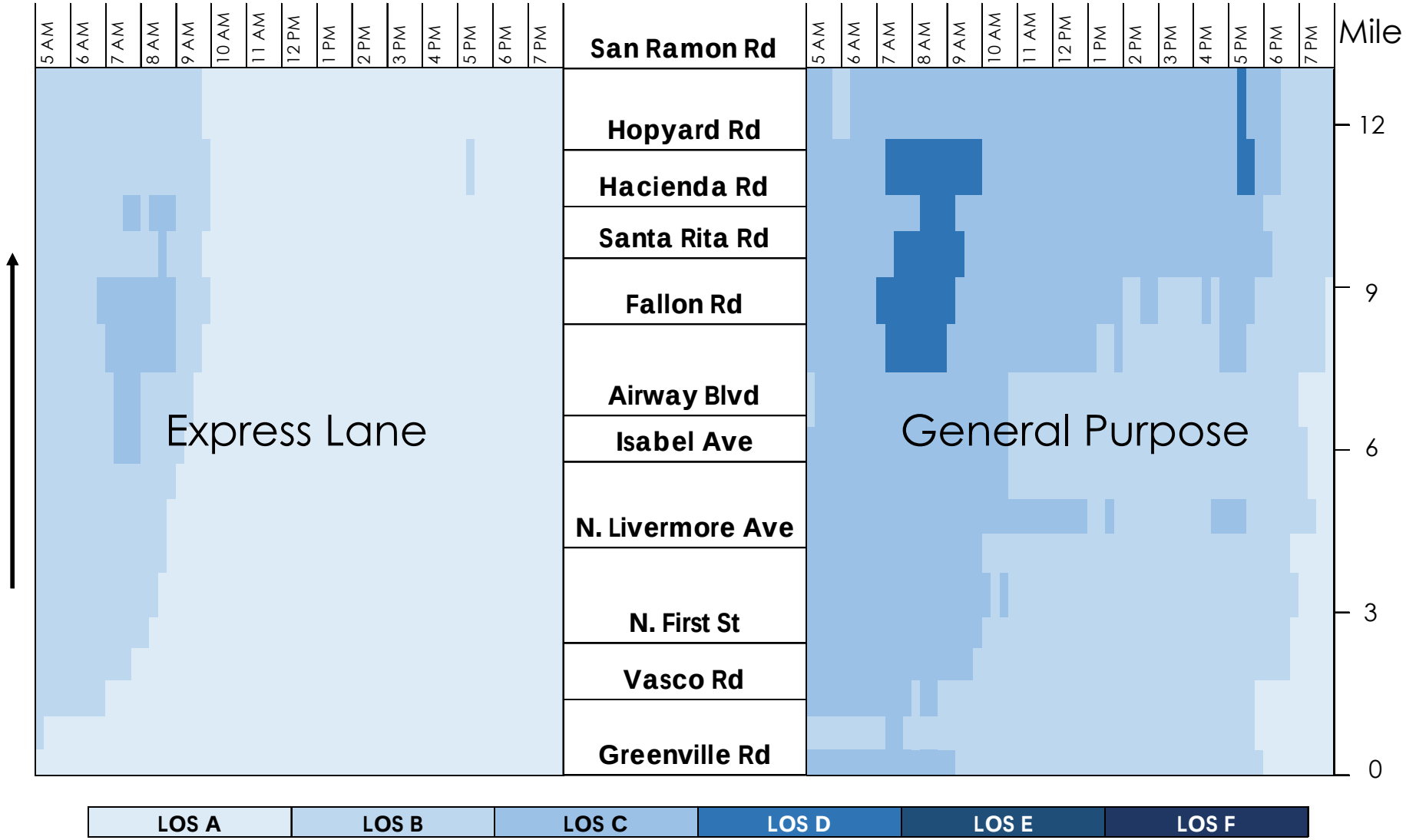
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, June 2016 – November 2016



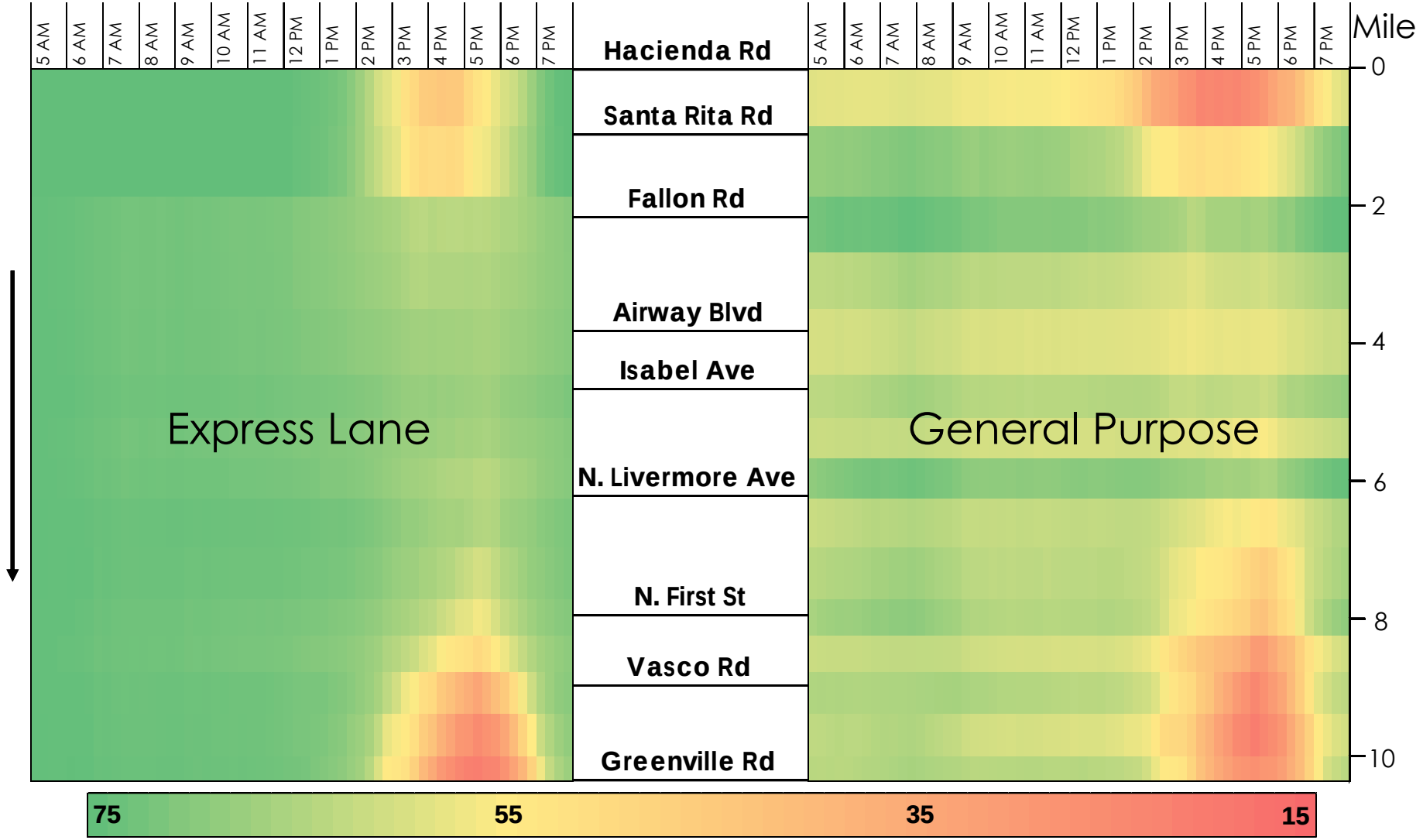
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, June 2016 – November 2016



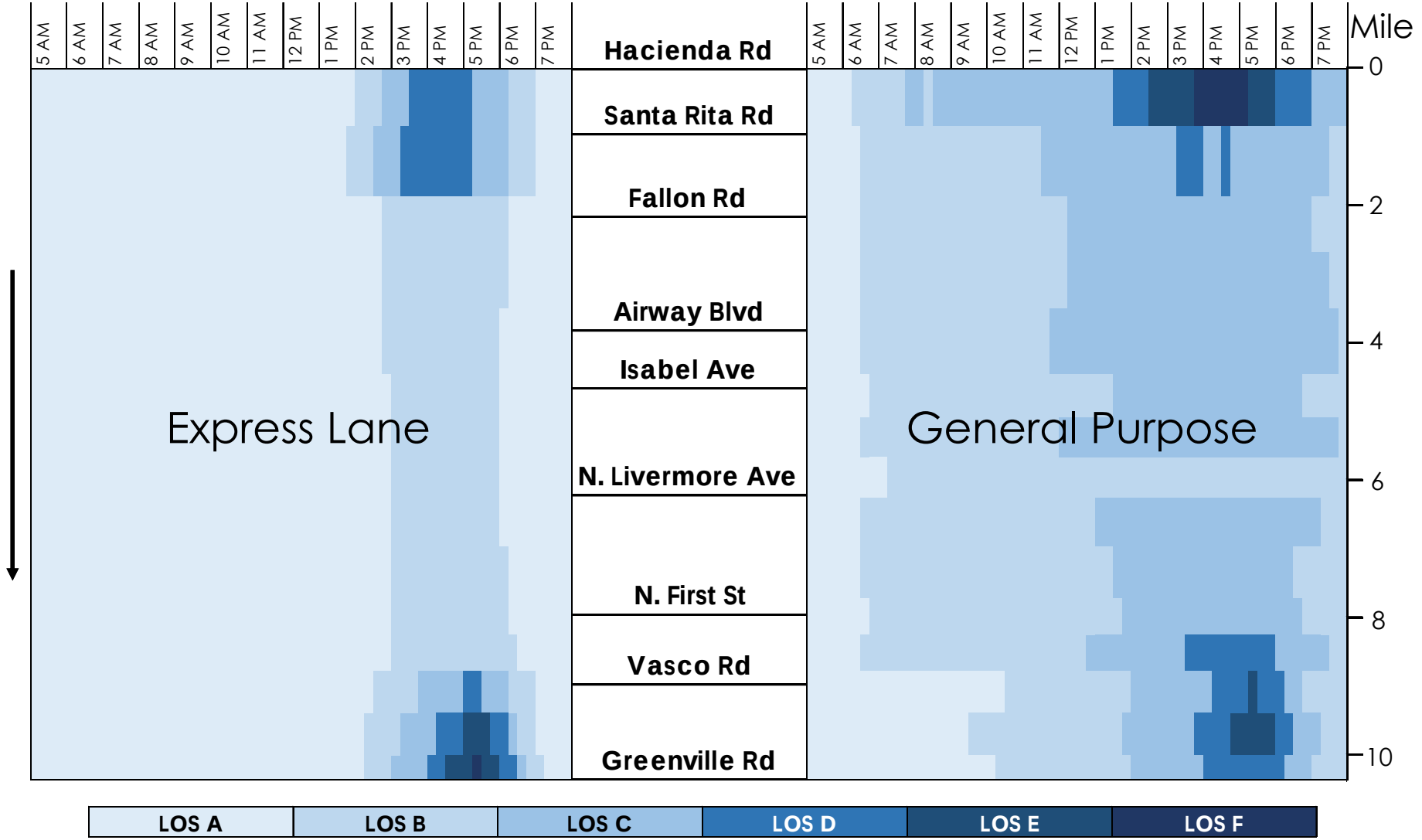
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, June 2016 – November 2016



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, June 2016 – November 2016



DATE:	January 19, 2017
SUBJECT:	Fiscal Year (FY) 2017-18 Professional Services Contracts Plan
RECOMMENDATION:	Approve the FY 2017-18 Professional Services Contracts Plan

Summary

The Alameda CTC contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of professional services, including, but not limited to, general counsel, planning development, media and public relations, outreach, technical assistance, project and program management, and administrative support services. Involvement of the private sector continues to be critical to the success of Alameda CTC and its work in delivering high quality transportation programs and projects in Alameda County.

Original Finance and Administration Committee (FAC) recommendation:

A. Authorize the Executive Director to enter into negotiations and execute professional services contracts with existing consultant firms for services commencing July 1, 2017, for the following services:

   1. Contract Equity Support Services with L. Luster & Associates, Inc.;
   2. Independent Financial Audit Services with Vavrinek, Trine, Day & Co., LLP;
   3. Media and Public Relations Services with Circlepoint;
   4. Paratransit Coordination Services with Nelson\Nygaard Consulting Associates, Inc.; and
   5. Policy, Legislation, Communications, and Administrative Support Services with Acumen Building Enterprise, Inc.

B. Authorize the Executive Director to issue Request for Proposals (RFP) or solicit quotations, enter into negotiations and execute professional services contracts with the top-ranked firms for the General Counsel Services contract.

This item was brought before the FAC at its meeting on January 9, 2017, and was approved unanimously with two changes. The FAC recommended authorizing the Executive Director to enter into negotiations and execute professional services contracts commencing July 1, 2017, for Contract Equity Support Services with L. Luster & Associates, Inc., Independent Financial Audit Services with Vavrinek, Trine, Day & Co., LLP, Paratransit Coordination Services with Nelson\Nygaard Consulting Associates, Inc., and Policy, Legislation, Communications, and Administrative Support Services with Acumen Building Enterprise, Inc. However, the FAC decided to postpone approval of staff's recommendation in relation to the Media and Public Relations Services contract with Circlepoint and general counsel services. The FAC has requested additional information regarding the Alameda CTC's Strategic Communications Plan and the intended scope of work for Media and Public Relations Services contract for FY2017-18. In addition, the FAC would like to further discuss general counsel services for FY2017-18 with the full Commission in closed session at the Commission meeting this month before making a decision regarding staff's recommendation for the General Counsel Services contract.

Background

The Commission contracts with a number of consultant firms to support and supplement staff resources to administer and deliver its program. In January of each year, staff outlines the proposed action plan for the following fiscal year and seeks authorization from the Commission regarding continuation and/or modification of existing contracts, or initiating a competitive bid process to consider new firms to provide specific services. The initial term of these professional services contracts are typically one to three years in length, with the option to renew for additional years of services for a term totaling five years. This practice of seeking the Commission's approval of its fiscal year professional services contracts plan is meant to ensure the highest quality and performance from its consultants, and accountability of Alameda CTC staff.

The background and recommendations for each of the professional services contracts are discussed below and summarized in **Table 1** (Attachment 5.1A):

1. **Contract Equity Support Services** – L. Luster & Associates, Inc.

   Contract equity support services include coordination and administration of Alameda CTC's Local Business Contract Equity (LBCE) Program, including: processing of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) certifications; assistance with determining contract-specific contract equity goals; providing independent review of contract payment data for compliance with the LBCE Program; contract outreach and monitoring services; and as-needed technical assistance. L. Luster & Associates, Inc., an Alameda CTC-certified LBE/SLBE/VSLBE firm with offices in Oakland, California, was awarded a contract in 2016 through a competitive bid process to provide these services. The value of the current contract, which covers the period from July 1, 2016 to June 30, 2017, is $242,615.

Staff recommends authorization to enter into negotiations and execute a professional services contract with L. Luster & Associates, Inc. for contract equity support services for one additional year through June 30, 2018.

2. **Independent Financial Audit Services** – Vavrinek, Trine, Day & Co., LLP

   The Independent Financial Auditor provides the required independent audits of Alameda CTC and the Sunol Smart Carpool Lane Joint Powers Authority, issuance of their opinions on separate audited financial reports, the Federal single audit and completion of the Single Audit report, reports on Measure B and Measure BB Sales Tax Limitations, and assists in the development of the Comprehensive Annual Financial Report (CAFR) with all required notes and various sections. An RFP to obtain a consultant to provide these services was issued in December 2011, and Vavrinek, Trine, Day & Co., LLP (VTD) was awarded a contract after being selected as the top-ranked firm in April 2012. The original term of the professional services contract was for three years, with the option to continue for additional years of services for a term totaling no more than five years ending in FY 2016-17 which would get the agency through the annual audit for the fiscal year ended June 30, 2016. The value of the current contract, which covers the two year period from July 1, 2015 to June 30, 2017, is $157,000.

   Over the last year, auditors from VTD assisted the agency in implementing one of the most extensive Government Accounting Standard's Board (GASB) statements in GASB's history, GASB 68. GASB 68 relates to the accounting and financial reporting for pensions and required all unfunded pension liabilities to be reported on the balance sheets of governmental entities based on very complicated calculations. While many agencies had to hire additional actuaries to complete this work, Alameda CTC was able to complete this work in house with the assistance of VTD auditors. Calculations on GASB 68 will change materially in the next couple of years and will again require assistance to complete. In addition, another very complicated GASB statement, GASB 75, is required to be implemented with the CAFR for the year ended June 30, 2018, which requires all unfunded postemployment benefits to be reported on the balance sheets of governmental entities very similar to the manner in which GASB 68 requires for pensions again requiring professional assistance.

   While Alameda CTC Contracting and Procurement Policies generally limit audit services contracts to a period of five years, the policies also allow for this restriction to be waived at the discretion of the Commission under certain circumstances.

   Staff recommends authorization to enter into negotiations and execute a professional services contract with Vavrinek, Trine, Day & Co., LLP for independent financial audit services for two additional years through June 30, 2019, as allowed under the Alameda CTC Contracting and Procurement Policies for special circumstances.

3. **Media and Public Relations Services** – Circlepoint

   Media and public relations services include communications and public relations, preparation of press and other public materials, assistance at public meetings and events, and support for agency communications and outreach needs. Circlepoint, an Alameda CTC-certified LBE firm with offices in Oakland, California, was awarded a contract in 2016 through a competitive bid process and the value of the current contract, which covers the period from July 1, 2016 to June 30, 2017, is $224,933.

4. **Paratransit Coordination Services** – Nelson/Nygaard Consulting Associates, Inc.

   Paratransit coordination services include: meeting facilitation and coordination; administration and coordination of local, regional, state and federal grant funding; outreach services; coordination of Alameda CTC's Mobility Management Planning Program; and technical assistance. Nelson/Nygaard Consulting Associates, an Alameda CTC-certified LBE firm with an office in Oakland, California, is currently providing these services after being awarded the contract through a competitive procurement process in 2016. The value of the current contract, which covers the period from July 1, 2016 to June 30, 2017, is $303,344.

   Staff recommends authorization to enter into negotiations and execute a professional services contract with Nelson/Nygaard Consulting Associates for paratransit coordination services for one additional year through June 30, 2018.

5. **Policy, Legislation, Communications, and Administrative Support Services** – Acumen Building Enterprises, Inc.

   Acumen Building Enterprises, an Alameda CTC-certified LBE/SLBE firm with offices in Oakland, California, has been providing administrative, policy, planning and communications support services since undergoing a formal competitive bid process in September 2013. These services include, but are not limited to: providing technical and other support for planning, policy, communications, projects and programs; public meeting support for Alameda CTC's Commission and Community Advisory Committees; assistance with planning activities such as the Countywide Transportation Plan, Congestion Management Program, modal-specific studies, and performing other general services for Alameda CTC. The original term of the professional services contract was for 18 months, with the option to continue for additional years of services through June 30, 2018. The value of the current year contract work, which covers the period from July 1, 2016 to June 30, 2017, is $1,700,000.

   Staff recommends authorization to enter into negotiations and execute a professional services contract with Acumen Building Enterprise, Inc. for policy, legislation, communications, and administrative support services for one additional year through June 30, 2018.

6. **General Counsel Services** – Wendel, Rosen, Black & Dean, LLP

   General counsel services for Alameda CTC include representation at Committee and Commission meetings, review of contracts and agreements, as well as other general legal matters. It also includes highly specialized legal services such as counseling on personnel-related matters and providing legal representation on ongoing condemnation and eminent domain proceedings, right-of-way activities and other project related matters. Wendel, Rosen, Black & Dean, LLP, an Alameda CTC-certified LBE firm with offices in Oakland, California, was awarded a contract in 2012 through a competitive bid process to provide these services. The value of the current contract, which covers the period from July 1, 2016 to June 30, 2017, is $850,000. Of the current contract value, approximately $380,000 was budgeted for general legal services, with the remainder being budgeted to cover specialized legal services for Alameda CTC's programs and capital projects.

Fiscal Impact: The fiscal impact for contracts that are renewed or procured as a result of approving this item will be negotiated and included in the draft FY 2017-18 budget which is scheduled to go to the Commission for approval in May 2017.

Attachment

A. Table 1 – Summary of Professional Services Contracts Plan

Staff Contacts

Seung Cho, Director of Budgets and Administration

Patricia Reavey, Deputy Executive Director of Finance and Administration

Attachment A

TABLE 1 – SUMMARY OF PROFESSIONAL SERVICES CONTRACTS PLAN				
Services	**Current Firm**	**Contract Budget for FY2016-17**	**Year of Last RFP Issuance**	**Recommended Action**
Contract Equity Support Services	L. Luster & Associates, Inc.	$242,615	2016	1-Year Renewal
Independent Financial Audit Services	Vavrinek, Trine, Day & Co., LLP	$157,000*	2011	2-Year Renewal
Paratransit Coordination Services	Nelson/Nygaard Consulting Associates, Inc.	$303,344	2016	1-Year Renewal
Policy, Legislation, Communications, and Administrative Support Services	Acumen Building Enterprise, Inc.	$1,700,000	2013	1-Year Renewal
** Contract budget for FY 2015-16 and FY 2016-17 combined*				

DATE:	Janaury 19, 2017
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 November 7, 2016, the Alameda CTC reviewed a Supplemental Environmental Impact Report, a Draft Environmental Impact Report and a Notice of Preparation. Comments were submitted on these documents and the comment letters are included as Attachments A, B and C.

Fiscal Impact: There is no fiscal impact.

Attachments:

A. Response to the Draft Environmental Impact Report for the Lincoln Landing Project (Hayward)
B. Response to the Supplemental Environmental Impact Report for the Oak Knoll Mixed Use Community Plan Project (Oakland)
C. Response to the Notice of Preparation of the Environmental Impact Report for the Alameda Marina Master Plan (Alameda)

Staff Contact

Saravana Suthanthira, Principal Transportation Planner

Chris Van Alstyne, Assistant Transportation Planner

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

November 7, 2016

Leigha Schmidt
Senior Planner
City of Hayward
777 B Street
Hayward, CA 94541

SUBJECT: Comments on Draft Environmental Impact Report (DEIR) for the Lincoln Landing Project

Dear Ms. Schmidt,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Lincoln Landing Project. The proposed project consists of approximately 476 residential units and 80,500 square feet of commercial space. The project site is bounded by Foothill Road to the north and east, City Center Drive to the south, San Lorenzo Creek to the south and west, and Hazel Avenue to the north and west.

As you are aware, the Notice of Preparation for the DEIR was not sent to Alameda County Transportation Commission (Alameda CTC). In this regard, please see Alameda CTC's most recent 2015 Congestion Management Program (CMP) Chapter 6 - Land Use Analysis Program (LUAP), Page 87 that lists the type of projects subject to CMP LUAP analysis. Any land use projects that are consistent with the adopted General Plan, but generates over 100 p.m. peak hour trips, are subject to this requirements and this project falls under that category.

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

Comments on the DEIR

- The DEIR analyses intersection level impacts on the following Metropolitan Transportation System (MTS) network roadways within the study area:
  - State Route 185 (Mission Boulevard)
  - State Route 238 (Foothill Boulevard)
  - A Street

  However, since the traffic generated by this project would likely impact the following MTS network roadways, they should be included as part of the traffic impact analysis:
  - Interstate 580
  - State Route 92 (Jackson Street)
  - Interstate 238
  - These roadways are part of the CMP and MTS roadway network in Alameda County.
- Alameda CTC has reviewed and supports the Transportation Demand Measures proposed for the project outlined in section 3.1-22. We request that the DEIR include additional details regarding the long-term sustainability of these measures, such as funding, operations and who will be responsible for overall long-term administration of these measures.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris Van Alstyne, Assistant Transportation Planner at (510) 208-7479 if you have any questions.

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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

November 16, 2016

Heather Klein
Development Planning Manager
City of Oakland
250 Frank H. Ogawa Plaza, Suite 2214
Oakland, CA 94612

SUBJECT: Comments on Supplemental Environmental Impact Report (SEIR) for the Oak Knoll Mixed Use Community Plan Project

Dear Ms. Klein,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) for the Oak Knoll Mixed Use Community Plan Project. The project site is approximately 189 acres bounded by Mountain Boulevard/Interstate 580 to the west, Keller Avenue to the north and east, and Sequoyah Road to the south. The proposed project would consist of approximately 925 residential units, 72,000 square feet of commercial use, and 77 acres of open space and recreation areas.

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

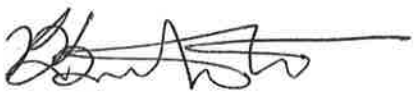
Comments on the SEIR

- On page 4.13-21: The SEIR presents the Level of Service (LOS) information on freeway and other roadway segments from Alameda CTC's 2014 LOS Monitoring report. The most recent monitoring was performed in spring 2016, and the 2016 Level of Service Monitoring results are available on this webpage: http://www.alamedactc.org/app_pages/view/8091. Please update the LOS information in the SEIR document.
- On page 4.13-53: Please clarify what is meant by "causing congestion of regional significance" under Item H, Traffic Load and Capacity Thresholds. As you are aware, the Alameda CTC's Congestion Management Program (CMP) does not establish significance thresholds for designated roadways for the purposes of Land Use Analysis Program (LUAP).
- On page 4.13-88: The SEIR report states that the proposed project would not degrade the performance of the MTS roadways from LOS E or better to LOS F. Although it states that the related analysis and data are included in Appendix V-H of the report, they are missing from the SEIR.
- On page 4.13-79: According to Figure. 4.13-05 and Table 4.13-17, approximately 12% of project generated traffic travels through 98th Avenue and approximately 4% of traffic will be traversing International Boulevard. The SEIR finds the traffic impacts to be significant and unavoidable for the intersection of International Boulevard and 98th Avenue. Considering that the East Bay Bus Rapid Transit (BRT) will be operating on International Boulevard soon, and pass through this intersection, in order to avoid any potential impacts to BRT operations, effective TDM measures

should be considered for implementation to reduce the single occupant vehicle (SOV) trips from the project site, and therefore SOV trips through this corridor. The SEIR should include detailed information of these TDM measures, and how they will be sustained in the long term.

Thank you for the opportunity to comment on this SEIR. Please contact me at (510) 208-7426 or Chris Van Alstyne, Assistant Transportation Planner at (510) 208-7479, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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

November 30, 2016

Andrew Thomas
Assistant Community Development Director
City of Alameda
2263 Santa Clara Ave., Room 190
Alameda, CA 94501

SUBJECT: Response to the Notice of Preparation (NOP) of an Environmental Impact Report for the Alameda Marina Master Plan

Dear Mr. Thomas,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the Alameda Marina Master Plan. The project site is located in the north central portion of Alameda at 1815 Clement Avenue. The site is approximately 44 acres, 28 of which are on land and 16 submerged, bordered by the Brooklyn Basin Estuary to the Northeast, the Navy Operational Support Center to the Southeast, Clement Ave. to the Southwest, and Alameda Municipal Power to the Northwest. The site currently contains approximately 250,000 sq. ft. of maritime, commercial and retail, warehouse and dry storage use across 30 buildings. The proposed project would consist of approximately 250,000 sq. ft. of commercial space, with 115,000 dedicated to maritime use and the other 135,000 sq. ft. for office and retail use. The project additionally plans for up to 670 residential units.

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

Basis for Congestion Management Program (CMP) Review

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

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of Alameda and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the December 2015 update.

Impacts

- The EIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include
    - In Alameda: Park Street, SR-61 (Encinal Avenue), Tilden Way, Webster Street, Webster Street/Posey Tunnels
    - In Oakland: Fruitvale Avenue, Interstate 880, 29th Avenue, 23rd Avenue.
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of the 2015 CMP for more information).

- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include: AC Transit
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

- The EIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Countywide bicycle facilities in the project area include:
    - Planned extension of the San Francisco Bay Trail on Buena Vista Avenue
  - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

- The EIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
  - The Project overlaps with an Area of Countywide Pedestrian Significance:
    - The site is located within a ½ mile of a transit corridor
    - Proximity to the Park Street Central Business District
  - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan

(RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- The EIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The EIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2015 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris Van Alstyne, Assistant Transportation Planner at (510) 208-7479, if you have any questions.

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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DATE:	January 19, 2017
SUBJECT:	Alameda County Safe Routes to Schools (SR2S) Program
RECOMMENDATION:	Approve Safe Routes to Schools Program Principles, Goals and Framework.

Summary

Alameda County's Safe Routes to Schools (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 two schools. As part of the Metropolitan Transportation Commission's Climate Initiatives program in 2010, Alameda CTC was awarded federal funding to implement and expand the program. With the inclusion of federal funds, the program was 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 SRS2 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 sales tax measure funds. The current contract with Alta ends June 30, 2017. Per the Commission's request, a SR2S program update, including principles, goals and a procurement framework, is being presented for Commission discussion and input. Staff will incorporate the Commission's direction and in February will ask for Commission approval to release a Request for Proposal(s) for the Alameda County SR2S program implementation beginning July 1, 2017.

This memo summarizes the following:

- Current SR2S program description and funding
- Research on Bay Area SR2S programs
- ACTAC and school survey responses on how the SR2S program is working and areas for improvement
- SR2S program implementation opportunities
- SR2S program principles and goals
- Proposed program framework

ACTAC and PPLC considered this item during their January meetings and approved the goals, principles, and framework as described in this memo.

Current Alameda County SR2S Program

The Alameda County SR2S program is now entering its 11th year. The program has historically focused on education and encouragement activities delivered by SR2S consultant teams working directly with schools and leading SR2S activities at the schools. Following the Safe Routes to School national model, the Alameda County SR2S program has placed a heavy emphasis on three major encouragement events:

1. **International Walk and Roll Day** (in October)
2. **Golden Sneaker Contest** (in spring)
3. **Bike to School Day** (in May)

The program has also developed activities that focus on direct safety education training for students. These include:

- **BikeMobile**: An event that provides mobile bike repair services on campuses and teaches bike repair skills to students.
- **Bike Rodeos**: Events that teach elementary students safe biking skills in small groups.
- **Pedestrian Rodeos**: Events that teach elementary students safe walking skills in small groups.
- **Drive Your Bike**: Week-long class that is usually part of Physical Education (PE) class that is focused on teaching middle and high school students how to safely ride a bike, culminating in a group ride on streets around the school.
- **"Rock the Block" Theater Shows**: An assembly targeted to elementary students that features singing, dancing, comedy, and lessons about safe walking and bicycling to and from school.
- **Safe Routes to School curriculum** and in-class activities for elementary and middle school students.

The Alameda County SR2S program has also developed program elements targeted to high school students, which is unique for SR2S programs which typically target elementary and middle school students. The high school program is centered on integrating Alameda County SR2S into existing clubs and classes that help establish program activities and/or plan SR2S events. 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 high school program includes another encouragement event "Cocoa for Carpools" which is directed towards getting more students to carpool to school.

In addition to education and encouragement activities, the current program also includes school site assessments. The assessments entail observing and reviewing existing school access conditions and infrastructure. The assessments involve multiple stakeholders, including city staff, school staff, parents, law enforcement, and other community members.

The SR2S consultant team uses the information collected to recommend measures to increase safe multimodal access to the school and as a basis for grant applications. Recommendations can include changes to drop-off and pick-up procedures, infrastructure improvements, increased bike parking, and restriping plans. Prior to FY 2015-16, the program completed only a few site assessments per year and was primarily focused on curriculum and educational program development. However beginning in FY 2015-16, Alameda CTC increased resources allocated to site assessments to address safe infrastructure as a critical component of increasing the number of students and families who choose not to drive to school. Prior to FY 2015-16, approximately eight site assessments were completed per year; in FY 2015-16, the program completed 30 site assessments and a similar number are planned for FY 2016-17.

As is expected during growth, the budget for the Alameda County SR2S program has steadily increased over the years as the amount of schools being served and programming increased. In the last 3 fiscal years, the average annual contract amount to implement the program was $1,900,000.

Bay Area Safe Routes to School Programs

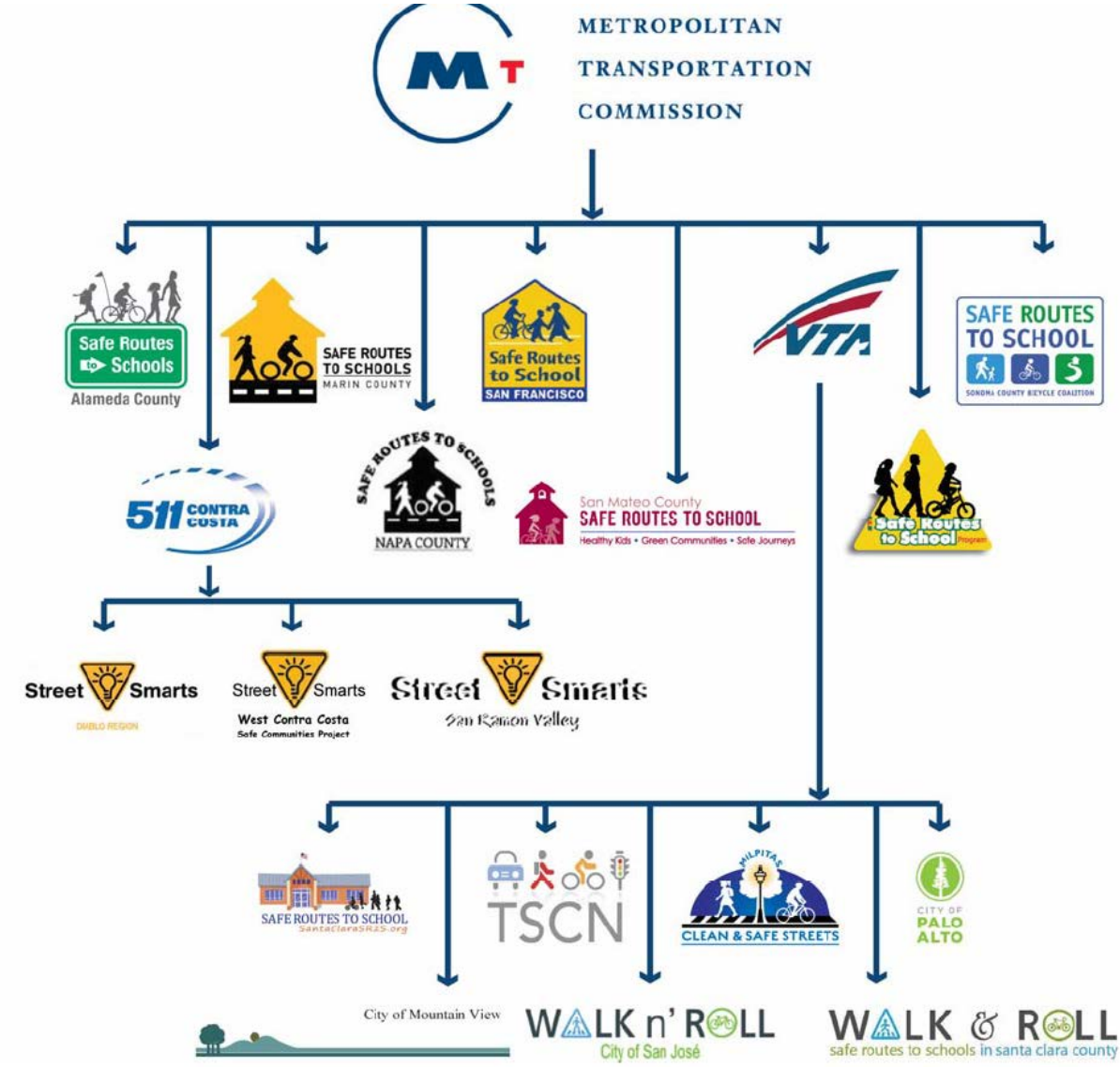
The planned procurement for a new contract provided an opportunity for staff to assess where the Alameda County program is and what opportunities might be available to improve it. Staff began the process by researching how other regional programs are being implemented to look for lessons learned and best practices. At the end of 2014, MTC did an evaluation of the regional SR2S program and identified key successes and findings. Lessons learned from the report include:

- SR2S programs increase the use of active transportation
- Schools initiating new programs show greater mode shifts than schools that have ongoing programs in place for several years (counties with longer program tenure continue to see benefits, just at lower rates)
- Specific Safe Routes activities are correlated with increased biking, walking, and carpooling: frequent walk and roll days, walking school bus and bike train programs. In addition, schools that offer a variety of on-going activities, rather than one-time activities, see higher transportation mode shifts. Furthermore, encouragement events focused on a specific mode (i.e. bike or carpool) usually lead to a higher shift to those specific modes
- Parents' positive perceptions of walking and biking correlated with a higher walking and biking mode shift
- Underserved populations tend to have higher rates of walking but lower rates of biking and carpooling
- Higher rates of crashes near the school deter families from walking or biking. (This finding suggests that, in addition to reducing safety concerns, infrastructure conditions have a significant impact on mode choice)

Recommendations coming out of the report include:

- SR2S programs should continue collecting mode split data twice a year (fall and spring)
- SR2S programs should continue to survey parents about their perceptions
- Work with schools that have shown an increase in family car use to determine factors that may be diminishing the impacts of the Safe Routes to School programming

Of the nine Bay Area Counties, most SR2S programs are administered at the countywide level, while several counties (i.e. Contra Costa, Santa Clara, San Mateo) sub-allocate their funding to other organizations. An example of this is depicted in the graphic below:



Each county has leveraged funds in addition to the regional funds from MTC to increase programming. There are also a variety of administering agencies as shown in the chart below:

County	Administering Agency
Alameda	Alameda CTC
Contra Costa (3 programs)	511 Contra Costa, Contra Costa Health Services, Street Smarts San Ramon Valley
Marin	Transportation Authority Marin
Napa	Napa County Office of Education
San Francisco	San Francisco Dept. of Health
San Mateo	San Mateo County Office of Education
Santa Clara (distributed through competitive grant)	Santa Clara County Public Health Department, City of Mountain View, City of Palo Alto, City of San Jose, city of Santa Clara
Solano	Solano Transportation Authority
Sonoma	Sonoma County Department of Health, City of Petaluma, and Town of Windsor

Alameda CTC staff also met directly with Bay Area CMA's to discuss SR2S program implementation. Some of the lessons learned are:

- Task forces, when they include the right partners, can be powerful ways to build support within the community (i.e. school district, school board, elected officials, principals engagement helps integrate program into school curriculum)
- School staff turnover is a universal challenge to SR2S program implementation
- Micro-grants for smaller and easy-to-implement infrastructure improvements are helpful in getting safety improvements done more quickly
- Establishing partnerships with agencies or organizations with similar goals (i.e. bike coalitions, public health) are important ways to leverage resources

Survey Results

ACTAC

In December, Alameda CTC sent the members of the Alameda County Technical Advisory Committee (ACTAC) a survey on the SR2S program to understand how the program was operating from the City/County delivery perspective. We received responses from all 15 local jurisdictions. The following questions were asked in the survey:

1. Does you jurisdiction have a staff person or people with time dedicated to a Safe Routes to School program? (11 jurisdictions (73%) said yes)
2. Who is the primary person you interact with in the Alameda County SR2S program (9 jurisdictions (64%) said SR2S site coordinators)
3. In an average month, how often do you and your staff interact with the Alameda County SR2S program? (10 jurisdictions (71%) said 1-5 times a month)
4. What aspects of the Alameda County SR2S program do you interact with? (number one response was site assessments by 13 (89%) jurisdictions)
5. On a scale of 1 to 5 how would you rate your jurisdiction's support of the SR2S program in terms of resources and awareness at the staff level, elected official level, school district level, and community level? (a variety of responses)
6. What aspects of the Alameda County SR2S program are working best for your community (most often mentioned response was site assessments)
7. Are there other partners (government or community organizations) that you think should be engaged in the Alameda County SR2S program? (a variety of answers)
8. How can the Alameda County SR2S program be improved to better meet the needs of your community? (most often mentioned response was increased capital funding)
9. Does your jurisdiction implement its own SR2S program outside of the Alameda County SR2S program (70% of respondents do at least one aspect of a SR2S program)

In summary, ACTAC respondents interact the most with the site assessment process and consider the site assessments one of the aspects of the program that is working well but would like to have access to more funding opportunities to be able to implement capital improvements identified. After site assessments, events were identified as an aspect of the program with high interaction and respondents rated them positively. A summary of the survey is provided in Attachment A.

School District and SR2S Champions

The SR2S consultant team also surveyed school district representatives and SR2S champions in December. Champions are most often parents or school staff, including teachers. A summary of the survey responses is included in Attachment A.

The school champion survey had 70 responses (44% response rate). School champions mentioned lack of parent support and lack of time as two of the biggest obstacles to successful program implementation. They also cited convenience, poor driving behavior

near schools, and personal safety concerns as the top three reason why more students do not use "green" modes of transportation to school.

There were 5 responses from the school districts (38% response rate). School district representatives mentioned BikeMobile visits and safety education for students as the most effective at improving safety. The monthly walk and roll days and countywide events were mentioned as the most effective at getting students to try "green" transportation modes.

SR2S Program Implementation Opportunities

Balance the program

Alameda CTC has had success with its SR2S program and future program implementation will build off existing work. The national Safe Routes to School Program suggests that successful programs focus on the 6 "E's":

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation
- Equity

Historically the Alameda County SR2S program has been very focused on the first two components, education and encouragement. The opportunity for future program implementation is to continue to support these two, while also increasing emphasis on the remaining "E"'s:

- Enforcement – Strengthening relationships with cities and school districts who are the partners responsible for enforcement activities
- Engineering – Increasing the number of schools who receive site assessments and working with cities to implement suggested improvements
- Evaluation – Establishing comprehensive performance measures which are used to understand strengths and opportunities and feed into a process of continuous improvement for the program
- Equity – Ensuring that SR2S resources are allocated in a way that schools with the highest need are receiving the support they require to implement the program

The following chart highlights the activities that the Alameda County SR2S program completed during the 2015-2016 school year. The current program's emphasis on events is evident. Another opportunity for the program is to expand the amount of direct safety training activities for students. Walking school buses and bike trains were identified as particularly effective at increasing the shift to active transportation modes according to the MTC SR2S regional program evaluation report.

Major Program Activities 2015-2016

	Activity/Event	Elementary	Middle	High	Total
Countywide Activities**	International Walk & Roll to School Day	110	22	7	139
	Golden Sneaker Contest	60	14	10	84
	Bike to School Day	88	19	11	118
School-Specific Activities**	BikeMobile Visits*	69	16	17	102
	Walk and Roll to School Days/ Events	159	1	N/A	160
	Walking School Bus	3	N/A	N/A	3
	Bike Rodeos	16	N/A	N/A	16
	Pedestrian Rodeos	16	N/A	N/A	16
	Drive Your Bike Program	N/A	15	4	19
	School Site Assessment	19	8	3	30
	Rock the Block Assembly	43	N/A	N/A	43
	Cocoa for Carpools (high school event only)	N/A	N/A	9	9

*The BikeMobile, in addition to visiting schools, also makes visits to community events
**Some activities are specific to elementary, middle, or high school age groups

Principles and Goals

Based on research and strategic planning for the Alameda County SR2S Program, the following principles and goals have been developed to guide the future SR2S program implementation:

Principles

- Every student in Alameda County shall have access to SR2S activities that effectively educate on and encourage the safe use of green modes of transportation to school (biking, walking, carpooling, transit, etc.).
- SR2S program school liaisons to support schools in program implementation is an integral component of the Alameda CTC program.
- Safe Infrastructure is critical to the success of SR2S educational and encouragement activities and requires partnership with cities, county, and school districts.
- Performance measures for the SR2S program will be comprehensive and context-sensitive and evaluation results will feed into a process of continuous improvement.

- Expansion and sustainability of a robust SR2S program requires establishing and maintaining effective partnerships.
- Effective engagement with parents as "decision-makers" is key to the success in shifting to "green" transportation modes.

Goals

Based on the principles outlined above, the Alameda County SR2S program will be implemented in order to achieve the goals below.

Goal 1: Provide a comprehensive and equitable program throughout Alameda County in a fiscally responsible manner, serving all public schools interested in participating.

In the 2015-2016 school year the program reached 173 of the approximately 330 schools in Alameda County (53%). In FY 2016-17 steps have been already been taken to achieve this goal by expanding a resource center and strengthening task forces. Previously schools were required to apply to the Alameda County SR2S program; now all a school must do is register with the program to have access to SR2S activities. In the future, the SR2S program will need to focus on finding implementation efficiencies so that all schools can participate in SR2S activities while being sensitive to the fact that not all schools have the same needs or resources available to implement the program.

Goal 2: Develop a core program that will allow every student in Alameda County to have access to age-appropriate bike/ped safety training and SR2S educational activities throughout their school careers (i.e. at least once in elementary, once in middle school, and once in high school).

Research has shown that providing students with direct safety training is one of the best ways to increase the mode shift to "green" transportation modes. Getting young people to recognize that they have transportation choices early in their lives will translate into adults who will understand they have transportation choices and be more apt to use a wider variety of transportation modes.

The vision for the program is that as a student progresses through their school career in Alameda County they will be exposed to age-appropriate education activities that build off each other over time. This will allow every student that graduates from school in Alameda County to feel comfortable walking, biking, and/or taking transit safely.

Goal 3: Establish and maintain strong, effective partnerships throughout the county in order to leverage program expansion and sustainability.

A SR2S program that ensures all students in the over 300 schools in Alameda County have access to age-appropriate safety training will be expensive. In addition, staff turnover at schools is a common challenge to all SR2S programs. Future program implementation will need to form partnerships with agencies or organizations with similar goals to assist with meeting program goals. Other SR2S programs have had success with increased

engagement with schools, school districts, cities, parents and other partners through SR2S task forces.

Goal 4: Support improvements to the built environment near schools that allow for better access and increase safety.

There is an inextricable relationship between the education, encouragement, and engineering components of a SR2S program. Even if resources are spent to train every student how to safely walk and bike to school, if they do not have a safe sidewalk or bike lane to get there, they, or their parents, will likely still choose to use a car to get to school. Safety is a key component of encouraging multimodal access to school.

As evidenced by the ACTAC survey results, identification of safety improvements around schools and funding to implement them are important aspects of the current SR2S program. Future program implementation will continue to allocate resources so that every school will have a site assessment within the next 5 years. Additional staffing resources will also be dedicated to assisting local jurisdictions, when and where necessary, with implementation activities, including tracking of projects and assistance with grant applications. In addition, Alameda CTC staff will continue to explore options for supporting SR2S infrastructure projects from federal, state and local sources. Alameda CTC will also consider ways to quickly implement smaller-scale projects, including the feasibility of a micro-grant program.

Goal 5: Encourage the adoption of SR2S policies and curriculum within schools and school districts.

Due to high turnover in staff at schools, SR2S staffing resources are spent on re-establishing the school relationships and "selling" the merits of the SR2S program on a yearly basis in some cases. By encouraging school districts and schools to adopt SR2S policies, the work of having to "sell" the program will become less over time. Alameda County schools are critical partners to SR2S program implementation but they are often struggling to offer the support that it takes to implement the SR2S program. The goal of implementing the core SR2S program in all schools is that the "ask" from the schools will lessen as the program becomes more integrated. Finally, SR2S curriculum integration will help ensure that all students have access to the lessons.

Goal 6: Evaluate the SR2S program at the school level so that it is context sensitive and will allow the program to adjust to address what is learned during the evaluation process.

The Alameda County SR2S program has always had performance measures but they have been limited to measuring the reach of the program (i.e. numbers of activities or students, but not the effectiveness of individual types of activities and student contacts). For instance, some of the performance measures used in the past include:

- Number of schools participating
- Number of students attending events
- Number of events held

- Number of students who receive safety training
- Number of schools who were provided SR2S resources
- Number of parents and community members involved in the SR2S program

While these performance measures are important and should be tracked in the future, the program also must incorporate performance measures that allow the team to understand which elements and activities are most effective at getting more students to walk, bike, carpool, or take transit to school. The evaluation will be done at the school level will allow the team to understand the local context and adjust the program as necessary.

Goal 7: Engage parents as the transportation mode "decision maker."

Research indicates that parents' attitudes towards "green" transportation modes directly impacts the ability to impact mode shift. Experience has shown that if parents perceive that allowing their kids to bike and walk to school is dangerous, they will not allow them to do it. It is important that real and/or perceived safety barriers are addressed. It is also important that parents understand the many benefits their children gain by active transportation including better health and better learning. Often parents are engaged in the SR2S program as volunteers, but their impact as the "decision maker" is even greater.

Funding

In November 2016, the Commission authorized programming $7.063 million Federal One Bay Area Grant Funds for the Alameda County SR2S program and $920,000 in Measure B Bicycle and Pedestrian Countywide Discretionary funds to be used as matching funds. The amount of future local funds recommend for the Alameda County SR2S program through the 2018 CIP, which will be brought to the Commission for approval in the 2nd quarter of 2017, will reflect the contracting option that is selected for the Program.

Proposed Framework

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 sub consultants. The current contract is large and complex and managing the program efficiently has been challenging. In order to address the identified challenges, staff considered several other contracting options.

<u>In-house Option</u>

Alameda CTC staff would directly provide all the SR2S staffing support for program implementation, including school site liaison, outreach, and education activities. The direct safety training for students and site assessments, work would still be done through consultants. This option would require the addition of approximately 10 new Alameda CTC staff members.

Benefits:

- Would allow Alameda CTC staff to directly perform program implementation

Challenges:

- Would cost more to have full time Alameda CTC staff than contracting for the school liaison, outreach and education responsibilities
- Does not allow the staffing resources to flex depending on the needs of the program implementation schedule (i.e. some times of the year are busier than others)
- Utilizes an immense amount agency resources for a single program

Pass-through Option

The federal SR2S funding made available from MTC would be passed through to local jurisdictions based on a pre-determined formula that considers amount of schools or students. In this option, the role of Alameda CTC staff would be limited to programming the federal funds.

Benefits:

- Minimal on-going Alameda CTC staffing resources
- Allows local jurisdictions to control program priorities

Challenges:

- MTC SR2S evaluation report recommends against this due to increased administration costs
- Loss of economies of scale, making it difficult for jurisdictions to be able to fund similar scale of activities
- City boundaries do not always align with school district boundaries
- Could lead to vast disparities in SR2S programming within Alameda County

Program Management Option

Alameda CTC staff would transition to the program manager role (rather than the historical contract management role) and be more active in high-level SR2S implementation activities.

This option envisions the SR2S implementation activities to be contracted out in three separate contracts:

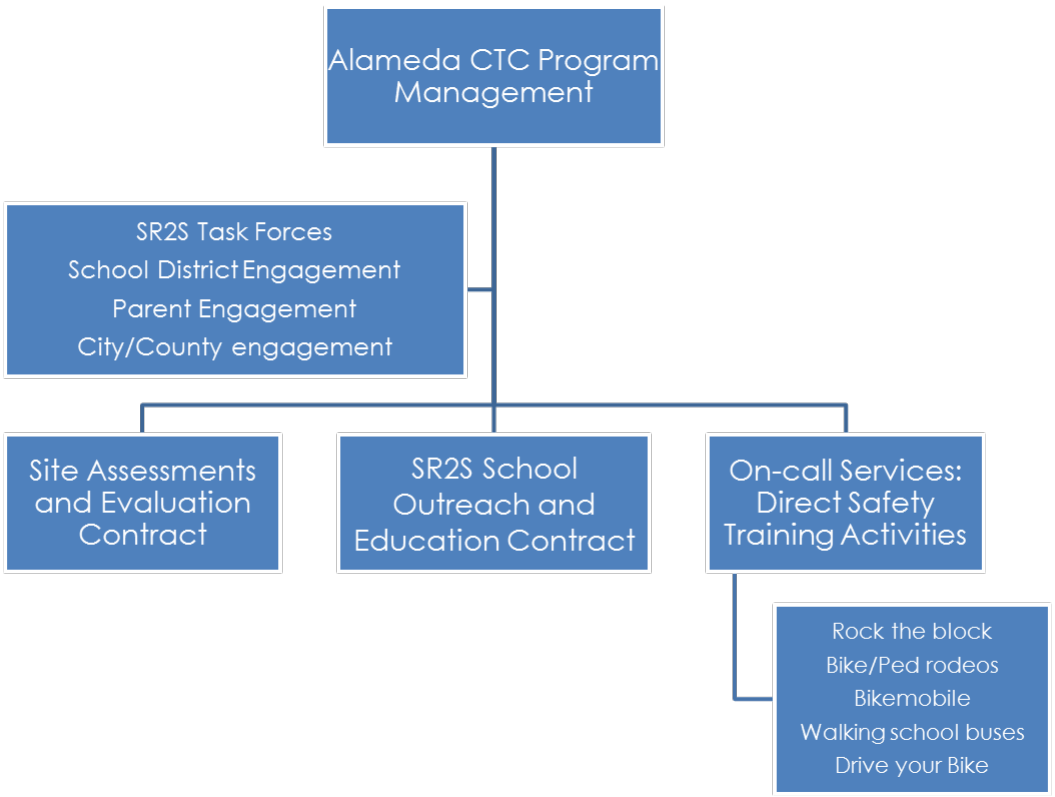
- Contract 1: Site assessments, data collection, and evaluation
    - Conduct school site assessments
    - Keep database of all recommendations and status of capital improvements
    - Identify preferred school routes and remote drop off areas if applicable
    - Develop annual school report cards
    - Program evaluation
    - Mode share counts
    - Technical assistance to local jurisdictions on regional and state grant applications

- Contract 2: SR2S School Outreach and Education
    - Responsible for school recruitment activities
    - Staff support to task forces
    - Staff support for schools in planning events and other activities
    - Staff support to Alameda CTC on school district engagement
        - *Includes development of SR2S curriculum and conducting teacher training*
    - Staff support to Alameda CTC on parent engagement
        - *Meeting with PTA and incorporating messages into existing school communications*
- On-call service contract: Direct safety training activities
    - Would provide the following activities:
        - Bike and pedestrian rodeos
        - Drive your Bike: in-depth class teaching bike riding safety skills
        - Rock the block theater show
        - Walking school bus and bike train support
        - BikeMobile
        - Family bicycle workshops

The role of Alameda CTC staff would be to manage the contracts and take the lead on managing the following responsibilities:

- Task Forces
- Developing core SR2S program
- School District, parent, and city engagement
- Equitable resource allocation

The organization chart below depicts how the program management option would be administered.



SR2S Capital Program

Note: a SR2S capital program is expected to be funded through a combination of federal, state and local funds. In addition, the feasibility of a micro-grant program for small scale capital improvements around schools will be considered through a future CIP.

Benefits:

- Allows Alameda CTC to provide oversight, strategic direction, and resource distribution for countywide program
- Allows for program evaluation to be done independently from program implementation
- Multiple contracts allow for effective evaluation and increased direct communication with consultants

Challenges:

- More contacts increase contract administration time

Recommendation:

Staff recommends the following items:

1. Approve the SR2S program principles:
    I. Every student in Alameda County shall have access to SR2S activities that effectively educate and encourage the use of green modes of transportation (biking, walking, carpooling, transit, etc.) to school.
    II. SR2S program liaisons to support schools in program implementation is an integral component of the Alameda CTC program.
    III. Safe Infrastructure is critical to the success of SR2S educational and encouragement activities and requires partnership with cities, county, and school districts.
    IV. Performance measures for the SR2S program will be comprehensive and context-sensitive and evaluation results will feed into a process of continuous improvement.
    V. Expansion and sustainability of a robust SR2S program requires establishing and maintaining effective partnerships.
    VI. Effective engagement with parents as "decision-makers" is key to the success in shifting to "green" transportation modes.
2. Approve the SR2S program goals:
    I. Provide a comprehensive and equitable program throughout Alameda County in a fiscally responsible manner, serving all public schools interested in participating.
    II. Develop a core program that will allow every student in Alameda County to have access to age-appropriate bike/ped safety training and SR2S educational activities throughout their school careers (i.e. at least once in elementary, once in middle school, and once in high school).
    III. Establish and maintain strong, effective partnerships throughout the county in order to leverage program expansion and sustainability.
    IV. Support improvements to the built environment near schools that allow for better access and increase safety.
    V. Encourage the adoption of SR2S policies and curriculum within schools and school districts.
    VI. Evaluate the SR2S program at the school level so that it is context sensitive and will allow the program to adjust to address what is learned during the evaluation process.
    VII. Engage parents as the transportation mode "decision maker."
3. Approve the SR2S procurement framework for the Program Management option

Next Steps:

Staff will integrate the comments and direction provided by the Commission and craft scopes of work and procurement processes that align with the adopted principles, goals, and framework. The following are the next steps to the procurement process:

- Commission approval of principles, goals and framework – January 2017
- Commission approval to release the RFP(s) – February 2017
- RFP(s) released – March 2017
- CIP approval – 2nd quarter 2017
- New contract(s) commences – July 1, 2017

Fiscal Impact: The actions of approving the SR2S program principles, goals and framework will not have a fiscal impact at this time. The Commission approved federal and local match funding for the program in November 2016.

Attachment

A. Safe Routes to School Survey Responses

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Cathleen Sullivan, Principal Transportation Planner

Kimberly Koempel, Assistant Transportation Planner

SAFE ROUTES TO SCHOOL SURVEY RESPONSES – DECEMBER 2016

ACTAC

In December, Alameda CTC sent the members of ACTAC a survey on the SR2S program. Below is a summary of the responses received. All 15 local jurisdictions responded to the survey.

- 10 jurisdictions (73%) have a staff person with time dedicated to SR2S
- 9 jurisdictions(64%) indicated that their primary contact with the program is SR2S site coordinators (4 said it was Alameda CTC staff and 1 indicated the school district)
- 10 jurisdictions (71%) said they interact between 1 and 5 times a month with the program (3 said they have no interaction and 1 said between 5 and 10 times)
- 10 jurisdictions (73%) indicated that are implementing their own SR2S program which could include education and encouragement activities (6), direct safety training (6), capital improvement (7) or site assessments (6).

The chart below depicts what elements of the SR2S program the survey respondents interact with:

Events	8	53%
Site Assessments	13	87%
Capital Project Implementation	7	47%
Task Force Meetings	2	13%
Traffic/Safety Enforcement	7	47%

In response to the question **What aspects of the Alameda CTC's SR2S program are working best for your community?** 9 of the 13 respondents (69%) mentioned site assessments. Other comments included:

- Advocating for bus stops at schools
- Walk&Roll Day and Bike to School Day (mentioned 4 times)
- Site coordinators
- Providing a forum for school champions
- Education

In response to the question ***How can the Alameda CTC SR2S program be improved to better meet the needs of the community?,*** 8 out of 11 jurisdictions said support for funding the capital improvements identified through site assessments. Other items mentioned included:

- Share information on what is working
- Have more schools participate (mentioned two times)

- More resources for on-bike safety education
- More SR2S staff time (mentioned two times)
- Continued resources to schools and school district to implement program
- Increase involvement of school district and public works in site assessments
- Better outreach to general public and local jurisdictions (mentioned two times)
- Stream line process for project funding (mentioned two times)
- Automatic enrollment in SR2S program
- Distribute safety toolkits
- Fund bike racks (mentioned two times)

When asked to rate their jurisdictions support of the SR2S program in terms of resources and awareness the respondents indicated the following:

Answer Options	1 No support	2	3	4	5 High support	Average Score
At the staff level:	0	3	1	5	5	**3.9**
At the elected official level:	0	2	5	3	3	**3.5**
At the school district level:	0	1	3	5	3	**3.8**
In the general community:	0	4	3	6	0	**3.2**

When asked if there are other partners that should be engaged in the program respondents had the following suggestions:

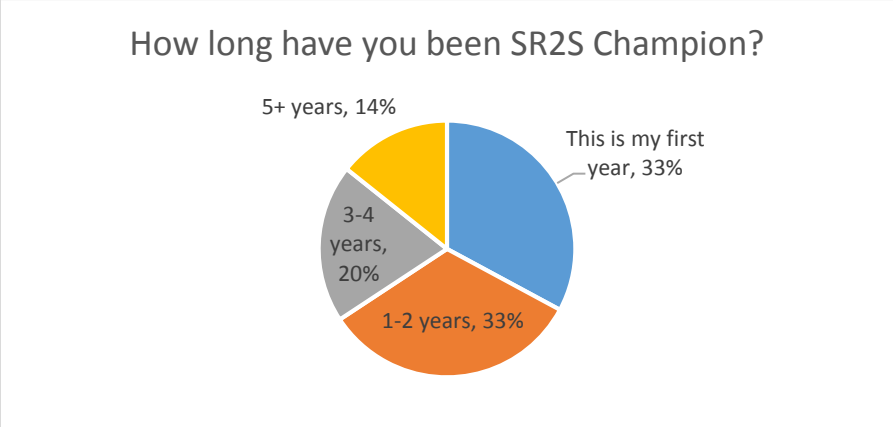
- School district (mentioned 3 times)
- Funding agencies
- Coordination with BPAC
- California Office of Traffic Safety
- Public Health
- Caltrans
- MTC
- DMV
- AAA
- Walk Oakland Bike Oakland
- Police department (mentioned twice)

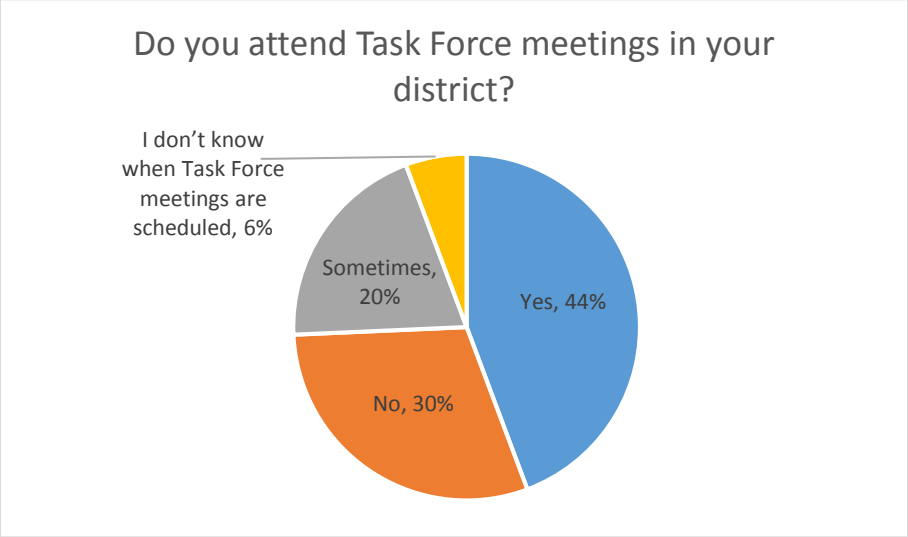
School Champions

SR2S consultant team sent a survey out to SR2S program champions. Champions are most often parents or school staff, including teachers.

70 responses (survey sent to 162 champions resulting in 44% response rate)

Questions





How do you find out about Task Force meetings?

Answer Options	Response Percent	Response Count
Email from SR2S site coordinator	80%	56
I don't know when Task Force meetings are scheduled	16%	11
SR2S website: alamedacountysr2s.org	3%	2
Other (please specify)	1%	1
Phone call from SR2S site coordinator	0%	0
Total		70

If you have attended at least one task force meeting, how helpful is the task force meeting?

Answer Options	Response Percent	Response Count
Very helpful	67%	32
Somewhat helpful	31%	15
Not helpful at all	2%	1
Total		48

Are the right people involved in the Task Force meetings? - Respondents suggested that city planners, more school representatives, police officers, and other community stakeholders should be involved.

Answer Options	Response Percent	Response Count
Yes	92%	46
No	8%	4
Total		50

Does the task force meeting frequently enough to be helpful?

Answer Options	Response Percent	Response Count
Yes	94%	48
No	6%	3
Total		51

Do the task force meeting agendas highlight the topics that are important to you? – Topics suggested by respondents included: volunteer recruitment, use of technology, policy changes, parent engagement, getting support for safety improvements around schools.

Answer Options	Response Percent	Response Count
Yes	88%	44
No	12%	6
Total		50

How frequently to you use the Alameda County SR2S website?

Answer Options	Response Percent	Response Count
A few times a year	79%	49
Monthly	18%	11
A few times per month	3%	2
Weekly	0%	0
Total		62

What do you use the website for?

Answer Options	Response Count
Request activities, such as a BikeMobile visit or bike rodeo	43
Find out about upcoming events	35
Download materials for upcoming events	35
Find out about the next Task Force meeting	7
Other (please specify)	4

What events have you organized or are planning to organize? Select all that apply – "other" responses include BikeMobile (mentioned 4 times), Fire up your feet challenge, and school loop safety.

Answer Options	Response Count
International Walk & Roll to School Day	63
Bike to School Day	55
Golden Sneaker Contest	49
Monthly or weekly Walk & Roll to School Days	25
Bike Rodeo or Drive Your Bike program	21
Rock the Block Assembly	16
Walking School Bus or Bike Train	12
School Site Assessment	11
Pedestrian rodeo	10
Other	9

What obstacles, if any, have prevented you from organizing SR2S activities at your school? Please select all that apply. – The number one response under "other" was **time** (mentioned 11 times). Several respondents mentioned lack of school support and parent support (mentioned 5 times). Several also mentioned school location makes walking and rolling difficult (mentioned twice). In addition, two respondents mentioned that parents do not allow their kids bike and roll.

Answer Options	Response Count
Lack of parent support or interest	26
Other	25
Lack of funding	13
Lack of community support	10
Lack of City staff support	5
Lack of support from the school or district administration	3
We haven't attempted organizing any SR2S activities in the past	3
Unsupportive school policies	2
No obstacles	17

Why do you think more students do not walk, bike, or skate to school? Please select top 5 reasons. "Other" reasons mention include lack of helmets and bikes (mentioned twice), location (hilly mentioned three times), having to get up earlier (mentioned twice), lack of bike parking, parents not feeling comfortable on bikes, parents drop off/pick up students on the way to work (mentioned twice), not in the habit (mentioned twice), kids don't know how to bike or skate (mentioned twice), after school activities at other destinations that are not bikeable/walkable, and safety concerns (mentioned twice)

Answer Options	Response Count
More convenient for parents to drive students to school	49
Poor behavior by people driving near school (distracted driving, speeding, not yielding at crosswalks)	37
Concerns about personal safety (stranger danger, criminal activity, or bullies)	35
Takes too long to walk or bike to school/students live too far away	27
High traffic speeds	27
Weather conditions	19
Lack of facilities (no sidewalks, bike paths, or routes; sidewalks or bike routes are not continuous, or are in need of repair; street crossings are unsafe)	19
Other	17
Lack of bike parking, bike parking not secure, or not in a convenient location	11
Families don't know the best route	8

How can the Alameda County SR2S program be improved to better meet the needs of your community and better encourage active and public transportation?

- Suggestions on increasing parent involvement (3)
- Providing locks and helmets to students
- Communication with parents about benefits, parent workshops (5)
- Address "stranger danger"
- General positive comments about program (4)
- Site coordinators (8)
- Funding for infrastructure and/or specific improvements mentioned (5)
- Need to address unsafe driving at schools
- Walking school bus
- Asks schools to include SR2S in regular curriculum
- Increased involvement from elected officials
- Organize support for school identified priorities
- Increased involvement from police and city officials
- Produce durable banners that can be reused
- Driver education on safe driving practices around schools (2)
- Incentives for teacher involvement
- Share lessons learned or best practices from other areas (2)
- Ask schools to encourage walking from people who live in walking distance
- More collaboration with bike organizations
- Hand tallies are too time consuming
- Better attendance at task force meetings

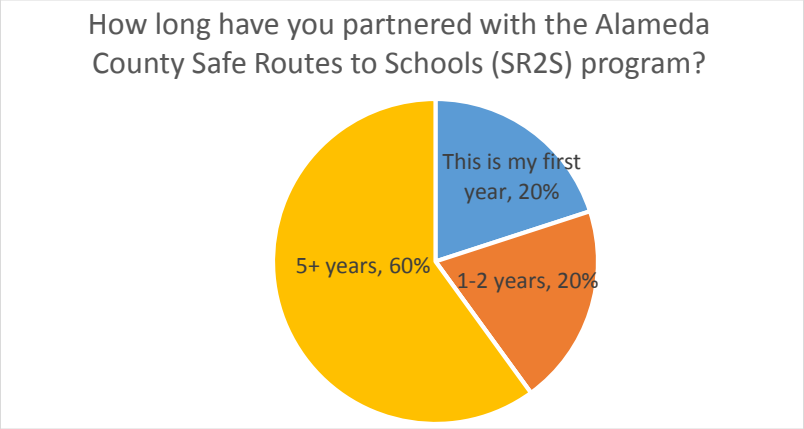
School District Survey responses

5 responses (survey sent to 13 school districts resulting in a 38% response rate)

Questions

What school district do you represent?

- Livermore Valley Joint Unified School District
- Castro Valley Unified School District
- Oakland Unified School District
- San Lorenzo Unified School District
- Fremont Unified School District



Do you have a staff person with time dedicated to SR2S?

Answer Options	Response Percent	Response Count
No	60%	3
Yes	40%	2
Total		5

Has your school district adopted Safe Routes to School-supportive policies?

Answer Options	Response Percent	Response Count
Yes	80%	4
No, we have no policy about school transportation	0%	0
No, we have a policy that discourages walking, biking, or skating to school	0%	0
Unsure	20%	1
Total		5

How effective are the following Safe Routes to Schools programs at IMPROVING SAFETY at schools in your district? Please answer for each program 1 to 5, with 1 being not effective at all and 5 being very effective.

Answer Options	1	2	3	4	5	N/A	Rating Average
Safety education: bicycle and pedestrian rodeos	0	0	0	3	1	0	4.25
BikeMobile visits: free, mobile bicycle repair av	0	0	0	3	1	0	4.25
Ongoing activities: walking school buses and bik	0	0	0	3	0	1	4
Rock the Block Theatre Show (school assembly f	0	0	0	1	0	3	4
In-Classroom Curriculum: 'Go Green' curriculum	0	0	0	3	0	1	4
Evaluation: student travel tallies and parent surv	0	0	0	3	0	1	4
Countywide events: International Walk & Roll to	0	0	1	3	0	0	3.75
School Site Assessments: evaluation of walking	1	0	0	2	0	1	3

How effective are the following Safe Routes to Schools programs at GETTING STUDENTS TO BIKE, WALK, OR TAKE TRANSIT TO SCHOOL in your district? Please answer for each program 1 to 5, with 1 being not effective at all and 5 being very effective.

Answer Options	1	2	3	4	5	N/A	Rating Average
Countywide events: International Walk & Roll to	0	0	0	2	2	0	4.5
Ongoing activities: walking school buses and bik	0	0	0	2	1	1	4.33
Safety education: bicycle and pedestrian rodeos	0	0	1	2	1	0	4
In-Classroom Curriculum: 'Go Green' curriculum	0	0	1	1	1	1	4
BikeMobile visits: free, mobile bicycle repair av	0	0	0	3	0	0	4
Evaluation: student travel tallies and parent surv	0	0	0	2	0	2	4
Rock the Block Theatre Show (school assembly f	0	0	1	0	0	3	3
School Site Assessments: evaluation of walking	1	0	0	2	0	1	3

How do you typically receive information about upcoming SR2S activities? Please select all that apply.

Answer Options	Response Count
During districtwide SR2S Task Force Meetings	0
Visiting the Alameda County SR2S website	0
Receiving emails from the SR2S program or SR2S champions	4
One on one meetings with SR2S site coordinators	1
Other (please specify)	0

How useful are each of these communication methods in partnering with the SR2S program? Please answer for each communication method 1 to 5, with 1 being not useful at all and 5 being very useful.

Answer Options	1	2	3	4	5	Rating Average
Emails from the SR2S program or SR2S champion	0	0	1	2	1	4
One on one meetings with SR2S site coordinator	1	0	0	0	3	4
Alameda County SR2S website	0	1	0	2	1	3.75
Districtwide SR2S Task Force Meetings	1	0	1	0	2	3.5

How frequently do you use the Alameda County SR2S website (alamedacountysr2s.org)?

Answer Options	Response Percent	Response Count
A few times a year	67%	2
Monthly	33%	1
A few times per month	0%	0
Weekly	0%	0
Total		3

What do you typically use the website for? Please select all that apply. ("other" responses were that they do not use the website)

Answer Options	Response Count
Find out about upcoming events	2
Download materials for upcoming events	1
Request activities, such as a BikeMobile visit or bike rodeo	0
Find out about the next Task Force meeting	1
Other (please specify)	2

On a scale of 1 to 5 (1 being not at all and 5 being considered critical in supporting school district goals), how would you rate the school district's support (as defined by sufficient resources dedicated to it and/or specific awareness) of the SR2S program?

Answer Options		1	2	3	4	5	N/A	Rating Average
At the school district staff level?		0	0	1	1	1	1	4
At the school board level?		0	0	3	0	0	1	3
At the school level?		0	0	1	1	1	1	4
At the general community level?		0	0	1	1	0	2	3.5

DATE:	Janaury 19, 2017
SUBJECT:	Countywide Bicycle and Pedestrian Plan Update
RECOMMENDATION:	Approve programming of up to $200,000 in Measure B Transit Center Development funds to the Sustainable Communities Technical Assistance Program (SCTAP); Authorize release of a Request for Proposals (RFP) for professional services for the Countywide Bicycle and Pedestrian Plan Update through the SCTAP; and Authorize the Executive Director or a designee to enter into and execute all related agreements for the Countywide Bicycle and Pedestrian Plan Update

Summary

The Sustainable Communities Technical Assistance Program (SCTAP) provides consultant assistance for land use planning, transportation studies, and development of transportation projects in Priority Development Areas (PDAs) or Growth Opportunity Areas (GOAs). The program is comprised of Federal One Bay Area Grant Cycle I funds, local Measure B funds, and matching funds from local jurisdictions.

On March 27, 2014, the Commission approved a program of $4,544,892 in SCTAP funding to 13 projects. Since March 2014, several SCTAP projects have concluded under budget and several sponsors have provided unanticipated local match funds, resulting in program savings. The federal funds within the SCTAP program have a reversion date in 2019. This item would ensure that program savings are utilized in a timely fashion to maximize use of federal funds.

The Countywide Bicycle and Pedestrian Plans were adopted in 2012. The Plans are in need of update to ensure that they are aligned with current local bicycle and pedestrian plans and to maintain consistency with the five year update cycle that Alameda CTC requires of local jurisdictions.

Staff recommends that the Commission (1) Approve programming of up to $200,000 in Measure B Transit Center Development funds to the SCTAP program; (2) Authorize release of a request for proposals (RFP) for professional services for the Countywide Bicycle and Pedestrian Plan Update through the SCTAP program; and (3) Authorize the Executive Director

or a designee to enter into and execute all related agreements for the Countywide Bicycle and Pedestrian Plan Update.

Background

The Sustainable Communities Technical Assistance Program (SCTAP) provides consultant assistance for land use planning, transportation studies, and development of transportation projects in Priority Development Areas (PDAs) or Growth Opportunity Areas (GOAs). The program is comprised of Federal One Bay Area Grant Cycle I funds, local Measure B funds, and matching funds from local jurisdictions.

On March 27, 2014, the Commission approved a program of $4,544,892 in SCTAP funding to 13 projects. Since March 2014, several SCTAP projects have concluded under budget and several sponsors have provided unanticipated local match funds, resulting in program savings. The federal funds within the SCTAP program have a reversion date in 2019. This item would ensure that program savings are utilized in a timely fashion to maximize use of federal funds.

The Countywide Bicycle and Pedestrian Plans were adopted in 2012. The Plans ensure access across jurisdictional boundaries, determine eligibility for countywide bicycle and pedestrian discretionary funding, shape the work program for the countywide bicycle/pedestrian coordinator position, and form an input to the Countywide Transportation Plan. The Plans are in need of update to ensure that they are aligned with current local bicycle and pedestrian plans, the Multimodal Arterial Plan, and feasibility studies for major regional bicycle and pedestrian facilities completed since 2012. Alameda CTC requires local jurisdictions to update their local bicycle/pedestrian master plans every five years as a condition of receiving Direct Local Distribution Funds. This update ensures Alameda CTC consistency with the five year update cycle required of local jurisdictions.

The Countywide Bicycle and Pedestrian Plans identify and prioritize bicycle and pedestrian capital projects and programs that provide access within and between Priority Development Areas (PDAs). High quality active transportation infrastructure is critical to ensuring that PDAs can accommodate planned development while still meeting mobility needs of current and future residents. As such, an update to the Countywide Bicycle and Pedestrian Plans is consistent with the goals of the SCTAP program.

Staff recommends that the Commission:

1) Approve programming of up to $200,000 in Measure B Transit Center Development funds to the SCTAP program;
2) Authorize release of a request for proposals (RFP) for professional services for the Countywide Bicycle and Pedestrian Plan Update through the SCTAP program;
3) Authorize the Executive Director or a designee to enter into and execute all related agreements for the Countywide Bicycle and Pedestrian Plan Update.

The programming of up to $200,000 in Measure B TCD funds will provide sufficient capacity in the SCTAP program for the Countywide Bicycle and Pedestrian Plan Update and to cover costs from all active SCTAP projects and remaining program administration expenses. The full $200,000 will not be required if additional SCTAP projects have savings.

Fiscal Impact: The programming of $200,000 in Measure B Transit Center Development funds as local match funds will be included in the 2018 Comprehensive Investment Plan (CIP) which will be presented to the Commission in late spring 2017. The project funds will also be included in the Agency's FY2017-18 Budget.

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Carolyn Clevenger, Director of Planning

Matthew Bomberg, Associate Transportation Planner

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DATE:	January 19, 2017
SUBJECT:	I-80 Integrated Corridor Mobility (ICM) Project (PN 1387.001-6): Approval of Contract Amendment No. 4 to Professional Services Agreement No. A11-0039 with Kimley-Horn and Associates, Inc.
RECOMMENDATION:	Approve and authorize the Executive Director to execute Amendment No. 4 to the Professional Services Agreement No. A11-0039 with Kimley-Horn and Associates, Inc. for an additional amount of $200,000 for a total not-to-exceed amount of $2,896,870 to provide system manager services through completion of the the I-80 ICM Project.

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 Operations 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 County and Contra Costa County sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects as follows:

Project #1: Software & Systems Integration
Project #2: Specialty Material Procurement
Project #3: Traffic Operations Systems (TOS)
Project #4: Adaptive Ramp Metering (ARM)
Project #5: Active Traffic Management (ATM)
Project #6: San Pablo Corridor Arterial and Transit Improvement Project
Project #7: Richmond Parkway Transit Center

Alameda CTC is responsible for the construction administration and management of Projects # 1, 2, 3, and 6, and providing a System Manager for the Projects. Alameda CTC selected Kimley-Horn and Associates, Inc. (KHA) in September 2011 to provide System Manager Services for the I-80 ICM Projects.

During the course of the construction of Projects # 1 and 6, several unforeseen issues arose that have caused a delay in the completion of the projects, resulting in a higher level of System Manager services. Construction issues included functionality of signs encountered during system integration and domino-effect delays between sub-projects. Furthermore, additional support during the one year burn in period after the system is activated and for project closeout, has increased the System Manager services. The estimated cost for the additional required System Manager services is $200,000.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report to provide System Manager services through the completion of the Projects.

Background

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 Operations 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 County and Contra Costa County sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects, with statuses as shown below:

Project #1: Software & Systems Integration – on going (software development complete and system testing underway)
Project #2: Specialty Material Procurement – complete
Project #3: Traffic Operations Systems (TOS) - complete
Project #4: Adaptive Ramp Metering (ARM) - complete
Project #5: Active Traffic Management (ATM)- complete
Project #6: San Pablo Corridor Arterial and Transit Improvement Project – substantially complete (providing on-going support during subsystem testing)
Project #7: Richmond Parkway Transit Center – inactive

Alameda CTC is responsible for the construction administration and management of Projects # 1, 2, 3, and 6, and providing a System Manager for the duration of the Projects. KHA was selected by Alameda CTC to provide the System Manager services for Projects # 1 and 6 under a competitive selection process in 2011. During the course of construction, various unforeseen issues have delayed completion of the projects including: issues with the functionality of signs on Project #6 encountered during the subsystem testing which required troubleshooting and repairs, and longer than anticipated construction for Project #5 which directly impacted Project#1. Furthermore, additional support is needed during the one year burn in period after the system is activated and for project closeout.

The proposed amendment will provide the additional budget necessary to ensure continued System Manager services through completion of the Projects. The project funding plan for the Projects includes a combination of local, regional, state, and federal funds. Specifically, state funds from the Traffic Light Synchronization Program (TLSP) have been identified and are available from the project contingency for this additional work.

The proposed contract amendment will increase the contract value by $200,000 to a contract total not-to-exceed amount of $2,896,870. Staff has negotiated the contract amendment with KHA and determined that this amount is fair and reasonable for the anticipated level of effort. Table A below summarizes the contract actions related to Agreement No. A11-0039.

Table A: Summary of Agreement No. A11-0039

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with KHA (A11-0039) July 2011	System Manager Services for I80 ICM Project	$624,775	$624,775
Amendment No. 1 January 2012	Provide additional budget	$1,372,095	$1,996,870
Amendment No. 2 September 2015	Provide a 12 month time extension to December 31, 2016	$0	$1,996,870
Amendment No. 3 April 2016	Provide additional budget and 12 month time extension to December 31, 2017 to complete the project	$700,000	$2,696,870
Proposed Amendment No. 4 January 2017	Provide Additional budget for system manager services through project completion	$200,000	$2,896,870
Total Amended Contract Not-to-Exceed Amount			$2,896,870

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

Fiscal Impact: The fiscal impact of approving this item is $200,000. The action will authorize existing state TLSP project funds to be used for subsequent expenditure. This budget is included in the project funding plan and has been included in the Alameda CTC Adopted FY 2016-2017 Capital Program Budget.

Staff Contact

Trinity Nguyen, Director of Project Delivery

DATE:	January 19, 2017
SUBJECT:	Approval of Administrative Amendment to Professional Services Agreement No. A13-0020
RECOMMENDATION:	Approve Administrative Amendment to Professional Services Agreement No. A13-0020 in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

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

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

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

Background

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

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

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

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

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

Levine Act Statement: Ghirardelli Associates, Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table A: Administrative Amendment Summary

Staff Contact

Trinity Nguyen, Director of Project Delivery
Angelina Leong, Assistant Transportation Engineer

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	Ghirardelli Associates, Inc.	East Bay Greenway – Segment 7A Construction Management Services	A13-0020	A1: Budget increase and 9-month time extension from 3/31/2014 to 12/31/2014 A2: Budget increase and 6-month time extension from 12/31/2014 to 6/30/2015 A3: Budget increase and 6-month time extension from 6/30/2015 to 12/31/2015 A4: 6- month time extension from 12/31/2015 to 6/30/2016 A5: Budget increase A6: 9-month time extension from 6/30/2016 to 3/31/2017 *(current request)*	2	None

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

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DATE:	January 19, 2017
SUBJECT:	State and Federal Freight Activities
RECOMMENDATION:	Receive update on various state and federal freight planning and funding activities.

Background

The past two federal transportation bills, Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Act, both included new planning requirements specifically related to freight. In addition, the FAST Act created two federal freight funding programs; one that is formula based and one that is a competitive grant program. Caltrans, as the state Department of Transportation, is leading a number of planning and policy efforts at the state level, which Alameda CTC is actively participating in. In addition, the California Transportation Commission (CTC) is initiating programming activities related to federal formula funding dedicated to freight. Caltrans District 4 staff will present an overview of priority freight planning, policy and funding initiatives currently underway.

Key Initiatives

Key initiatives at the state and federal level include:

Effort	Status	Timeframe
California Freight Mobility Plan	Adopted December 2014	Update due December 2017
California Sustainable Freight Action Plan	Completed July 2016	State agencies working on implementation strategies
California Freight Advisory Committee	Meets approximately quarterly; Alameda CTC is an active member	Next meeting: January 2017

Federal FAST Act funding:		
Guidelines for formula funds (CTC)	In development (Freight Investment Program)	Late Spring 2017; call for projects June/July, 2017
Competitive grant program	Second round applications submitted December 2016	Timeframe for decisions unknown
Federal Freight Network Designations: Primary Highway Freight System; Critical Urban and Rural Freight Corridors	Designations are important for funding eligibility Primary Highway Freight System designations complete Critical Urban and Rural Freight Corridors designation process underway	 No changes anticipated in the near-term Designations likely complete summer 2017

Next Steps

Staff are actively participating in freight planning at the regional, state and federal levels. Staff will continue to work closely with Caltrans, MTC, our local partners, and the State Legislature to advance the project, policy, and program priorities identified in the Alameda County Goods Movement Plan. At the Committee's April meeting, staff will present an update on the state planning and funding efforts, and anticipate recommending projects to the Commission for submission to the CTC-administered Freight Investment Program early this summer.

Fiscal Impact: There is no fiscal impact.

Attachments

A. California State Freight Update presentation

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Carolyn Clevenger, Director of Planning

California State Freight Update

ALAMEDA CTC GOODS MOVEMENT COMMITTEE

JANUARY 9, 2017

Cameron Oakes, CALTRANS

1

Presentation Outline

- **FAST Act Implementation**
  - California Freight Mobility Plan
    - Critical Urban/Rural Freight Corridors (CUFC/CRFC)
    - Congestion or delay caused by freight movement
    - Freight Investment Plan (FIP)
- **Governor's Executive Order B-32-15**
  - California Sustainable Freight Action Plan

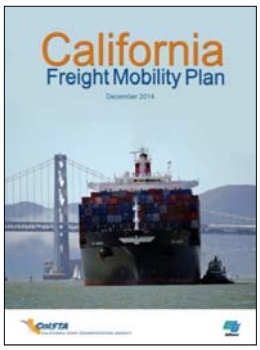
2

FAST Act

3

California Freight Mobility Plan

- Completed in December 2014 – Met MAP-21 mandates
- FAST Act – 3 new requirements – Dec 2017
  1. ***Critical Urban/Rural Freight Corridors***
  2. ***Congestion or delay caused by Freight***
  3. ***Freight Investment Plan***
- CFAC involvement throughout the process
- CA Sustainable Freight Action Plan influence



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Critical Urban/Rural Freight Corridors

Designations

- National Highway Freight Network (NHFN) includes:
  - Primary Highway Freight System (PHFS) – 3117 miles *(adopted by Congress)*
  - Non-PHFS Interstates* – 362 miles *(adopted by Congress)*
  - **Critical Urban Freight Corridors (CUFC)** – *311 miles*
  - **Critical Rural Freight Corridors (CRFC)** – *623 miles*

5

Congestion caused by Freight Movement

- Consideration of any significant congestion or delay caused by freight movement
- Strategies to mitigate that congestion or delay
- Working with METRANS to complete task

6

Freight Investment Plan

- Freight Investment Plan
  - New FAST Act requirement
  - List of financially constrained projects (for NHFP funding)
  - CTC developing guidance for NFHP allocation

7

Governor's Executive Order B-32-15

- Multi-decade, iterative process needed to transform California's freight system.
- State agencies, in consultation with stakeholders, to develop a comprehensive Action Plan by July 2016 to:
  - Improve freight efficiency
  - Transition to zero emission technologies
  - Increase economic competitiveness

CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN

California Natural Resources Agency

CalEPA California Environmental Protection Agency

California Environmental Protection Agency Air Resources Board

CalSTA California State Transportation Agency

8

California Sustainable Freight Action Plan

CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN

- Plan Status:
  1. Developed draft plan
  2. Comments received
  3. Modifications made
  4. Plan submitted
  5. **Implementation phase**

9




Questions

Cameron Oakes
Freight System Planning Branch
Caltrans District 4
510.622.5758
coakes@dot.ca.gov

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DATE:	January 19, 2017
SUBJECT:	Port of Oakland Emissions Inventory Update
RECOMMENDATION:	Receive update from the Port of Oakland on the Port Emissions Inventory.

Summary

In October, the Port of Oakland released its latest Port Emissions Inventory. The Emissions Inventory found that diesel emissions from trucks serving the Port of Oakland declined 98 percent from 2005 to 2015, and that emissions from ships declined 75 percent. At the Committee's meeting, the Port of Oakland will provide an overview of the key findings from the Emissions Inventory.

Next Steps

Staff will continue to work closely with the Port of Oakland, the Bay Area Air Quality Management District, MTC, the City of Oakland and local stakeholders to seek to continue to reduce emissions and negative community impacts of goods movement.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Port of Oakland Maritime Air Quality Improvement Plan 2015 Seaport Emissions Inventory Presentation

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Carolyn Clevenger, Director of Planning

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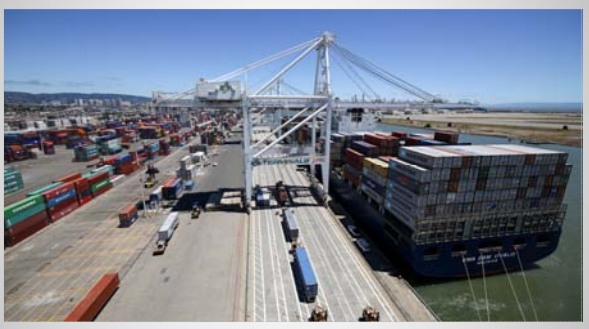
Port of Oakland
Maritime Air Quality Improvement Plan
2015 Seaport Emissions Inventory



Presentation to the Alameda County Transportation Commission
Monday, January 9, 2017

POET OF OAKLAND

Port Air Quality Commitment

2008-Adopted the Maritime Air Quality Policy Statement, establishing a goal to reduce excess community cancer health risk related to exposure to diesel particulate matter (DPM) emissions from the Port's maritime operations by 85% from 2005 to 2020.

2009-Approved the Maritime Air Quality Improvement Plan (MAQIP) to guide the Port's efforts and meet the goal.

Key mechanism to track MAQIP implementation is through periodic updates to the seaport emissions inventory.

POET OF OAKLAND SEAPORT

2

Emissions Inventory Results (2015 vs. 2005)

2015 Inventory	ROG	CO	NO_x	PM_{10}	DPM	SO_x
Ocean-going vessels	182	259	2,715	58.7	**51.8**	141.2
Harbor craft	23	97	166	6.6	**6.2**	0.1
CHE	43	253	332	3.9	**3.7**	0.6
Trucks	6.0	20	87	1.2	**0.4**	0.2
Locomotives	0.2	2	14	0.2	**0.2**	0.01
Other Off-road Equipment	1.0	12	11	0.6	**0.6**	0.01
Total	255	642	3,324	71	**63**	142
2005 Inventory	**ROG**	**CO**	**NO_x**	**PM_{10}**	**DPM**	**SO_x**
Ocean-going vessels	117	235	2,484	219.5	**208.5**	1,413
Harbor craft	22	83	345	13.4	**13.4**	2.85
CHE	53	408	766	21.7	**21.2**	7
Trucks	49	149	334	15.9	**15.9**	2.2
Locomotives	7	11	76	2.0	**2.0**	2
Other Off-road Equipment	N/A	N/A	N/A	N/A	**N/A**	N/A
Total	248	886	4,005	272	**261**	1,427

PORT OF OAKLAND SEAPORT

3

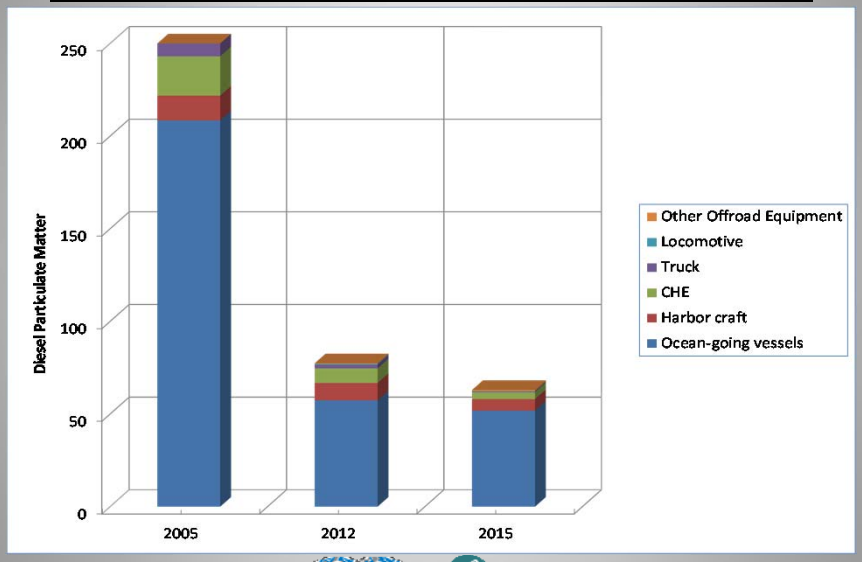
Emissions Inventory Results (2005 to 2015 % Change)

% Change from 2005	ROG	CO	NO_x	PM	DPM	SO_x
Ocean-going vessels	56%	10%	9%	-73%	**-75%**	-90%
Harbor craft	4%	17%	-52%	-51%	**-53%**	-95%
CHE	-19%	-38%	-57%	-82%	**-82%**	-92%
Trucks	-88%	-87%	-74%	-92%	**-98%**	-91%
Locomotives	-97%	-85%	-82%	-89%	**-89%**	-100%
Other Off-road Equipment	N/A	N/A	N/A	N/A	**N/A**	N/A
Total	3%	-28%	-17%	-74%	**-76%**	-90%

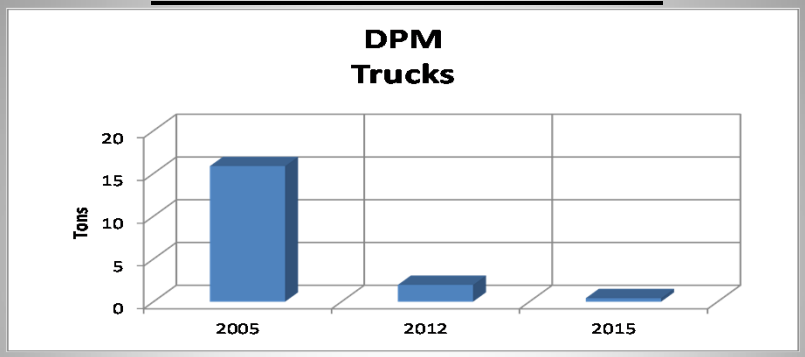
PORT OF OAKLAND SEAPORT

4

Emission Inventory Results (DPM)



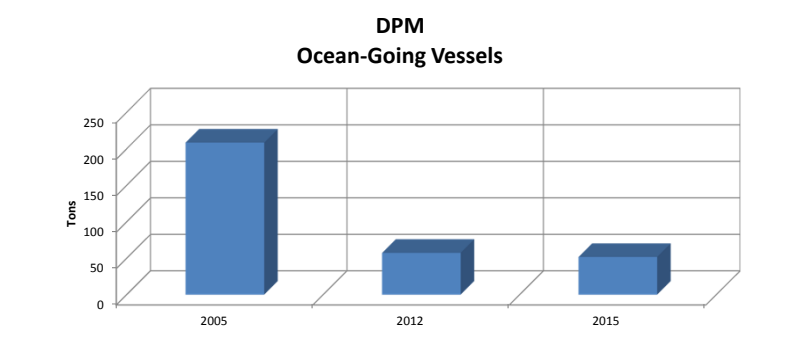
Truck DPM Reductions



Key Projects

- **$38 million grant program to upgrade and replace old drayage trucks**
- **Port truck ban on trucks not meeting state emissions requirements**

Ship DPM Reductions



Key Projects

- **Use of cleaner-fuel globally**
- **$60 million in shore power infrastructure to plug-in ships**

Next Steps

- Continue to implement MAQIP emissions reductions programs and projects, including demonstration projects (hybrid, emissions capture, electric, etc.)
- Track and report progress through continued updates to the seaport emissions inventory.

DATE:	January 19, 2017
SUBJECT:	Metropolitan Transportation Commission Plan Bay Area 2040 Update
RECOMMENDATION:	Receive an update from Metropolitan Transportation Commission regarding goods movement in the draft Plan Bay Area 2040 preferred scenario.

Summary

In November, MTC adopted the draft preferred investment scenario for Plan Bay Area 2040 (draft Plan). The draft Plan includes a significant focus on goods movement, building largely off of the work done by Alameda CTC and MTC in developing the Alameda County Goods Movement Plan and the Regional Goods Movement Plan respectively. At the Committee's meeting, MTC will provide an overview of goods movement-related programs and projects included in the draft Plan.

Next Steps

Alameda CTC staff will continue to work closely with MTC and local stakeholders to support goods movement investments in Plan Bay Area 2040. MTC is currently preparing the Environmental Impact Report for Plan Bay Area 2040, and anticipates adopting the final plan in late 2017.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Regional Goods Movement Activities presentation

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Carolyn Clevenger, Director of Planning

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Regional freight planning: setting investment priorities

Approved or near approval

- Regional Goods Movement Plan
- Alameda CTC Goods Movement Plan
- Freight Emission Reduction Action Plan
- Plan Bay Area 2040

Upcoming for 2017

- Mega-Regional Goods Movement Study
- California Freight Investment Plan

2

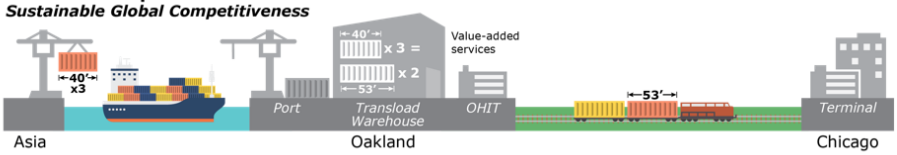
Priority Goods Movement Opportunities

Opportunity Package 1:
Sustainable Global Competitiveness

Opportunity Package 2:
Smart Operations and Deliveries

Opportunity Package 3:
Modernizing Infrastructure

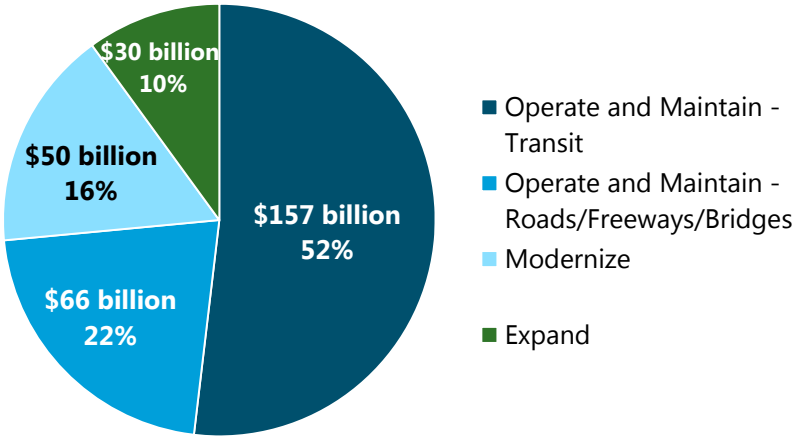
Transload Import
Sustainable Global Competitiveness



24-year transportation priorities are mostly to operate, maintain, and modernize

Plan BayArea 2040

Total Plan Bay Area 2040 Expenditures - $303 billion (in billions of $YOE)



6

Plan Bay Area 2040 includes over $5 billion for goods movement investments

Goods Movement Strategy	Total Plan Investment
Modernizing Infrastructure	$4,400 million
Clean Fuels and Impact Reduction	$350 million
Smart Deliveries and Operations	$300 million

Increase efficiency of the Port of Oakland

Reduce emissions of delivery trucks

Reduce neighborhood impacts

Fund strategic highway investments

Primary fund sources: National Highway Freight Program, Cap and Trade, Future Bridge Toll Revenue

7

Freight Emission Reduction Action Plan

Objective:
Provide recommended steps to advance ZE/NZE technologies for freight transportation, including demonstration plans

Range Extended Electric Vehicles (REEV) for medium to heavy duty (Class 5-6) trucks

Yard Switcher Using Dual Mode Battery-Assisted Locomotive

8

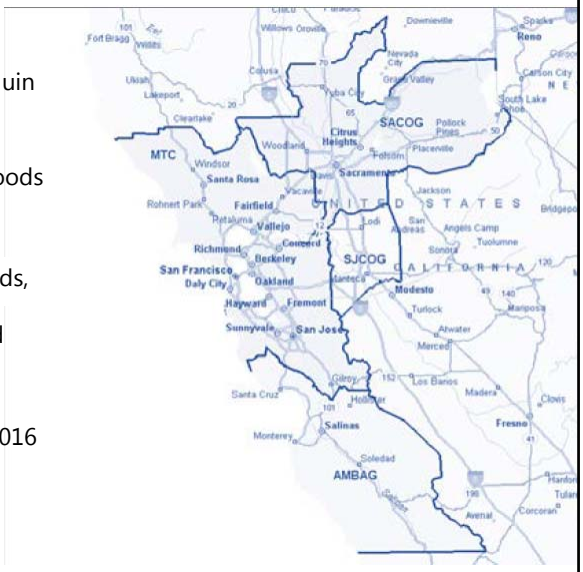
Mega-Regional Goods Movement Study

WHO: Caltrans, SF Bay Area, Sacramento Metro Area, San Joaquin County, and Monterey Bay Area

WHY: Grow the mega-region's goods movement economic cluster

HOW: Evaluate infrastructure needs, operational efficiencies, land use conflicts, community impacts, and workforce development

WHEN: Launched in November 2016 with final plan anticipated in June 2018



9

Near-term Freight Coordination with the State

MTC's role in the California Freight Investment Plan (CFIP):

- Participation on the Technical Working Group for designating critical freight corridors
- Help coordinate call for projects for the Freight Investment Plan

10

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DATE:	January 19, 2017
SUBJECT:	Alameda CTC Goods Movement Plan Next Steps
RECOMMENDATION:	Receive an update on the next steps of the Alameda County Goods Movement Plan.

Summary

In February 2016, the Commission approved the county's first Alameda County Goods Movement Plan (Plan). The Plan identified a robust set of policies, programs and projects for the county and our partners to pursue and established a vision and goals for the county's goods movement system. The recommendations focused on:

- Developing and delivering projects that improve the performance of the goods movement system, support economic development opportunities in the county and region, and reduce negative impacts on communities,
- Advancing additional planning efforts to prioritize future investments and better understand specific challenges and opportunities, and
- Maintaining and enhancing partnerships with local, regional and state agencies, the private sector, and local stakeholders

Staff will present an update on major work efforts identified in the Plan and an overall schedule for advancing priority initiatives.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Alameda County Goods Movement Plan Next Steps

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Carolyn Clevenger, Director of Planning

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Alameda County Goods Movement Plan Next Steps

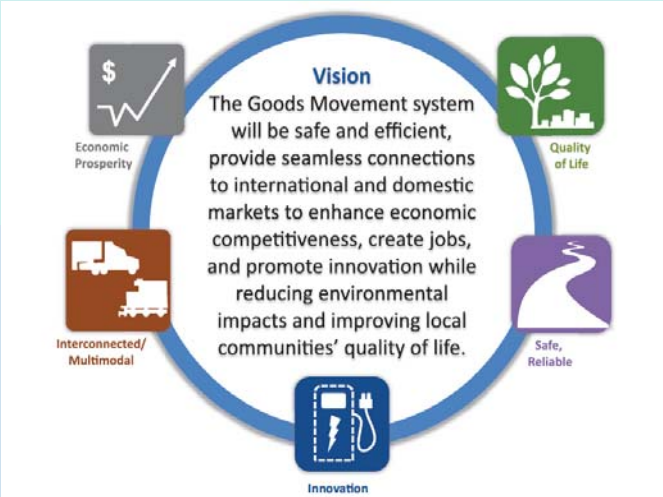
Alameda CTC Goods Movement Committee
January 2017

Goods Movement Plan Recap

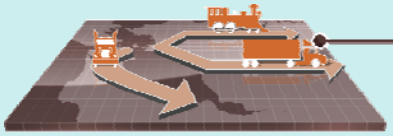
Actions

- Alameda CTC approved the Alameda County Goods Movement Plan in February 2016
- Created the Commission's Goods Movement Committee
- Goods Movement Plan recommendations included in the 2016 Countywide Transportation Plan
- Project and program priorities submitted to Plan Bay Area 2040 and are included in the draft preferred scenario

Goods Movement Plan Recap
Visions and Goals



Goods Movement Plan Recap
Opportunity Categories

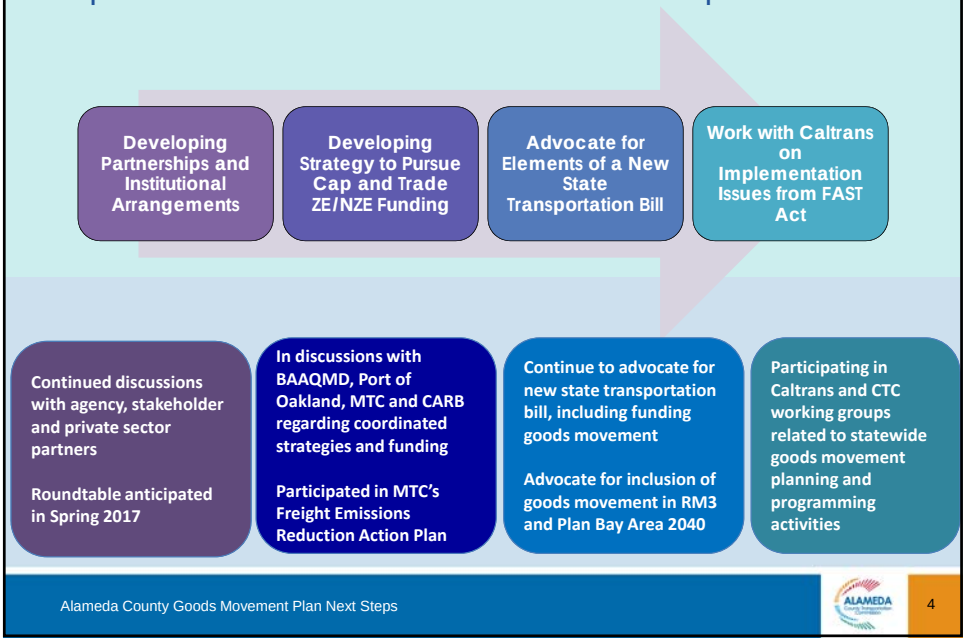


OPPORTUNITY CATEGORY 1:
Sustainable Global Competitiveness

OPPORTUNITY CATEGORY 2:
Smart Operations and Deliveries

OPPORTUNITY CATEGORY 3:
Modernize Infrastructure

Update on Immediate Next Steps



Ongoing Monitoring

- Recommendations grouped as Projects, Planning Programs, or Institutional Arrangements
  - *Linked to Opportunity Categories and prioritized based on evaluation from Goods Movement Plan, resources and coordination with other internal or external efforts*
- Report on progress to the Goods Movement Committee using a standard format biannually and make the update readily available to the public

Key Initiatives – Near term

Projects

- Advancing priority infrastructure improvements:
  - GO Port: 7th Street grade separation and improvements to Middle Harbor Roadway and ITS at the Port of Oakland
  - I-880 interchange projects scoping
  - I-80 Gilman and Ashby interchange projects
  - I-580 Integrated Corridor Management project
- Currently reviewing goods movement projects submitted for the 2018 CIP

Planning

- Participating in State Rail Plan and 2017 California Freight Mobility Plan (CFMP)
  - CFMP will include a prioritized list of projects
- Advocating for goods movement investments in Plan Bay Area 2040
- Rail Strategy Study kicking off, update to ACTAC and the Goods Movement Committee in April

Key Initiatives – Near term

Programs

- Developing with partner agencies joint strategies and funding plans for emission reduction investments at and around the Port of Oakland
- Grade separation and quiet zone program part of the Rail Strategy Study

Partnership & Advocacy

- Working with the region and state on implementation of FAST Act freight provisions, including development of programming policies
  - Anticipate a call for projects in June/July for federal formula funds
- Advocate for freight funding in state and regional funding discussions
- Goods Movement Roundtable in Spring 2017

Institutional Arrangements

- Continue regional Executive Team to ensure high-level consistency and coordination across major regional agencies
- Advocate for MTC and BAAQMD to lead an emission reduction task force

Next Steps

- Develop and distribute standard Report Card template to monitor Goods Movement Plan implementation – April
- Continue to advance near term initiatives

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Alameda County Mayors' Conference

January 12, 2017

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

Dear Ms. Ayers:

At its regular meeting of January 11, 2017, the Alameda County Mayors' Conference appointed Steven Jones to the Alameda County Transportation Commission's Independent Watchdog Committee. His term will expire on January 2019.

Sincerely,

Steven Bocian

Steven Bocian
Executive Director

c. Steven Jones

Alameda County Mayors' Conference

January 12, 2017

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

Dear Ms. Ayers:

At its regular meeting of January 11, 2017, the Alameda County Mayors' Conference appointed Kristi Marleau to the Alameda County Transportation Commission's Bicycle and Pedestrian Advisory Committee. Her term will expire in January 2019.

Sincerely,

Steven Bocian

Steven Bocian
Executive Director

c. Kristi Marleau

1. **Welcome and Introductions**
   BPAC Chair Midori Tabata called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except for Lucy Gigli, Preston Jordan, Diane Shaw, and Sara Zimmerman.

2. **Public Comment**
   Ken Bukowski said that he had a bicycle accident at San Pablo Avenue and 47th Street. The City of Emeryville installed new cement curb extensions in the middle of the parked car lane, and he didn't see them. The installation was part of the Safe Routes to Schools program, and the goal was to protect pedestrians. Ken said if a new installation is put in the middle of a lane, lights or signs should be put up to draw attention to the change.

   Ben Schweng said he followed up on detectable warning surfaces. Since the last BPAC meeting, he's spoken to engineers and a traffic consultant. He learned that different design guides acknowledge that detectable warning surfaces are hazardous, and their use should be limited, because they are trip-and-fall hazards. Ben stated that the detectable warning surfaces in California are different than in other states.

3. **Approval of April 7, 2016 Minutes**
   A request was made to change the header date from January 7, 2016 to April 7, 2016.

   David Fishbaugh moved to approve the April 7, 2016 minutes with the above change. Kristi Marleau seconded the motion. The motion passed with the following votes:

   Yes: Fishbaugh, Johansen, Marleau, Murtha, Schweng, Tabata, Turner
   No: None
   Abstain: None
   Absent: None

4. **Review of SR-84 Expressway Widening and SR84/I-680 Interchange Project**
   Matt Bomberg informed the committee that the SR-84 Expressway Widening and SR84/ I-680 Interchange Project is one of the major capital projects in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC is the project sponsor, and the project is in the preliminary engineering/environmental phase. Matt introduced Gary Sidhu the Alameda CTC project manager who presented the preliminary design to the committee.

   See Attachment 3.1A for a detailed log of BPAC comments on the project and responses from Gary Sidhu.

5. Countywide Bicycle/Pedestrian Count Program Update

Matt Bomberg gave an update on the Countywide Bicycle/Pedestrian Count Program, including the count program goals, the use of manual versus automatic count data, outcomes of the current Alameda CTC Bicycle/Pedestrian Count Program, and the expansion of both the manual and automated counts. Matt noted that Alameda CTC will partner with cities on expanding automated counts.

Questions/feedback from the members:

- Was population the only factor that dictated the number of manual sites in each area or were other factors considered? Manual site selection was based on population only; however, locations were selected based on a number of indicators such as proximity to transit and activity centers.
- Since video cameras are installed, did Alameda CTC consider letting the cameras run for a longer period at certain locations and study trends over time? Matt said we're looking into that. He stated that cities have traffic signal equipment that uses video recognition to detect bicyclists and to change the signal. There is a potential to get count data based on that.
- Are the new count locations unidirectional or bidirectional? Manual count locations for bicycles are turning movement counts. For the pedestrian counts they are the number of intersection legs that a person crosses.
- How are the locations selected? The 63 existing locations are retained each year. To identify additional locations a mapping exercise took place to rank streets and score the sites based on if the locations were within a half mile of transit and/or within an eighth mile from activity centers, such as hospitals or educational centers; at injurious or fatal bicycle or pedestrian collision sites; or at Safe Routes to Schools sites. After the mapping was done, the consultant team reviewed the segments to see if there were gaps in coverage. One consideration is to understand data at a corridor level and to pick locations for screen lines to count the total flow from one area to another. It was noted that jurisdictions are reviewing the list of locations and will return comments to Matt Bomberg.
- On the mid-county portion of the map the East 14th corridor, between 150th Street and Highway 238, does not show a bicycle route. According to the Climate Action Plan this is supposed to be a major bicycle corridor. Matt Bomberg said that the bike network and trail network on the map are from 2012, and updates may have occurred since then.
- A suggestion was made to place counters in the City of Alameda near the Park Street Bridge so that access-point data could be captured for every bicycle coming on and off the bridge. Matt said that this is a great location for automated counters.
- Where are the existing automated counters? Midori and Matt said the counters are located at Alamo Canal, East Bay Greenway West Street Pathway in Berkeley, Emeryville Greenway, Telegraph, and in Amador Valley in Dublin, which has pavement loop detectors.
- A suggestion was made to correct the typos in item 8 (Castro Valley) and in item 43 (Dakota Road) of the Countywide Bicycle/Pedestrian Count Program report.

Public comment: Brian Giezer with Oakland Privacy Working Group inquired if the counters will be installed on existing or proposed bike lanes. He suggested that this a perfect employment opportunity for high-school and college students to take manual

counts. Brian is concerned about privacy in regard to facial-recognition software, if traffic cameras are used. He suggested we coordinate with other facilities with security cameras, such as the Alameda County Emergency Operations Center near Santa Rita jail. He also expressed concerns about radio frequency identification. Brian recommended staying with the manual count process.

6. Organizational Meeting

6.1. Election of Officers for FY2016-17

Midori Tabata moved to nominate Matt Turner for chair and Kristi Marleau for vice char. Matt and Kristi accepted the nomination. David Fishbaugh seconded the nominations. The motion passed with the following votes.

Yes: Fishbaugh, Johansen, Marleau, Murtha, Schweng, Tabata, Turner
No: None
Abstain: None
Absent: None

The committee and staff thanked Midori for her many years of service and dedication to seeking change for many of the Alameda CTC processes of interest to the BPAC.

6.2. Review of FY2016-17 BPAC Meeting Calendar and Project Review Look-ahead

The committee requested that BPAC continue to look into detectable warning surfaces and place that topic on a future agenda and bring it to the Alameda County Technical Advisory Committee for discussion. Matt Bomberg said he would find out what the cities are doing. The committee noted that it would be great if BPAC could get a report from each city on what they are installing and why. In an earlier meeting a member noted that the current surface is good for people with vision impairments, and the committee requested to look into Americans with Disabilities Act solutions for the vision impaired and safe detectable warning surfaces.

A suggestion was made to add Bike Share to the calendar. Matt Turner said the County Climate Action Plan has a lot about bicycle infrastructure, and it's not being integrated in many of the cities' plans. He requested to add an item on the calendar for an update on this topic.

The committee requested to change the following BPAC meeting dates:

- October 6, 2016 to November 10, 2016
- January 5, 2017 to February 9, 2017
- April 6, 2017 to May 4, 2017

Committee members inquired if Alameda CTC staff can inform them about items going on at the agency such as the corridor studies. Staff suggested that committee members can find out what's going on at Alameda CTC from the quarterly e-newsletter and the monthly Executive Director's Report.

7. Staff Reports

Matt Bomberg gave an update on the I-80/Gilman Interchange project. He noted that the project team took into account some of the BPAC comments about the ability of bicyclists coming along Gilman Street heading toward the Bay Trail to get to the

proposed overcrossing without going through the roundabout. The team is looking at a design that will incorporate a two-way cycle track along the south side of Gilman Street. Matt noted that there's a funding shortfall on the project. Alameda CTC applied for an Active Transportation Grant that will include the design of the two-way cycle track along the south side of Gilman.

8. BPAC Member Reports

8.1. BPAC Roster
The committee roster is in the agenda packet for review purposes.

9. Meeting Adjournment
The meeting adjourned at 8:00 p.m. The next meeting is scheduled for November 10, 2016 at the Alameda CTC offices.

Project: SR 84 Expressway Widening and SR 84/I-680 Interchange
Project Manager: Gary Sidhu (gsidhu@alamedactc.org)

Comment	Response
Will the HAWK signal where bike lanes cross the I-680 SB off-ramp to Paloma Way be push button activated? Will cars be forced to stop for the HAWK signal? Will bicyclists be forced to dismount to use the HAWK signal?	HAWK signal would be push button activated. HAWK signal (also called Pedestrian Hybrid Beacon) is a device used to warn and control traffic at an unsignalized location. According to the Manual on Uniform Traffic Control Devices, HAWK signals should only be installed at marked crosswalk locations, so bicyclists would be crossing as pedestrians.
Requiring bicyclists to dismount to use the HAWK signal is not ideal and may have a low compliance rate.	
Consider placing push buttons for HAWK beacon or any other warning sign at a level where cyclists can easily reach it. Consider placing button at an advanced location such that drivers are alerted earlier of the presence of bicyclists (e.g. Marin Headlands tunnel). Alternatively, consider passive detection such that bicyclists do not have to stop to push a button.	Project team will look into this. Due to right of way restrictions between off-ramp and I-680, it may be difficult to create a meaningful headway distance to place push buttons.
Cars might not be willing to stop for HAWK signal if they are decelerating from freeway speed. High speeds could lead to rear end collision risk for cars.	
Directing bicyclists to cross highway speed traffic without cars coming to a full stop is not advised. Location has potential for habituated behavior as bicyclists crossings may be infrequent.	
Consider potential for undercrossing where HAWK beacon is proposed. The project already proposes one undercrossing (the box culvert at I-680 NB on-ramp).	Engineering feasibility of an undercrossing would need to be investigated.
Consider potential to slow traffic on the I-680 SB off-ramp to Paloma Way, before the proposed HAWK signal. Consider us of flashing beacons and bumps.	Compatibility of bumps with highway speeds would need to be investigated. Project team is considering advanced warning signs where the off-ramp diverges from the freeway mainline, several hundred feet ahead of the proposed crossing.
Little Valley/GE Road Intersection – placing through bike lane between high speed right turn pocket and through lanes could be low comfort. Consider adding buffers, flex posts, or markings of intended merge zone. Consider potential for protected intersection design.	Project team will look into this, especially keeping the bikes on the outside of the travel lanes.

Comment	Response
Consider maintenance needs/potential for debris to collect in shoulder on high speed roadway.	Caltrans has responsibility for maintaining this facility.
Paloma Way EB to I-680 SB on-ramp intersection – bike refuge island. Are bicyclists supposed to dismount here? The refuge island may be a pedestrian treatment applied to bicyclists. Most recreational cyclists would prefer to take the lane here, rather than needing to dismount. The refuge island may not be large enough to fit a single bike, let alone groups of cyclists. The refuge island may actually reduce the width of the adjacent travel lane on Paloma Way, which would squeeze bicyclists who want to take the lane.	Project team will further look into this.
Consider squaring up the intersection of Paloma Way and I-680 on-ramp, to reduce speed that cars take this right turn.	

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2016-2017

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '16
1	**Mr.**	**Turner, Chair**	**Matt**	**Castro Valley**	**Alameda County Supervisor Nate Miley, District 4**	**Apr-14**		**Apr-16**	**0**
2	**Ms.**	**Marleau, Vice Chair**	**Kristi**	**Dublin**	**Alameda County Mayors' Conference, D-1**	**Dec-14**		**Dec-16**	**0**
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18	0
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18	0
5	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-16	Oct-18	2
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18	1
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18	1
11	Ms.	Tabata	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0

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1. **Welcome and Call to Order**
   Independent Watchdog Committee (IWC) Chair Murphy McCalley called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All IWC members were present, except the following: Cheryl Brown, Brian Lester, Glenn Nate and Robert Tucknott. Murphy welcomed new member Curtis Buckley.

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

3. **Approval of July 11, 2016 IWC Meeting Minutes**
   A member requested a correction on item 13.3 to change "for information only" to "largely for information." Further discussion took place on item 13.3 regarding the possibility of Measure BB Affordable Student Transit Pass Program (ASTPP) funding being used for crossing guards. A request was made that if ASTPP funding will not be used for crossing guards it should be put in writing.

   Oscar Dominguez moved to approve the July 11, 2016 minutes with the above correction. Jo Ann Lew seconded the motion. The motion passed with the following votes:

Yes:	*Buckley, Dominguez, Dorsey, Hastings, Jones, Lew, McCalley, Piras, Saunders, Zukas*
No:	*None*
Abstain:	*None*
Absent:	*Brown, Lester, Nate, Tucknott*

4. **Presentation of Draft Comprehensive Annual Financial Report (CAFR) for the Year Ended June 30,2016**
   Ahmad Gharaibeh with Vavrinek, Trine, Day & Co (VTD) presented the Draft Comprehensive Annual Financial Report for the year ended June 30, 2016. The auditor reviewed Alameda CTC's financial highlights. The audit covered Measure B and Measure BB funds, as well as the limitation ratios required by the Transportation Expenditure Plans, which require that the total costs of administrative salaries and benefits do not exceed 1.0 percent of sales tax revenues. The Measure B administration costs cannot exceed 4.5 percent of Measure B sales tax revenues and Measure BB administration costs cannot exceed 4.0 percent of Measure BB sales tax revenues. The auditor reported that Alameda CTC received an unmodified, or clean, audit opinion for the year ended June 30, 2016.

   Questions/feedback from members:
   - Are the I-580 Express Lanes showing under Measure B and Measure BB assets? Patricia Reavey responded that I-580 Express Lanes capital improvement costs are showing up under Alameda CTC assets, because the agency is the owner and operator of the I-580 Express Lanes.

- Does VTD track the money spent outside of Alameda County? Ahmad responded that one of the tests VTD does for Measure B and Measure BB is to make sure that the expenses are compliant with the Transportation Expenditure Plans, which are exclusive to Alameda County. Just by the nature of Alameda CTC's business, Measure B and Measure BB expenses are for the benefit of transit and transportation-related projects in Alameda County. He noted that if the auditor sees an expense to an agency outside of Alameda County, the auditor will question that expense.

- Note 6 Exchange Program: Does the Exchange Program relate only to an exchange of State Transportation Improvement Program (STIP) funds? Patricia stated that before the merger, the Alameda County Transportation Improvement Authority had entered into agreements with the Alameda County Congestion Management Agency (ACCMA) to exchange STIP funds. She explained that Measure B or Measure BB funds could also be exchanged with another funding source through the Exchange Program. It was noted that local agencies may exchange STIP funds for Measure B and Measure BB funds. Patricia explained that Measure B and Measure BB funds must be allocated to a project in the Transportation Expenditure Plan for those funds to be used in an exchange, which eliminates the risk of agencies outside of Alameda County receiving Measure B or Measure BB funds.

- A concern was raised whether Measure B or Measure BB funds are used for the Exchange Program by agencies outside of Alameda County. It was noted that San Joaquin Regional Rail Commission (SJRRC) and Santa Clara Valley Transportation Authority (VTA) are listed on the "Notes to Financial Statements" on page 41. Patricia responded that the list includes exchanges since inception of the program, and the two exchanges mentioned were completed prior to the creation of the Alameda CTC by the ACCMA when they programmed STIP funds in exchange for local funds. The ACCMA did not have access to Measure B funds.

- How does VTD make sure that clean funds are used for an exchange with an agency outside of Alameda County? Ahmad explained that an exchange of funds is an exchange of cash between one local government and another, and the nature of what can be spent is based on what is in the exchange agreement. Some exchange agreements are designed by MTC, and the funding is not coming from Alameda CTC resources; the identity of the cash has been changed slightly. These agreements are in compliance with Measure B and Measure BB.

- Is there a guarantee that Measure B and Measure BB funds are not used outside of Alameda County? Ahmad responded yes. Patricia mentioned that the list in Note 6 includes exchanges since inception of the exchange program, and VTA and SJRRC entered into exchange agreements of STIP for local funds with ACCMA before the merger. ACCMA never had access to Measure B or Measure BB funds.

- When contracts are awarded, does VTD make sure that the corporations selected are in Alameda County? Patricia stated that procurement requirements are not addressed in the Transportation Expenditure Plans. However, Alameda CTC has adopted a Local Business Contract Equity Program (LBCE) which guides the procurement of professional services. She informed the committee that an LBCE report goes to the Commission annually. She said that the LBCE Program applies to

Measure B and Measure BB funds, and the Commission reviews the utilization of local dollars by collecting and analyzing financial data. Patricia explained that the business utilization reported for Local Business Enterprises, Small Local Business Enterprises, and Very Small Local Business Enterprises includes information on how much sales tax funds have been spent towards each type of enterprise in the given year. She noted that the report for last fiscal year was presented at the Finance and Administration Committee on November 14, 2016 and will be presented at the full Commission on December 1, 2016.

- Would unrestricted funds be analogous to funds that haven't been programmed? Patricia said unrestricted funds relates to the fund balance in the General Fund. The fund balance in the other funds are restricted for either projects or programs.

- How were the administrative costs allocated between Measure B and Measure BB for salaries and benefits? Patricia responded that every year, Alameda CTC creates the budget with a projection of administrative costs and how employees will spend their time. From the projection, Alameda CTC develops a work breakdown/ resource breakdown structure and places a percentage of staff's time to various categories including Measure B or Measure BB, if applicable, to determine an allocation figure for time spent on general administration. Alameda CTC employees complete timesheets and place their time in the various categories based on where they actually spend their time and that is where their time is charged.

- Are the administrative expenditures the actual salaries and benefits for Measure B and Measure BB? Patricia responded yes, actual salaries and benefits for Measure B and Measure BB are included in administrative expenditures.

- How long will Alameda CTC pay Measure B debt service for the bonds? Patricia responded that all payments must be complete by the end of the measure, which is March 31, 2022. Interest payments are due semi-annually on March 1 and September 1 of each year and principal payments are due annually on March 1 beginning in fiscal year 2016-17. The final principal and interest payment is due on March 1, 2022.

- Does VTD audit Alameda CTC's financial database or are hard copies provided for the audit? Ahmad responded that financial information is in hard copy form, and the auditors trace the information back to external entities for confirmation. Ahmad noted that VTD is required by audit standards to verify information with external evidence. In the past year, Alameda CTC changed its accounting system, and the auditor looked at the controls with respect to the financial system. The auditor reviewed the segregation of functions and duties, safe guards in the process and system, and security. For example, one control that the auditor reviews is disbursements of accounts payable: vendor-related disbursements and payroll checks. The auditor reviews segregation of functions and duties by reviewing the multiple layers of approvals required by the agency to perform payroll functions, wire transfers, etc. In addition to paperwork requiring two signatures, two employees must approve a wire transfer in the banking system in order for a wire to be released. They have been set up for security purposes with a dual control requirement.

- Are Measure B and Measure BB for capital expenses only? Patricia responded that Measure B and Measure BB funds more than just capital projects. She said that the largest percentage of funds in in the transportation expenditure plans to towards programs which includes direct local distributions which are passed through to the member agencies or expended on a discretionary basis on programs.

- How would one find the bonds and what are they called? Patricia responded that there is a website called Electronic Municipal Market Access (EMMA), and the bonds are called Alameda County Transportation Commission Sales Tax Revenue Bonds (Limited Tax Bonds) Series 2014 (CA). Patricia also explained the origin of sales taxes for Measure B and Measure BB.

- What is the process for the Commission's approval of the CAFR? Patricia responded that the FAC and the Audit Committee have already reviewed the draft CAFR. The draft CAFR will go to the full Commission for review and hopefully approval at their December 1, 2016 meeting.

5. IWC Annual Report Outreach Summary and Publication Cost Update

Patricia Reavey gave an update on the publishing and outreach efforts for the *14th IWC Annual Report to the Public*. She summarized the work Alameda CTC did, which was based on the direction of the IWC, to produce and distribute the report, as well as to place print and online banner advertisements in the media. Patricia discussed the new elements for informing the public by advertising on Livermore Amador Valley Transit buses (LAVTA), Union City buses, and San Francisco Bay Area Rapid Transit District (BART); and the additional online advertisements in Sing Tao Daily and Vision Hispana. She referred the committee to page 17 in the packet to discuss cost. Patricia informed the committee that the estimated cost presented to the IWC in July 2016 was $43,729 and the actual cost was $47,600; however, the publication costs did not exceed the $50,000 budget. Patricia noted that the report actual costs were higher than originally projected due to the design of the additional print and online advertisements. The Committee discussed the effectiveness/interest of the report via social media. Patricia responded that the increase in the online page views and click throughs between 2015 and 2016 were significant.

6. Review of IWC Bylaws

The committee discussed their concerns regarding the definitions of the terms "monitor" and "oversee" in the IWC bylaws. The IWC agreed to address the language in the bylaws at the July 2017 meeting.

7. IWC Member Reports/Issues Identification

7.1. Chair Report: Executive Summary Investigation Regarding Measure BB

Murphy McCalley reminded the committee that this agenda item is a follow up of the allegations made by Jason Bezis. He further explained that IWC member Bob Tucknott submitted the Issues Form to the IWC. Murphy reiterated that the Commission proposed hiring an independent legal counsel outside of Wendel Rosen to review the allegations raised by Jason Bezis. The independent legal counsel generated a 67-page report that the Commission reviewed. The Commission requested that legal counsel generate an Executive Summary to share with the public. The committee raised questions regarding the following items missing from the report: Firm name, investigator name and date. Patricia noted that she'll look into the missing information and notify the IWC via email.

7.2. IWC Issues Identification Process and Form

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

7.3 Issues Discussion: Issues Discussion: City of Fremont, City of Newark, and City of Oakland Direct Local Distribution Reserves

Harriette Saunders submitted this Issues Form. She stated that as an IWC and Paratransit Advisory and Planning Committee member, she is interested in knowing how the Cities of Fremont, Newark, Union City and Oakland are able to receive discretionary Paratransit funds ("Gap Grants") when the cities have high program reserves. Patricia proposed that the IWC review the compliance reports that will be received at the end of December 2016 and put on the website in January to see how the cities are using their paratransit funds.

The committee had the following questions regarding the submitted Issues Form:

- How do you define large reserves?
- Are the reserves for Measure B, Measure BB or both?
- Which reserve is large (capital fund, operational fund, or undesignated fund)?
- Which program is in question (Local Streets and Roads, Bicycle and Pedestrian, or Paratransit)?

Patricia responded that the above questions will be addressed as part of the review of the Annual Program Compliance Reports starting in January 2017.

8. Staff Reports

8.1. IWC Calendar

The committee calendar of meetings and activities is in the agenda packet for review purposes.

8.2. IWC Roster

The committee roster is in the agenda packet for review purposes.

9. Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for January 9, 2017 at the Alameda CTC offices.

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

INDEPENDENT WATCHDOG COMMITTEE
November 14, 2016
ROSTER OF MEETING ATTENDANCE

Present	IWC Member	Appointed By
	Brown, Cheryl (waive)	Alameda Labor Council AFL-CIO
CB	Buckley, Curtis	Bike East Bay
OP	Dominguez, Oscar	East Bay Economic Development Alliance
CD	Dorsey, Cynthia	Alameda County Mayors' Conference, District 5
HH	Hastings, Herb, **Vice Chair**	Paratransit Advisory and Planning Committee
SJ	Jones, Steven	Alameda County Mayors' Conference, District 1
	Lester, Brian	Alameda County, District 1 Supervisor Scott Haggerty
JL	Lew, Jo Ann	Alameda County Mayors' Conference, District 2
MM	McCalley, Murphy, **Chair**	Alameda County, District 4 Supervisor Nate Miley
	Nate, Glenn	Alameda County, District 2 Supervisor Richard Valle
P.	Piras, Pat (waive)	Sierra Club
	Price, Barbara	Alameda County Taxpayers Association
HS	Saunders, Harriette	Alameda County Mayors' Conference, District 3
	Tucknott, Robert	Alameda County Mayors' Conference, District 4
HZ	Zukas, Hale	Alameda County, District 5 Supervisor Keith Carson

STAFF

Present	Staff/Consultants	Title
	Tess Lengyel	Deputy Executive Director of Planning and Policy
P	Patricia Reavey	Deputy Executive Director of Finance
	John Nguyen	Senior Transportation Planner
	Trinity Nguyen	Senior Transportation Engineer
	Tamara Halbritter	Senior Project Manager, Consultant
P	Angie Ayers	Public Meeting Coordinator, Consultant

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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2016-2017

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '16
1	**Mr.**	**McCalley, Chair**	**Murphy**	**Castro Valley**	**Alameda County Supervisor Nate Miley, D-4**	**Feb-15**		**Feb-17**	**0**
2	**Mr.**	**Hastings, Vice Chair**	**Herb**	**Dublin**	**Paratransit Advisory and Planning Committee**	**Jul-14**		**N/A**	**0**
3	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		**N/A**	3
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		**N/A**	0
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		**N/A**	0
6	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14	Jan-16	**Jan-18**	0
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	**Jan-17**	0
8	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13	Jan-16	**Jan-18**	3
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Dec-15	**Dec-17**	0
10	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		**Jan-17**	2
11	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		**N/A**	0
12	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	**Jul-18**	1
13	Mr.	Tucknott	Robert A.	Livermore	Alameda County Mayors' Conference, D-4	Jun-14	Jul-16	**Jul-18**	3
14	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	**Jun-18**	0
15		**Vacancy**			**Alameda County Supervisor Wilma Chan, D-3**				

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2016-2017

16		**Vacancy**			**Alameda County Taxpayers Association**				
17		**Vacancy**			**League of Women Voters**				

DATE:	January 19, 2017
SUBJECT:	January Legislative Update
RECOMMENDATION:	Receive an update on federal, state, and local legislative activities and approve legislative positions.

Summary

The January 2017 legislative update provides information on federal and legislative activities, including an update on federal cabinet nominations known thus far under the transition to a new federal administration, an update on the state budget, and recommendations on current legislation. At its January 9, 2016 meeting, the Planning, Policy and Legislation Committee (PPLC) recommended to the full Commission a support and seek amendment position to increase transit funding in AB 1 (Frazier) and SB 1 (Beall) and a support position on AB 28 (Frazier) and SB 2 (Atkins).

Background

The Commission approved the 2017 Legislative Program in December 2016. The final 2017 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.

Federal Update

At the federal level, due to a change in the administration, a multitude of new cabinet level appointments have been made that will need Senate confirmation in early 2017. In addition, Congress passed an extension to the continuing resolution and the president signed which keeps the federal government funded at Fiscal Year 2016 levels through April 28, 2017. Attachment B includes information on end of year actions and presidential transition cabinet nominations.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of the proposed 2017-18 state budget, commencement of the 2017-2018 new legislative session, and bills introduced thus far relevant to Alameda CTC's legislative program. Staff recommendations on bills are included in this update.

State Budget

Governor Brown released his proposed 2017-18 budget on January 10, 2016, which outlines a $179.5 billion spending plan that includes $122.5 billion in general fund spending, $54.6 billion in special fund spending, and $2.4 billion in bond funds. The proposed budget projects a $1.6 billion deficit by the end of the 2017-18 fiscal year. Governor Brown expressed to the legislature that, "Small deficits can quickly mushroom into large ones if not promptly eliminated." This deficit is based on revenue assumptions and assumes the continuation of existing federal policies. However, the Governor does note that many of the proposed changes at the federal level could trigger a budget crisis.

While the Legislative Analyst's recently released forecast noted considerable uncertainty in the coming years, the LAO forecasted the state ending the 2017-18 fiscal year with total reserves reaching $11.5 billion. This total reserve figure consists of $8.7 billion in required reserves, and about $2.8 billion in discretionary revenue. The LAO's forecast was issued before December revenues were known, so the LAO may adjust its forecast when its budget analysis is released. The December revenue numbers from the State Controller showed revenues across the board were down in December, and revenue for the first half of the fiscal year is $1.66 billion below projections.

To close the expected $1.6 billion deficit and boost the state's reserves, the Governor is proposing $3.2 billion in spending changes for 2017-18. This includes a $1.7 billion adjustment to Prop 98 funding, and recapturing $900 million in unspent funds in the current budget, which includes $400 million set aside for housing programs and $300 million earmarked for modernizing state office buildings. In addition, the Governor plans to constrain spending on existing programs such as pausing rate increases for child care and not providing Middle Class Scholarships to any new students.

Transportation, Housing, and Cap and Trade

Motor Vehicle Fuel Taxes: The budget summary includes the Department of Finance (DOF) estimate on how the price based taxes on gasoline and diesel fuel should be adjusted. The ultimate decision on the size of any adjustment is left to the Board of Equalization (BOE) to adopt. However, the BOE and the DOF adjustments tend to match. For the 2017-18 fiscal year the DOF estimates that the price based excise tax on gasoline should increase from the current 9.8 cent rate to 11.7 cents. As for diesel fuel, the existing excise tax rate is 16 cents. DOF estimates the sales tax rate on diesel will remain unchanged, but the excise tax will increase to 16.3 cents.

State Transit Assistance: The State Transit Assistance budget item includes $394 million in the Governor Budget proposal. This amount includes $294 million in base STA formula allocations, $75 million cap & trade auction revenue for the Low Carbon Transit Operations Program (LCTOP), and $25 million in Prop 1B funds that remains available for transit operators. The STA base allocation for 2017-18 is slightly higher than current year estimate of $262 million.

Transportation Funding Plan: The Governor unveiled a similar, but updated, proposal aimed at addressing the state's transportation funding needs. The new proposal would generate about $4.2 billion annually, which is more than the prior version that would have raised $3.6 billion annually, but still far lower the legislative proposals that currently hover around $6.5 billion in both AB 1 and SB 1. The main differences between the Governor 's new proposal and the AB1/SB 1 proposals is a lower excise tax increase, no sales tax increase on diesel fuel, and no return of any truck weight fees. The actual implementing language is not expected to be available until February, so more details on how the funding programs would actually be implemented will be reveled at that time. For now, Governor Brown's Budget Summary outlines the updated transportation funding plan as follows:

Revenues:

- $2.1 billion from a new $65 fee on all vehicles, including hybrids and zero emission vehicles.
- $1.1 billion by eliminating the annual adjustment to the price based excise tax, and fixing the excise tax rate at the 2013-14 rate of 21.5 cents The gasoline tax would then be adjusted annually for inflation to maintain purchasing power. The current price based excise tax rate is currently 9.8 cents, making this an 11.7 cent increase.
- $425 million from an 11-cent increase in the diesel excise tax. This tax would also be adjusted annually for inflation.

- $500 million in additional Cap and Trade proceeds. These funds would be split with $400 million dedicated Transit & Intercity Rail Capital projects and $100 million to the Active Transportation Program. These funds would augment the existing programs and would be subject to annual budget appropriations.

- $100 million achieved through implementing operational efficiencies at the California Department of Transportation (Caltrans).

- $706 million in one time funding by accelerating the repayment of existing loans owed to transportation accounts.

Funding Programs:

- State Transportation Improvement Program (STIP)—Augments STIP funding to allow the California Transportation Commission to restore funding for $750 million worth of projects cut from the program in 2016, as well as program approximately $800 million in new projects in the 2018 STIP.

- Corridor Mobility Improvements—Appropriates $275 million annually for multi-modal investments on key congested commute corridors that demonstrate best practices for quality public transit and managed highway lanes such as priced express lanes or high-occupancy vehicle lanes. The example given by the California State Transportation Agency for this program was the Highway 101 corridor where investments are being made to electrify Caltrain service as well as improvements to Highway 101. Also included in this appropriation is $25 million annually to expand the freeway service patrol program.

- Transit and Intercity Rail Capital Program—Augment the existing continuous appropriations of cap & trade funds to this program with a $400 million annual appropriation. This would result in $600 million annually being available for Transit & Intercity Rail Capital Program funds. The proposal also calls for a one time infusion of $256 million in loan repayment funds. The Governor's proposal does not include an increase in transit operating funds.

- Highway Repairs and Maintenance—Provides $1.7 billion annually in new tax revenue and $100 million in Caltrans efficiency savings for making repairs to the state highway system.

- Trade Corridor Improvements—Provides $250 million annually, as well as $323 million from loan repayment funds, for investment in the state's major trade corridors, providing ongoing funding for goods movement.

- Active Transportation Program—$100 million in cap & trade funds appropriated annually to expand the grant program for local projects that

encourage active transportation such as bicycling and walking, with at least 50 percent of the funds directed to benefit disadvantaged communities.

- Local Streets and Roads—About $1.1 billion annually is split between cities and counties for local road maintenance according to existing statutory formulas.

- Local partnership Funds -- $250 million annually allocated to a state and local partnership program that would be used to match local transportation tax revenue.

- Sustainable Transportation Grants—Provide $25 million annually for competitive planning grants to assist regions and local governments in achieving the sustainable transportation requirements in Chapter 728, Statutes of 2008 (SB 375), and other State objectives.

Policy Reforms:

- Performance Plan—Establish measurable targets for improvements including regular reporting to the California Transportation Commission, the Legislature, and the public.

- California Environmental Quality Act (CEQA) Reforms—Provide a limited CEQA exemption for projects on existing rights-of-way with previously completed CEQA approval; removes the sunset date for the federal delegation of environmental reviews so federal and state environmental review can be completed concurrently.

- Advanced Mitigation—Advance project environmental mitigation to get early permitting approval as well as stakeholder and advocate buy-in on activities, reducing the challenges that can occur later which sometimes delay projects.

- Job Order Contracting—Complete a limited-term, focused pilot program for procuring routine highway, bridge, and applicable culvert projects using the job order contracting method. This will allow the state to complete a large number of routine maintenance activities in a given area with a single, competitively bid contract while eliminating much of the time and expense of the current process of separately bidding each project contract.

- Extend Public-Private Partnership Authority—Allow for these partnerships through 2027 by extending the current sunset date by 10 years.

- California Transportation Commission Oversight—Expand the Commission's oversight to cover each phase of project delivery to better track Caltrans' staffing needs and increase transparency.

Cap & Trade Funding: Given the volatility of past auctions the Governor is proposing that the Legislature adopt legislation reconfirming the Air Board's authority to conduct the auctions with a 2/3 vote. This would remove the legal cloud hanging over the program that has questioned whether the auction constitutes an illegal tax because it was enacted with a simple majority vote. If the Legislature confirms the authority to conduct the auction with a 2/3 vote, the Governor would then propose an expenditure plan to allocate almost $2.2 billion in auction revenue as follows:

2017 18 Cap and Trade Expenditure Plan

(Dollars in Millions)

Investment Category	*Department*	*Program*	*Amount*
Continuous Appropriation	High Speed Rail Authority	High Speed Rail Project	$375
	State Transit Assistance	Low Carbon Transit Operations	$75
	Transportation Agency	Transit and Intercity Rail Capital Program	$150
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	$300
Transportation Package	Transportation Agency	Transit and Intercity Rail Capital Program	$500
	Caltrans	Active Transportation	
50 Percent Reduction in Petroleum Use	Air Resources Board	Low Carbon Transportation	$363
Transformational Climate Communities	Strategic Growth Council	Transformative Climate Communities	$142
		Technical Assistance & Outreach	
Short Lived Climate Pollutants	Air Resources Board	Black Carbon Woodsmoke	$95
	Cal Recycle	Waste Diversion	
	Department of Food and Agriculture	Dairy Digesters	
Carbon Sequestration	CAL FIRE	Healthy Forests	$127.5
		Urban Forestry	
	Department of Food and Agriculture	Climate Smart Agriculture - Healthy Soils	
	Natural Resources Agency	Urban Greening	
Energy Efficiency/ Renewable Energy	Department of Community Services and Development	Energy Efficiency Upgrades/ Weatherization	$27.5
	Department of Food and Agriculture	State Water Efficiency and Enhancement Program	
	Total		**$2,155**

Senate and Assembly Actions on Infrastructure

In addition to infrastructure included in the Governor's budget, Senate and Assembly Democrats took the opportunity on the first day of session to introduce a package of bills to address California's aging infrastructure. Several of these measures are familiar reintroductions from last session and for the Senate bills, demonstrate infrastructure priorities in transportation, water, and housing.

SB 1 (Beall) Transportation Funding – SB 1 is similar to SBX 1 from last session. It would create the Road Maintenance and Rehabilitation Program, a $6 billion annual investment directed at repairing and upgrading highways, local streets & roads, and improving transit systems and trade corridors.

Assembly member Frazier introduced a similar bill, **AB 1 (Frazier)** with the same title. A more detailed summary comparing SB 1 to AB 1 is below.

SB 4 (Mendoza) Clean Goods Movement Bond – SB 4 would enact the Goods Movement and Clean Trucks Bond Act if approved by voters on June 5, 2018. The ballot measure would authorize $600 million in state general obligation bonds, with $200 million to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; $200 million to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and $200 million to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.

SB 2 (Atkins) The Building Homes and Jobs Act – This bill would impose a fee of $75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed $225. Upon appropriation by the Legislature, 20% of the funds would go toward affordable owner-occupied workforce housing, 10% for housing purposes related to agricultural workers and their families, and the remainder would be expended to support affordable housing, homeownership opportunities, and other housing-related programs.

SB 3 (Beall) Statewide Housing Bond – This bill would provide for submission of a $3 billion statewide housing general obligation bond act to the voters at the November 6, 2018, statewide general election. Proceeds from the sale of the bonds would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs.

SB 5 (De León) The CA Clean Drinking Water and Natural Resources Protection Act of 2016 – SB 5 would place on the June 5, 2018 ballot, the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018. If

approved by the voters, it will authorize the issuance of $3 billion in bonds for state and local parks and water infrastructure.

Transportation Funding Proposals: With the demise of the special session, Senator Beall and Assemblyman Frazier both introduced the first bills in the new session. SB 1 and AB 1 would both generate about $6.6 billion in new revenue for transportation programs. This is about $1 billion less than proposals contained in SBX 1 and ABX 26 at the end of session. The main difference is smaller excise tax increases for gasoline and diesel, and returning only 50% of the truck weight fee being used for debt service payments. While SB 1 and AB 1 are consistent with each other, they are not identical. The following is a summary of the bills, noting any substantive differences.

Revenues:

- Approximately $1.8 billion in new gasoline excise tax revenue. Both AB 1 and SB 1 would increase the gasoline excise tax by 12 cents. AB 1 would impose the increase all at once, but SB 1 would phase the increase in over three years. SB 1 would start with a 6 cent increase and then increase 3 cent after one year and another 3 cents the following year. Both bills would then adjust the tax rate for inflation, with AB 1 starting this calculation on January 31, 2019 and SB 1 starting on January 31, 2020. For both bills the inflation adjustment would be made every three years. Last session the proposal would have increased the excise tax on gasoline by 17 cents.

- Approximately $600 million in new diesel excise tax revenue. While both AB 1 and SB 1 reduce the base excise tax amount from 18 cents to 13 cents, both measures would then add a new 20 cent excise tax on diesel fuel. Both bills would adjust the total excise tax rate for inflation, with AB 1 starting this process on January 31, 2019, and SB 1 starting this process on January 31, 2020. The inflation adjustment would be made every three years. This revenue would be used to fund goods movement projects.

- $1.1 billion gasoline excise tax revenue is generated by eliminating BOE's "true-up" process. This change ends the annual adjustment to the excise that was done by the BOE to keep the "fuel tax swap" revenue neutral. This would reset the price based excise tax back to 17 cents.

- $706 million in outstanding loans repaid. Directs the DOF to compute the amount of any outstanding loans made from the SHA, and repay 50% of those loans by specified dates. SB 1 requires 50% to be repaid by December 31, 2017, and the remaining loan amounts to be repaid by December 31, 2018. AB 1 requires the first payment to be made by June 30, 2017 and the remaining balance by June 30, 2018. These loan payments shall be split with 50% allocated to cities and counties and 50% to state highways.

- $300 million in additional cap & trade revenue to transit; however this amount depends on the success of the auctions. Both bills increase the share of cap & trade auction revenue dedicated to transit. The amount allocated to the Low Carbon Transit Operating Program is increased from 5% to 10%, and the amount allocated to the Transit and Intercity Rail Capital Program is increased from 10% to 20%.

- $216 million to $248 million in additional transit revenue. Increases the sales tax on diesel fuel. However, AB 1 would increase the sales tax by 3.5% and SB 1 would increase the sales tax by 4%. Both bills would require the tax rate to be adjusted for inflation, with AB 1 starting the inflation adjustment on July 1, 2019, and SB 1 starting the adjustment on July 1, 2020.

  This revenue is allocated through the State Transit Assistance program to all transit operators. However, this "new" revenue would be restricted to capital investments. The use of this additional revenue can only be used for operations if it complements local efforts that repair and improve local transportation infrastructure. In addition, transit operators must submit a list of projects that will be funded with these funds prior to receiving its share of this apportionment of revenue.

- Approximately $70 million in Non-Article 19 funds is directed to the Road Maintenance and Rehabilitation Account in both bills. Non-Article 19 revenue is currently deposited into the general fund. This revenue is from Caltrans leases and other fee revenue that is not subject to the restrictions on Article 19 of the Constitution, which restrict certain transportation revenue to be spent on highway or local road projects.

- $1.3 billion in new vehicle registration fee revenue, and $9.7 million in new zero emission vehicle fee revenue. Vehicle registration fees are increased by $38. This additional fee would be adjusted for inflation starting on July 1, 2019 in AB 1 and October 1, 2020 in SB 1. In addition, SB 1 and AB 1 would impose an additional $100 vehicle registration fee on all zero emission vehicles, which would also be adjusted for inflation. The additional fee on zero emission vehicles would not apply when the vehicle is first purchase, but on each subsequent renewal.

- Approximately $500 million in weight fee revenue returned to the State Highway Account. Truck weight fees are partially returned to the highway account. Currently, about $1 billion in truck weight fees are transferred to the general fund to pay the debt service on transportation bonds. AB 1 and SB 1 take differing paths to reduce this transfer by about half. AB 1 would cap the amount of revenue that can be transferred each year, starting at $900 million and gradually reduce that amount over to 5 years to $500 million. SB 1 would place a cap on the percentage of weight fee revenue that can be

transferred each year, starting 90% of available funds and reducing that cap over 5 years to 50% of available funds.

Funding Programs:

- Both bills create the Road Maintenance and Rehabilitation Program (RMRP), which is where all gasoline excise tax and vehicle registration fee revenue is deposited. The Program funds can be used for maintenance and rehabilitation projects, safety projects, traffic control devices, complete streets projects and drainage or stormwater projects in conjunction with any other allowable project.

- A State and Local Partnership Program is created and funded with $200 million annually from the Road Maintenance and Rehabilitation Program funds. These funds are set aside to match voter approved taxes or developer fees dedicated to transportation improvements. This program would be implemented pursuant to guidelines developed and adopted by the California Transportation Commission (CTC) in consultation with Caltrans, transportation planning agencies, and other local agencies. These funds must be used for road maintenance and rehabilitation purposes.

- The Active Transportation Program would receive $80 million annually from the RMRP. In addition, up to $70 million annually will be transferred to the Active Transportation Program resulting from operational efficiencies identified by Caltrans through the annual budget process.

- Funding for the Advanced Mitigation Fund is provided in both bills by allocating $30 million annually for four years from the RMRP. The bills specify that this $30 million shall be transferred in each of the following fiscal years 2017-18, 2018-19, 2019-20, and 2020-21.

- The California State University will receive $2 million annually from the RMRP to conduct transportation research projects and related workforce training and development as recommended by the chairs of the Assembly Transportation Committee and the Senate Transportation & Housing Committee. In addition, AB 1 would allocate $3 million annually to the institutes of transportation studies at the University of California.

- The majority of RMRP funds are allocated to highway and local road maintenance projects. Of the RMRP funds remaining, 50% is continuously appropriated for maintenance of the state highway system as specified in each SHOPP plan. The remaining 50% of RMRP funds is continuously appropriated to cities and counties. Half of these funds are allocated to cities on a per capita basis. The county share is allocated to each county based on road miles and vehicles registration. However, in order to receive an

apportionment of these funds each city and county must submit a list of projects as identified in the city or county's budget to be funded in the fiscal year to the CTC for review. In addition, each city and county is subject to a maintenance of effort (MOE) requirement in order to remain eligible to receive these funds. A city or county may spend these funds on other transportation priorities if the pavement rating index for the jurisdiction is at least 80.

As a condition of receiving these funds Caltrans and local governments shall adopt and implement a program designed to promote and advance construction employment and training opportunities through pre apprenticeship opportunities, either by the public agency itself or through contractors engaged by the public agencies to do work funded in whole or in part by funds made available by the program.

- The bills create the Trade Corridors Improvement Fund, which is funded through the 20 cent increase to the diesel fuel excise tax. This Fund will also govern the allocation of federal FAST Act funds received by the state. While both AB 1 and SB 1 are consistent with the overall goal of funding improvements at ports, airports and goods movement corridors, there are significant differences in how the funds are allocated. In addition, SB 1 specifies that eligible projects at ports that enhance capacity and efficiency shall not displace workers at the port. AB 1 does not specify funding targets, but SB 1 does include specific allocations as follows:

    - $150,000,000 shall be dedicated exclusively to fund improvements to California's existing or planned land ports of entry on the border with Mexico.

    - $70,000,000 shall be dedicated exclusively to fund projects for the elimination, alteration, or improvement of hazardous railroad-highway grade crossings.

    - $360,000,000 shall be available for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities that are consistent with corridor-based programming targets contained in the Trade Corridors Investment Fund (TCIF) Guidelines. The allocation must include reasonable geographic targets for funding allocations without constraining what an agency may propose or what the commission may approve. However, the San Diego Association of Governments, the Imperial County Transportation Commission, and other public agencies in San Diego and Imperial Counties shall be excluded from nominating projects under this subparagraph.

Policy Changes:

- Reestablishes the CTC as an independent entity.
- Requires Caltrans to update the Highway Design Manual to incorporate complete streets design concepts by January 1, 2018.
- Creates the Office Transportation Inspector General. The Inspector General shall be appointed to a 6 year term and be responsible for review policies, practices, and procedures and conduct audits and investigations of activities involving state transportation funds in consultation with all affected state agencies. The Inspector General shall report annually to the Governor and Legislature on all findings.
- SB 1 requires Caltrans by January 1, 2020 to increase by 100 percent to dollar value of contracts awarded to small, disadvantage, and veteran owned businesses. This requirement is not in AB 1.
- Proposes significant changes to the SHOPP process. Specifies that the SHOPP program shall also include operating costs. In addition, it must specify specified milestones for each project and costs for specified phases. Any change to the project or cost increase must be submitted to the CTC for approval.
- Expands the existing CEQA exemption for local road repairs in a city or county with a population of less than 100,000 to all cities and counties or state highways if specified conditions are met.
- Creates the Advanced Mitigation Program. The purpose of Program is to improve the success and effectiveness of actions implemented to mitigate natural resource impacts of future transportation projects by establishing the means to implement mitigation measures well before the transportation projects are constructed. The advance identification and implementation of mitigation actions are aimed at streamlining the delivery of transportation projects by anticipating mitigation requirements for planned transportation projects and avoiding or reducing delays associated with environmental permitting.
- National Environmental Protection Agency (NEPA) delegation to Caltrans is re-enacted in both AB 1 and SB 1 without a sunset date.

State Bill Recommendations

Bill Number	Bill Information	Recommendation
AB 1 (Frazier D) Transportation funding.	Substantially similar in structure to ABX 26 from last session, AB 1 is Assemblyman Frazier's renewed effort to address the funding shortfall facing California's transportation infrastructure. This bill would generate about $6.6 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.	Alameda CTC's 2017 legislative program supports increasing funding for transportation. Staff recommends a **SUPPORT** position on this bill. *PPLC took a support and seek amendment position to include more funding for transit.*
AB 28 (Frazier D) Department of Transportation: environmental review process: federal pilot program.	AB 28 would re-enact provisions that sunset on December 31st 2016 that delegate the responsibility to Caltrans for complete NEPA review of transportation projects. While this same provision is also in AB 1 and SB 1, AB 28 is an urgency measure that can be moved ahead of any transportation funding agreement.	Alameda CTC's 2017 legislative program supports efforts that streamline the delivery of projects. The NEPA delegation to Caltrans that this bill addresses supports advancing projects through Caltrans state review, rather than federal review. Staff recommends a **SUPPORT** position on this bill. *PPLC took a support position.*
SB 1 (Beall D) Transportation funding.	Similar to SBX 1 from last year, SB 1 contains Senator Beall's transportation funding proposal. This bill would generate about $6.6 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public	Alameda CTC's 2017 legislative program supports increasing funding for transportation. Staff recommends a **SUPPORT** position on this bill. *PPLC took a support and seek amendment position to*

	transit and good movement corridors.	*include more funding for transit.*
SB 2 **(Atkins D)** Building Homes and Jobs Act.	SB 2 would impose a fee of $75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed $225. Upon appropriation by the Legislature, 20% of the funds would go toward affordable owner-occupied workforce housing, 10% for housing purposes related to agricultural workers and their families, and the remainder would be expended to support affordable housing, homeownership opportunities, and other housing-related programs.	Alameda CTC's 2017 legislative program supports increasing funding for transportation, while protecting against transportation funding diversions. Because transportation funding is often looked at as a potential source to fund affordable housing, staff recommends supporting SB 2 for a direct funding stream to support affordable housing. Alameda CTC supported a similar bill introduced at the beginning of the 2015-2016 legislative session Staff recommends a **SUPPORT** position on this bill. *PPLC took a support position.*

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2017 Legislation Program
B. Federal Update

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

2017 Alameda County Transportation Commission Legislative Program

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

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	• 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. • Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • 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 and Operations	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles. • Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	• Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	• Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• 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).

Issue	Priority	Strategy Concepts
		• Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	• 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. • Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	• 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	• 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. • Support legislation that improves the efficiency and connectivity of the goods movement system. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement 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	• 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.

Presidential Transition Cabinet Nominees

Cabinet Nominees (by alphabetical order)

Betsy DeVos – Department of Education Secretary

A leader in the national school reform movement for more than two decades, Betsy DeVos is a highly successful education advocate, businesswoman, and philanthropist.

A native of Michigan, Betsy DeVos has spent decades advocating for school choice reforms and helping underserved children gain access to quality education. Ms. DeVos is chairman of the American Federation for Children whose mission is to "improve our nation's K-12 education by advancing systemic and sustainable public policy that empowers parents, particularly those in low-income families, to choose the education they determine is best for their children."

Ms. DeVos is chair of the Windquest Group and has also served on national and local charitable and civic boards, including the Kennedy Center for the Performing Arts, American Enterprise Institute, The Philanthropy Roundtable, Kids Hope USA, and Mars Hill Bible Church.

Nikki Haley – U.N. Ambassador

Governor Haley is one of the most universally respected governors in the country. After working at her family's business, Governor Haley turned her focus to economic development and has traveled abroad to negotiate with international companies on behalf of South Carolina. As governor, she has led seven overseas trade missions and successfully attracted jobs and investment through negotiations with foreign companies.

Born in Bamberg, South Carolina, the daughter of Indian immigrants, Governor Haley became the first female governor of her home state in 2011 and is currently the youngest governor in the country. Prior to becoming governor, she represented Lexington County in the South Carolina House of Representatives from 2005 to 2011.

A true fiscal conservative and savvy businesswoman, Governor Haley's leadership drove down South Carolina's unemployment to a 15 year low by adding more than 82,000 jobs in each of South Carolina's 46 counties.

Prior to dedicating her life to public service, Governor Haley worked at her family business. In 1998, Governor Haley was named to the board of directors of the Orangeburg County Chamber of Commerce and named to the board of directors of the Lexington Chamber of Commerce in 2003. She also became

treasurer of the National Association of Women Business Owners in 2003 and president in 2004.

Governor Haley is a proud graduate of Clemson University where she earned a degree in accounting. Governor Haley and her husband, Michael, a Captain in the Army National Guard and combat veteran who was deployed to Afghanistan's Helmand Province, have two children, Rena, 18, and Nalin, 15.

Michael Flynn – National Security Advisor

Lieutenant General Michael T. Flynn, USA graduated from the University of Rhode Island in 1981 and was commissioned a second lieutenant in Military Intelligence. His first assignment was as a paratrooper of the 82nd Airborne Division at Fort Bragg, North Carolina. Since then, he has served in a variety of command and staff positions to include, Commander, 313th Military Intelligence Battalion and G2, 82nd Airborne Division; G2, 18th Airborne Corps, CJ2, CJTF-180 Operation Enduring Freedom (OEF) in Afghanistan; Commander, 111th Military Intelligence Brigade at the Army's Intelligence Center at Fort Huachuca, Arizona; Director of Intelligence, Joint Special Operations Command with duty in OEF and Operation Iraqi Freedom (OIF); Director of Intelligence, United States Central Command with duty in OEF and OIF; Director of Intelligence, the Joint Staff; Director of Intelligence, International Security Assistance Force-Afghanistan and US Forces Afghanistan and Special Assistant to the Deputy Chief of Staff, G2. He most recently served as the Assistant Director of National Intelligence for Partner Engagement before becoming the 18th Director of the Defense Intelligence Agency on 24 July 2012.

Lieutenant General Flynn's other assignments include multiple tours at Fort Bragg, North Carolina, where he deployed with the 82nd Airborne Division as a platoon leader for Operation URGENT FURY in Grenada, and as Chief of Joint War Plans for JTF-180 UPHOLD DEMOCRACY in Haiti. He also served with the 25th Infantry Division at Schofield Barracks, Hawaii, and as the Senior Observer/Controller for Intelligence at the Joint Readiness Training Center at Fort Polk, Louisiana.

Lieutenant General Flynn holds an undergraduate degree in Management Science from the University of Rhode Island and holds three graduate degrees: a Master of Business Administration in Telecommunications from Golden Gate University, San Francisco; a Master of Military Arts and Sciences from Fort Leavenworth, Kansas; and a Master of National Security and Strategic Studies from the United States Naval War College. He also holds an Honorary Doctorate of Laws from The Institute of World Politics, Washington, D.C.

Lieutenant General Flynn is a graduate of the Army's Intelligence Officer Basic, Advanced, and Electronic Warfare Courses; the Combined Armed Services Staff Course; the United States Army Command and General Staff College and School of Advanced Military Studies; and the United States Naval War College.

His awards include the Defense Superior Service Medal (with 3 Oak Leaf Clusters), Legion of Merit (with Oak Leaf Cluster), Bronze Star Medal (with 3 Oak Leaf Clusters), Meritorious Service Medal (with Silver Oak Leaf Cluster), Joint Service Commendation Medal, Army Commendation Medal (with 4 Oak Leaf Clusters), the NATO Service Medal, and several service and campaign ribbons. Lieutenant General Flynn also has earned the Ranger Tab and Master Parachutist Badge, and the Joint Staff Identification Badge.

Lieutenant General Flynn is happily married and has two sons.

Mike Pompeo – C.IA. Director

Congressman Mike Pompeo is a third term congressman from the 4th District. As a teenager, he enrolled at the United States Military Academy at West Point. He graduated first in his class from West Point in 1986 and then served as a cavalry officer patrolling the Iron Curtain before the fall of the Berlin Wall. He also served with the 2nd Squadron, 7th Cavalry in the Fourth Infantry Division.

After leaving active duty, Mike graduated from Harvard Law School having been an editor of the Harvard Law Review. Mike later returned to his mother's family roots in South Central Kansas and founded Thayer Aerospace, where he served as CEO for more than a decade providing components for commercial and military aircraft. He then became President of Sentry International, an oilfield equipment manufacturing, distribution, and service company.

Mike serves on two major committees: Energy and Commerce, which oversees energy, health care, manufacturing, and telecommunications, and the House Intelligence Committee, which oversees America's intelligence gathering efforts.

Earlier in 2014, he was also appointed to the House Select Benghazi Committee to investigate the tragic events in Benghazi, Libya. In Congress, Mike has focused on freeing private enterprise to succeed as well as defending our individual Constitutional rights. Mike has been at the center of debates regarding fiscal responsibility and halting regulatory overreach, particularly with respect to production agriculture, and reducing the imposition of burdens on entrepreneurs and small businesses.

Mike and his wife Susan have been active leaders in the community and are both involved in many activities in support of Susan's alma mater, Wichita State University.

Jeff Sessions – Attorney General

Jeff Sessions was born in Selma, Alabama on December 24, 1946, and grew up in Hybart (pronounced Hib-ert), the son of a country store owner. Growing up in the country, Sessions was instilled with the core values – honesty, hard work, belief in God and parental respect – that define him today. In 1964, he Jeff Sessions

became an Eagle Scout and has received the Distinguished Eagle Scout Award. After attending school in nearby Camden, Sessions worked his way through Huntingdon College in Montgomery, graduating with a Bachelor of Arts degree in 1969. He received a Juris Doctorate degree from the University of Alabama in 1973.Jeff Sessions, the young man. Sessions served in the United States Army Reserve from 1973 to1986 ultimately attaining the rank of Captain. He still considers that period to be one of the most rewarding chapters of his life.

Sessions' interest in the law led to a distinguished legal career, first as a practicing attorney in Russellville, Alabama, and then in Mobile, a place he now calls home. Following a two-year stint as Assistant United States Attorney for the Southern District of Alabama (1975-1977), Sessions was nominated by President Reagan in 1981 and confirmed by the Senate to serve as the United States Attorney for Alabama's Southern District, a position he held for 12 years. Sessions was elected Alabama Attorney General in 1995, serving as the state's chief legal officer until 1997, when he entered the United States Senate.

As a United States Senator, Sessions has focused his energies on maintaining a strong military, upholding the rule of law, limiting the role of government, and providing tax relief to stimulate economic growth and empowering Americans to keep more of their hard-earned money.

Dubbed a "budget hawk" by the Alabama press, Sen. Sessions was selected for the 112th and 113th Congresses to serve as the Ranking Member on the Senate Budget Committee to restrain the growth of federal spending and make permanent tax cuts that benefit American families. As a senior member of the Senate Judiciary Committee, Sessions is a leading advocate of confirming federal judges who follow the law and do not legislate from the bench. As a member of the Senate Armed Services Committee, Sessions is a strong advocate for America's military, including the four major defense installations in Alabama – Redstone Arsenal in Huntsville; Fort Rucker, near Ozark; Maxwell Air Force Base in Montgomery; and the Anniston Army Depot. Sessions also serves on the Senate Environment and Public Works Committee. His membership on the EPW Committee provides him the opportunity to develop policies that promote reliable and affordable energy sources and reduce our dependence on foreign oil.

A strong environmentalist, Sessions was responsible for legislation that created the newest addition to the National Wildlife Refuge system, the Mountain Longleaf National Wildlife Refuge near Anniston. He authored legislation that extended wilderness protection for Dugger Mountain in the Talladega National Forest, and the White House, upon Sessions' recommendation, formed a high-level working group to assess mercury pollution in the Gulf of Mexico.

Senator Sessions authored the Honoring Every Requirement of Exemplary Service (HEROES) Act, which was signed into law in May 2005. This legislation increased

the payment received by the families of fallen combat soldiers from $12,000 to $100,000 and also increased the maximum servicemen's life insurance benefit from $250,000 to $400,000.

Sessions played a leading role in ensuring that the Medicare Prescription Drug law included a rural health care component that reduced the disparity in Medicare payments that has devastated Alabama hospitals. As a result, Medicare payments to Alabama hospitals will increase by nearly $1 billion over a 10-year period. Sessions authored a key provision in the 2001 tax cut bill to make interest earned on tuition savings and prepaid tuition plans tax free. That provision will mean a big financial boost for families of the 50,000 Alabama children enrolled in the affordable Alabama Prepaid College Tuition Plan.

Senator Sessions joined in leading efforts to make funding more equal in the Ryan White CARE Act. The South has been hardest hit with HIV/AIDS in recent years, but the funding formula kept most of the money going to big cities. The new legislation will bring much-needed funding to Alabama, making health care available for low-income Alabamians living with HIV/AIDS.

Continuing his interest in fighting crime, Sessions was the author of the Paul Coverdell National Forensic Sciences Improvement Law of 2000, which authorized badly needed funds for state and local crime labs to reduce the backlog of ballistics, blood, and DNA tests

To help make America more energy secure, Senator Sessions worked closely with his Gulf state colleagues to open 8.3 million acres of land in the Gulf of Mexico to new energy exploration, the first such expansion in decades. The newly opened tract of land, which is 125 miles off the coast, contains an estimated 1.3 billion barrels of oil and 6 trillion cubic feet of natural gas. The law also included a provision to share tens-of-millions of federal revenue dollars each year with Alabama to fund environmental restoration and coastal infrastructure projects.

While serving in the United States Senate, Sessions has received numerous awards including: the American Conservative Union Award for Conservative Excellence; the Reserve Officers Association Minuteman of the Year Award; the National Taxpayers Union Friend of the Taxpayer Award; the Watchdogs of the Treasury Golden Bulldog Award; the National Federation of Independent Business Guardian of Small Business Award; the Coalition of Republican Environment Advocates Teddy Roosevelt Environmental Award; and the Alabama Farmers Federation Service to Agriculture Award.

In 2014, the people of Alabama overwhelmingly voted to return Sessions to the Senate for a fourth term, electing him with more than 97 percent of all votes cast.

He keeps close tabs on the concerns of his Alabama constituents, holding town meetings and traveling to all 67 counties in the state each year.

Sessions has served as a lay leader and as a Sunday school teacher at his family's church, Ashland Place United Methodist Church, in Mobile. He served as the Chairman of his church's Administrative Board and has been selected as a delegate to the annual Alabama Methodist Conference.

Sessions and his wife, Mary Blackshear Sessions, originally of Gadsden, Alabama, have three children, Mary Abigail Reinhardt, Ruth Sessions Walk, and Sam. They have seven granddaughters, Jane Ritchie, Alexa, Gracie, Sophia, Hannah, Joanna, and Phoebe and three grandsons, Jim Beau, Lewis, and Nicholas.

Tom Price – HHS Secretary

President-elect Donald J. Trump today announced his intent to nominate Chairman of the House Budget Committee Congressman Tom Price, M.D. (GA-06) as Secretary of the United States Department of Health and Human Services and Seema Verma as Administrator of the Centers for Medicare and Medicaid Services.

Rep. Price was first elected to represent Georgia's 6th district in November 2004. Prior to going to Washington, Price served four terms in the Georgia State Senate – two as Minority Whip. In 2002, he was a leader in the Republican renaissance in Georgia as the party took control of the State Senate, with Price rising to become the first Republican Senate Majority Leader in the history of Georgia.

In Congress, Rep. Price is a proven leader, tireless problem solver and go-to Republican on quality healthcare policy. He serves on the House Committee on Ways and Means. In the 114th Congress, Rep. Price was named Chair of the House Committee on the Budget. In previous Congresses, he has served as Chairman of the House Republican Policy Committee and Chairman of the Republican Study Committee. Committed to advancing positive solutions under principled leadership, Rep. Price has been a fierce opponent of government waste and devoted to limited government and lower spending.

For nearly 20 years, Rep. Price worked in private practice as an orthopedic surgeon. Before coming to Washington he returned to Emory University School of Medicine as an Assistant Professor and Medical Director of the Orthopedic Clinic at Grady Memorial Hospital in Atlanta, teaching resident doctors in training. He received his Bachelor and Doctor of Medicine degrees from the University of Michigan and completed his Orthopedic Surgery residency at Emory University.

Steve Mnuchin- Treasury Secretary

Mr. Mnuchin has decades of financial management experience including serving as Chief Information Officer at Goldman Sachs as well as finance director for President-elect Trump's presidential campaign.

Since 2004, Mr. Mnuchin has been the Founder, Co-Chief Executive Officer and Chairman of Dune Capital Management, one of the country's premier investment firms, specializing in public equity markets, real estate and the entertainment industry. He also founded OneWest Bank Group LLC in 2009 and served as its Chairman and Chief Executive Officer.

Prior to that, Mr. Mnuchin worked for 17 years at Goldman Sachs, where he oversaw trading in government securities, mortgages, money markets, and municipal bonds and rose to become the company's Chief Information Officer.

Mr. Mnuchin has extensive experience in investing and financing the entertainment business. He founded RatPac-Dune Entertainment, which has produced wildly successful films, including Avatar, the highest grossing film in history ($2.8B worldwide), American Sniper, the X-Men series and many more.

He is a Member of the Board of The Museum of Contemporary Art Los Angeles (MOCA), UCLA Health System Board, New York Presbyterian Hospital, the Los Angeles Police Foundation, and Life Trustee of New York Presbyterian Hospital. Mr. Mnuchin has a bachelor's degree from Yale University.

Wilbur Ross – Commerce Secretary

For 25 years Mr. Ross headed Rothschild Inc. where he built a legacy of saving jobs and restructuring failing companies back to profitability. He has successfully grown businesses in the telecommunications, textiles, steel, and coal industries. In 2000, Mr. Ross started the investment firm WL Ross & Co.

Mr. Ross served as the President-elect's top economic advisor on trade policy. He agrees with President-elect Trump's plan to bring back jobs, eliminate the trade deficit and make good deals for America's workers. He is a world-class negotiator and can be counted on to be a forceful advocate for America's interests in the global economy. He received a bachelor's degree from Yale University and his MBA from Harvard University.

Elaine Chao – Transportation Secretary

Elaine L. Chao is a Distinguished Fellow at Hudson Institute. She is the 24th U.S. Secretary of Labor who served from 2001-2009. She is the first American woman of Asian descent to be appointed to a President's Cabinet in our nation's history.

An immigrant who arrived in America at the age of eight speaking not a word of English, Chao received her U.S. Citizenship when she was 19 years old. Secretary

Chao's experience transitioning to a new country has motivated her to devote most of her professional life to ensuring that everyone has the opportunity to build better lives.

Secretary Chao has a distinguished career in the public, private and nonprofit sectors. As the first Secretary of Labor in the 21st Century, she focused on increasing the competitiveness of America's workforce in a global economy and achieved record results in workplace safety and health.

Prior to the Department of Labor, Secretary Chao was President and Chief Executive Officer of United Way of America where she restored public trust and confidence in one of our nation's premier institutions of private charitable giving after it had been tarnished by financial mismanagement and abuse. As director of the Peace Corps, she established the first programs in the Baltic nations and the newly independent states of the former Soviet Union. Her government service also includes serving as Chairman of the Federal Maritime Commission. She has also worked in the private sector as Vice President of Syndications at Bank of America Capital Markets Group and Citicorp.

Secretary Chao earned her MBA from the Harvard Business School and an economics degree from Mount Holyoke College. Recognized for her extensive record of accomplishments and public service, she is the recipient of 35 honorary doctorate degrees.

James Mattis – Defense Secretary

Gen. Mattis is a native of Pullman, Washington. He earned a Bachelor of Arts degree in history from Central Washington University and was commissioned a second lieutenant through ROTC in 1972.

As a lieutenant colonel, Gen. Mattis commanded an assault battalion breaching the Iraqi minefields in Operation Desert Storm. As a colonel, he commanded the 7th Marine Regiment and, on Pentagon duty, he served as the Department of Defense Executive Secretary. As a brigadier general he was the Senior Military Assistant to the Deputy Secretary of Defense.

Following the terrorist attacks on September 11, 2001, Gen. Mattis, led the Special Operation Forces against the Taliban in Afghanistan. As a major general, he commanded the First Marine Division during the initial attack and subsequent stability operations in Iraq. As a general, he served concurrently as the Commander of U.S. Joint Forces Command and as NATO's Supreme Allied Commander for Transformation.

As a two-star general, Gen. Mattis led the First Marine Division from Kuwait to Baghdad in a matter of weeks in 2003, annihilating Saddam Hussein's defenses and reaching Baghdad faster and with fewer losses than anyone could have expected.

In November 2007, Gen. Mattis was promoted to four-star general. He became Commander of U.S. Central Command (CENTCOM) in 2010 and directed operations across the Middle East before retiring in 2013. Working closely with Gen. Petraeus, Gen. Mattis produced the revolutionary *Army/Marine Corps Counterinsurgency Field Manual,* the definitive work on how the U.S. military should deal with Iraqi insurgents. He is co-editor of the book, *Warriors & Citizens: American Views of Our Military*.

Ben Carson – HUD Secretary

Ben Carson was born in Detroit, Michigan on September 18, 1951. While his mother lacked access to a quality education, she encouraged her sons in their scholastic pursuits and instilled the value of hard work. Carson graduated with honors from Southwestern High School, where he also became a senior commander in the school's ROTC program. He earned a full scholarship to Yale University and graduated in 1973 with a B.A. degree in psychology.

Carson then enrolled in the School of Medicine at the University of Michigan, choosing to become a neurosurgeon. Dr. Carson became the director of pediatric neurosurgery at Johns Hopkins Hospital at age 33 and earned fame for his groundbreaking work separating conjoined twins.

Twenty years ago, Carson and his wife Candy started the Carson Scholars Fund, which is now active in all 50 states and the District of Columbia. It has provided more than 7,300 scholarships since 1994 to students from all backgrounds that achieve at the highest academic levels and community service. It also encompasses the Reading Room program and reading rooms have been placed throughout the country to stimulate a love for reading, especially in those who are underserved.

In 2000, the Library of Congress selected Dr. Carson as one of its "Living Legends." The following year, CNN and *Time* magazine named Dr. Carson as one of the nation's 20 foremost physicians and scientists. In 2006, he received the Spingarn Medal, the highest honor bestowed by the NAACP. In February 2008, President George W. Bush awarded Dr. Carson the Ford's Theatre Lincoln Medal and the Presidential Medal of Freedom.

Rick Perry – Energy Secretary

Perry grew up the son of tenant farmers in the tiny West Texas community of Paint Creek. The younger of Ray and Amelia Perry's two children, he was active in scouting and earned distinction as an Eagle Scout. He was one of the first in his family to go to college, earning a degree in Animal Science from Texas A&M University, where he was also a member of the Corps of Cadets and a Yell Leader.

Between 1972 and 1977, Perry served in the U.S. Air Force flying C-130 tactical airlift aircraft in Europe and the Middle East. He is a lifetime member of both the NRA and American Legion Post #75. Prior to being elected Lieutenant Governor in 1998, he served two terms as Texas Commissioner of Agriculture and three terms in the Texas House of Representatives.

As the 47th governor of the Lone Star State, Perry championed conservative principles that helped Texas become America's economic engine by cutting taxes, controlling spending, making regulations fair, smart and predictable, and stopping lawsuit abuse. Under Gov. Perry's leadership, Texas became a national leader for job creation, innovation and population growth.

Perry married his childhood sweetheart, Anita, in 1982. They have two children and two beautiful granddaughters.

Rex Tillerson – Secretary of State

Rex Tillerson is a native Texan who earned a Bachelor of Science degree in civil engineering at the University of Texas at Austin. He began his career at Exxon Company, U.S.A. in 1975 as a production engineer.

After years of hard work and dedication to his company, Rex then became general manager of Exxon Company, U.S.A.'s central production division, responsible for oil and gas production operations throughout a large portion of Texas, Oklahoma, Arkansas and Kansas.

In 1992, Mr. Tillerson was named production advisor to Exxon Corporation. Three years later he was named president of Exxon Yemen Inc. and Esso Exploration and Production Khorat Inc., and in January 1998, he was promoted to vice president of Exxon Ventures (CIS) Inc. and president of Exxon Neftegas Limited. In those roles, he was responsible for Exxon's holdings in Russia and the Caspian Sea as well as the Sakhalin I consortium operations offshore Sakhalin Island, Russia.

In December 1999, he became executive vice president of Exxon Mobil Development Company. Mr. Tillerson was then named senior vice president of Exxon Mobil Corporation in August 2001, and was elected president of the corporation and member of the board of directors on March 1, 2004. Nearly two years after he was elected, Mr. Tillerson was named as chairman and CEO of the board on January 1, 2006.

Mr. Tillerson is not only a stalwart in his professional life, but also in the community. He is a member of the Society of Petroleum Engineers and a trustee of the Center for Strategic and International Studies. He is the vice chairman of the Ford's Theatre Society and a recipient of the Lincoln Medal; immediate past national president of the Boy Scouts of America, a Distinguished Eagle Scout, and a former director of the United Negro College Fund. He was recognized as a distinguished

alumnus of the University of Texas at Austin in 2006, and in 2013, was elected to the National Academy of Engineering.

Others

Reince Preibus – Chief of Staff

Steve Bannon – Senior Policy Advisor

Terry Branstad – Ambassador to China

Todd Ricketts – Deputy Commerce Secretary

Seema Verma – CMS Administrator

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DATE:	January 19, 2017
SUBJECT:	Regional Measure 3 Update
RECOMMENDATION:	Approve Regional Measure 3 draft candidate project list for advocacy.

Summary

The region, led by the Metropolitan Transportation Commission (MTC), is considering pursuing a new regional transportation funding measure, Regional Measure 3 (RM3), in the 2018 election. Regional Measure 3 (RM3) is expected to include a $1, $2 or $3 bridge toll increase[1] on the seven state-owned Bay Area bridges (San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, Dumbarton Bridge, Carquinez Bridge, Benicia-Martinez Bridge, Antioch Bridge and Richmond-San Rafael Bridge). Revenues generated by the toll increase are expected to fund projects that demonstrate a strong nexus to reducing congestion and increasing efficiency in the bridge corridors.

At the Commission's November retreat, the Commission approved an overall Alameda CTC investment framework for RM3, included here as Attachment A, and directed staff to return to the Commission in January with a draft project list to advocate to MTC and the Legislature for inclusion in RM3. In December, MTC held a Commission Workshop and discussed principles and policy considerations for RM3 as shown in Attachment B. Attachment C details a draft candidate project list for Commission review and approval. It is anticipated that the needs and funding requests for RM3 will greatly exceed the anticipated revenue under any revenue scenario. While Alameda CTC does not currently have a formal role in the process, staff recommends having priorities identified to ensure that Alameda CTC is prepared to advocate for the county and our priorities as appropriate.

Background

The current schedule contemplates RM3 going to the ballot in 2018, with action by the State Legislature in 2017 to authorize MTC to put the measure on the ballot. Preliminary analysis by MTC estimates that a $1 - $3 increase in bridge tolls starting in

[1] MTC December 14, 2016 Commission Workshop, Agenda item 2

2019 would generate between $1.7 billion - $5.0 billion over 25 years, as detailed in Table 1.

Table 1. Estimated Revenue Comparison[2]

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
$1	$127 million	$1.7 billion
$2	$254 million	$3.3 billion
$3	$381 million	$5.0 billion

RM3 would be the third time voters are asked to approve a regional measure that increases bridge tolls to fund transportation investments. Regional Measure 1 (RM1) was approved by Bay Area voters in 1988. RM1 established a uniform $1 base toll on the Bay Area's seven state-owned toll bridges and funded project such as the new Carquinez and Benicia-Martinez bridges, bridge rehabilitation and access and interchange improvements near bridges. In 2004, voters approved Regional Measure 2, raising the toll on the region's seven state-owned toll bridges by $1 to fund highway, transit, bicycle and pedestrian projects in the bridge corridors and their approaches, and to provide operating funds for key transit services.

The approved RM2 Capital Program provided $1.5 billion to 36 projects. In the current RM2 program, approximately $425 million (28 percent) of the projects in the capital program provide direct benefits to the Alameda County transportation system. Examples of capital projects funded in part with RM2 include: the Caldecott Tunnel Fourth Bore, BART Extension to Warm Springs, BART Oakland Airport Connector, I-880 North Safety Improvements, I-580 Rapid Transit Corridor Improvements, and AC Transit Rapid Bus.

RM2 also provides up to 38 percent of the total RM 2 revenues (approximately $48 million per year) for operations of 14 commuter rail, express and enhanced bus, and ferry services. About 50 percent of the services funded with RM2 operating assistance directly benefit Alameda County. Examples of services RM2 operating funds are used to support include: AC Transit enhanced bus service on International Boulevard and Telegraph Avenue, WETA ferry service, and all-nighter bus service on BART corridors.

[2] MTC December 2016 Commission Workshop, Agenda item 2, Attachment B

Regional Measure 3 – Overall Process

As the region and Legislature prepare to develop RM3, MTC held a Commission Workshop on December 14, 2016, to initiate the discussion with the MTC Commissioners. The process over the course of 2017 is likely to include a Select Committee in the Legislature focused on RM3, as well as some sort of engagement process at the regional level. At the MTC workshop, MTC staff presented background on the regional measures, the estimated funding ranges as noted above, and discussed key principles and policies for consideration of RM3 development as shown in Attachment B. The draft principles discussed at the workshop were noted as a starting point for discussions both within the region and at the state level. MTC's Draft Principles for RM3 include:

- **Bridge Nexus:** Ensure all project benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges
- **Regional Prosperity:** Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors
- **Sustainability:** Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy
- **State of Good Repair:** Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors
- **Demand Management:** Utilize technology and pricing to optimize roadway capacity
- **Freight:** Improve the mobility, safety and environmental impact of freight
- **Resiliency:** Invest in resilient bridges and approaches, including addressing sea level rise

In addition, MTC discussed policy considerations including when RM3 should be placed on the ballot; how large it should be; whether a FASTRAK discount should be included; whether trucks should pay additional fees; if all nine counties should be included; if RM3 should include operations and projects; and what projects should be included.

This item was informational and no action was taken, however, the Commission directed staff to talk to partner agencies such as Congestion Management Agencies and Transit operators regarding projects and operations for consideration in RM3; were supportive of including all 9 counties as eligible recipients; and also discussed whether housing should be included in RM3. The development of RM3 will be discussed at MTC through its legislative committee and the full Commission in the coming months.

Policy Framework

While MTC provided a suggested policy framework at its Commission workshop in December, additional considerations for an overarching policy framework could include the following:

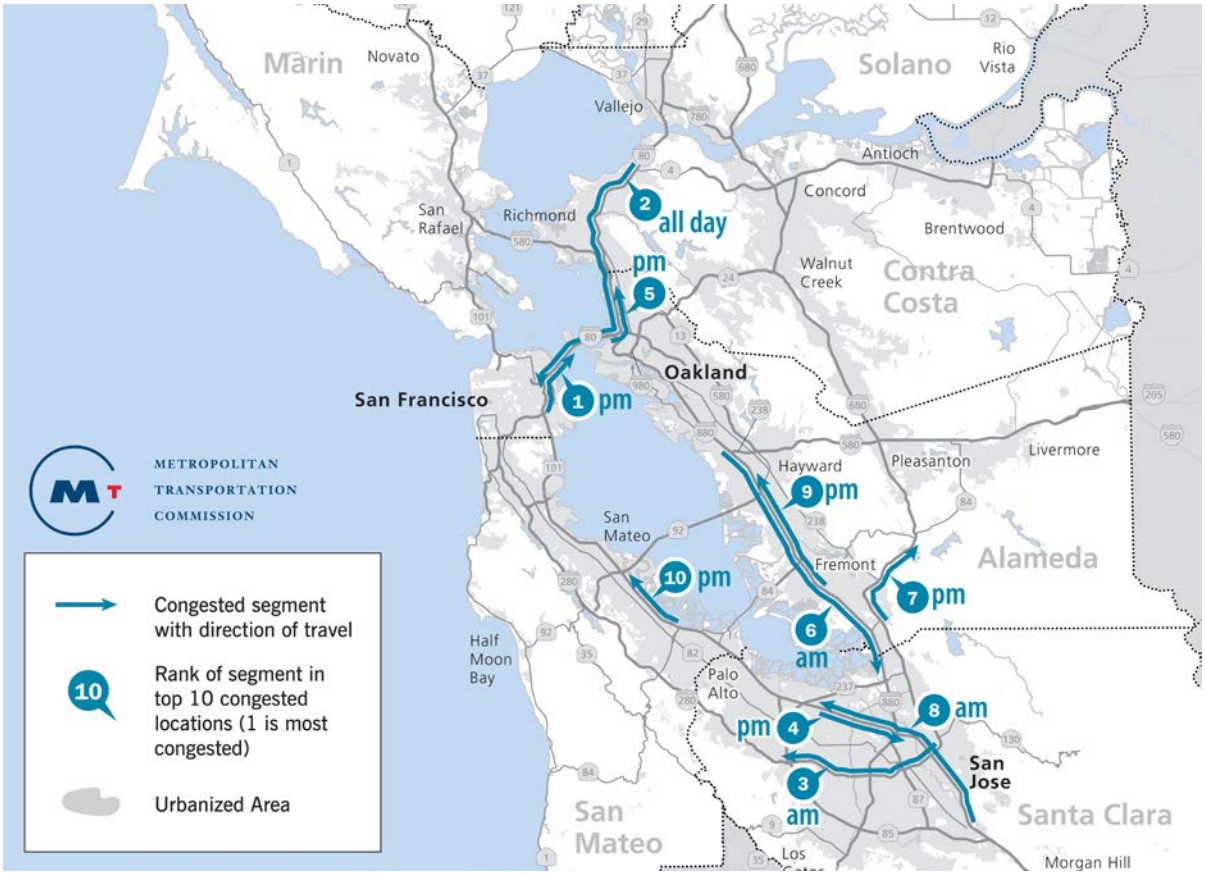
- **Strong nexus to bridge corridors**: Establish a strong nexus to reducing congestion and increasing person-throughput on the bridge corridors to demonstrate to voters and toll payers that the revenues are targeted to appropriate investments. The bridge corridors should be defined to include the highway network serving the bridges, parallel transit infrastructure, and major arterials parallel to the highway network. This general principle is included in MTC's; however this suggestion includes more clearly defining the bridge nexus.
- **Investments of regional significance**: RM3 is a regional funding source, with revenues generated by tolls paid on regional trips across the bridges. The program should focus on regionally significant projects that provide significant benefits for a large portion of travelers in the bridge corridors.
- **Multimodal investments to support mode shift**: Congestion in the region is a complex and multimodal issue, including auto, transit, and freight traffic. By investing in transit, bicycle and pedestrian access to transit, and passenger and freight rail projects, and Transportation Demand Management, RM3 can support modal shift away from single-occupant vehicles and trucks.
- **Fund both capital projects and transit operating costs**: RM3 should include funding for both capital projects and transit operations in the bridge corridor. Providing frequent, reliable transit service in the bridge corridors is necessary not only to reduce congestion and increase person throughput in the bridge corridors, but also to support the region meeting its emission reduction goals.
- **Maximum impact through performance based project selection**: A performance-based approach should be developed to determine the projects included in the program to ensure toll revenues are used to fund projects that can demonstrate reduced congestion or increased person throughput in the bridge corridors. Performance measures could include person throughput, congestion or delay reduction, increased transit ridership, or demonstrable safety improvements.
- **Leverage other funds**: In order to maximize the benefits from RM3, the program will need to leverage significant other funding sources. Similar to RM2, RM3 can be used to attract additional funding to priority projects throughout the region and make projects more competitive for competitive funding opportunities such as TIGER and New Starts/Small Starts.

Regional Measure 3 and Alameda County

Alameda County is significantly impacted by regional travel and trips across the bridges. The travel demand on Alameda County's bridges, roadways, and transit infrastructure by inter- and intra-regional traffic will continue to grow in the next few decades. Any new regional level funding must consider allocations proportional to the demand placed on Alameda County's transportation system.

Central Location: Alameda County is at the center of nearly all of the major bridge corridors, with 3 of the 7 bridges located in our county and the other bridges feeding major highway corridors that traverse the county. Seventy-nine percent of all bridge crossings across the 7 bridges either start in, end in, or traverse Alameda County. The county, located at the heart of the region, is heavily impacted by the convergence of regional and transbay trips on its highway and transit networks. Alameda County was home to five of the region's top ten congested corridors in 2015, accounting for 61 percent of the vehicle hours of delay on the top ten corridors. Most of these corridors serve the region's transbay bridges and will be the focus of RM3.

2015 Top Ten Most Congested Corridors[3]



[3] MTC Vital Signs, 2015 Top 10 Congested Corridors

Because of the central role Alameda County plays in the region's transportation network, the county is uniquely positioned so that targeted investments in the county can provide significant benefits for travelers and toll payers from throughout the region. Nearly two-thirds of the bridge trips on the three bridges that touch Alameda County are generated outside of the county; those drivers will benefit from strategic investments in Alameda County that reduce congestion, increase person throughput and reduce transit crowding. By investing in Alameda County, the region can unlock major chokepoints in the system and improve reliability and efficiency.

Transit infrastructure within Alameda County provides a critical alternative to the crowded highway system. BART, AC Transit and WETA offer a variety of multimodal transit options to serve Alameda County residents and destinations, providing connections to job centers within the East Bay, and in San Francisco and the Peninsula. Nearly two thirds of all transbay transit trips board or alight in Alameda County. All of BART's transbay trips traverse the county, and nearly all of the region's Transbay bus routes serve or traverse Alameda County. A robust and efficient transit system in Alameda County is critical to the performance of the region's transit network, supporting mode shift away from single-occupant vehicles and helping the region meet its climate and air quality goals.

Investment Framework for Alameda County Priorities

In November, the Alameda CTC Commission approved an investment framework to guide the development of a project list for Alameda County as noted below. Alameda CTC anticipates using the project list to advocate at the regional and state level for investments in Alameda County. The approved investment framework included:

- A **multimodal** approach for projects linked to bridge corridors
- **Transit projects** that advance transit as a viable alternative to move more people faster and in a more environmentally sustainable manner through the bridge corridors
    - **Core Capacity:** Support infrastructure improvements that add capacity and improve efficiency for the core of the transit system
    - **Redundancy, Reliability and Resiliency**: Increase options to build redundancy, improve reliability and resiliency in the system
    - **Operational efficiencies**: Infrastructure to support operational efficiency and reliability including on multimodal arterials that feed bridge corridors
    - **Access to Transit:** Transit supportive infrastructure including bicycle and pedestrian facilities that link into transbay transit service
- **Highway improvements** on bridge corridors that improve the efficiency, person-throughput, safety or reliability of the bridge corridors

- **Technology and ITS improvements** on highway and arterials projects that maximize system efficiency
- **Goods movement** investments that improve the efficiency of goods movement in the bridge corridors and/or promote modal shift from truck to rail to reduce truck trips on the major bridge corridors.

Draft Candidate Project List

Alameda CTC's staff approach was to utilize the existing Countywide Transportation Plan and recommendations from modal plans to identify projects or programs that: most clearly meet the RM3 investment framework the Commission approved in November; are consistent with the Commission's overall leveraging principles for all funding sources, also approved by the Commission in November; and support MTC's Draft Principles for RM3 discussed at the MTC December 2016 Commission Workshop. Attachment C details the draft candidate project list, and includes a high-level assessment of consistency with MTC's Draft Principles.

Next Steps

Staff will reach out to MTC to discuss the draft project list, participate in forums and meetings regarding RM3 development and advocate as appropriate for Alameda CTC interests. In addition, staff will actively coordinate with the transit agencies in the county to seek consistency in our advocacy at the regional and state levels.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC Regional Measure 3 Investment Framework
B. MTC December Commission Workshop RM3 Agenda item
C. Alameda CTC Draft Candidate Project List

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

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Attachment A.

Alameda CTC Regional Measure 3 Investment Framework

Approved by the Commission November 18, 2016

- A **multimodal** approach for projects linked to bridge corridors
- **Transit projects** that advance transit as a viable alternative to move more people faster and in a more environmentally sustainable manner through the bridge corridors
    - **Core Capacity:** Support infrastructure improvements that add capacity and improve efficiency for the core of the transit system
    - **Redundancy, Reliability and Resiliency**: Increase options to build redundancy, improve reliability and resiliency in the system
    - **Operational efficiencies**: Infrastructure to support operational efficiency and reliability including on multimodal arterials that feed bridge corridors
    - **Access to Transit:** Transit supportive infrastructure including bicycle and pedestrian facilities that link into transbay transit service
- **Highway improvements** on bridge corridors that improve the efficiency, person-throughput, safety or reliability of the bridge corridors
- **Technology and ITS improvements** on highway and arterials projects that maximize system efficiency
- **Goods movement** investments that improve the efficiency of goods movement in the bridge corridors and/or promote modal shift from truck to rail to reduce truck trips on the major bridge corridors

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METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
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Memorandum

TO: Commission DATE: December 8, 2016

FR: Executive Director

RE: Regional Measure 3

Background

Included in the Commission's Draft Advocacy Program for 2017 is a recommendation that the Commission sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief projects for improved mobility in the bridge corridors. This memo and the attachments include information for your discussion and policy direction as we seek to pass legislation in 2017 to achieve this goal.

Attached to this memo are the following documents.

- A map showing the major investments included in Regional Measures 1 and 2 – RM1 and RM2 (Attachment A)
- Key Policy Considerations (Attachment B)
- Charts that include data on the county of origin of the toll payers, the relative size of the toll collections at each of the toll bridges and registered voter information (Attachment C)

Process

Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled together to fund projects throughout the bridge system. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.

In 2003, when RM 2 was under consideration by the Legislature, then Senate Pro Tem Don Perata created a special Select Committee that held a number of public hearings to solicit public input on the expenditure plan. Concurrently, MTC hosted a Technical Advisory Committee that met monthly to provide interested parties — transit operators, CMA's and other stakeholders — an opportunity to propose projects and discuss the attributes of proposals as they emerged in an open public forum.

We expect a similar process to begin in earnest when the Legislature convenes in January 2017, with a goal of passing a bill in 2017 so that a measure can be placed on the ballot in 2018.

Workshop Focus

At your December workshop, staff hopes to solicit your guidance on the key policy considerations and draft principles outlined in Attachment B as well as any other related issues of concern to the Commission. We would expect to return to the Legislation Committee at regular intervals in 2017 to review further details about the Regional Measure 3 bill as it develops, including specific projects proposed for potential funding.

Steve Heminger

SH:RR
Attachments

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Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area's seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.

With these projects now completed or under construction, it's time for voters to consider a third regional measure for the Bay Area's next generation of improvements.

New Benicia Bridge

Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.

Cordelia Truck Scales

The 2014 relocation of the Cordelia Truck Scales is a key piece in the $100 million package of Regional Measure 2 projects to speed up traffic through Solano County.

Caldecott Fourth Bore

Regional Measure 2 delivered $45 million for the long-needed Caldecott Tunnel Fourth Bore project.

BART-OAK Connector

The 2014 completion of the BART connection to Oakland International Airport was made possible by more than $140 million of Regional Measure 2 funding.

I-880/SR 92 Interchange

State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

New Carquinez Bridge

Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.

Third Street Light Rail

San Francisco's T-Third light-rail project provided faster and more reliable connections between downtown and the city's southeastern neighborhoods.

San Mateo Bridge Widening

The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.

BART Warm Springs Extension

BART's Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.

REGIONAL MEASURE 1	Amount ($ millions)
New Benicia-Martinez Bridge	$1,200
Carquinez Bridge Replacement	$518
Richmond-San Rafael Bridge Rehabilitation	$117
San Mateo-Hayward Bridge Widening	$210
I-880/SR 92 Interchange Replacement	$235
Bayfront Expressway Widening	$36
Richmond Parkway	$6
US 101/University Avenue Interchange Improvements	$4

REGIONAL MEASURE 2	Amount ($ millions)
Transbay Transit Center[1]	$353
e-BART/Hwy 4 Widening[2]	$269
BART to Warm Springs[1,2]	$304
BART Oakland Airport Connector[1]	$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales[1]	$123
SMART Rail	$82
AC Transit Bus Rapid Transit[2]	$78
Transit Center Upgrades and New Buses (Regionwide)	$65
I-580 HOV Lanes	$53
Ferry Vessels[2]	$46
Caldecott Tunnel Fourth Bore	$45
Transit Technology (Clipper®, 511®, Signals)	$42
Contra Costa I-80 HOV Lanes	$37
BART Tube Seismic Retrofit[2]	$34
San Francisco Third Street Light Rail	$30
BART Central Contra Costa Crossover	$25
Safe Routes to Transit Projects	$23
Other Regional Projects	$356
Transit Operations Support (Annual)	$41

[1] Amount shown includes other toll revenue in addition to RM2
[2] Under construction

Draft Principles for Regional Measure 3

Bridge Nexus
Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges

Regional Prosperity
Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors

Sustainability
Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy

State of Good Repair
Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors

Demand Management
Utilize technology and pricing to optimize roadway capacity

Freight
Improve the mobility, safety and environmental impact of freight

Resiliency
Invest in resilient bridges and approaches, including addressing sea level rise

Regional Measure 3 — Key Policy Considerations

When should the vote take place?

We recommend either the primary or general election in 2018. This will require the Legislature to pass the enabling legislation no later than the end of August 2017.

How large of a toll hike should we seek?

A comparison of the revenue yield from a $1–$3 toll surcharge as well as a comparison of toll rates on other bridges are shown in the tables below. A multi-dollar toll surcharge could be phased in over a period of years.

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
$1	$127 million	$1.7 billion
$2	$254 million	$3.3 billion
$3	$381 million	$5.0 billion

Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	$5.00	$2.50
Golden Gate Bridge	$7.50/$6.50 Plate/FasTrak	$4.50
MTA Verrazano Narrows Bridge	$11.08[1]/$16.00 EZ-Pass/Cash	$3.08[1,2]
Port Authority of New York/New Jersey (Bridges and Tunnels)	$10.50/$12.50/$15.00 Off-Peak/Peak/Cash	$6.50

[1]Results from EZ-Pass discount rate
[2]Average rate, based on 24 trips

Continued on back page

Which counties should vote on the toll increase?

Regional Measure 1 (1988) and Regional Measure 2 (2004) were placed on the ballot in only seven of the nine Bay Area counties; Napa and Sonoma were excluded. We propose that all nine counties be included in Regional Measure 3.

Should toll revenue be used for operating purposes?

If a portion of toll revenue is reserved for operating funding (such as to subsidize transit service), the capital funding shown in the table on the prior page would be reduced. For example, for every 10% of total revenue reserved for operating purposes under a $2 toll scenario, the capital yield from toll revenue bonds would be reduced by approximately $300 million. Accordingly, we recommend restricting operating funding to the smallest possible amount. If an operating program is created, we recommend establishing performance standards similar to those in Regional Measure 2 as a condition of funding eligibility.

Should congestion pricing be expanded?

The $6 peak/$4 off-peak weekday toll on the San Francisco-Bay Bridge has successfully reduced congestion on that span by encouraging some commuters to change their time or mode of travel. The $6/$4 differential toll also raises about the same amount of revenue as would a flat $5 toll on that span. To further reduce congestion, we suggest consideration of a greater discount between the peak and off-peak rate for the Bay Bridge in Regional Measure 3.

Should a FasTrak® discount be authorized?

The Golden Gate Bridge district offers FasTrak Discounts to incentivize more drivers to sign up for FasTrak, since electronic toll collection significantly speeds up traffic throughput on the bridge. RM 3 is an opportunity to remove a statutory restriction that currently prohibits BATA from offering similar FasTrak discounts. We recommend pursuing this change to help reduce delays and associated emissions.

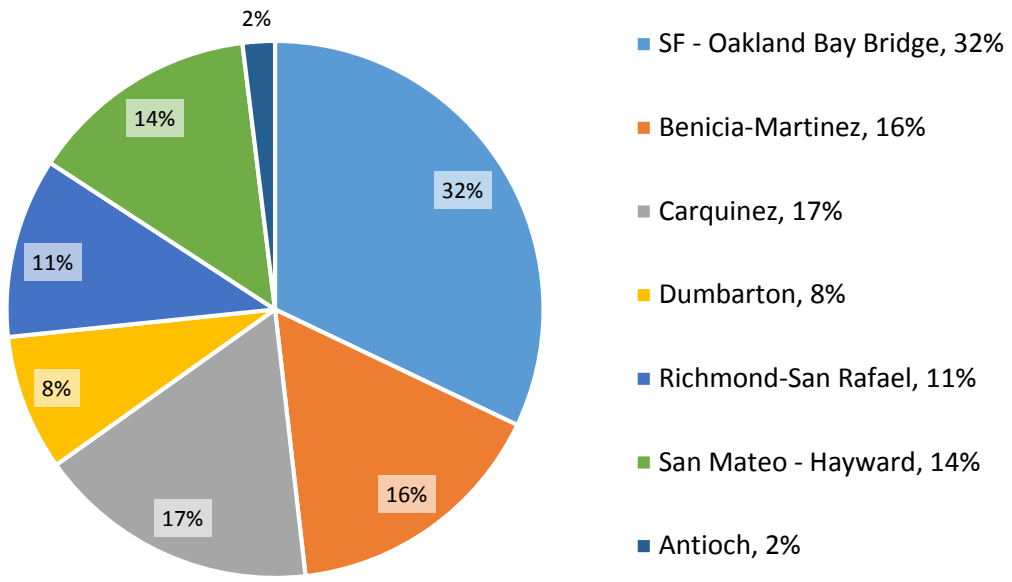
Should trucks pay an additional toll?

The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

What kind of projects should be considered for funding?

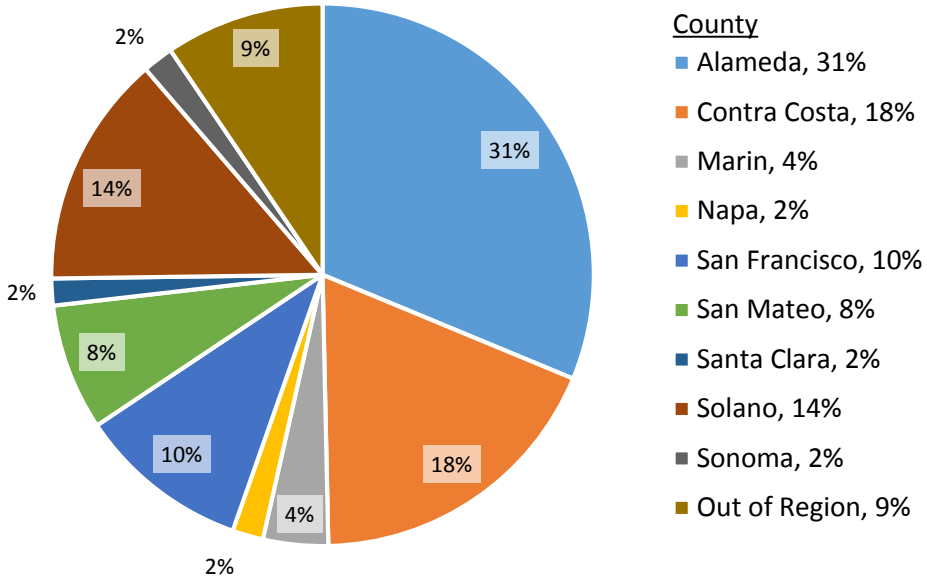
Since bridge tolls are fees and not taxes, the use of toll revenue should benefit the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Regional Measure 1 funded primarily a small set of bridge replacement and expansion projects. By contrast, Regional Measure 2 funded a much larger set of both bridge, highway, and transit projects in the bridge corridors. Given the region's significant needs on all modes, we expect that Regional Measure 3 will resemble its immediate predecessor in the breadth and modal mix of projects.

Share of Bridge Toll Revenue by Bridge

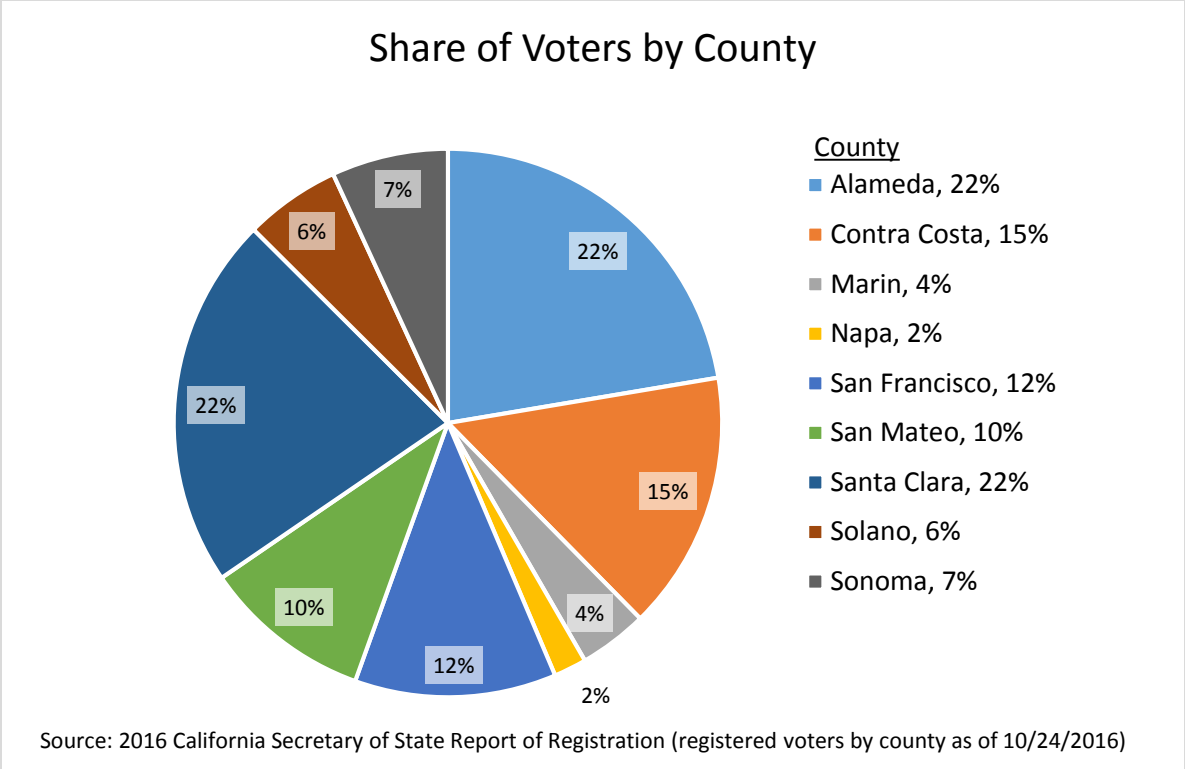


Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data - Average Typical Weekday Transactions by County of Billing Address



Source: 2016 California Secretary of State Report of Registration (registered voters by county as of 10/24/2016)

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Attachment C. Draft Alameda CTC Candidate Project List

Alameda CTC DRAFT Regional Measure 3 Candidate Project List for Advocacy
Project Costs based on best current estimate

					MTC Draft Principles for RM3						
Mode/Corridor	Project	Project Description	Project Cost ($'000s)	RM3 Request	Bridge Nexus	Regional Prosperity	Sustainability	State of Good Repair	Demand Management	Freight	Resiliency
Transit											
BART	BART Fleet	Alameda County's contribution to BART's proposed fleet expansion	$ 1,200,000	$ 300,000	X	X	X				
	BART to Livermore/ACE interregional Rail	Extend BART eastward to a new station; potentially connect with ACE.	$ 1,200,000	$ 200,000	X	X					
	BART access and station modernization	Modernize BART stations, including elevators and escalators, station circulation improvements, lighting and access improvements, including bicycle and pedestrian access and bike parking.		$ 100,000	X			X			X
AC Transit	San Pablo Avenue Rapid Improvements	Rapid bus improvements for San Pablo Avenue, serving both local and transbay routes; project includes short term improvements such as signal upgrades and long term rapid improvements such as bus priority treatments.	$ 300,000	$ 100,000	X	X	X				
	Grand Avenue and MacArthur Rapid Improvements	Rapid bus improvements for the Grand-MacArthur corridor, including West Grand Avenue, serving transbay buses.	$ 200,000	$ 100,000	X	X	X				
	Transbay buses	Additional buses and replacement vehicles for Transbay service.	$ 108,000	$ 100,000	X	X	X				
	Bus Yard and Maintenance Facility	Facilities needed to support increased Transbay service.		$ 200,000	X			X			
WETA	Alameda Point/Seaplane Lagoon	New ferry terminal at Alameda Point/Seaplane Lagoon.	$ 177,000	$ 75,000	X	X	X				X
	Berkeley Marina	New ferry terminal at the Berkeley Marina.	$ 35,000	$ 35,000	X	X	X				X
	Vessels	Expansion vessels to deliver full build out of the WETA system documented in WETA Strategic Plan.	$ 135,000	$ 99,000	X	X	X				
Core Capacity	Core Capacity Transit Study Infrastructure Improvements	Transit improvements defined from the Core Capacity Transit Study for transit improvements in the Bay Bridge corridor		$ 150,000	X	X	X		X		
Dumbarton Corridor*	Dumbarton Corridor Study Transit Priority Treatments	Transit improvements defined from the Dumbarton Corridor Study for transit improvements in the Dumbarton Bridge corridor		$ 45,000	X	X	X				
	Dumbarton Corridor Park and Ride Improvements	Expand or provide improved access to park and ride facilities serving the Dumbarton Corridor.		$ 20,000	X	X	X	X			
**Assumes that MTC will address bridge-specific managed lane projects through its managed lanes program*											
SUBTOTAL			**$ 3,355,000**	**$ 1,524,000**							
Highway											
I-880 Corridor	Whipple Road & Industrial Blvd Interchange Improvements	Reconstruct the I-880/Industrial Parkway interchange and full interchange improvements at Whipple Road/I-880; projects to be developed and delivered together.	$ 116,650	$ 12,650	X	X		X		X	
	Winton Avenue Interchange	This project proposes to modify the existing Winton Avenue/I-880 interchange and implement complete street.	$ 43,410	$ 43,410	X	X		X		X	
I-80 Corridor	Gilman Street Interchange	Project is located in northwest Berkeley near the Albany city boundary and will reconfigure the I-80/Gilman Street Interchange, including the addition of roundabouts and a pedestrian/bicycle overcrossing, to address congestion, improve operations, and safety.	$ 35,000	$ 10,000	X	X		X		X	
	Ashby Interchange	Iterchange on I-80, including replacing existing bridges with a new bridge, adding a roundabout interchange, and creating bicycle and pedestrian access over the I-80 freeway, to address congestion, improve operations, replace aging infrastructure, and provide bicycle	$ 55,000	$ 3,000	X	X		X		X	
I-680/SR 84	SR 84 Expressway and I-680/SR 84 Interchange	Construct interchange improvements for the Route 84/I-680 Interchange that link into the 680 Express Lanes,including conforming Route 84 roadway and auxilary lanes	$ 220,000	$ 82,100	X	X					
SUBTOTAL			**$ 470,060**	**$ 151,160**							

					MTC Draft Principles for RM3						
Mode/Corridor	**Project**	**Project Description**	**Project Cost ($'000s)**	**RM3 Request**	**Bridge Nexus**	**Regional Prosperity**	**Sustainability**	**State of Good Repair**	**Demand Management**	**Freight**	**Resiliency**
Goods Movement											
Port of Oakland	7th Street Grade Separation Phases 1 and 2	Improvements to truck and rail access to the Port of Oakland including grade separation at 7th Street, operational improvements, and ITS elements.	$ 437,000	$ 150,000	X	X				X	X
Efficiency and Impact Reduction	Urban freight corridors	Includes grade crossing program, ITS improvements improving efficiency of regional and inter-regional trips, and arterial improvements.		$ 150,000		X				X	
Impact Reduction	Emission reduction program	Program to reduce emissions and community impacts from goods movement.		$ 50,000			X			X	
SUBTOTAL				**$ 350,000**							
Transit Access, Trails and Transportation Demand Management											
Transit Access	Safe Routes to Transit Program	Bicycle and pedestrian improvements that provide safe access to regional transit, including last mile to transit improvements.		$ 100,000	X	X	X		X		
Trails	Bridge Access Trails	Regional trails that provide access to bridge corridors and bridge corridor transit services		$ 50,000	X	X	X		X		
TDM	Transportation Demand Management	Demand management strategies to reduce congestion and improve bridge corridor operations		$ 5,000	X	X	X		X		
SUBTOTAL				**$ 155,000**							
Transit Operations											
AC Transit	Transbay Operations	Operating costs for increased transbay bus service, including Owl services; performance metrics to be required.	$ 810,000	$ 810,000	X	X	X				
WETA	Ferry Operations	Operating costs for increased ferry services; performance metrics to be required.	$ 325,000	$ 325,000	X	X	X				
SUBTOTAL				**$ 1,135,000**							
TOTAL RM3 Request				**$ 3,315,160**							

Projects sponsors to be defined

DATE:	January 19, 2017
SUBJECT:	Professional Services Contract for General Counsel Services
RECOMMENDATION:	Approve authorization for the Executive Director to issue a Request for Proposals (RFP), and negotiate and execute a professional services contract with the top-ranked firm for the General Counsel Services contract

Summary

The Alameda CTC requires a variety of legal counsel services. These services assists the Commission and staff in carrying out its core function to plan, fund, and deliver transportation projects and programs in Alameda County. General legal counsel services for Alameda CTC include representation at Committee and Commission meetings, review of contracts and agreements, as well as other general legal matters. It also includes highly specialized legal services such as counseling on personnel-related matters and providing legal representation on ongoing condemnation and eminent domain proceedings, right-of-way activities and other project related matters.

Staff recommends issuance of an RFP for general counsel services and authorization to enter into negotiations and execute a professional services contract with the top-ranked firm for services commencing July 1, 2017.

This item was brought before the Finance and Administration Committee (FAC) at its meeting on January 9, 2017, and the FAC has requested that the general counsel services contract for FY2017-18 be discussed with the full Commission in closed session at the Commission meeting this month before making a decision regarding staff's recommendation for the general legal counsel services contract.

Background

The Commission contracts with a number of consultant firms to support and supplement staff resources to administer and deliver its program. In January of each year, staff outlines the proposed action plan for the following fiscal year and seeks authorization from the Commission regarding continuation and/or modification of existing contracts, or initiating a competitive bid process to consider new firms to provide specific services. The initial term of these professional services contracts are typically one to three years in length, with the option to renew for additional years of services for a term totaling five

years. This practice of seeking the Commission's approval of its fiscal year professional services contracts plan is meant to ensure the highest quality and performance from its consultants, and accountability of Alameda CTC staff.

Wendel, Rosen, Black & Dean, LLP, an Alameda CTC-certified Local Business Enterprise firm with offices in Oakland, California, was awarded a contract in 2012 through a competitive bid process to provide these services. The value of the current contract, which covers the period from July 1, 2016 to June 30, 2017, is $850,000, of which approximately $380,000 was budgeted for general legal matters. The remainder of the budget was established to cover specialized legal services for Alameda CTC's programs and capital projects.

Fiscal Impact: The contract procured as a result of approving this item will be negotiated and included in the draft FY 2017-18 budget which is scheduled to go to the Commission for approval in May 2017.

Staff Contacts

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