



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director Elsa Ortiz

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

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Vice Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Jeffery Wieler

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, June 22, 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.

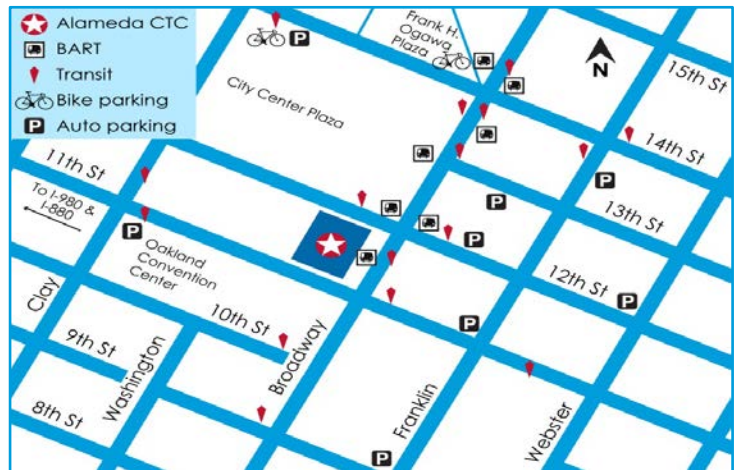
Glossary of Acronyms

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, June 22, 2017, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Approval of Consent Calendar

On June 12, 2017 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

Chair: Councilmember Rebecca Kaplan,
City of Oakland

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

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

Page A/I*

6.1.	Approval of the May 25, 2017 meeting minutes.	1	A
6.2.	Status update on the operation of I-580 Express Lanes.	7	I
6.3.	Approve and authorize the Executive Director to negotiate and execute professional services agreements with Wendel, Rosen, Black & Dean, LLP and with Meyers, Nave, Riback, Silver & Wilson, PLC, for a combined total not-to-exceed amount of \$850,000, to provide General Legal Counsel Services for the Alameda County Transportation Commission and Sunol Smart Carpool Lane Joint Powers Authority.	17	A
6.4.	Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	25	I
6.5.	Approve and authorize the Executive Director to amend project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, within the total project budget for the close-out of the construction phase of the I-580 Express Lanes Corridor Project.	29	A
6.6.	Core Capacity Transit Study Update.	35	I
6.7.	AC Transit Transbay Comprehensive Operations Analysis Update.	51	I
6.8.	Capital Projects Update (Verbal)		
6.9.	Approval of Community Advisory Appointments.	61	A

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

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

8. Planning, Policy and Legislation Action Items

On June 12, 2017, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations

- | | | |
|--|----|-----|
| 8.1. Receive an update on federal, state, and local legislative activities and approve a legislative position. | 63 | I/A |
| 8.2. Congestion Management Program 2016 Performance Report Update. | 83 | I |

9. Programs and Projects Action Items

On June 12, 2017, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|---|----|---|
| 9.1. FY 2015-16 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Reports Update. | 85 | I |
|---|----|---|

10. Member Reports

11. Adjournment

Next meeting: July 27 , 2017

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



Alameda County Transportation Commission Commission Meeting Minutes Thursday, May 25, 2017, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

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

Commissioner King was present as an alternate for Commissioner Carson.

Commissioner Cox was present as an alternate for Commissioner Cutter.

Commissioner Duncan was present as an alternate for Commissioner Dutra-Vernaci

Subsequent to the Roll call

Commissioner Saltzman, Commissioner Worthington and Commissioner Kalb arrived during item 4. Commissioner Haubert arrived during item 8.1. Commissioner Freitas and Commissioner Haggerty left during item 8.2. Commissioner Spencer and Commissioner Cox left during item 10.

3. Public Comment

There were no public comments.

4. Chair/Vice Chair Report

Vice-Chair Valle commended the City of Oakland, Alameda County Board of Supervisors and AC Transit representatives for solving issues surrounding transit services to schools in Oakland.

Chair Kaplan commented on funding for the Caltrans electrification plan and stated that the Bay Area Air Quality Management District Board met on May 17, 2017. Chair Kaplan also commented on Bike to Work Day participation throughout the County.

5. Executive Director's Report

Art Dao stated that the Executive Director report could be found in the Commissioners folders as well as on the Alameda CTC website. Mr. Dao provided an update on the development of the SB 1 implementation plan and stated that he attended a California Transportation Commission (CTC) meeting to discuss how funds will be distributed. Mr. Dao also provided details on Bike to Work/School month participation and stated that 130 schools participated in Bike to School month. He concluded by stating that the I-80 ICM project and the Affordable Student Transit Pass Program won awards at the California Transportation Foundation annual awards event.

Tess Lengyel provided more details to the Commission on SB 1. Commissioner Halliday asked to receive information on upcoming CTC meetings and workshops. Mr. Dao stated that staff would provide that information.

6. Consent Calendar

- 6.1. Approval of the April 27, 2017 meeting minutes.
- 6.2. Approve and authorize the Executive Director to execute a Professional Services Agreement with Electronic Transaction Consultants Corporation for a not-to-exceed amount of \$7,500,000 to provide Operations and Maintenance services for the I-580 Express Lanes.
- 6.3. Status update on the operation of I-580 Express Lanes.
- 6.4. 2016 Alameda CTC Annual Report.
- 6.5. FY2016-17 Third Quarter Report of Claims Acted upon Under the Government Claims Act.
- 6.6. Approve the Alameda CTC FY2016-17 Third Quarter Consolidated Financial Report.
- 6.7. Approve the Alameda CTC FY2016-17 Third Quarter Investment Report.
- 6.8. Approve updates to the Alameda CTC Investment Policy.
- 6.9. Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.
- 6.10. Approve the 2017 Alameda County Priority Development Area Investment and Growth Strategy Per MTC Resolution 4202.
- 6.11. Authorize the Executive Director to execute the Amended Memorandum of Understanding with other members of the California Toll Operators Committee.
- 6.12. Approve the Alameda CTC Proposed Consolidated Budget for FY2017-18.
- 6.13. Approval of Community Advisory Appointments.

Commissioner Spencer noted that at the FAC meeting, the committee moved to include that Item 6.8 would come back to the committee at a later date with information regarding socially responsible investments.

Commissioner Haggerty moved to approve this item. Commissioner Marchand seconded the motion. The motion passed with the following votes:

Yes: Kaplan, Valle, Ortiz, Haggerty, King, Saltzman, Spencer, Maass, Worthington, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cox, Duncan
No: None
Abstain: None
Absent: Chan, Miley, Haubert

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Matt Turner, BPAC Chair, stated that the committee met on May 4, 2017. The committee welcomed new members, received an update on the Eastbay Greeway project, reviewed the Transportation Development Act, and received an update on the AC Transit multi-modal design. The next meeting is scheduled for July 6, 2017.

7.2 Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, PAPCO Chair, stated that the committee met on May 22, 2017. She reviewed agenda items that were heard at the meeting including an update on hospital discharge transportation services and wheelchair scooter services. The next meeting is scheduled for June 26, 2017.

8. Planning Policy and Legislation Committee Action Items

8.1. Update on federal, state, and local legislative activities and approve legislative positions.

Tess Lengyel provided an update on state, regional, local and federal legislative activities. She updated the Commission on the President's proposed budget, as well as guidelines under development by CTC for implementation of SB 1. Ms. Lengyel noted that there was a meeting with Assemblymember Bonta regarding Regional Measure 3 in which Alameda CTC attended and provided the Commission's approved list of projects. She concluded by recommending that the Commission take the following position on bills:

AB 1113 (Bloom) - Support position

SB 595 (Beall) – Support position

Chair Kaplan asked if there are specific projects listed in SB 595. Ms. Lengyel stated that there are no projects listed in the bill and it is anticipated that the bill will be amended at the state level to include a list of projects.

Commissioner Saltzman asked how the agency is advocating for the correct SB 1 funding formula regarding the state and local partnership. Mr. Dao stated that Alameda CTC is recommending that the formula be the same as what has been historically funded through a similar program in Proposition 1B, and he stated that the agency has been in communication with representatives of the CTC.

Commissioner Kalb asked is there anything the agency can do regarding SB 496. Ms. Lengyel stated that the bill is already signed and executed so there is nothing that can be done in regards to the bill at this time.

There was discussion among the Commission regarding Alameda CTC's position on SB 595 because it currently doesn't have a project list and members discussed potentially taking a support position at a different time.

Commissioner Saltzman motioned to approve staff's recommendation with the addition that Alameda CTC would provide its list of recommended projects and programs for SB 595. Commissioner Bauters seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Valle, Ortiz, Haggerty, King, Saltzman, Spencer, Maass, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cox, Duncan
No: None
Abstain: None
Absent: Chan, Miley

8.2. Plan Bay Area 2040 Update

Tess Lengyel introduced Ken Kirkey from the Metropolitan Transportation Commission (MTC), who presented an update on Plan Bay Area 2040. The update included information on the plan development and revenue forecasts for federal, state, regional and local funds. He provided information on projects that are included in the plan, and how the plan performed against adopted performance targets. Mr. Kirkey stated that the plan is available for review and comments online. He briefly reviewed the five sections of the plan as well as the environmental impact report. He also provided an update regarding the implementation plan and how the region will address housing, economic development and resilience. Mr. Kirkey concluded by providing information on the outreach schedule as well as the timeline for adoption.

Commissioner Saltzman stated that there is projected job growth in San Francisco and Silicon Valley and asked if there was more thought regarding the housing and jobs imbalance. Mr. Kirkey stated that MTC shares the Commission's concern regarding housing and that future discussions at the region will likely center around incentives regarding jobs, housing and transportation initiatives.

Commissioner Kaplan stated that she hasn't seen any solutions presented from MTC that could work towards relieving the housing and jobs imbalance. Mr. Kirkey stated that there is not that level of detail included in the plan but that future discussions around Plan Bay Area implementation are expected to consider that.

Commissioner Kaplan asked if there is any information on disabled placard abuse in the plan. Mr. Kirkey stated that there is funding in the plan segregated for senior and disabled transit needs but not specifically on placard abuse.

Commissioner Kaplan wanted to know how freight is being incorporated into the plan. Mr. Kirkey stated that freight is specifically called out in the plan and the regional goods movement plan that was approved last year is addressed in the plan. He noted that SB 1 could potentially fund some of the region's freight needs as well as local, regional and federal funds.

Commissioner Halliday reiterated the jobs/housing imbalance and suggested that there could be interregional cost sharing to address the impacts.

Commissioner Mei stated that Fremont recognizes the need for job growth and stressed the need for plans that support infrastructure improvements.

Commissioner Haubert asked staff to find examples of locations where there are solutions to the housing and jobs imbalance and bring them to the Commission for further discussion.

Commissioner Kaplan stated that carpool incentives could be added to the plan and also added that transbay bus access lanes could be expanded to help address congestion.

This item was for information only.

9. Programs and Projects Action Items

9.1. Receive an update on the South County Named Capital Projects and Programs Delivery and Programming Strategy for investments authorized by the 1986 Measure B, 2000 Measure B and 2014 Measure BB.

Art Dao provided a brief update on the South County Named Capital Projects and Programs Delivery and Programming Strategy for investments authorized by the 1986 Measure B, 2000 Measure B and 2014 Measure BB.

10. Closed Session

10.1. Closed Session- Pursuant to Government Code Section 54957: Public Employment – Alameda CTC General Legal Counsel (Contract)

The Commission went to closed session Pursuant to Government Code Section 54957: Public Employment

10.2. Report on Closed Session

Chair Kaplan reported that there were no actions taken in Closed Session.

11. Member Reports

There were no member reports.

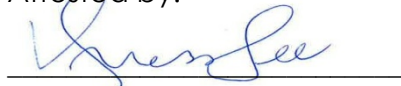
12. Adjournment

The next meeting is:

Date/Time: Thursday, June 22, 2017 at 2:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

This page intentionally left blank



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 15, 2017

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

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

Summary

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

The April 2017 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 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 benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

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

April 2017 Operations Update: Over 619,000 express lane trips were recorded during operational hours in April, an average of approximately 31,000 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel; these percentages have remained consistent for the last three months. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to either assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner.

Table 1. Express Lane Trips by Type and Direction for April 2017

Trip Classification		Percent of Trips
By Type	HOV-eligible with FasTrak flex tag	38%
	SOV with FasTrak standard or flex tag	40%
	No valid toll tag in vehicle	22%
By Direction	Westbound	45%
	Eastbound	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 summarizes the average speed differentials and LOS at four locations in each of the westbound and eastbound directions during respective commute hours for April. This table provides an overall snapshot of the express lane benefits for the month during commute hours.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from November 2016 to April 2017. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lane is meeting both federal and state performance standards. From November through April, the average speeds in the westbound express lane ranged from 55 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Santa Rita Road. The express lane operated at LOS C or better at all times, with LOS C occurring only for a short period of time in the middle of the corridor (Isabel Avenue to Fallon Road) during the morning commute hours. By comparison, the general purpose lanes experienced speeds as low as 45 mph and LOS D

throughout several sections of the corridor. During the evening commute, the westbound lanes reflect a small period of reverse-commute congestion between San Ramon Road and Hacienda Road from 5 pm to 6 pm, though the express lane continued to operate at LOS A or better during this time. Outside of the commute hours, express lane users experience average speeds of 70 mph or higher and average LOS A.

Table 2. Speed Differentials and Level of Service for April 2017

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 - 7	7	A	C
	North Livermore Ave	2 - 5	4	B	C
	Fallon Road	4 - 11	8	B	C
	Santa Rita Road	10 - 17	13	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	20 - 27	24	C	E
	Airway Blvd	7 – 11	10	B	C
	North Livermore Ave	4 – 9	7	B	C
	North First Street	9 - 15	11	B	C

In the eastbound direction, average express lane speeds from November 2016 through April 2017 ranged from 25 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 70 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with small sections of degraded LOS at the western end of the express lanes between 3 pm and 5 pm and at the eastern terminus between 4 pm and 6 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lane during the evening commute hours.

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users, for April 2017. In the eastbound direction, the maximum toll of \$9.00 was reached 10 of 20 days.

Table 3. Toll Rate Data for April 2017

Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
Westbound	\$8.00 (1 of 20 days)	\$1.99
Eastbound	\$9.00 (10 of 20 days)	\$2.65

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

During Fiscal Year 2016-17, the I-580 Express Lanes have recorded nearly 6.4 million total trips. Total gross revenues received include \$7.7 million in toll revenues and \$2.4 million in violation penalties.

Alameda CTC implemented a marketing and advertising campaign March-April 2017 throughout the I-580 Express Lane commute shed. The goals were 1) encourage commuters to carpool on the I-580; and 2) reduce the number of violations by communicating that a FasTrak account is required for all users, toll tags must be properly mounted on the windshield, and a FasTrak Flex toll tag is required to use the lanes toll-free as a carpool. Commuter-oriented media used included radio traffic sponsorships, outdoor transit posters, geographically and demographically targeted social media posts and ads, and gas station pump videos. All media aimed at reaching prospects before or during their day-to-day commute. The ads resulted in more than 21 million impressions and there were more Flex tags activated in the months of March and April than in any of the previous eight months. A summary of the marketing campaign and ad examples will be included in staff's presentation at the Committee Meeting.

Staff is coordinating education and outreach with partner agencies including CCTA, MTC, 511 Contra Costa as well as local TMAs to promote consistent messaging and accessible information about the I-580, I-680 Sunol, and the I-680 Contra Costa County express lanes, which are scheduled to open later this summer.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-580 Corridor Express Lane Location Map
- B. I-580 Corridor Heat Maps November 2016 – April 2017

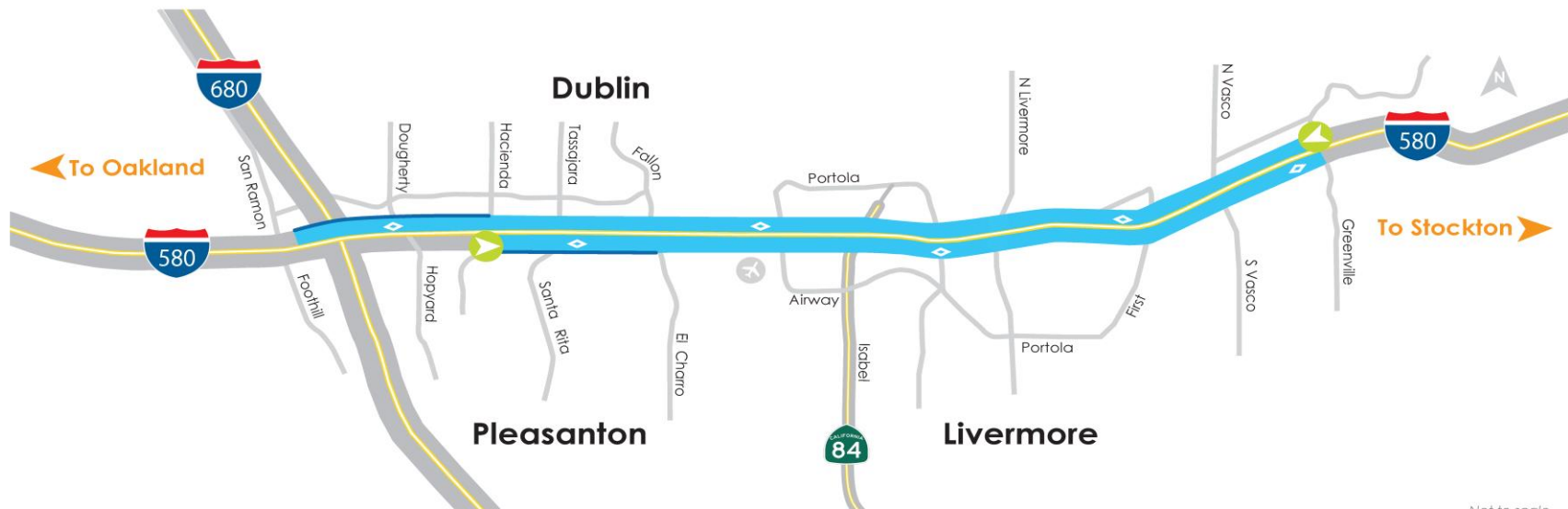
Staff Contact

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



I-580 Express Lanes Project Location Map

6.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



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

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



One Westbound Express Lane

Lane begins at Greenville



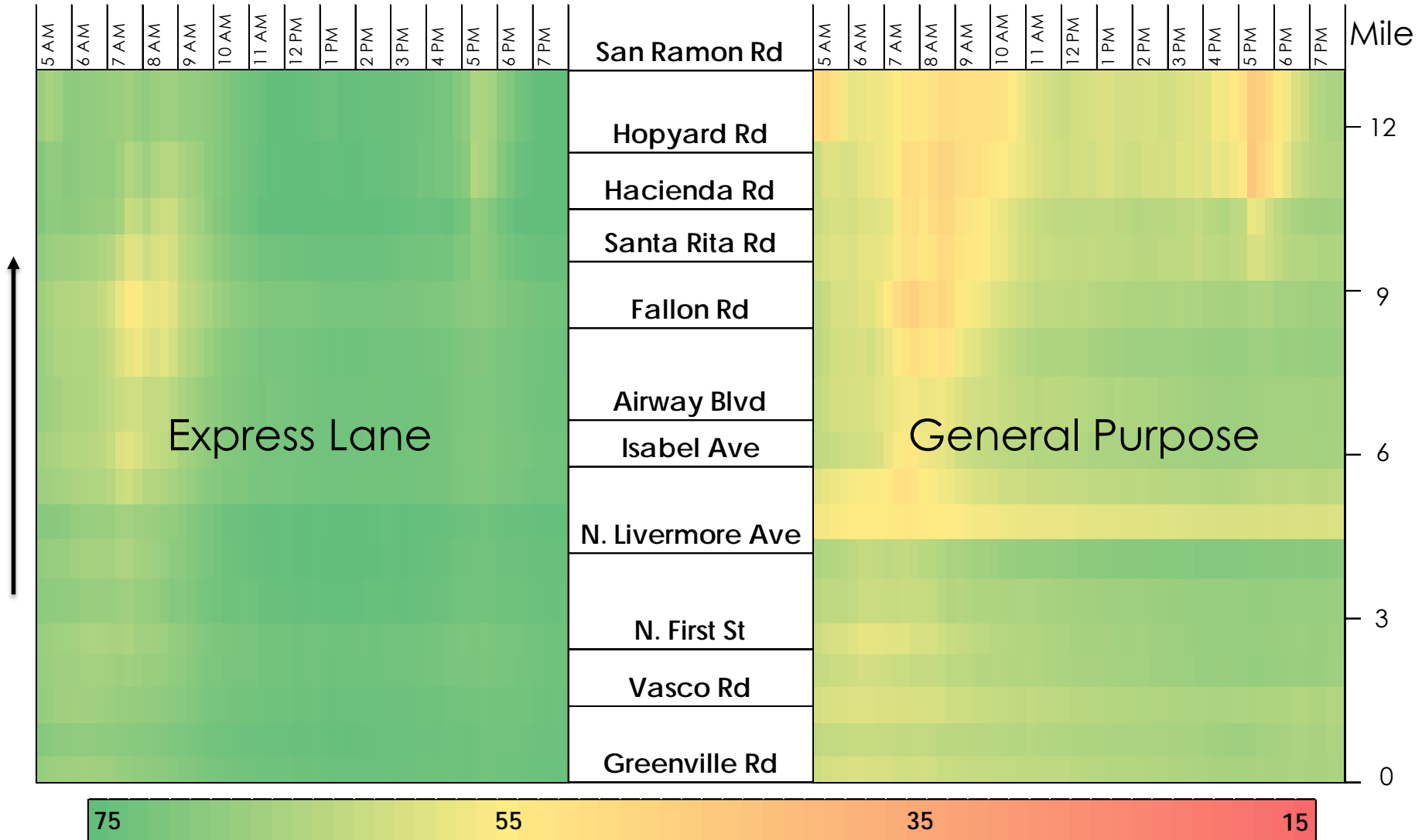
No entry/exit from westbound express lane from Hacienda to end.

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

This page intentionally left blank

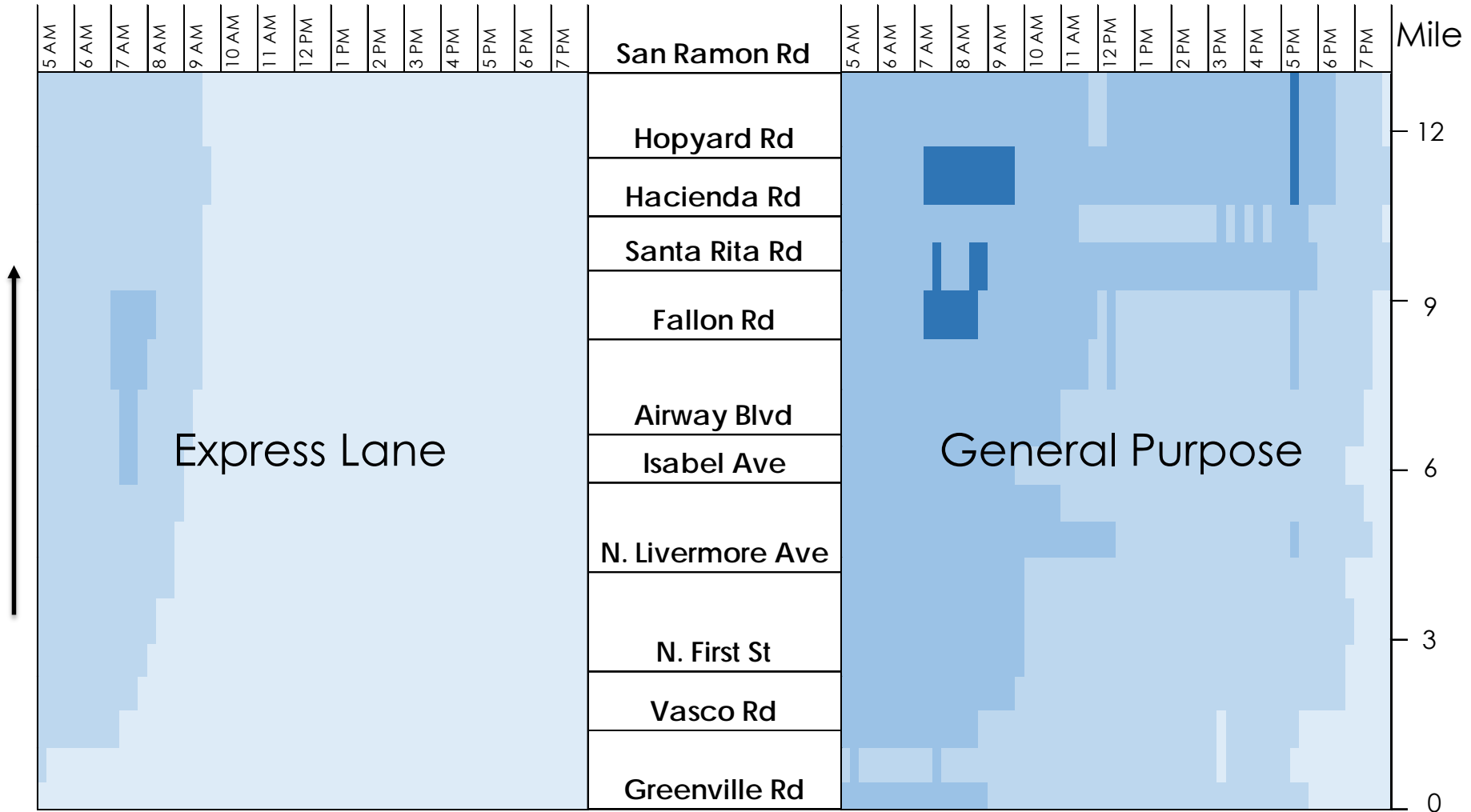
Westbound I-580 Corridor Speed Heat Maps 6.2B

Monday-Friday, November 2016 – April 2017



Westbound I-580 Corridor Density Heat Maps

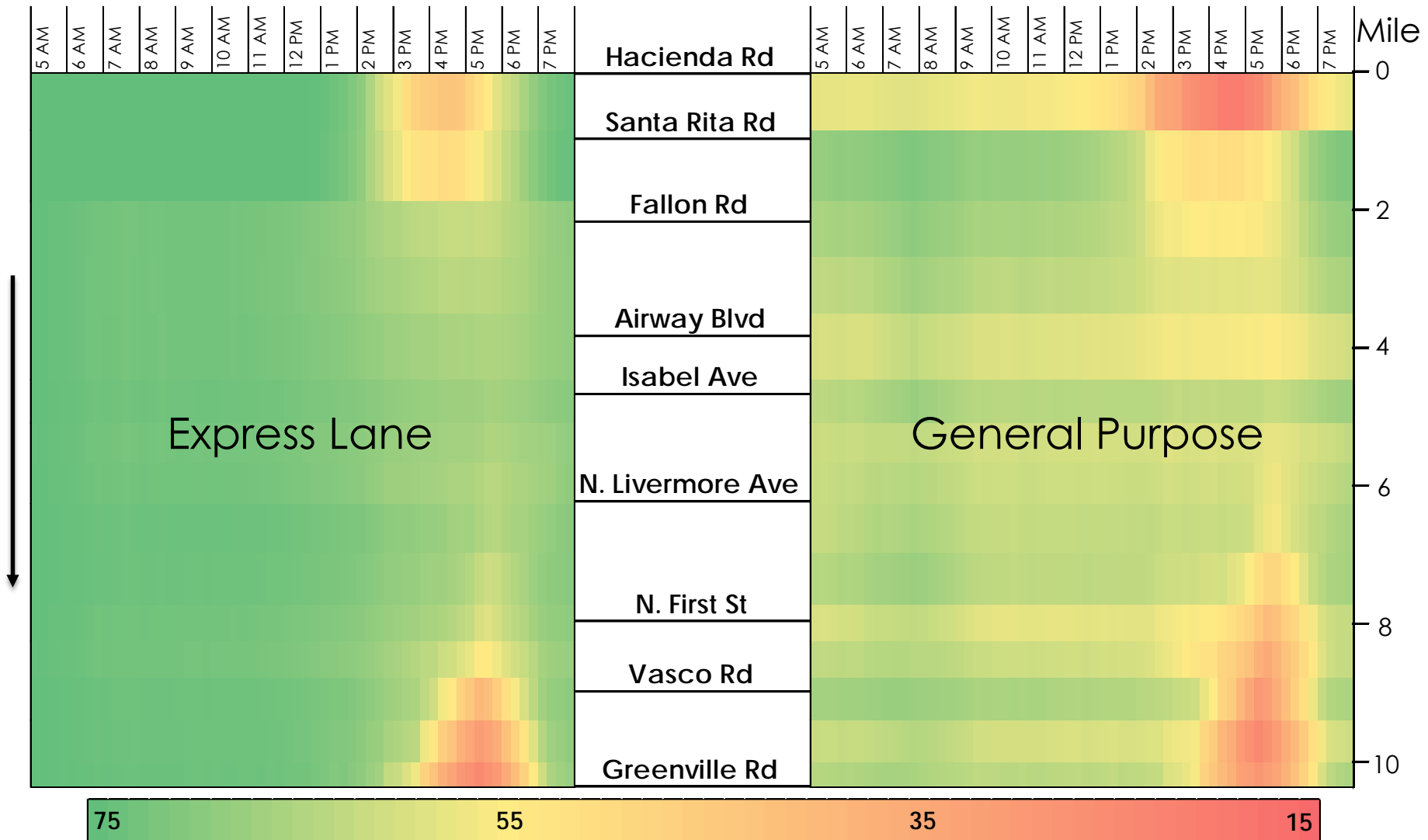
Monday-Friday, November 2016 – April 2017



LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
-------	-------	-------	-------	-------	-------

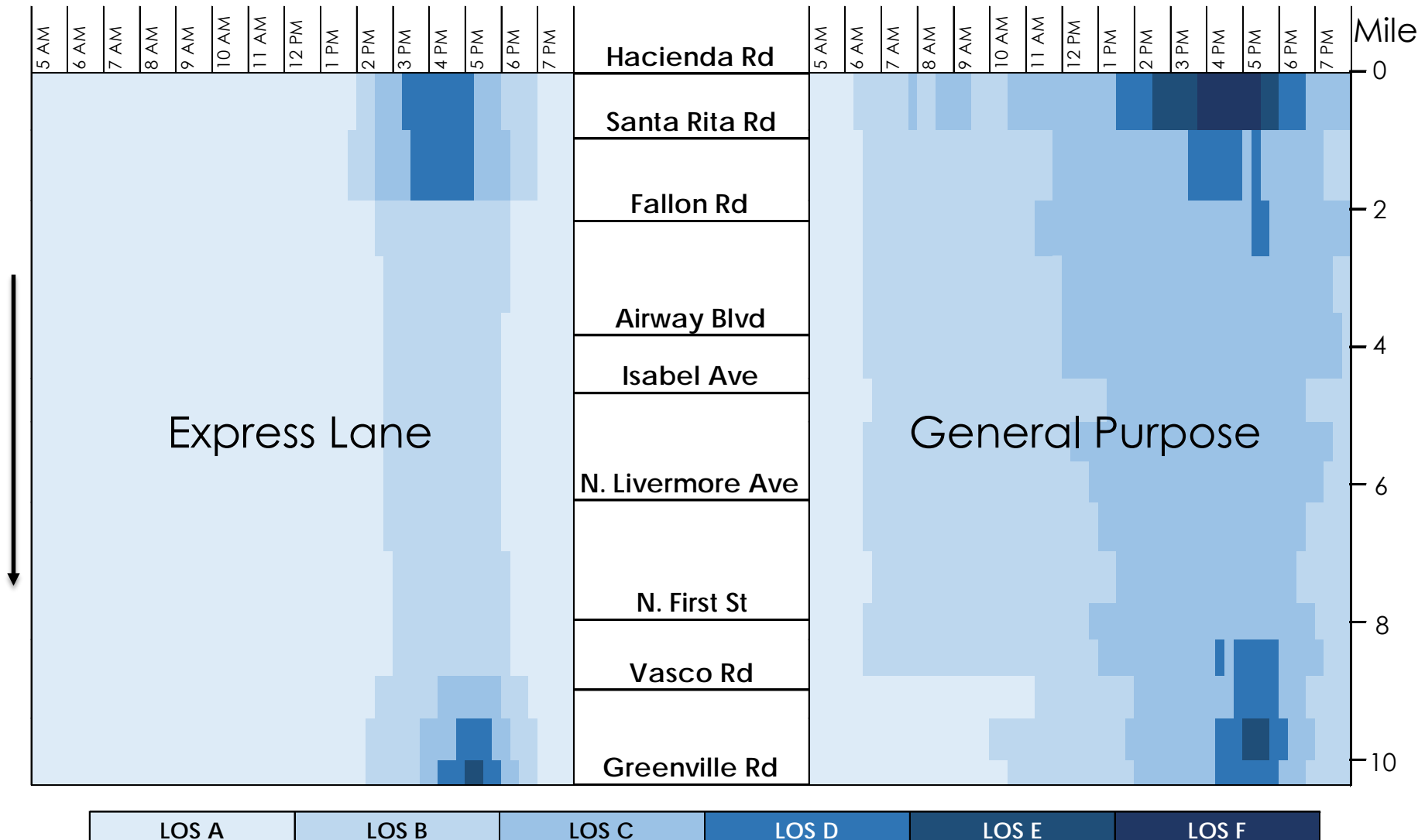
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, November 2016 – April 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, November 2016 – April 2017





Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE:	June 15, 2017
SUBJECT:	Professional Services Agreements with Wendel, Rosen, Black & Dean, LLP and Meyers, Nave, Riback, Silver & Wilson, PLC
RECOMMENDATION:	Approve and authorize the Executive Director to negotiate and execute professional services agreements with Wendel, Rosen, Black & Dean, LLP and with Meyers, Nave, Riback, Silver & Wilson, PLC, for a combined total not-to-exceed amount of \$850,000, to provide General Legal Counsel Services for the Alameda County Transportation Commission and Sunol Smart Carpool Lane Joint Powers Authority.

Summary

The Alameda County Transportation Commission (Alameda CTC) contracts with a number of consultant firms for certain specialized professional services in areas where cost, work volume, or the degree of specialization required would not justify the use of in-house staff. Such professional services include general legal counsel, planning development, media and public relations, technical assistance, and project and program management services.

Staff recommends approval of, and authorization for the Executive Director to negotiate and execute, professional services agreements with Wendel, Rosen, Black & Dean, LLP (Wendel Rosen) and Meyers, Nave, Riback, Silver & Wilson, PLC (Meyers Nave), for a combined total not-to-exceed amount of \$850,000, which is the historical budget for general legal support services, to provide general legal counsel for Alameda CTC and Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA).

Background

General legal counsel services for Alameda CTC and Sunol JPA include representation at Committee and Commission meetings, review of contracts and agreements, as well as 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 was awarded the current contract in 2012 through a competitive bid process to provide these services. That contract expires on June 30, 2017. Per Alameda CTC's Procurement Policy, professional services contracts are competitively re-bid after five years.

Scope of Services: Legal counsel services may include, but are not limited to, the following categories of action:

1. ADMINISTRATION:

- a. **Governance.** Provide legal opinions and coordinate with Commissioners and staff on matters pertaining to all aspects of governance of Alameda CTC and Sunol JPA, including any regulations, statutes, ordinances, and guidelines that enable and govern Alameda CTC in its capacities as a congestion management agency and administrator of the Measure B and Measure BB transportation sales tax and Measure F vehicle registration fee, as well as provisions of the Congestion Management Act and the Joint Powers Agreement.
- b. **Meetings.** Attend public meetings of the Commission and other formal committees, including the Programs and Projects Committee, Planning, Policy, and Legislation Committee, Finance and Administration Committee, I-580 Express Lane Policy Committee, Sunol JPA Board, and any advisory committees (e.g., Alameda County Technical Advisory Committee, Bicycle and Pedestrian Advisory Committee, Independent Watchdog Committee, and Paratransit Advisory and Planning Committee) and ad-hoc subcommittees created by the Commission, on an as-needed basis; function as de facto legal counsel to any advisory committees, as requested.
- c. **Compliance.** Provide legal opinions and guidance to assure that Alameda CTC and Sunol JPA are in compliance with all federal, state, regional and local laws and regulations, including procurement and contracting requirements; provide draft(s), review, and/or revision(s) of legal documents, including, but not limited to, memoranda concerning legal issues, ordinances, resolutions, contracts, specifications or standard agreements; and provide legal opinions on restrictions, revisions, claims, default liability, protests and appeals.
- d. **Legislation and Legal Matters.** Monitor and advise on legislation and federal, state, and local case law affecting Alameda CTC and Sunol JPA; draft legislation as needed; testify before legislative bodies; assist staff and legislative advocates in drafting or reviewing legislation. Research and interpret laws, court decisions, and other authorities in order to prepare legal opinions and to advise the Commission and staff on legal matters pertaining to and/or affecting Alameda CTC and Sunol JPA.
- e. **Parliamentary Procedure and Commission Requirements.** Provide advice, opinions and determinations regarding parliamentary procedure; ethics and conflicts of interests for Commission members, staff and vendors; and assist in updating the Alameda CTC Conflict of Interest Code as necessary. Provide updates to Alameda CTC and Sunol JPA Administrative Codes annually, and other Alameda CTC codes and policies as necessary. Provide legal guidance with regard to the requirements of the Brown Act, Levine Act, Conflict of Interest Code, Political Reform Act, California Environmental Quality Act, Proposition 218 Omnibus Implementation Act, the Public Records Act, and other legal requirements imposed by statute and common law.

- f. **Human Resources and Labor Issues.** Provide legal opinions and assistance to Alameda CTC with regard to human resources and various labor issues, including those related to construction. Provide advisory services to Alameda CTC during appeal hearings and draft procedural documents.
 - g. **Insurance, Risk Management and Bonding.** Advise on insurance coverage, risk management, and bonding coverage as necessary.
2. **FINANCE.** Assist in the review of financial budgetary and debt program and financing matters, if any, including developing opinions on debt issuance documents, review covenants and offering memoranda, representations and audit documents, and review of investment, debt and fiscal policies.
3. **EXPENDITURE PLAN IMPLEMENTATION.** Address questions regarding the validity, collection, administration and use of sales tax revenues and toll revenues. Assist with the interpretation of Expenditure Plans and funding requirements, categories and subcategories, requirements applicable to Alameda CTC and sponsoring agencies; reimbursement eligibility; and applicability of environmental and other state or federal requirements.
4. **LITIGATION REPRESENTATION.** Represent Alameda CTC or Sunol JPA in litigation or potential litigation (e.g., civil, tort, liability, labor and employment, construction law and public works, general writ, etc.), including legal support and expertise in the area of contract disputes, eminent domain and right of way transactions as part of the capital project delivery process.
5. **OTHER DUTIES.** Perform other duties as directed by the Executive Director or designee of the Executive Director, and/or the Commission.

Procurement: In order to retain qualified general legal counsel, a Request for Proposals (RFP) for general legal counsel services was issued on March 24, 2017. Notification of this contracting opportunity was sent to over 180 firms, including small, disadvantaged and local businesses. In addition, a notification was e-mailed to the entire list of Alameda CTC subscribers. The RFP was also posted to the Alameda CTC website and the California Special District Association website. The RFP was advertised in the following five newspapers:

1. Alameda Times-Star
2. Daily Review
3. Fremont Argus
4. Oakland Tribune Weekly
5. Tri-Valley Herald

In addition to the notification process outlined above, the RFP was included in Alameda CTC's Current/Upcoming Contracting Opportunities list published and distributed in advance of the RFP's release.

By the proposal due date of April 17, 2017, four responsive and responsible proposals were received from the following firms:

- Atkinson, Andelson, Loya, Ruud & Romo
- Meyers Nave
- Nossaman, LLP
- Wendel Rosen

Based on the review and evaluation of the proposals, the selection panel, consisting of representatives from Alameda CTC and the County of Alameda, shortlisted three firms for interview. Interviews were conducted on May 12, 2017, and the firms were evaluated by the selection panel using the following criteria from the RFP:

1. **Knowledge and Understanding** of the required services and scope of work.
2. **Management Approach and Staffing Plan** to perform scope of work efficiently and effectively. The ability and willingness to work within a managed contract budget, scope of work, and schedule of deliverables.
3. **Qualifications of the Proposer Firm** and ability of the consultant team and key staff in performing the scope of work.
4. **Effectiveness of Interview** – Overall interview discussions and presentation.
5. **Ability to Meet or Exceed Applicable LBE and SLBE Goals** – The RFP and resulting contract are subject to the LBCE Program established by Alameda CTC.

The selection panel evaluated the shortlisted firms based on the above criteria and selected Wendel Rosen and Meyers Nave as the top-ranked firms. Both firms possess a robust understanding of the RFP scope and objectives, backed by relevant experience. In particular, Wendel Rosen maintains institutional knowledge of the agency and its predecessors and builds upon a proven track record of performance, while Meyers Nave demonstrates strong qualifications and an engaging management approach. Both Wendel Rosen and Meyers Nave are Alameda CTC-certified Local Business Enterprise firms with offices in Oakland, California.

Performance of Services: Given the wide range of desired expertise and experience, as detailed in the scope, there is a need for broad access to legal services from a deep bench. Thus, staff recommends contracting with the two top-ranked firms which Alameda CTC may call upon as needed. This approach meets the need for the depth and breadth of bench, mitigates conflicts of interest, increases competition, and allows for improved responsiveness during times of peak demand. Services shall be provided from each firm as determined by the Executive Director and/or the Commission; see **Attachment A**, Proposed Scope Distribution by Task.

Recommendation: Staff recommends approval of, and authorization for the Executive Director to negotiate and execute, professional services agreements with Wendel Rosen and Meyers Nave for a combined total not-to-exceed amount of \$850,000, to provide general

Levine Act Statement: Meyers Nave reported that its principal, Benjamin Reyes, in his individual capacity, made political contributions of more than \$250 to Commissioner Wilma Chan and Alternate Jim Oddie in the 12 months preceding the issuance date of the RFP. Wendel Rosen did not report a conflict in accordance with the Levine Act.

Attachment

Staff Contacts

Patricia Reavey, Deputy Executive Director of Finance and Administration

This page intentionally left blank

Attachment A
Proposed Scope Distribution by Task

Task No.	Task	Wendel Rosen	Meyers Nave
1	Express Lane Implementation	-	✓
2	Legislative Analysis/Compliance	✓	✓
3	Commission Matters/Governance/PRI	✓	-
4	Commission Attendance	✓	✓
5	Committee Attendance Sunol JPA/I-580	-	✓
6	Committee Attendance FAC/PPLC/PPC/TPC/GMPC	✓	-
7	Legacy Eminent Domain Proceedings	✓	-
8	Future Eminent Domain Proceedings	✓	✓
9	CEQA Reviews	✓	✓
10	Transportation Planning, CMA, CMP	✓	-
11	Land Use Policy/Monitoring Issues	-	✓
12	Litigation Representation	✓	✓
13	Conflicts of Interest	✓	✓
14	Review of Legacy Documents	-	✓
15	Procurement Related to Express Lanes	-	✓
16	Procurement - All Others	✓	-
17	Human Resources/Labor Issues	✓	✓
18	Insurance Claims/Risk Management	✓	✓
19	Finance/Bonds	✓	✓
20	On-Call Services	✓	✓

This page intentionally left blank



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 15, 2017

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

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

Summary

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

Since the last update on May 8, 2017, Alameda CTC reviewed one partial recirculated draft Environmental Impact Report. Comments were submitted on this document and are included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Response to the Partial Recirculated Draft Environmental Impact Report for the California State University East Bay Hayward Campus Master Plan

Staff Contacts

[Saravana Suthanthira](#), Principal Transportation Planner

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

This page intentionally left blank



May 11, 2017

Jim Zavagno
Associate Vice President
California State University, East Bay
25800 Carlos Bee Boulevard
Hayward, CA 94542-3095

SUBJECT: Response to the Partial Recirculated Draft Environmental Impact Report for the California State University East Bay (CSUEB) Hayward Master Plan

Dear Mr. Zavagno:

Thank you for the opportunity to comment on the Partial Recirculated Draft Environmental Impact Report (DEIR) for the California State University East Bay (CSUEB) Hayward Campus Master Plan. This Master Plan is intended to accommodate 18,000 Full-Time Equivalent students, and a commensurate number of faculty and staff, and additionally, housing for 600 students.

The Partial Recirculated DEIR analysis is limited to impacts to parklands and recreation facilities in comparison to the certified EIR of September of 2009. Since the analysis in this Partial Recirculated DEIR are pertaining only to parklands and recreation facilities, Alameda CTC has no additional comments.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Saravana Suthanthira".

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

R:\Planning_Policy_Public_Affairs\Planning\CMP\LUAP\2017\May

This page intentionally left blank



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 15, 2017

SUBJECT: Closeout of the construction phase of the I-580 Express Lanes Corridor Project

RECOMMENDATION: Approve and authorize the Executive Director to amend project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, within the total project budget for the close-out of the construction phase of the I-580 Express Lanes Corridor Project.

Summary

The I-580 Express Lanes Corridor Project, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, was opened to the public in February 2016. With the completion of the one-year system warranty period on February 22, 2017, the project has now fully entered the Operations and Maintenance (O&M) phase, signaling the end of construction and the need to closeout all construction project elements.

The construction of the I-580 Express Lanes Corridor Project is composed of several subprojects, including the original eastbound and westbound HOV lane projects, auxiliary lane and ramp metering projects, and the final eastbound and westbound HOV/HOT conversion projects. Multiple construction contracts and related professional service, utility, and other support contracts were required to implement these improvements.

Closeout of the various project agreements has been ongoing as the construction components are accepted. Staff anticipates completion of closeout tasks by the end of September and has identified a need to amend project agreements with BKF Engineers (Design Engineer of Record) and Alameda County Public Works (Right-of-Way Acquisitions Support) to complete project closeout. The proposed amendments will balance the contract budget between the remaining active agreements to allow for the completion of final deliverables, processing of final payments, and completion of financial closeout for the construction phase, all while maintaining the total authorized project budget (i.e. a "net zero" or less set of changes).

Staff recommends that the Commission approve and authorize the Executive Director to approve amendments to the project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, to allow for the efficient administrative closeout of the I-580 Express Lanes Corridor Project within existing allocated project budget.

Background

The I-580 Express Lane Corridor Project, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, operates high occupancy toll lanes in the Livermore Valley east of the I-580 / I-680 interchange, and is composed of several subprojects, including the original eastbound and westbound HOV lane projects, auxiliary lane and ramp metering projects, and the final eastbound and westbound HOV/HOT conversion projects. The I-580 Express Lanes Corridor Project was opened to the public in February 2016, and after an initial one-year warranty period, Alameda CTC accepted the electronic toll system/system integration as complete on February 22, 2017, signaling the beginning of the Operations and Maintenance (O&M) phase of the project and the need to close out all construction project elements.

The construction of the I-580 Express Lanes Corridor Project required multiple construction contracts and related professional services, utilities, and other support contracts to implement. Additionally, given the nature of the phased implementation of the project during construction and the overlapping completion dates, it will be necessary to adjust the budgets across the various components of the I-580 Express Lanes Corridor Project during closeout and confirmation of final actual costs. Subsequently, amendments to the existing agreements will be required to: 1) release encumbered contract funds for other corridor closeout needs; 2) add funds from other corridor agreements with surplus funds to cover actual cost overruns; 3) extend contract time to cover extended closeout and scope coverage during the first year of revenue service.

Staff anticipates completion of the closeout process by the end of September and a need to amend project agreements with BKF Engineers (Design Engineer of Record) and Alameda County Public Works (Right-of-Way) to complete project closeout. The proposed amendments will balance the contract budget between remaining active agreements to allow for completion of final deliverables, processing of final payments, and completion of financial closeout for the construction phase, all while maintaining the total authorized project budget (i.e. a "net zero" or less set of changes). A summary of anticipated amendments and values are shown in Table A.

Staff recommends that the Commission approve and authorize the Executive Director to approve amendments to the project agreements with BKF Engineers and Alameda County Public works; and other project agreements as may be required, to allow for the efficient administrative closeout of the I-580 Express Lanes Corridor Project within existing allocated project budget.

<u>Table A: Summary of Project Agreements</u>			
Contract Status	Work Description	Current Total Contract Not-to-Exceed Value	Estimated Closeout Needs*
BKF Engineers	Design Engineer of Record	\$15,350,780	\$ 125,000
Alameda County Public Works	Right of Way mapping and closeout	\$ 215,000	\$ 30,000
<i>Others</i>	Various	Various	(\$ 155,000)
Net Change			\$0
*Final amounts may vary from contract to contract. Net change will be equal to or less than zero.			

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

Fiscal Impact: No additional funding is requested with this action. All proposed amendments will be made within existing project funds available in component corridor projects. There is no fiscal impact as a result of this action.

Attachment

A. I-580 Express Lane Corridor Location Map

Staff Contacts

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

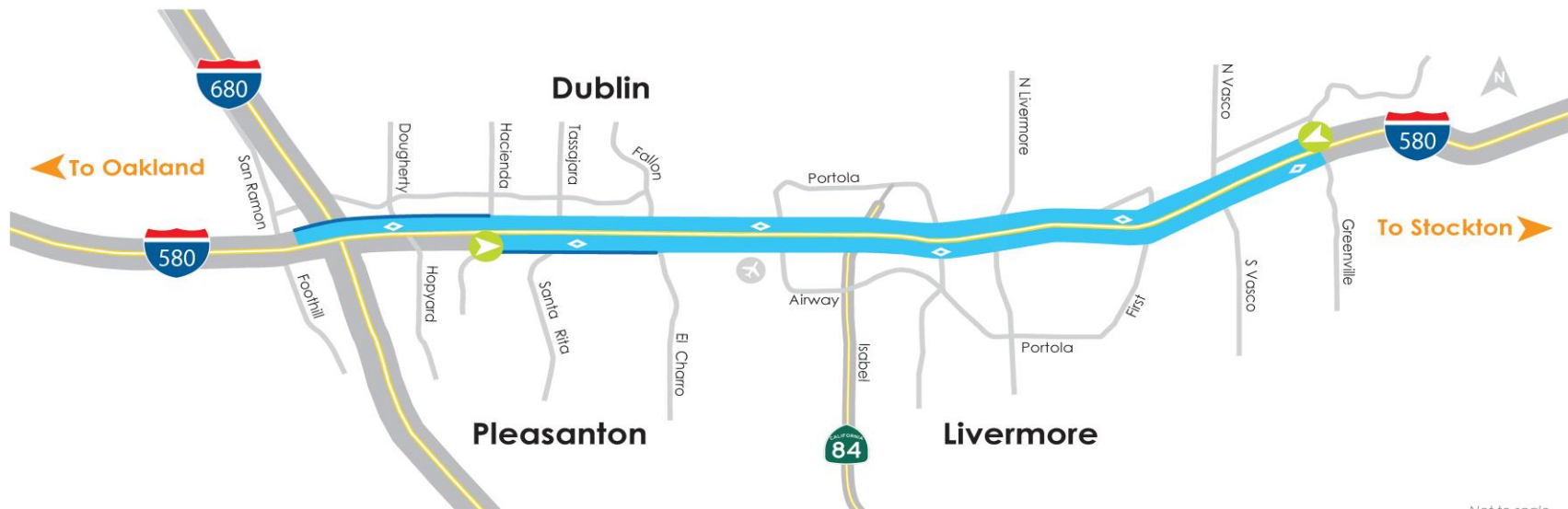
[Stefan Garcia](#), Project Manager (Consultant)

This page intentionally left blank



I-580 Express Lanes Project Location Map

6.5A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



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

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



One Westbound Express Lane

Lane begins at Greenville



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

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

This page intentionally left blank



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 15, 2017

SUBJECT: Core Capacity Transit Study

RECOMMENDATION: Receive an update on the Core Capacity Study

Summary

The Bay Area Core Capacity Transit Study (CCTS) is a collaborative effort to find and prioritize investments that will improve travel on public transportation to and from the San Francisco Core.

Every day, transit operators move hundreds of thousands of people into and out of San Francisco's Core, which includes portions of the Financial District, South of Market (SoMa), Mid-Market and Mission Bay neighborhoods. Facing increasingly crowded conditions as the region and transit ridership continues to grow, our transit system is challenged to deliver quality service to riders both now and in the future.

The study is a joint effort of five transit operators: BART, Muni, AC Transit, Caltrain, and the Water Emergency Transportation Authority, in coordination with the San Francisco County Transportation Authority (SFCTA) and the Metropolitan Transportation Commission (MTC); MTC is the project manager. Alameda CTC has served in an advisory capacity to the study.

The five transit operators are all committed to identifying investments and improvements to increase transit capacity to the San Francisco Core. All of these operators are independently considering various improvements and investments to their respective systems and this study is the first to date to bring the major transit operators together to address this regional issue in a comprehensive, coordinated manner. The study's findings and recommendations will support sustainable economic growth and improve the quality of life for the region's residents, visitors and workforce.

The Core Capacity Transit Study final report is expected in late summer 2017. For more information, please see the Study website: <http://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study>

Fiscal Impact: There is no fiscal impact.

Staff Contacts

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

[Cathleen Sullivan](#), Principal Planner

Core Capacity Transit Study

CORE CAPACITY TRANSIT STUDY



Alameda County Transportation
Commission

June 12, 2017

Matt Maloney, Principal,
Metropolitan Transportation
Commission

1

Agenda

- Study Background
- Transbay Corridor
 - Capacity and Demand
 - Short/Mid Term Priorities
 - Long Term Options
- Next Steps



2

Study Background



3

Study Purpose

- Multi-agency effort focused on increasing transit capacity to the San Francisco Core



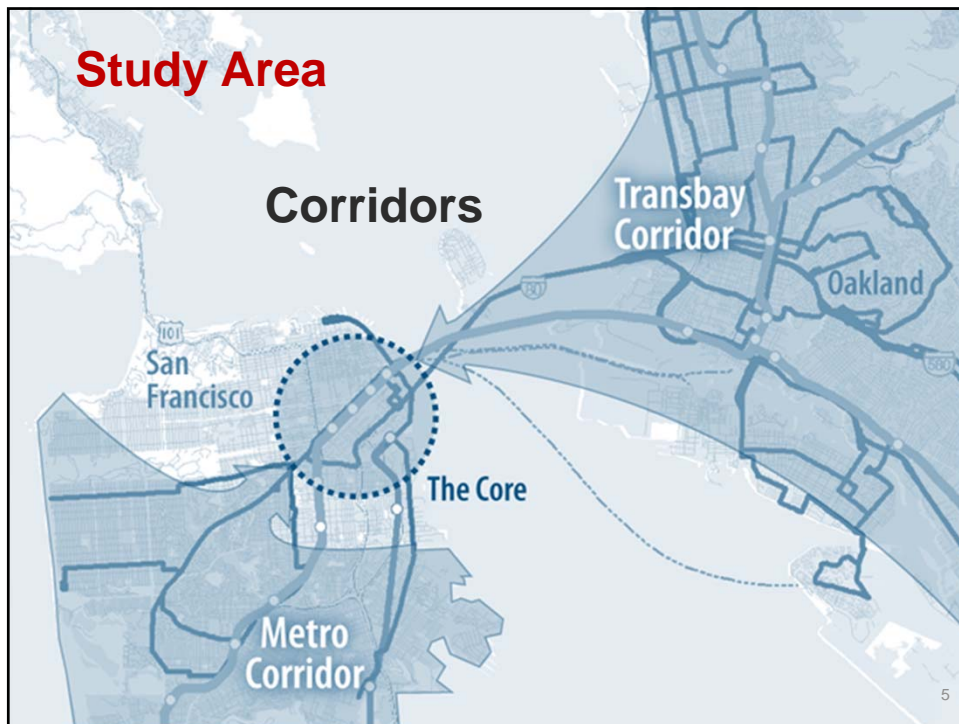
PROJECT
TEAM



- Study investigates *short, medium, and long term* transit solutions that:
 - Increase transit capacity to meet expected demand
 - Improve transit reliability
 - Manage demand
- Tests multiple packages to understand tradeoffs between infrastructure investments and policy changes
- Identifies project synergies between short, medium and long term projects



4



Transbay Corridor: Capacity/Demand & Short/Mid Term Priorities

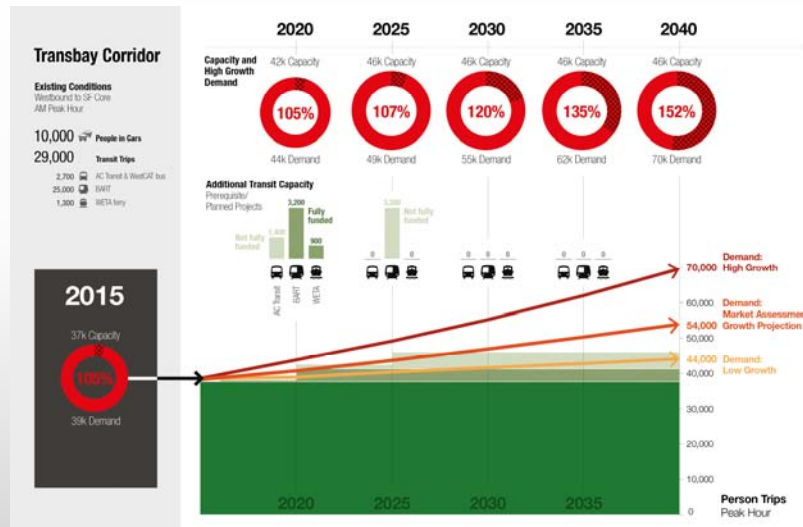
Transbay: Prerequisite Projects

Tier 1: Fully funded Tier 2: Not Fully Funded

Tier	Timeframe	Sponsor	Project
1	Short Term	AC Transit	AC Transit Richmond Facility Reopening
1	Short Term	BART	BART Additional Cars – Fleet Transition
1	Short Term	WETA	WETA Maintenance Facilities Alameda, Vallejo
1	Short Term	WETA	WETA Richmond-SF Ferry Service
1	Short Term	WETA	WETA SF Ferry Terminal Expansion
1	Short Term	WETA	WETA SF Fleet Replacement & Expansion
1	Short Term	Caltrans	I-80 Integrated Corridor Mobility
1	Short Term	TJPA	Transbay Terminal (Phase 1)
1	Short Term	TJPA	AC Transit Bus Ramp to Transbay terminal
1	Short Term	MTC	Bay Bridge Forward
2	Short Term	AC Transit	AC Transit Fleet Expansion (40 buses)
2	Short Term	AC Transit	AC Transit West County Bus Facility (new)
2	Short Term	BART	BART Hayward Maintenance Complex, Phase 1
2	Medium Term	BART	BART Additional Railcars – Core Capacity
2	Medium Term	BART	BART Metro Program
2	Medium Term	BART	BART Traction Power System
2	Medium Term	BART	BART Train Control System
2	Medium Term	BART	BART Hayward Maintenance Complex, Phase 2

7

Transportation Trends: Transbay Corridor



8

Transbay Corridor Problem Statement






- The need to fund and implement the Tier 1 and Tier 2 prerequisite projects under all growth scenarios
- An increasing possibility that growth in demand will outpace capacity
- The need for additional investments in projects, programs and policies to address increasingly significant shortfalls in capacity
- Without significant changes in vehicle occupancy, nearly all future growth would need to be met by transit

Recommended Short/Mid Term Package







- Improvements include:
 - Higher auto tolls
 - Bus and Ferry service increases
 - +40 buses from prerequisite projects
 - +70 buses from recommended package (85% planning capacity goal)
 - +13 boats from recommended package
 - Infrastructure improvements
 - Direct ROW for buses to Bay Bridge
 - Surface street transit priority lanes and park and ride lots in Oakland and elsewhere
 - New bus yard for AC Transit
 - New ferry terminals in Berkeley, Alameda and Mission Bay
- Optional supportive elements:
 - Higher toll in lieu of Direct ROW for buses to Bay Bridge
 - Fare adjustments for demand management
 - Contraflow or Bus-Only/HOV Lane for additional reliability improvements

Transbay Recommended Package

% Change by Mode, Peak Hour

Mode	2030 Peak Hour Modeled Trips	2030 Modeled Package Trips	% Change
 Non HOV	10,900	10,200	-6%
 HOV	10,600	11,300	+7%
 BUS	3,800	7,700	+100%
 BART	31,700	30,600	-3%
 Ferry	1,900	4,200	+123%
Total Trips	58,900	64,000	9%

Recommended Package: Total Fleet Needs

	Planning Capacity Goal	Total Fleet Needs Unfunded Prerequisite projects + recommended package	Total Capital Costs
 Bus	 85%	110 Buses	\$90M
 Ferry	 80%	13 boats	\$172M
 BART	 98%	231 trains	\$1.1B

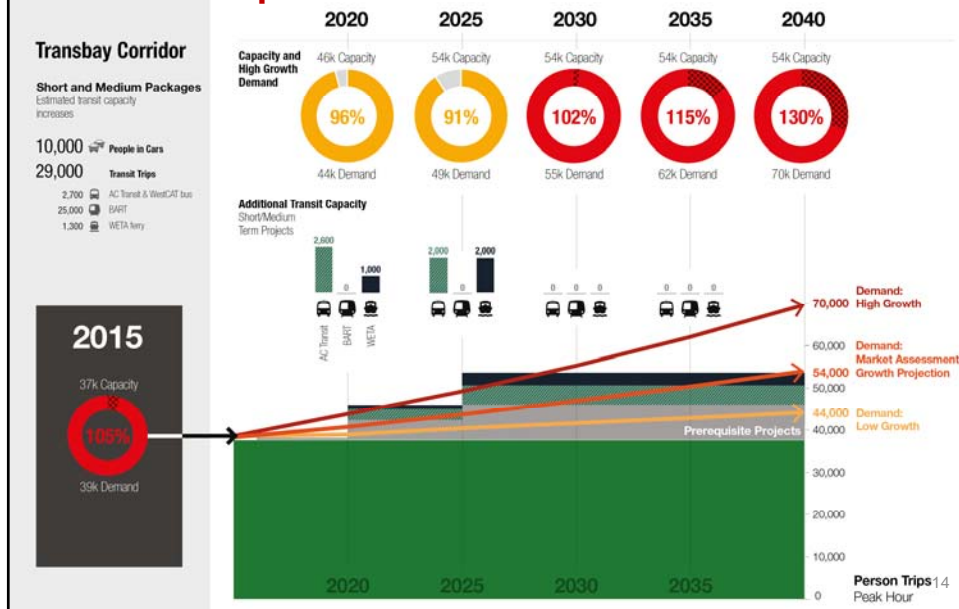
Findings Summary

- Effectively managing bridge queues and relieving short-mid term capacity issues across operators requires a combination of:
 - Adjusting peak hour auto tolls to manage Bay Bridge queues
 - Additional transit service (new bus and ferry fleet)
 - New infrastructure (new transit priority ROW, yards and terminals)
- Fare adjustments are an effective tool to manage demand but are not essential for meeting study objectives
- A Contraflow or Bus-Only/HOV Lane, in isolation, does not fulfill the study's objectives, but can be considered once necessary tolling, service and infrastructure have been delivered



13

Transbay Capacity and Demand: Short and Medium Improvements



Transbay Corridor: Long Term Options

Long Term Options

	Long Term Option	Capacity Estimate
1	More Bus and Ferry: Maximize Existing Assets - +125 buses - +6 ferries	+13,000
2	BART Independent Line (via Mission) -28 trains/hour	+30,000
3	BART Independent Line (3 rd St. Crossing) - 28 trains/hour	+30,000
4	BART Merged Line (SOMA/Mission Bay) - 12 to 24 trains/hour	+10,000 – 20,000
5	Greater Regional Rail Connection - 10 to 12 trains/hour	+12,000 – 18,000

Long Term Options – SF Alignments

BART
Independent
Line – via
Mission St.



#2

BART
Independent
Line – 3rd St.
Crossing



#3

BART
Merged
Line – SOMA/
Mission Bay



#4

Greater
Regional
Rail
Connection



#5

**CORE CAPACITY
TRANSIT STUDY**

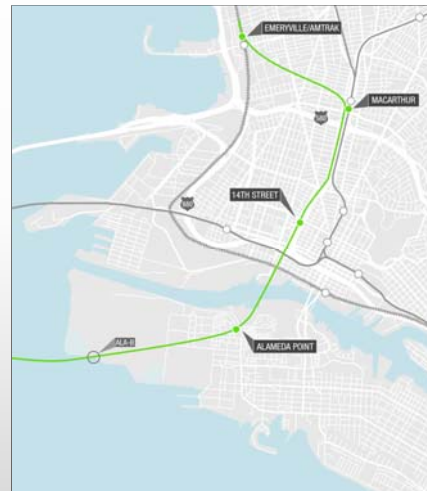
17

Long Term Options – East Bay Alignments



**CORE CAPACITY
TRANSIT STUDY**

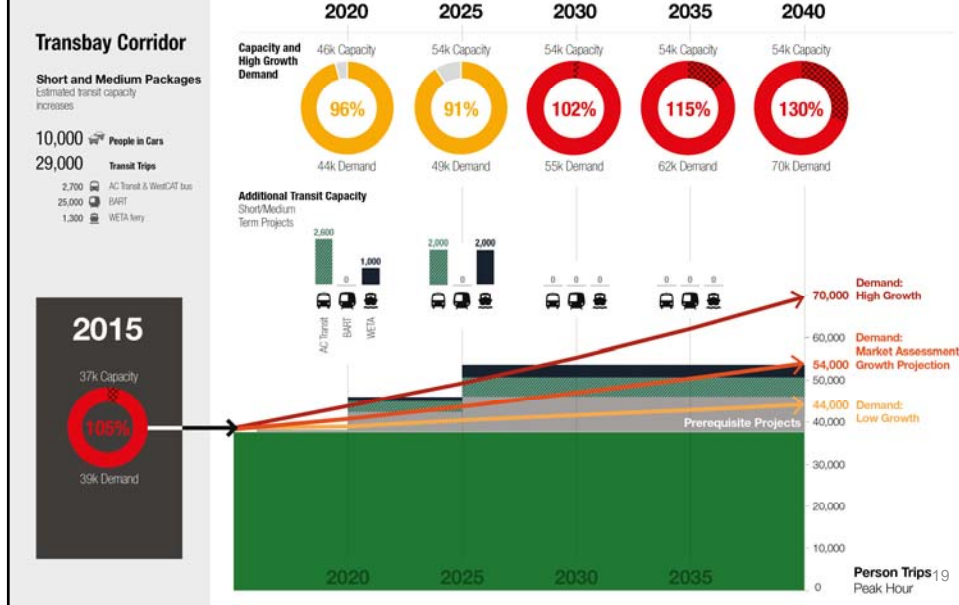
BART Alignments #2-4



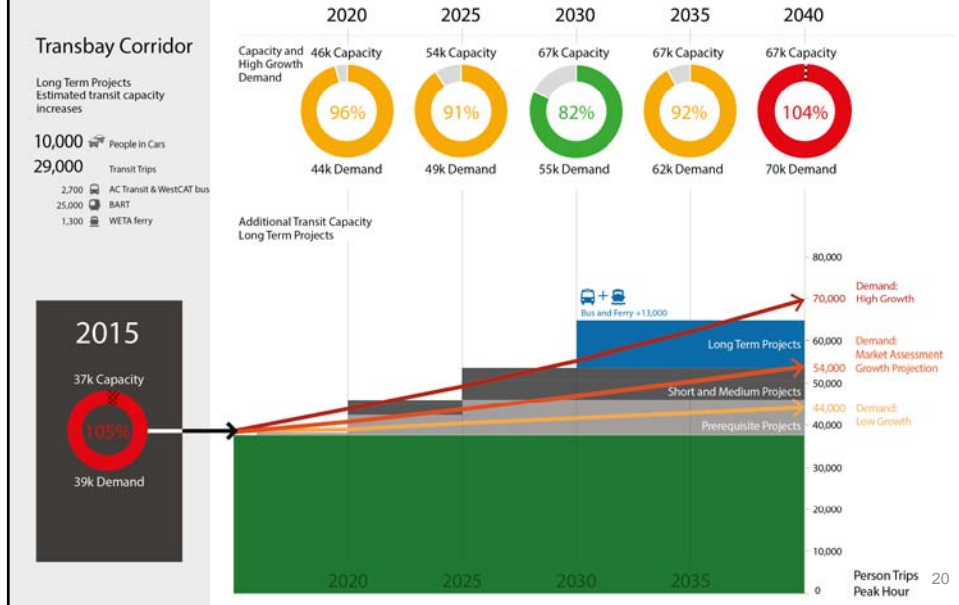
Greater Regional Rail Connection

18

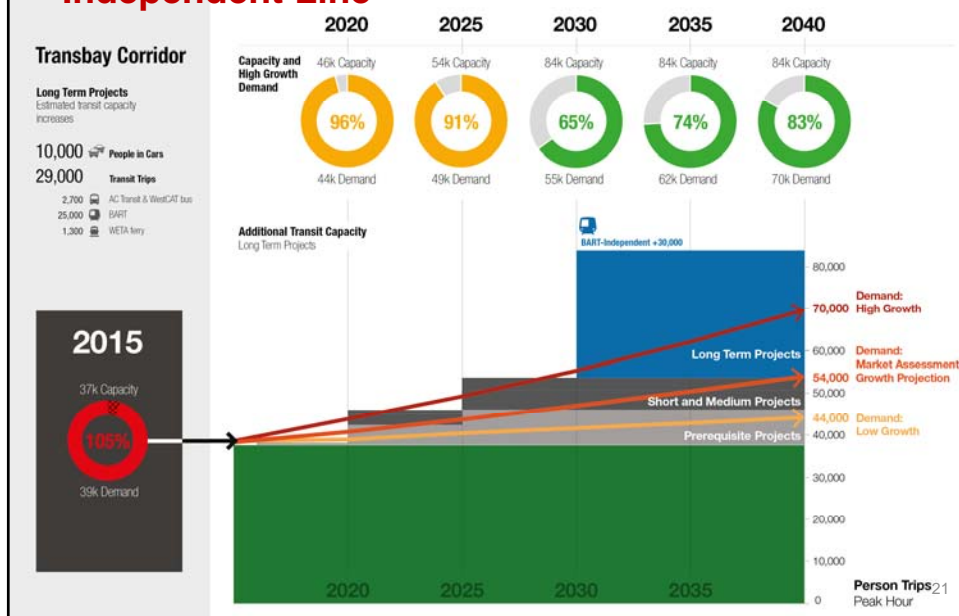
Transbay Capacity and Demand: Short and Medium Improvements



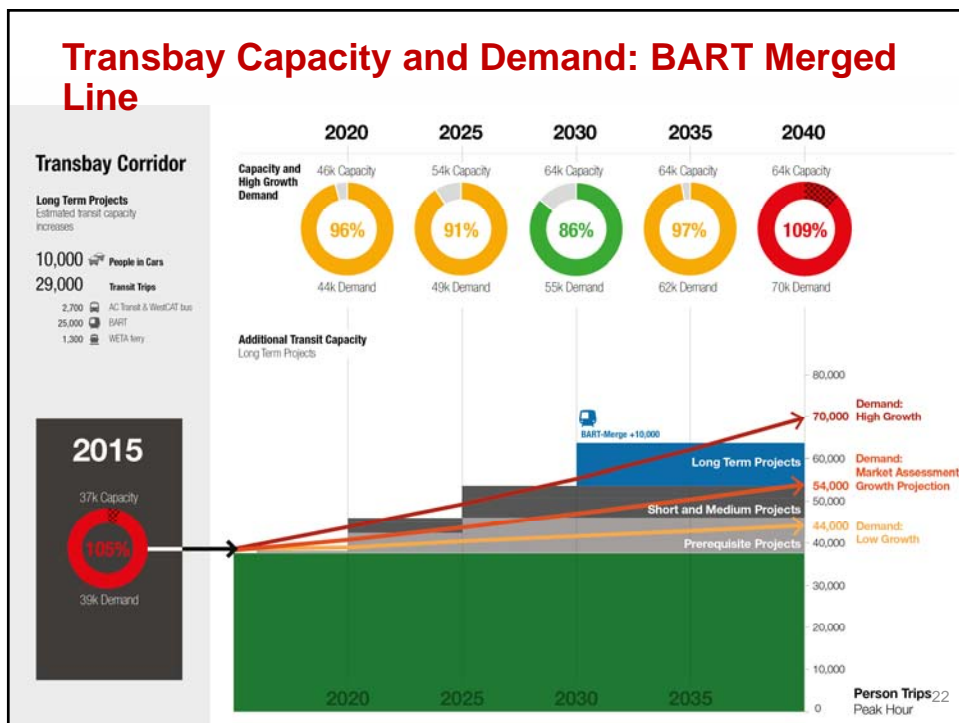
Transbay Capacity and Demand: More Bus and Ferry



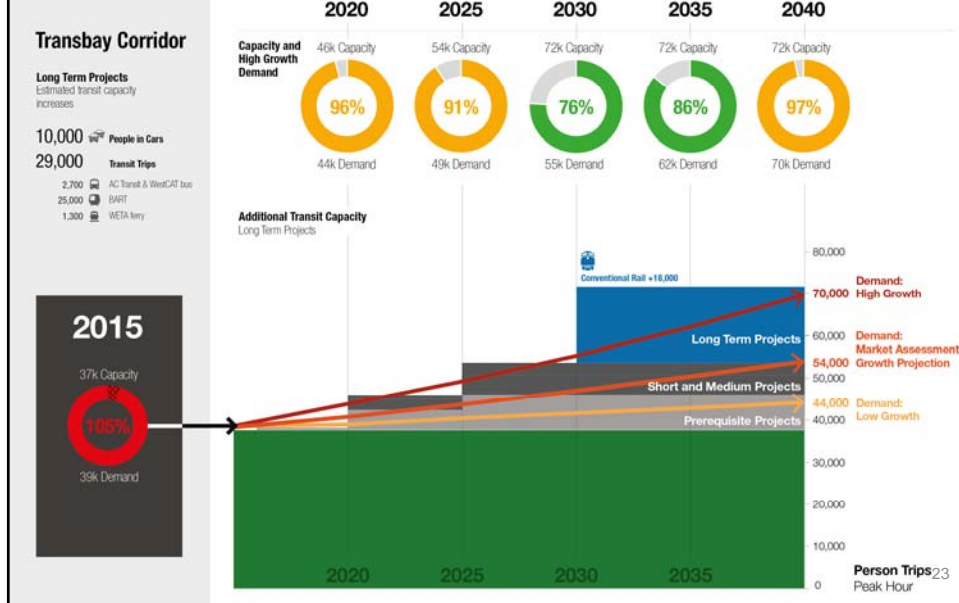
Transbay Capacity and Demand: BART Independent Line



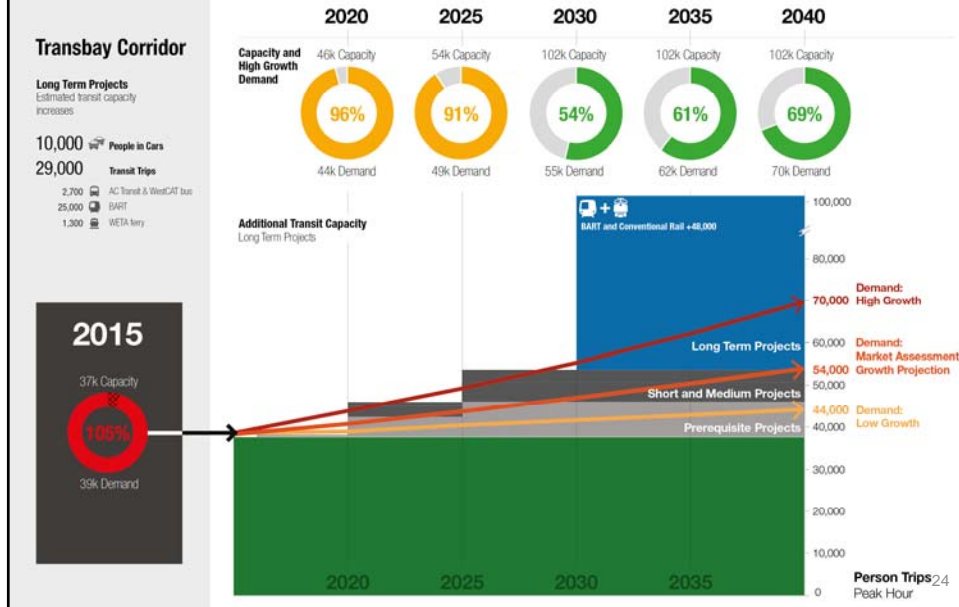
Transbay Capacity and Demand: BART Merged Line



Transbay Capacity and Demand: Greater Regional Rail



Transbay Capacity and Demand: BART + Conventional Rail



Long Term Summary

- All options deliver sufficient capacity to meet demand for the medium growth 2040 forecast
- However, two options (bus and ferry option and BART Merged/Breakout Line) do **not** deliver sufficient capacity for the high-growth forecast
- All other rail options provide sufficient capacity for the high growth 2040 forecast
- Recommend a long term project to provide additional transit capacity in the corridor for 2030+

Next Steps

- Develop and issue Final Report
- Second crossing continuation study
 - Includes BART and conventional rail option for analysis
 - Need to Identify study leaders
 - Identify program management role and who does it
 - BART will lead BART portion
 - Responsible entity to lead conventional rail portion needs to be identified/created
 - Extend PMT participation (and new stakeholders)
- Key scoping questions
 - Geographic scale: corridor, regional, mega-regional?
 - Institutional governance and other policy considerations
- A scoping effort is needed ASAP to develop a second crossing continuation study framework.

Thank you!



Questions? Contact:

Matt Maloney
Principal, MTC

mmaloney@mtc.ca.gov



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 15, 2017

SUBJECT: AC Transit Transbay Comprehensive Operations Analysis

RECOMMENDATION: Receive an update on the AC Transit Transbay Comprehensive Operations Analysis (COA)

Summary

AC Transit has embarked on a Comprehensive Operations Analysis study for its Transbay Bay Bridge services. The study, publicly referred to as "Transbay Tomorrow," kicked off in February 2017 and stems from the initial findings of the MTC Core Capacity Transit Study. Transbay Tomorrow will be developing recommendations in three areas: 1) Service, 2) Fares, and 3) Capital Projects. Changes to the service and fare structure are anticipated to be implemented by AC Transit in Summer 2018 while recommendations regarding infrastructure and rolling stock improvements may require support and investment from additional agencies.

Currently, AC Transit is conducting on-board surveys to assess the types of changes and improvements that current riders desire. The survey can be accessed on the study's website <http://www.actransit.org/transbaytomorrow/>. Analysis and development of initial recommendations will begin over the summer as results from the survey are returned.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Cathleen Sullivan](#), Principal Planner

This page intentionally left blank

Transbay Tomorrow



Alameda CTC
Transit Planning Committee
June 12, 2017



Transbay Tomorrow



- Project Overview
- Policy Standards Review
- Timeline
- Major Issues & Possible Solutions
- Next Steps

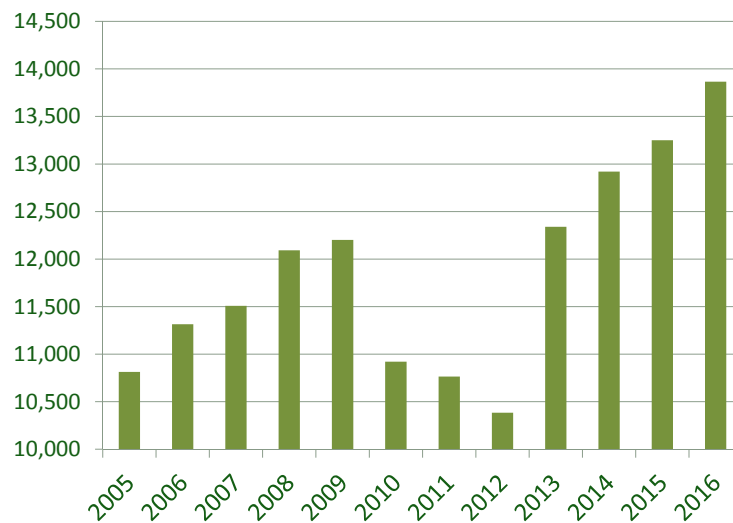


What is Transbay Tomorrow?






- Evaluation of Existing Transbay Service
 - Routing
 - Scheduling (runtimes and frequencies)
 - Stops
 - Fares
- Development of Recommendations
 - Service (Cost-Neutral)
 - Service (Expansion)
 - Service performance goals
 - Fares
 - Capital Improvement (transit priority lanes/signals)



Transbay Daily Ridership

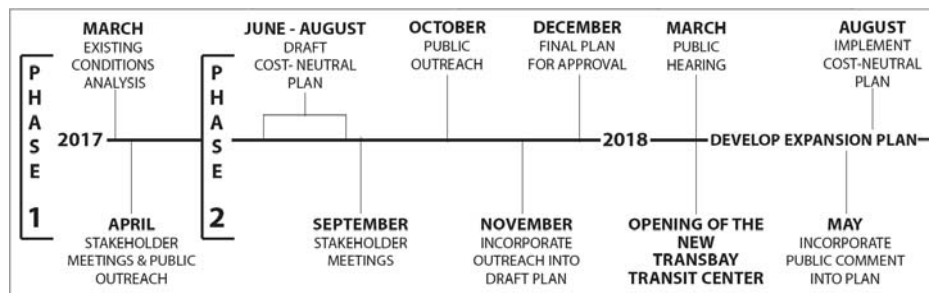


AC Transit Policy Standards for Transbay

Topic	Standard	Performance
Span of Service	17-18 hours daily	
Weekday Peak Frequency	20 minutes	
Load Standard	1.0 (no standees)	
Passengers/trip	25	
Stop spacing	1/2 mile to 2/3-mile	



Timeline of Events



Major Issues

- Overcrowding
- Reliability
- Speed
- Fare subsidy
- Productivity



Overcrowding – Potential Solutions

- Provide extra trips
 - Bay Bridge Forward Funds
- Assign high capacity vehicles to high ridership lines
 - Double Deckers arrive Spring 2018
- Reallocate existing resources from underperforming routes to corridors with high ridership



Reliability – Potential Solutions

1. *Short term*

- Move into the Transbay Transit Center - dedicated ROW on and off the Bay Bridge
- Review the local routing

2. *Medium term – 5 years*

- Work with regional bodies for more transit priority on local roads/freeway (TSP, dedicated ROW)

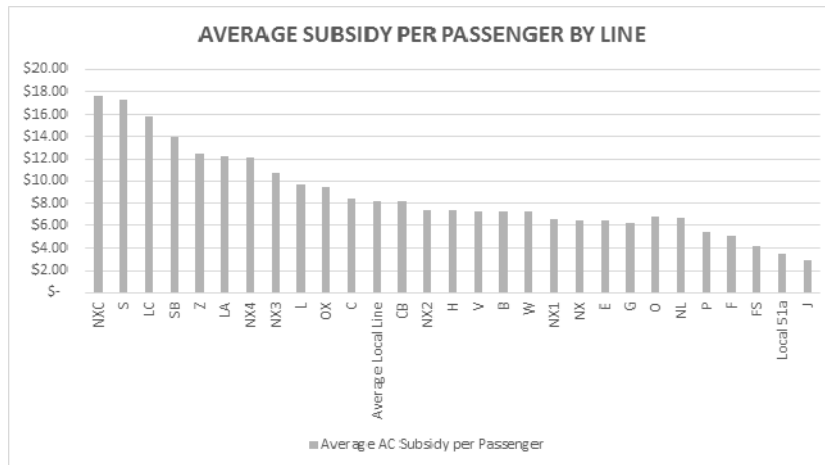


Speed – Potential Solutions

- Widen stop spacing
- Restrict local boardings
- Transit Priority Improvements – TSP, queue jumps



Fares – Potential Solutions



- Investigate zonal fare policy



Characteristics of Productive Service

- **Direct routes**

Lines operate on one or two urban corridors.

- **Short local street segments**

Lines J, G, P and FS run on the shortest local street segments across all Transbay lines (2-6 miles).

- **High Population Density**

Lines in the Berkeley – Emeryville and some Oakland Hills/ MacArthur corridor routes serve areas of high population densities.



Next Steps

- Continue data analysis
 - Local ridership patterns and street segments
- Analyze surveys to obtain clear passenger priorities and drive development of plans
 - Aiming for 2000 rider survey sample
- Draft Cost-Neutral Plan



Transbay Tomorrow



Questions?

www.actransit.org/TransbayTomorrow



This page intentionally left blank

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Steven Bocian, Alameda County Mayors' Conference

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

Bicycle and Pedestrian Advisory Committee (BPAC)

Current Appointment: D1
(no action required)

Kristi Marleau

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Term Began: January 2017

Term Ends: January 2019



Reappoint:
(action required)

D2 Ben Schweng

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Term Began: July 2015

Term Ends: July 2017

Current Appointment: D3
(no action required)

Jeremy Johansen

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Term Began: December 2015

Term Ends: December 2017

Current Appointment: D4
(no action required)

Midori Tabata

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Term Began: December 2015

Term Ends: December 2017

Current Appointment: D5
(no action required)

Liz Brisson

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Term Began: December 2016

Term Ends: December 2018

(over)

Independent Watchdog Committee (IWC)

Current Appointment: D1
(no action required)

Steven Jones



Term Began: January 2017

Term Ends: January 2019

Current Appointment: D2
(no action required)

Jo Ann Lew



Term Began: December 2015

Term Ends: December 2017

Current Appointment: D3
(no action required)

Harriette Saunders



Term Began: July 2016

Term Ends: July 2018

Current Appointment: D4
(no action required)

Robert A. Tucknott



Term Began: July 2016

Term Ends: July 2018

Current Appointment: D5
(no action required)

Cynthia Dorsey



Term Began: January 2016

Term Ends: January 2018

June 14, 2017

Steven Bocian

Date

Steven Bocian, Alameda County Mayors' Conference

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

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



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 15, 2017

SUBJECT: June Legislative Update

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

Summary

The June 2017 legislative update provides information on federal legislative activities and the federal budget, an update on the state budget and transportation funding, and information on new state legislation, including a recommendation on one bill.

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

CJ Lake, Alameda CTC's federal lobbying firm, provided the following summary of the proposed Trump administration budget for Fiscal Year 2018.

Federal FY18 Budget

The President's proposed FY18 budget was sent to Congress on Tuesday, May 23. Because he released a skinny budget blueprint in March, there are few surprises in the full budget request as it relates to discretionary spending. However, there are a few differences from the levels originally proposed in March. Overall, the President's budget requests a total of \$1.065 trillion in discretionary spending, a \$5 billion reduction from FY17. The budget proposes a \$54 billion increase in discretionary defense spending along with a \$54 billion

reduction to non-defense programs in order to remain consistent with the Budget Control Act. Additionally, this full budget request confronts entitlement programs funded by mandatory spending, which the skinny budget did not address. Proposed cuts to mandatory programs include: Medicaid, SNAP ("food stamps"), farm subsidies, welfare, student loan subsidies, federal employee benefits, as well as cuts to the Earned Income Tax Credit and Child Tax Credit. Some of the unemployment benefits cuts would be used to fund the paid parental leave proposal.

The budget calls for \$3.6 trillion of spending reductions and reforms over the next decade. The White House Office of Management and Budget estimates that under the President's budget, debt would decline from 77 percent of GDP today to below 60 percent by 2027, and deficits would disappear in that year. As part of the plan to achieve a balanced budget by 2027, the proposal calls for reducing non-defense budget authority by two percent each year, to reach approximately \$385 billion in 2027, or just over 1.2 percent of GDP. For comparison, at the 2017 cap level, non-defense base budget authority is \$519 billion and 2.7 percent of GDP. The budget includes assumptions for the 2021-2027 time frame such as 5.1% GDP growth, 2.3% inflation, and 4.8% unemployment. That level of GDP growth has been hit exactly one time in the past 40 years (in 1984), so many of the longer-term deficit calculations may have trouble hitting their projections.

The budget relies on a tax plan for which the administration has provided little detail, calls for the elimination of programs backed by many Republican Members of Congress, and involves economic assumptions and accounting that have raised several questions about their validity.

The administration's budget request does not compare to the FY17 omnibus appropriations levels, but rather to the FY17 Continuing Resolution (CR) levels. Because of this distinction, the numbers below include the CR and enacted topline numbers for the various agencies to show the comparisons.

Discretionary Budget Authority Overview

Department of Transportation

- FY17 CR: \$18.6 billion (discretionary spending)
- FY17 Enacted: \$19.3 billion (discretionary spending)
- FY18 Requested Level: \$16.2 billion (discretionary spending)

The President's FY18 budget request for the Department of Transportation requests a total of \$76 billion in transportation spending that is a combination of trust fund dollars and discretionary dollars. This represents a \$2.4 billion or a 13 percent decrease in discretionary spending below FY17 enacted levels. The budget proposal has almost no details on the forthcoming infrastructure initiative, but the White House website did publish a fact sheet (Attachment B) that lists four key principles: Make Targeted Federal Investments, Encourage Self-Help, Align Infrastructure Investment with Entities Best Suited to Provide Sustained and Efficient Investment, and Leverage the Private Sector. In addition to the factsheet, the budget request does include \$200 billion in direct federal spending over

ten years for a variety of infrastructure programs. The intention is to utilize public-private partnerships to leverage \$1 trillion in infrastructure investment.

FTA

The President's FY18 budget requests \$11.23 billion for FTA programs which represents a decrease of \$1.2 billion or 10 percent below the FY17 enacted level. Some program levels include:

- **Transit Formula Grants:** \$9.73 billion as authorized by the FAST Act.
- **Capital Investment Grants (New Starts/Small Starts):** \$1.23 billion, which represents a decrease of \$1.2 billion or 49 percent below the FY17 enacted level. Funding would be provided for all current projects that have signed Full Funding Grant Agreements.
- **State of Good Repair:** \$2.6 billion, which is the FAST Act authorized level.
- **Bus and Bus Facilities Grants:** \$747 million, for formula funding (61%) and discretionary funding (39%) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. States may use these funds to supplement Urbanized Area and Rural Area formula grant programs. Funding also supports low and zero emission bus and bus facilities.
- **Transit Oriented Development (TOD):** \$10 million, this pilot program funds planning for projects that support transit-oriented development associated with new fixed guideway and core capacity improvement projects.
- **National Transit Institute:** \$5 million, to fund projects that enable FTA to partner with higher education to develop and provide training and educational programs to transit employees and others engaged in providing public transit services.
- **Transit Research:** \$28 million in contract authority as authorized under the FAST, however, the budget does not include additional funding of \$20 million that is authorized in general fund appropriations.
- **Technical Assistance and Workforce Development:** The President's budget does not request any funding for this program in FY18.

TIGER Grant Program

The President's FY18 budget request does not include funding for the TIGER grant program, a reduction of \$500 million below the FY17 enacted level.

FHWA

The President's FY18 budget requests the FAST Act authorized level of \$44.2 billion for the programs and activities of the Federal Highway Administration. This represents an increase of \$968 million or 2.2 percent over the FY17 enacted level. Key program levels include:

- **Nationally Significant Freight and Highway Projects Program (FASTLANE):** Requests FAST Act authorized level of \$900 million.
- **National Highway Freight Program:** Requests the FAST Act authorized level of \$1.18 billion.

- **National Highway Performance Program:** Requests the FAST Act authorized level of \$23.3 billion.
- **Surface Transportation Block Grant Program:** Requests the FAST Act authorized level of \$11.7 billion.
- **CMAQ:** Requests the FAST Act authorized level of \$2.4 billion.
- **MPO Planning Program:** Requests the FAST Act authorized level of \$343 million.
- **Federal Lands and Tribal Programs:** Requests the FAST Act authorized level of \$1.1 billion.

FRA

The President's FY18 budget requests \$1.05 billion for FRA programs which represents reduction of \$719 million or 41 percent below the FY17 enacted level. The budget does not propose additional funding for positive train control. Funding levels for key rail programs include:

- **Amtrak National Network:** \$525 million for Amtrak's long distance trains and state supported routes. This represents a reduction of \$642 million or 55 percent below the FY17 enacted level.
- **Amtrak Northeast Corridor:** \$235 million for Amtrak's Northeast Corridor line of business representing a reduction of \$18 million or 7 percent below the FY17 enacted level.
- **Rail State of Good Repair:** \$25.94 million for federal-state state of good repair grants which represents an increase of roughly \$1 million or 3 percent above the FY17 enacted level.
- **Consolidated Rail Infrastructure and Safety Improvements (CRISI):** \$25 million for the CRISI grant program which represents a decrease of \$35 million or 58 percent below the FY17 enacted level.

National Highway Traffic Safety Administration

The President's FY18 budget requests \$899 million for NHTSA programs including \$598 million for the highway traffic safety grant program. Some program levels include:

- **Corporate Average Fuel Economy (CAFE):** \$7.4 million is requested to support future rulemaking programs including rulemaking activity for the post-2018 Medium- and Heavy-Duty Vehicle Fuel Efficiency program and comprehensive rulemaking for the CAFE program for model year 2022 and beyond.
- **Vehicle Electronics and Emerging Technologies:** \$3.5 million is requested to support agency decisions and advance the safe testing and deployment of automated vehicles

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following updates on the budget and transportation funding. The following also includes information on new legislation.

May Revise: Governor Brown released his revisions to the proposed 2017-18 Budget on May 11th. While the revenue outlook looked more promising in the May Revise over his January estimates, Governor Brown continued his proposal to prepare for the next recession. California's economic recovery is stretching into its eighth year, which is two years shy of the record, but also two years longer than the average span between recessions.

The updated revenue outlook in the May Revise has reduced the expected revenue shortfall from \$5.8 billion in January to \$3.3 billion. This adjustment is primarily due to the strong stock market and the resulting increase in capital gains tax revenue. This increased revenue has allowed the Governor to restore \$2.5 billion in cuts. The education formula directs \$1.6 billion to schools, and \$400 million is used to ease the impact on counties for changes to the In-Home Supportive Services program, and restores \$500 million for child care programs.

The state constitution requires that the state budget be passed by June 15, 2017.

Transportation: The passage of SB 1 results in several new funding programs slated to begin in 2017-18. The Governor's May Revise for transportation funding focuses on implementing these programs. Several of the programs below will require budget trailer bill language, which is also outlined below. In addition, the California Transportation Commission (CTC) at its meeting the week of May 22nd adopted a schedule for developing the guidelines for the Local Partnership Program, the Active Transportation Program, Congested Corridors, and oversight of local street and road funds and State Highway Operation and Protection Program funds which will be on June 8 and 9, both days Alameda CTC will attend. The next several months will be filled with workshops on developing these guidelines.

With the gas and diesel taxes scheduled to be imposed on November 1st there will be eight months of revenue in the 2017-18 fiscal year. The May Revise estimates that there will be \$2.8 billion in revenue for state and local programs. The budget adjustments outlined in the May Revise Summary include the following:

State Transit Assistance (STA): STA allocations are increased by \$305 million, for a total 2017-18 STA allocation of \$694 million. This amount includes the SB 1 increase of \$305 million, \$294 million in base STA formula allocations, \$75 million cap & trade auction revenue for the Low Carbon Transit Operations Program (LCTOP), and a lingering \$25 million in Prop 1B funds that remain available for transit operators.

Active Transportation Program (ATP): \$100 million will be available for ATP project in 2017-18. The current cycle for ATP includes funds through 2020-21, and the next ATP program is not scheduled to be adopted until April 2019. Therefore, the CTC is considering adopting a 2018 ATP that will program the SB 1 funds available in 2017-18 and 2018-19. The CTC plans to hold workshops and begin developing guidelines in June. CTC staff is recommending that projects already programed in the current ATP be advanced into the proposed 2018 ATP, and then issue a call for projects for the remaining funds.

Transit & Intercity Rail Capital Program (TIRCP): An additional \$330 million is available for this program in 2017-18, which includes \$85 million loan repayment funds. This would be in addition to the anticipated \$150 million in cap & trade auction revenue. The California State Transportation Agency (CalSTA) plans to update it guidelines for the existing program and anticipates awarding funds in the spring of 2018. With this next round of funding, CalSTA expects to adopt a multi-year allocation that would program TIRCP funds for up to 5 years, which could result in awarding over \$1 billion in TIRCP funds.

Intercity & Commuter Rail Program: \$25 million will be allocated by CalSTA to intercity and commuter rail operators in 2017-18.

Local Partnership Program: \$200 million for the Local Partnership Program, which would be used to match local transportation sales tax revenue, and voter approved developer fees. The CTC is in charge of developing the guidelines for this program. CTC staff has suggested that the new Partnership Program should allocate 75% of these funds through a competitive process and 25% by formula. The State and Local Partnership Program in Proposition 1B allocated 95% of the funds by formula. The workshops on the guidelines for these funds will begin in June.

Congested Corridors Program: \$250 million is appropriated to the Congested Corridors Program. The CTC does not shed any light on its plans for this program, other than it plans to begin the guideline development process in June.

Trade Corridor Enhancement Program: \$200 million for projects improving major trade corridors will be available in 2017-18. CalSTA has proposed budget trailer bill language that provides greater detail and direction on how this program will be implemented.

Local Streets & Roads Funds: \$445 million in new SB 1 revenue is expected to be allocated to cities and counties for local street and road maintenance projects. This revenue is expected to begin flowing to cities and counties in January 2018. SB 1 does include a new oversight role for the CTC on the expenditure of these funds. The CTC is expected to develop guidelines in June and July governing its role and the responsibilities for cities and counties to receive this funding. The CTC is expected to adopt the final guidelines in October.

Senate Bill 1 Revenue in 2017-18

The following chart prepared by the Department of Finance outlines the allocation of all SB 1 revenue in 2017-18. Some of these amounts appear to be full fiscal year amounts, but the new taxes do not take effect until November 1st. Therefore, amounts will be prorated for the eight months that the tax revenue is collected. This adjustment is reflected in the clean-up changes included in the proposed SB 1 clean-up trailer bill.

2017-18 Road Maintenance and Accountability Act Funding

(Dollars in Millions)

Program		Amount
Local Allocations	Local Streets and Roads	\$445.4
	Transit and Intercity Rail Capital Program	\$330.0
	State Transit Assistance	\$305.1
	Local Partnership Program	\$200.0
	Active Transportation Program	\$100.0
	Local Planning Grants	\$25.0
Total:		\$1,405.5
State Allocations	SHOPP/Maintenance	\$445.4
	Bridges and Culverts	\$400.0
	Congested Corridors	\$250.0
	Trade Corridor Enhancement	\$199.8
	Department of Parks and Recreation	\$54.3
	Freeway Service Patrol	\$25.0
	Department of Food and Agriculture	\$17.3
	CSU and UC Research	\$7.0
	Workforce Development Board	\$5.0
Total:		\$1,403.8
Administration	State Controller's Office	\$0.1
	California Transportation Commission	\$0.2
	Department of Motor Vehicles	\$3.8
Total:		\$4.1
Revenue	Transportation Improvement Fee	\$727.0
	Gasoline Excise Tax	\$1,251.5
	Diesel Excise Tax	\$399.7
	Diesel Sales Tax	\$200.1
	General Fund Loan Repayment	\$235.0
Total:		\$2,813.3

SB1 Guidelines

The SB 1 implementation process has already begun, and Alameda CTC is engaged in the California Transportation Commission's (CTC) [development of the following guidelines](#), which will occur from June 2017 to January 2018. The schedule is subject to change, and some program adoption dates are yet to be determined.

Program	Guidelines Development	Guidelines Adoption/ Call for Projects	Discretionary Program Application Deadline	Program Adoption
Active Transportation Program Augmentation	June 2017	June-July 2017	August 1, 2017	November 2017
Local Partnership Program	June-September 2017	January 2018	TBD	TBD
Local Streets and Roads Program	June-July 2017	August 2017	September 2017	November 2017
Solutions for Congested Corridors	June-October 2017	December 2017	February 2018	May 2018
State Highway Operation and Protection Program	May 2017	June 2017	N/A	TBD
State Transportation Improvement Program	June 2017	August 2017	N/A	TBD
Trade Corridor Enhancement Program	June-December 2017	January 2018	March 2018	May 2018

Staff provided input on the program guidelines at a workshop in Sacramento on June 9th. The State Highway Operation and Protection Program and State Transportation Improvement Program guidelines are also being developed this month. Alameda CTC will continue to play an active role in guideline development over the next several months. Updated information on the CTC guideline development process can be found at <http://catc.ca.gov/programs/SB1.html>

Proposed Trailer Bills

There are currently four trailer bills proposed as part of the May Revise. These include a measure to make technical and clarifying changes to provisions in SB 1, a measure aimed at accelerating the delivery of transportation projects, a measure to implement the Trade Corridors Enhancement Program, and a measure to implement Advanced Mitigation Program.

SB 1 Clean-up: This proposed trailer bill makes numerous mainly clarifying and technical changes to provisions within SB 1. The primary change adds language to various sections clarifying the amount of revenue that will be allocated to programs in the 2017-18 fiscal year. This clarification is needed to address the fact that the fuel tax revenue will only be collected for 8 months of the fiscal year. The changes also allow the Controller to adjust the amounts allocated in order to “true-up” the allocations during the final months of the fiscal year. The only change that raises questions relates to the Local Partnership Program. SB 1 specified that the funds would be for counties that have received voter approval for transportation tax. The proposed amendment would replace the word “counties” with “a local or regional transportation agency.”

Trade Corridors Enhancement Account: Trailer bill language is proposed to implement the Trade Corridors Enhancement Program in SB 1. The draft language generally recasts the existing Trade Corridors Improvement Fund that was created as part of Proposition 1B to become the Trade Corridors Enhancement Account. This renamed account is where 10 cents of the diesel excise tax revenue in SB 1 is deposited, and the federal FAST Act funds are also deposited into this account. The CTC is directed to develop guidelines and award funding under this program, which includes the following provisions:

- No funds may be awarded to projects that include the purchase of fully automated cargo handling equipment, but funds can be used to purchase zero or near-zero human operated equipment. Since the majority of these funds are from excise tax revenue, it is unclear whether these are eligible expenses pursuant to Article 19.
- 60 percent of the funds shall be available for projects nominated by regional transportation agencies and other public agencies. These projects must be consistent state freight plans.
- The CTC shall provide reasonable geographic targets for fund allocations.
- 40 percent of the funds shall be available for projects nominated by the California Department of Transportation (Caltrans).
- The CTC shall give the highest priority to projects jointly nominated by Caltrans and regional or other public agencies.
- The CTC shall consider economic benefits and projects that improve trade corridor mobility and safety while also improving emissions, and in particular reducing negative impacts to disadvantaged communities.

Alternative Project Delivery: This draft trailer bill expands the use of construction manager/general contractor and design-build methods of project delivery. However, the expansion of this authority primarily focuses on the delivery of the projects in Riverside County that were funded in SB 132, which was one of the deal maker bills. This proposal includes the following changes:

- The number of projects Caltrans may use the construction manager/general contractor (CM/GC) for 14 additional projects. Current law limits Caltrans' use of CM/GC to eight projects. However, two of the projects must for projects in Riverside County that are listed in SB 132.
- Existing design-build authority is expanded to include up to six transportation projects. This new language would authorize Caltrans to select six projects submitted by a city, county, or transit district to use design-build authority. A transportation project would also include rehabilitation projects, including bridge replacement and grade separation projects. In addition, three of these projects are reserved for projects listed in SB 132 and selected by the Riverside County Transportation Commission.
- The local authority to use CM/GC method is expanded to include grade separations and bridge rehabilitation projects specified in SB 132 in Riverside County.
- New language is added extending the use of CM/GC or design-build to the construction of the 91 Toll Connector to I-15 north in Riverside County, and this new contracting authority may be implemented through an amendment to an existing contract for the I-15 Express Lane or the 91 Express Lane projects.
- A new bidding process would also be extended to the Riverside County projects listed in SB 132 known as A+B Bidding, or Cost-Plus-Time Bidding. This is a competitive bidding process that uses cost and time to determine a bid value.

State Legislation

Alameda CTC watches many bills in relation to its adopted legislative program. One such bill is AB 758 (Eggman), which proposes to create a new Joint Powers Authority, the Tri-Valley-San Joaquin Valley Regional Rail Authority, for purposes of planning and developing a cost-effective and responsive connection between the BART system and the Altamont Corridor Express (ACE) in the Tri-Valley. The bill would require the authority to annually provide a project feasibility report to the public on the plans for the development and implementation of the connection between BART and ACE.

At this time, there are two environmental documents under development evaluating options for extending BART as well as other bus and rail options in the Tri-Valley. It is anticipated the BART to Livermore environmental document will be released in summer 2017. ACE released its draft *ACE Forward* environmental document on proposed projects on May 31 and expects to finalize its document by fall 2017. Given that these environmental documents are in process, staff will continue to watch AB 758 and bring a recommendation to the Commission once the environmental document processes are complete and a specific project or projects are identified that would benefit from a new transportation agency to advance a project.

Other legislation Alameda CTC has been following is regarding placard abuse, which is a considerable, widespread problem. According to the state audit report released in April 2017, "[Administrative and Statutory Changes Will Improve Its Ability to Detect and Deter Misuse of Disabled Person Parking Placards](#)," 70 of 96 approved placard applications in a sample group "did not include sufficient medical information to demonstrate that the applicant qualified."

Another issue noted in the report is that the California Department of Motor Vehicles (DMV) has not canceled permanent placards of thousands of individuals who are likely deceased. The report states that comparing active placard holders against the Social Security Administration's Death Master File identified nearly 35,000 matches. The DMV also identified nearly 26,000 placard holders that were in age 100 or older. Yet in 2014, only 8,000 people were estimated to be age 100 or older.

This month, staff recommends the following position on a state bill to address parking placard abuse.

Bill Number	Bill Information	Recommendation
SB 611, Vehicles. (Hill and Allen)	This bill would require an applicant for a special license plate, a distinguishing placard, or a temporary distinguishing placard to provide proof of his or her full legal name and date of birth at the time of application. The bill would require the department to conduct a quarterly random audit of applications submitted for these plates or placards. This bill would also require placardholders to reapply for a new placard every 4 years.	Alameda CTC's 2017 legislative program supports 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. Staff recommends a SUPPORT position on this bill.

Regional Measure 3

Alameda CTC has been engaged in development of Regional Measure 3 (RM3) led by the Metropolitan Transportation Commission (MTC). If passed by voters, RM3 is estimated to provide funding from a bridge toll increase for capital improvements and operations. Alameda CTC adopted a list of candidate projects in January 2017 and submitted them to MTC.

In June 2017, MTC developed a proposed framework for RM3 including a \$3 bridge toll increase and a draft set of projects and operational categories. Alameda CTC will continue to work with MTC and state representatives to support Alameda County transportation needs. MTC's draft framework can be found at <https://mtc.legistar.com/MeetingDetail.aspx?ID=546572&GUID=BCA95F31-2213-4D5E-88EE-324F81008B12&Options=info&Search=>

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2017 Legislation Program
- B. Federal Transportation Initiatives Fact Sheet

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	<ul style="list-style-type: none"> Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. Support efforts that protect against transportation funding diversions and overall increase transportation funding. Support new funding sources for transportation. Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. Support efforts that streamline financing and delivery of transportation projects and programs. Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> Support environmental streamlining and expedited project delivery. Support contracting flexibility and innovative project delivery methods, 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	<ul style="list-style-type: none"> Support efforts that reduce project and program implementation costs. Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency 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	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).

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

FACT SHEET

2018 BUDGET: INFRASTRUCTURE INITIATIVE

Importance of Infrastructure

The President has consistently emphasized that the Nation's infrastructure needs to be rebuilt and modernized to create jobs, maintain America's economic competitiveness, and connect communities and people to more opportunities. The United States no longer has the best infrastructure in the world. For example, according to the World Economic Forum, the United States' overall infrastructure places 12th, with countries like Japan, Germany, the Netherlands, and France ranking above us. This underperformance is evident in many areas, from our congested highways, which costs the country \$160 billion annually in lost productivity, to our deteriorating water systems, which experience 240,000 water main breaks annually.

The Current System is Not Working

The Federal Government inefficiently invests in non-Federal infrastructure. In part, our lack of sustained progress has been due to confusion about the Federal Government's role in infrastructure. During the construction of the Interstate System, the Federal Government played a key role – collecting and distributing Federal tax revenue to fund a project with a Federal purpose. As we neared the completion of the Interstate System, those tax receipts were redirected to projects with substantially weaker nexus to Federal interests.

The flexibility to use Federal dollars to pay for essentially local infrastructure projects has created an unhealthy dynamic in which State and local governments delay projects in the hope of receiving Federal funds. Overreliance on Federal grants and other Federal funding can create a strong disincentive for non-Federal revenue generation.

At the same time, we continue to apply Federal rules, regulations, and mandates on virtually all infrastructure investments. This is despite the Federal Government contributing a very small percentage of total infrastructure spending. Approximately one-fifth of infrastructure spending is Federal, while the other four-fifths are roughly equally divided between State and local governments on one hand and the private sector on the other.

We will reevaluate the role for the Federal Government in infrastructure investment. For example, in the Interstate System, the Federal Government now acts as a complicated, costly middleman between the collection of revenue and the expenditure of those funds by States and localities. Put simply, the Administration will be exploring whether this arrangement still makes sense, or whether transferring additional responsibilities to the States is appropriate.

The Administration's Goal: Seek and Secure Long-Term Changes

Given these challenges, the Administration's goal is to seek long-term reforms on how infrastructure projects are regulated, funded, delivered, and maintained. Providing more Federal funding, on its own, is not the solution to our infrastructure challenges. Rather, we will work to

fix underlying incentives, procedures, and policies to spur better infrastructure decisions and outcomes, across a range of sectors.

Key Principles

As the Administration develops policy and regulatory changes, and seeks statutory proposals working with Congress, we will focus on proposals that fall under the following key principles:

1. *Make Targeted Federal Investments.* Focusing Federal dollars on the most transformative projects and processes stretches the use and benefit of taxpayer funds. When Federal funds are provided, they should be awarded to projects that address problems that are a high priority from the perspective of a region or the Nation, or projects that lead to long-term changes in how infrastructure is designed, built, and maintained.
2. *Encourage Self-Help.* Many States, tribes, and localities have stopped waiting for Washington to come to the rescue and have raised their own dedicated revenues for infrastructure. Localities are better equipped to understand the right level – and type – of infrastructure investments needed for their communities, and the Federal Government should support more communities moving toward a model of independence.
3. *Align Infrastructure Investment with Entities Best Suited to Provide Sustained and Efficient Investment.* The Federal Government provides services that non-Federal entities, including the private sector, could deliver more efficiently. The Administration will look for opportunities to appropriately divest from certain functions, which will provide better services for citizens, and potentially generate budgetary savings. The Federal Government can also be more efficient about disposing underused capital assets, ensuring those assets are put to their highest and best use.
4. *Leverage the Private Sector.* The private sector can provide valuable benefits for the delivery of infrastructure, through better procurement methods, market discipline, and a long-term focus on maintaining assets. While public-private partnerships will not be the solution to all infrastructure needs, they can help advance the Nation's most important, regionally significant projects.

2018 Budget

The President's target of \$1 trillion in infrastructure investment will be funded through a combination of new Federal funding, incentivized non-Federal funding, and newly prioritized and expedited projects. While this Administration proposes additional funding for infrastructure, we will structure that funding to incentivize additional non-Federal funding, reduce the cost associated with accepting Federal dollars, and ensure Federal funds are leveraged such that the end result is at least \$1 trillion in total infrastructure spending.

While we will continue to work with the Congress, States, tribes, localities, and other infrastructure stakeholders to finalize the suite of Federal programs that will support this effort, the 2018 Budget includes \$200 billion in outlays related to the infrastructure initiative.

In addition to the \$200 billion, these proposals are also in the 2018 Budget:

- **Air Traffic Control Corporatization.** The *Budget* proposes to create a non-governmental entity to manage the nation's air traffic control system. Many countries have corporatized their air traffic control function, separating it from the governmental aviation safety regulation function. This will be a multi-year effort resulting in a more efficient airspace while maintaining our premier aviation safety record. The proposal would reduce aviation passenger taxes and the new entity would be responsible for setting and collecting fees directly from users based on their use of the Nation's airspace.
- **Increase Infrastructure Flexibility at VA.** The Department of Veterans Affairs (VA) has a nationwide physical footprint that includes aging facilities, which are not always located where veterans most need care. The Administration will pursue numerous reforms to help VA acquire and maintain the facilities necessary to provide veterans high quality medical care where they live. The *Budget* includes proposals to expand VA's authority to lease out its vacant assets for commercial or mixed-use purposes and to speed its ability to pursue facility renovations and improvements. Future reforms will encourage public-private partnerships and reduce barriers to acquisition, contracting, and disposals.
- **Divestiture of the Power Marketing Administration's (PMA's) Transmission Assets.** The *Budget* proposes to sell the PMA's transmission assets. Investor-owned utilities provide for the vast majority of the Nation's electricity needs. The PMA's transmission infrastructure assets (lines, towers, substations, and rights of way) could be leased out so the private sector could fulfill transmission functions. Leasing these assets will more efficiently allocate economic resources and help relieve long-term pressures on the Federal deficit related to future Federal capital investment.
- **Reform the laws governing the Inland Waterways Trust Fund.** The *Budget* proposes to reform the laws governing the Inland Waterways Trust Fund, including by establishing a fee to increase the amount paid by commercial navigation users of inland waterways. In 1986, the Congress mandated that commercial traffic on the inland waterways be responsible for 50 percent of the capital costs of the locks, dams, and other features that make barge transportation possible on the inland waterways. The additional revenue proposed in the *Budget* will finance future capital investments in these waterways to support economic growth.

Illustrative Examples of Funding Proposals

The following proposals will be pursued by the Administration as part of the Infrastructure Initiative.

- **Expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.** TIFIA helps finance surface transportation projects through direct loans, loan guarantees, and lines of credit. One dollar of TIFIA subsidy leverages roughly \$40 in project value. If the amount of TIFIA subsidy was increased to \$1 billion annually for 10 years, that could leverage up to \$140 billion in credit assistance, and approximately \$424 billion in total investment. In addition, the Administration supports the expansion of TIFIA eligibility.
- **Lift the Cap on Private Activity Bonds and Expand Eligibility to Other Non-Federal Public Infrastructure.** The Private Activity Bonds (PABs) program allows the Department of Transportation to allocate authority to issue tax-exempt bonds on behalf of private entities constructing highway and freight transfer facilities. PABs have been used to finance many Public Private Partnerships (P3s) projects, along with TIFIA. As of August 15, 2016, nearly \$11.2 billion in PABs have been issued for 23 projects. The Administration recommends removing the \$15 billion cap under current law to ensure that future P3 projects can take advantage of this cost-saving tool, and encourage more project sponsors to take advantage of this tool. The Administration also supports the expansion of PAB eligibility.
- **Incentivize Innovative Approaches to Congestion Mitigation.** The Urban Partnership Agreement Program – and its successor, the Congestion Reduction Demonstration Program – provided competitive grants to urbanized areas that were willing to institute a suite of solutions to congestion, including congestion pricing, enhanced transit services, increased telecommuting and flex scheduling, and deployment of advanced technology. Similar programs could provide valuable incentives for localities to think outside of the box in solving long-standing congestion challenges.
- **Liberalize Tolling Policy and Allow Private Investment in Rest Areas.** Tolling is generally restricted on interstate highways. This restriction prevents public and private investment in such facilities. We should reduce this restriction and allow the States to assess their transportation needs and weigh the relative merits of tolling assets. The Administration also supports allowing the private sector to construct, operate, and maintain interstate rest areas, which are often overburden and inadequately maintained.
- **Fund the Water Infrastructure Finance and Innovation Act program (WIFIA) Program.** The Environmental Protection Agency’s new WIFIA loan program is designed to leverage private investments in large drinking water and wastewater infrastructure projects, particularly those large, high-cost projects that have private ownership or co-investment. Because WIFIA loans can only support up to 49 percent of a project’s eligible cost, the Federal investment must be leveraged with non-Federal sources.
- **Encourage the Use of Army Corps of Engineers (Corps) Contributed/Advanced Funding Authorities.** Most construction work by the Corps is funded on a cost-shared basis between the Corps and a non-Federal sponsor. However, many projects authorized for construction, though a priority for non-Federal sponsors, do not present a high return

for the Nation and therefore do not receive Federal funding. Some non-Federal sponsors have therefore chosen to fund construction activities on their own. The Administration will leverage the Corps' authorities to enter into such agreements to take advantage of this innovative approach to delivering projects.

New Federal Tools:

The Federal Budget is recorded on a cash basis, which provides a transparent mechanism to record and control spending. Given the size of the Federal Government, cash budgets make sense because they are less complicated to produce and less subject to changes in economic assumptions. However, cash budgeting may not give appropriate weight to the long-term benefits of investing in infrastructure and cause the Government to make project choices that have lower short-term but higher-long term costs. We should discuss different tools to support better decision-making while maintaining transparency and fiscal restraint, such as:

- **Federal Capital Revolving Fund.** The Administration is developing a proposal to establish a mandatory revolving fund for the financing of Federally-owned civilian capital assets. The Fund would be repaid with annual appropriations, and would help address the underinvestment in capital assets driven in part due to the large upfront costs of such procurements. Creation of such a fund parallel to the appropriations process to fund investment in Federally-owned civilian capital assets would avoid capital investments having to compete with operating expenses in the annual appropriations process. Instead, agencies would pay for capital assets as they are utilized. The repayments would be made from future appropriations, which would provide an incentive to select projects with the highest return on investment, including future cost avoidance.
- **Partnership Grants for Federal Assets.** In a number of sectors, the Federal Government has utilized loans to non-Federal partners to improve infrastructure. However, credit assistance cannot be utilized to improve Federal assets. In essence, the Government neither can loan itself funding, nor can it make loans to private entities to improve assets that will remain Federal. In some circumstances, however, a private partner might want to build or improve a Federal facility and donate it to the Government in exchange for the right to retain revenue from the associated activities. The Administration is developing a proposal to offer those partners grants in lieu of loans to buy down the cost of a Federal asset improvements, which would benefit both the Government, through new facilities for Government use, and the non-Federal partner, through continued access to revenue sources.

Environmental Review and Permitting Process Enhancements.

The environmental review and permitting process in the United States is fragmented, inefficient, and unpredictable. Existing statutes have important and laudable objectives, but the lack of cohesiveness in their execution make the delivery of infrastructure projects more costly, unpredictable, and time-consuming, all while adding little environmental protection. The Administration will seek several proposals that will enhance the environmental review and permitting process, such as:

- **Improving Environmental Performance.** The inefficiencies of the current process result in too much time and too many resources dedicated to time-intensive analyses that do not necessarily improve the environment. The Administration will propose pilot programs to experiment with different ways projects will perform to better protect and enhance the environment.
- **Accountability.** The review and permitting of projects should be included in each agency's mission, and their performance should be tracked and measured. For agencies that significantly underperform, the public should know how much that costs both the taxpayers and the project. The Administration will seek proposals for tools to start holding agencies accountable for their performance.
- **One Federal Decision.** Project proponents have to navigate the Federal environmental review and permitting process on their own. Under the current system, project sponsors work with one agency, only to be told to stand in line with several other agencies for numerous other approvals. We can do better. The Federal Government is capable of navigating its own bureaucracy and designating a single entity with responsibility for shepherding each project through the review and permitting process.
- **Unnecessary Approvals.** The funding of infrastructure is predominately State, local and private, yet the Federal Government exerts an inordinate amount of control over all infrastructure with unnecessary bureaucratic processes. The Administration supports putting infrastructure permitting into the hands of responsible State and local officials where appropriate.
- **Judicial Reform.** The current standards of judicial review force Federal agencies to spend unnecessary time and resources attempting to make a permit or other environmental document litigation-proof. The Administration believes our resources would be better spent on enhancing the environment rather than feeding needless litigation. As such, the Administration will submit proposals that curtail needless litigation.



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 15, 2017

SUBJECT: Congestion Management Program: 2016 Performance Report Update

RECOMMENDATION: Receive an update on the 2016 Performance Report.

Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, paratransit, biking, walking, and liveable communities. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is a county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring which assess performance of specific modes at a more detailed level. The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency.

The 2016 Performance Report includes data for the most recently available reporting period, which is typically calendar year 2016 or fiscal year 2015-16. Because publication of some data sources lags preparation of the report, some data used are prior to the 2016 reporting period.

The report is available online at the following link:

http://www.alamedactc.org/app_pages/view/8129 (hyperlinked to the website)

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Saravana Suthanthira](#), Principal Transportation Planner

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

[Matthew Bomberg](#), Associate Transportation Planner



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 15, 2017

SUBJECT: FY 2015-2016 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Reports

RECOMMENDATION: Receive an update on the FY 2015-2016 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Reports

Summary

This is an informational item on the program compliance status and activities of Direct Local Distribution fund recipients of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) funds for the Fiscal Year 2015-16 (FY15-16) reporting period.

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

Alameda CTC finds the DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY15-16 reporting period.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of FY15-16, Alameda CTC has distributed approximately \$967M in combined DLD funds to eligible recipients (\$848M in Measure B, \$83M in Measure BB, and \$36M in VRF) for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY15-16, Alameda CTC distributed approximately \$149.3 million in total DLD funds for the respective programs identified in the table below.

Total FY15-16 Fund Distributions By Program (\$ in Millions)				
DLD Program	Measure B	Measure BB	VRF	Total
Local Transportation (Local Streets)	\$ 28.6	\$ 26.1	\$7.4	\$ 62.1
Transit	\$ 27.1	\$ 28.1	\$ -	\$ 55.2
Paratransit	\$ 11.5	\$ 11.8	\$ -	\$ 23.3
Bicycle and Pedestrian	\$ 4.8	\$ 3.9	\$ -	\$ 8.7
Total DLD Funds	\$ 72.0	\$ 69.9	\$7.4	\$149.3

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorizes the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY15-16, which goes from July 1, 2015 to June 30, 2016.

The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures, and fund balances
- Publication of a newsletter article, website coverage, and signage
- Current Pavement Condition Index for the agency's roadways
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policy

For the FY15-16 reporting year, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2016 deadline. Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance.

The Program Compliance Reports for the Measure B, Measure BB and VRF programs consolidates the recipients' FY15-16 DLD investments, expenditure performances, and financial data into a summary report for the DLD programs. The complete FY15-16 Program Compliance Summary Reports can be found on Alameda CTC's website: http://www.alamedactc.org/app_pages/view/4440. Through the compliance reporting process, Alameda CTC reviews the reporting data submitted by the recipients to verify expenditures are actively invested into eligible transportation improvements annually. Alameda CTC finds all DLD recipients in compliance with the DLD financial reporting and program compliance requirements. It should be noted that although the City of Albany's reports are still under review, tentative findings have determined the city to be compliant based on the initial data received.

FY15-16 Fund Balances and Monitoring

The collective FY15-16 ending fund balance by funding program totals \$86M (\$42M in Measure B, \$34M in Measure BB, and \$10M in VRF). The individual recipient's fund balances by program are included in the Program Compliance Summary Report and attached herein for reference (Attachment A). To encourage the expeditious use of DLD funds, Alameda CTC's Timely Use of Funds Policy on DLD funds requires recipients to actively use their fund balances funds. This policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for that year, for four consecutive years, starting with fiscal year 2016-17. Through the Annual Program Compliance Reporting process, Alameda CTC will monitor the fund balance to revenue ratio to verify DLD recipients are in compliance with the policy. The Timely Use of Funds Policy is not yet applicable to the current FY15-16 reporting contained in these summary reports but will be applicable and monitored starting with next year's compliance reporting process.

Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan requirement which states that 15 percent of Local Streets and Roads (LSR) DLD funds are to be spent on improvements benefiting bicyclists and pedestrians. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 16 percent of total Measure BB LSR expenditures going towards bicycle/pedestrian related improvements. Some recipients have yet to expend Measure BB LSR funds and have indicated commitments of future expenditures dedicated towards meeting the requirement for their agency. The recipient's LSR expenditures on bicycle/pedestrian improvements is included in the Program Compliance Summary Report and attached for reference (Attachment B).

Alameda CTC will continue to monitor the recipient's compliance with all DLD requirements in future reporting starting next in the fall 2017.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. DLD Program Summary of Fund balances
- B. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements

Staff Contact

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

[John Nguyen](#), Senior Transportation Planner

This page intentionally left blank

Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances
(As of the end of Fiscal Year 2015-16)

Jurisdiction:	Measure B	Measure BB	Vehicle Registration Fee	Total
AC Transit	\$4,307,532	\$4,686,801		\$8,994,333
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$1,777,126	\$100,576		\$1,877,702
ACE	\$2,777,950	\$1,452		\$2,779,402
Alameda County	\$2,025,682	\$3,111,405	\$795,013	\$5,932,100
City of Alameda	\$4,220,309	\$2,007,504	\$620,460	\$6,848,273
City of Albany	\$275,120	\$350,879	\$127,231	\$780,726
City of Berkeley	\$2,289,359	\$3,521,419	\$825,140	\$6,635,919
City of Dublin	\$826,958	\$626,195	\$215,224	\$1,668,377
City of Emeryville	\$962,237	\$320,052	\$131,081	\$1,413,370
City of Fremont	\$2,488,555	\$2,416,806	\$949,487	\$5,854,848
City of Hayward	\$3,815,761	\$3,191,771	\$1,046,299	\$8,053,830
City of Livermore	\$2,112,181	\$993,560	\$750,278	\$3,856,019
City of Newark	\$789,539	\$612,076	\$256,004	\$1,657,619
City of Oakland	\$10,214,483	\$9,276,907	\$2,389,868	\$21,881,258
City of Piedmont	\$82,292	\$23,752	\$3,185	\$109,229
City of Pleasanton	\$696,163	\$1,100,578	\$395,672	\$2,192,413
City of San Leandro	\$2,340,457	\$1,706,819	\$636,938	\$4,684,214
City of Union City	\$306,691	\$257,566	\$424,964	\$989,221
Total	\$42,308,395	\$34,306,118	\$9,566,844	\$86,181,357

Notes:

1. The table above reflects total fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2015-16 Audited Financial Statements. Thus, the FY 2015-16 Ending Fund Balance contained in these reports is the starting fund balance for FY 2016-17.

This page intentionally left blank

Measure BB Local Streets and Roads Requirement

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

Jurisdiction:	Total LSR Expenditures on Bike/Ped to Date	Total LSR Expenditures to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$20,203	\$20,236	100%	Yes
City of Alameda	\$50,000	\$276,592	18%	Yes
City of Albany ²	\$150,000	\$159,200	94%	Yes
City of Berkeley	\$0	\$235,526	0%	No
City of Dublin	\$0	\$0	0%	No
City of Emeryville	\$130	\$11,187	1%	No
City of Fremont	\$452,414	\$1,012,615	45%	Yes
City of Hayward	\$3,735	\$24,899	15%	Yes
City of Livermore	\$62,200	\$312,774	20%	Yes
City of Newark	\$25,728	\$161,157	16%	Yes
City of Oakland	\$232,278	\$4,531,188	5%	No
City of Piedmont	\$106,624	\$459,704	23%	Yes
City of Pleasanton	\$40,000	\$140,820	28%	Yes
City of San Leandro	\$0	\$262,118	0%	No
City of Union City	\$220,600	\$731,780	30%	Yes
Total	\$1,363,911	\$8,339,796	16%	Yes

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.
2. Estimates for City of Albany are based on most current Audited Financial Statements submitted to Alameda CTC for the FY 2015-16.
3. Revenue and expenditure figures may vary due to number rounding.

This page intentionally left blank