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

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Mayor Trish Spencer

City of Albany
Mayor Peter Maass

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Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Vice Mayor John Bauters

City of Fremont
Mayor Lily Mei

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Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

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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 May 25, 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

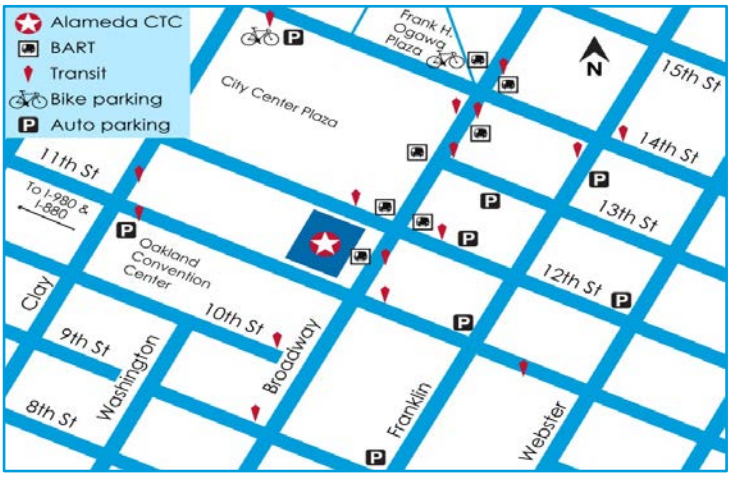
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

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, May 25, 2017, 2 p.m.

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

Chair: Councilmember Rebecca Kaplan, City of Oakland

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

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Public Comment**
4. **Chair and Vice Chair Report**
5. **Executive Director Report**
6. **Approval of Consent Calendar**

On May 8, 2017 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

		Page	A/I*
6.1.	Approval of the April 27, 2017 meeting minutes.	1	A
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.	7	A
6.3.	Status update on the operation of I-580 Express Lanes.	11	I
6.4.	2016 Alameda CTC Annual Report.	23	A
6.5.	FY2016-17 Third Quarter Report of Claims Acted upon Under the Government Claims Act.	25	I
6.6.	Approve the Alameda CTC FY2016-17 Third Quarter Consolidated Financial Report.	29	A
6.7.	Approve the Alameda CTC FY2016-17 Third Quarter Investment Report.	35	A
6.8.	Approve updates to the Alameda CTC Investment Policy.	51	A
6.9.	Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	67	I
6.10.	Approve the 2017 Alameda County Priority Development Area Investment and Growth Strategy Per MTC Resolution 4202.	79	A
6.11.	Authorize the Executive Director to execute the Amended Memorandum of Understanding with other members of the California Toll Operators Committee.	81	A

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

6.12.	Approve the Alameda CTC Proposed Consolidated Budget for FY2017-18.	95	A
6.13.	Approval of Community Advisory Appointments.	105	A
7.	**Community Advisory Committee Reports** (Time limit: 3 minutes per speaker)		
7.1.	Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair	107	I
7.2.	Independent Watchdog Committee *(Verbal)* – Murphy McCalley, Chair		I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	117	I
8.	**Planning, Policy and Legislation Action Items** On May 8, 2017, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations		
8.1.	Update on federal, state, and local legislative activities and approve legislative positions.	129	I/A
8.2.	Plan Bay Area 2040 Update.	137	I
9.	**Programs and Projects Action Items** On May 8, 2017, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.		
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.	151	I
10.	**Closed Session**		
10.1.	Closed Session- Pursuant to Government Code Section 54957: Public Employment – Alameda CTC General Legal Counsel (Contract)		
10.2.	Report on Closed Session		I/A
11.	**Member Reports**		
12.	**Adjournment**		

Next meeting: June 22, 2017

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

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

1. **Pledge of Allegiance**

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

Commissioner Biddle was present as an alternate for Commissioner Haubert.

Subsequent to the Roll call
Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during item 4. Commissioner Miley arrived during item 7.3.

3. **Public Comment**
There was a public comment made by Ken Bukowski regarding a Memorandum of Understanding between the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Goverments (ABAG).

4. **Chair/Vice Chair Report**
Chair Kaplan noted that SB 1 was passed and thanked staff and the Commission for supporting the passage of the transportation package.

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. Art provided an update on the passage of SB 1. He updated the Commission on the development of the Regional Measure 3 legislation, SB 595, and stated that Tess Lengyel testified before the Senate Transportation Committee on Senator Belle bill SB 595, regarding needs in Alameda County. Art mentioned that Alameda CTC received an AAA rating from Fitch Ratings for sales tax revenue bonds and he also stated that the I-580 Express Lane project was nominated for the Freeway Project of the year Award. Art concluded by mentioning that May is Bike to School Month and May 11 is Bike to Work/Home Day.

6. **Consent Calendar**

6.1. Approval of March 27, 2017 Commission Meeting Minutes.
6.2. Status update on the operation of I-580 Express Lanes.
6.3. Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.
6.4. Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of $3,650,000 to provide Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project (Project)

and authorize executing a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of $250,000 for the Project.

6.5. Receive an update on Alameda CTC's Transportation Demand Management Efforts.

6.6. Alameda CTC's Measure B, Measure BB and Vehicle Registration Fee Programs Update.

6.7. Measure BB Capital Project Delivery Plan Update.

6.8. Update from the Port of Oakland on overall activity and key initiatives at the Port of Oakland.

6.9. Rail Strategy Study Update.

6.10. State and Federal Funding Opportunities Update and Approval of Alameda CTC Goods Movement Project List.

6.11. Approval of Community Advisory Appointments.

Item 6.5 was pulled from the Consent Calendar for further discussion. Commissioner Kalb wanted a more detailed report on the TDM program. Commissioner Kaplan stated that the item can be deferred to the end of the agenda or to a future meeting based on time constraints.

Item 6.8 was pulled from the Consent Calendar for further discussion. Commissioner Kalb wanted more information on provisions in SB 1 regarding trucks at the Port of Oakland and wanted the Port of Oakland staff to analyze the provision. Commissioner Kaplan stated that she would work with agency staff to analyze the provision. Commissioner Bauters moved to approve item 6.8. Commissioner Kalb seconded the motion. The motion passed with the following vote:

Yes: *Kaplan, Valle, Ortiz, Haggerty, Campbell Washington, Carson, Saltzman, Spencer, Maass, Worthington, Biddle, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci*
No: *None*
Abstain: *None*
Absent: *Miley*

Commissioner Saltzman moved to approve the remainder of the consent calendar. Commissioner Worthington seconded the motion. The motion passed with the following votes:

Yes: *Kaplan, Valle, Ortiz, Haggerty, Campbell Washington, Carson, Saltzman, Spencer, Maass, Worthington, Biddle, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci*
No: *None*
Abstain: *None*
Absent: *Miley*

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2 Independent Watchdog Committee (IWC)
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 April 24, 2017. The committee received a progress report on the Gap Grant Cycle 5 extension, approved the CIP recommendation, and received an update on the Countywide Needs Assessment. She concluded her report by updating the Commission on vacancies on the committee.

8. Planning Policy and Legislation Committee Action Items

8.1. Update on state, regional, local, and federal legislative activities
Tess Lengyel provided an update on state, regional, local and federal legislative activities. Tess provided a brief overview of the President's proposed budget as well as the current federal budget. On the state side, Tess informed the committee that SB 1 was approved on April 6, 2017 and she reviewed the $52 billion funding package, providing details on what programs and sources the package would fund. Tess provided information on policy changes and related legislation and gave an update on cap-and-trade court ruling that upholds the existing program. Tess recommended that the Commission approve the following bills:

AB 333 (Quirk) - Support Position
AB 344 (Melendez) – Oppose unless amend

Commissioner Ortiz asked how much of the funding is going to capital and how much is going to operations. Tess stated that there is a list from MTC in the packet that shows the transit operators estimates for capital and operations.

Commissioner Halliday wanted the number of the indemnity bill. Tess stated that it is SB 496 and the bill has already been approved by the legislator. Art stated that the bill was introduced last year and many agencies opposed the bill since it takes away the ability to assign risk to professional services contracts. Art stated that the agency will review the indemnity clause with legal counsel.

Commissioner Dutra-Vernaci asked for the definition of active transportation as mentioned in the report. Tess stated that typically active transportation includes bicycle/pedestrian improvements, complete streets, and transit. Tess noted that active transportation projects grant programs are available at both the state and regional levels.

Commissioner Kaplan asked if there was any information on the timeline of applications to be submitted for the active transportation funding category. Tess stated that a timeline has not been established at this point and the California Transportation Commission will address guidelines for SB 1 in May 2017.

Commissioner Kaplan noted that the agency is also reviewing legislation regarding express lane hours of operation as well as disable parking plaque abuse.

Halliday motioned to approve the two bills. Commissioner Haggerty seconded the motion. The motion passed with the following votes:

Yes:	*Kaplan, Valle, Ortiz, Haggerty, Campbell Washington, Miley, Carson, Saltzman, Spencer, Maass, Worthington, Biddle, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci*
No:	*None*
Abstain:	*None*
Absent:	*None*

9. Programs and Projects Action Items

9.1. Approve the 2018 Comprehensive Investment Plan; Approve Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC

Vivek Bhat recommended that the Commission approve the 2018 Comprehensive Investment Plan (CIP) and authorize the Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC. Vivek provided a brief overview of the CIP development process and stated that the 2018 CIP includes a total programming recommendation of approximately $405 million over the five-year CIP window; of which $261 million is recommended for allocation in fiscal years 2017-18 and/or 2018-19. Vivek mentioned that the item went to the technical committee and was approved with an opposing vote from one jurisdiction and one abstention from another jurisdiction. Art Dao concluded the report by mentioning that every jurisdiction is slated to receive allocations based on priorities in the list.

Commissioner Kalb asked how projects that were not funded get added to the plan. Art stated that this is a 30-year plan where projects which cycles projects biennially. He noted that the plan is vetting through by each jurisdictions technical staff prior to being recommended for adoption.

Commissioner Kalb requested a copy of the timely use of funds policy. Staff stated that they would provide that policy.

Commissioner Saltzman requested a list of projects that were not approved including project scoring. Art stated that staff can make that information available.

Commissioner Dutra-Vernaci stated that Union City opposed the recommendation but has since met with Alameda CTC staff and will support the plan with the

understanding that staff will continue to work with Union City and neighboring jurisdictions on the East-West connector project.

Commissioner Halliday and Commissioner Spencer expressed support for staff and the technical team's collaborative work on the CIP.

There was a public comment on this item made by Jennifer Ott of the City of Alameda who expressed support for the CIP.

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

Yes:	*Kaplan, Valle, Ortiz, Haggerty, Campbell Washington, Miley, Carson, Saltzman, Spencer, Maass, Worthington, Biddle, Bauters, Mei, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci*
No:	*None*
Abstain:	*None*
Absent:	*None*

10. Member Reports

Commissioner Halliday stated that she participated in a tour of hydrogen fueling stations throughout Alameda County.

11. Adjournment

The next meeting is:

Date/Time: Thursday, May 25, 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

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DATE:	May 18, 2017
SUBJECT:	I-580 Express Lane Operations (PN 1373002): Approval to execute new Professional Services Agreement with Electronic Transaction Consultants Corporation.
RECOMMENDATION:	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.

Summary

Alameda County Transportation Commission (Alameda CTC) is the project sponsor of the I-580 Express Lanes located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore. The I-580 Express Lanes opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. After an initial one-year warranty period, Alameda CTC accepted the electronic toll system/system integration as complete on February 22, 2017 and fully entered the Operations and Maintenance (O&M) phase of the project.

Electronic Transaction Consultants Corporation (ETCC) is the Toll System Integrator (TSI) and designer of record for the toll system and has performed these services under two separate construction phase contracts; one for eastbound and one for westbound. With the acceptance of the project and closeout of the project underway, upon the expiration of the contracts on June 30, 2017, several options are available to ensure uninterrupted operational support services for the Express Lanes:

1. Procure a new contract for O&M services.
2. Retain ETCC to provide O&M services.

Option 2 has been determined to provide the best value in administration, services, and overall near term O&M cost. Staff recommends option 2 above and that the Commission 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 O&M services for the I-580 Express Lanes for a three-year period from July 1, 2017 – June 30, 2020.

Background

The I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction and were opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. Motorists using the I-580 Express Lanes facility enjoy travel time savings and travel reliability benefits because the express lanes optimize corridor capacity by providing an alternative choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes. The electronic toll system includes technologies to collect traffic data needed for a dynamically priced tolling system, detect FasTrak© toll tag information, including occupancy declaration for eligible high-occupancy vehicles, and capture images of vehicles and license plates for violation enforcement and enhanced tolling capabilities.

Electronic Transaction Consultants Corporation (ETCC) was selected by Alameda CTC in 2009, under a competitive selection process, to develop and design software and hardware, procure and install toll equipment, provide required interface with BATA, test and open the toll system, and provide warranty period services for the eastbound express lane. In late 2012, a decision was made to design and construct the eastbound and westbound facilities concurrently. In consideration of the cost and schedule for the Express Lanes Project (for both eastbound and westbound directions), the Commission determined at its meeting in July 2013 that it was in the best interest of the Alameda CTC and the Express Lanes Project to utilize ETCC to deliver the westbound facilities in addition to delivering the eastbound project; thus Alameda CTC and ETCC entered into a separate agreement for the westbound toll system implementation. The I-580 Express Lanes opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. After an initial one-year warranty period, Alameda CTC accepted the electronic toll system/system integration as complete on February 22, 2017 and fully entered the Operations and Maintenance (O&M) phase of the project.

With the acceptance of the project and closeout of the project underway, upon the expiration of the contracts on June 30, 2017, staff has considered the following options to ensure uninterrupted operational support services for the Express Lanes:

Option 1: Procure a new contract for these services.

The procurement is estimated to take 4-6 months. In the event a new consultant is selected to provide O&M services, an approximately year-long effort by the new consultant would be required to:

- Develop and customize their toll system software for the I-580 Express Lanes;
- Test the new system to ensure agency toll policies and business rules were incorporated;
- Modify the field equipment as needed for the equipment to work with the new vendor's software; and
- Develop and test the new interface with BATA for toll processing.

While this work is being conducted by the new consultant, ETCC's services would need to be retained to support the current toll system until the new consultant was ready to bring their system online and take over.

This option increases the administration effort and would result in a multi-million dollar up-front investment for a new toll system, increasing the overall cost for O&M services in the near term.

Option 2: Retain ETCC to provide these services and issue one new contract for the I-580 Express Lanes.

Due to the unique requirements of the technology infrastructure associated with express lanes, it is customary in the toll industry for the Toll System Integrator (TSI) to provide some level of O&M support services, at least during the initial years of operations. This is due to the following reasons:

- The TSI develops and customizes the software used by the system for the specific toll corridor to incorporate the agency's toll policies and business rules;
- The TSI has intimate knowledge of the toll system infrastructure – both field and back office – and is best suited to handle system issues that may arise; and
- The code is proprietary and code modifications by anyone other than the TSI are prohibited, thus any changes to tolling policies (such as partial tolls for clean air vehicles) could not be implemented without engaging the TSI of record.

The O&M support services is estimated at ***$7,500,000*** for three years and includes the following tasks:

Task Item	**Estimated Budget**
Field Maintenance (24/7 service), including equipment monitoring and replacement	$1,332,000
Back office and remote support for the software applications and database (24/7 service), including performance monitoring and engineering support	$1,156,000
Third party software licenses and subscription-based support services	$264,000

Leased communication services for data transfer between the field equipment and the toll data center in San Francisco	$562,000
Ad-Hoc Performance and Data Reporting Services	$353,000
Manual Image Review to support express lane trip building (optional)[1]	$3,000,000
On-Call Services for major field repairs due to accidental damage, system modifications requested to improve system performance, or system changes in response to modifications in tolling policies (such as partial tolling of clean air vehicles)[2]	$843,000
Total:	$7,500,000

[1] Manual image review is paid per image reviewed and is an optional task.

[2] On-call services would be issued on a task-order basis.

This option reduces the administration effort and would result in reducing the overall cost for O&M services in the near term.

Staff recommends Option 2 above to retain ETCC's services since the open procurement would result in a multi-million dollar up-front investment for a new toll system. This is not a prudent option at this time given that the current system was recently accepted. It may, however, be considered at a later date.

The proposed new professional services agreement with ETCC will ensure uninterrupted O&M support services necessary for the smooth functioning of the I-580 Express Lanes. Staff negotiated with ETCC to perform the necessary O&M services on an annual basis for each of the next three years.

The I-580 Express Lanes Operations is funded by toll revenues. Consultant O&M Support Services is a standing item in the annual operating budget.

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

Fiscal Impact: The fiscal impact of approving this item is $7,500,000. The action will authorize toll revenue funds to be used for subsequent expenditure. Budget has been included in the approved I-580 operations budget for FY 2017-18 and will be included in future fiscal year I-580 operations budgets as appropriate.

Staff Contact

Liz Rutman, Express Lane Operations and Maintenance

DATE:	May 18, 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 March 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 carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

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

March 2017 Operations Update: Over 680,000 express lane trips were recorded during operational hours in March, an average of approximately 29,900 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 March 2017

Trip Classification		Percent of Trips
By Type	HOV-eligible with FasTrak flex tag	38%
	SOV with FasTrak standard or flex tag	41%
	No valid toll tag	21%
By Direction	Westbound	44%
	Eastbound	56%

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 March. 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 October 2016 to March 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 October through March, the average speeds in the westbound express lane ranged from 50 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Santa Rita Road. The express lane operated at LOS C or better at all times, with LOS C occurring only for a short period of time in the middle of the corridor (Isabel Avenue to Santa Rita Road) during the morning commute hours. By comparison, the general purpose lanes experienced speeds as low as 35 mph and LOS D

throughout several sections of the corridor. During the evening commute, the westbound lanes experiences a small period of reverse-commute congestion between San Ramon Road and Hacienda Road from 5 pm to 6 pm, though the express lane continues 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 LSO A.

Table 2. Speed Differentials and Level of Service for March 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 - 8	6	A	C
	North Livermore Ave	2 - 5	4	B	C
	Fallon Road	4 - 11	7	B	C
	Santa Rita Road	10 - 15	12	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	20 - 27	24	C	E
	Airway Blvd	8 – 11	10	B	C
	North First Street	4 – 9	8	B	C
	Vasco Road	9 - 21	14	B	C

In the eastbound direction, average express lane speeds from October 2016 through March 2017 ranged from 20 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 70 mph. Most of the express lane corridor operates at LOS C 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 LOS F at the western end of the corridor, and speeds and LOS similar to the express lanes but for longer periods of time at the eastern end of the corridor, 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 March 2017. In the eastbound direction, the maximum toll of $9.00 was reached 19 of 23 days. This is due to a change in the toll rate plan made on February 8, 2017 in an effort to improve the traffic flow in the first segment of the eastbound express lane between Hacienda Road and Fallon Road. The primary goal of express lane is to provide speed and travel time reliability

to HOV-eligible users, allowing SOVs to pay a toll to use the lanes when such use would not diminish those benefits. Managing the usage by SOVs is achieved by manipulation of the toll rates, which are dynamically priced, rising and falling with congestion. The eastbound toll rate pricing plan was adjusted to increase the price to enter the express lane at the start of the buffered segment. While the price to enter the express lane system at Hacienda Road increases to $9.00 on most days, the toll to enter immediately after the buffered section and at the start of the two-lane section near Fallon Road is typically $5.75 or less.

Table 3. Toll Rate Data for March 2017

Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed[1] Toll (All Toll Trips)
Westbound	$8.75 (1 of 23 days)	$1.93
Eastbound	$9.00 (19 of 23 days)	$3.02

[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 5.8 million total trips. Total gross revenues received include over $7.0 million in toll revenues and $2.1 million in violation penalties.

A public education advertising campaign targeting I-580 commuters in Alameda and San Joaquin Counties continued through April. The campaign encouraged carpooling on the corridor and emphasized that carpools require a properly mounted FasTrak Flex toll tag and that FasTrak accounts are required of all users of the express lanes. The campaign included announcements during traffic radio reports, social media ads, outdoor bus ads on LAVTA and RTD buses, and gas station pump-top videos. Additional express lane outreach and education continues including via social media and in-app advertising.

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 this summer.

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

Liz Rutman, Express Lanes Operation and Maintenance Manager

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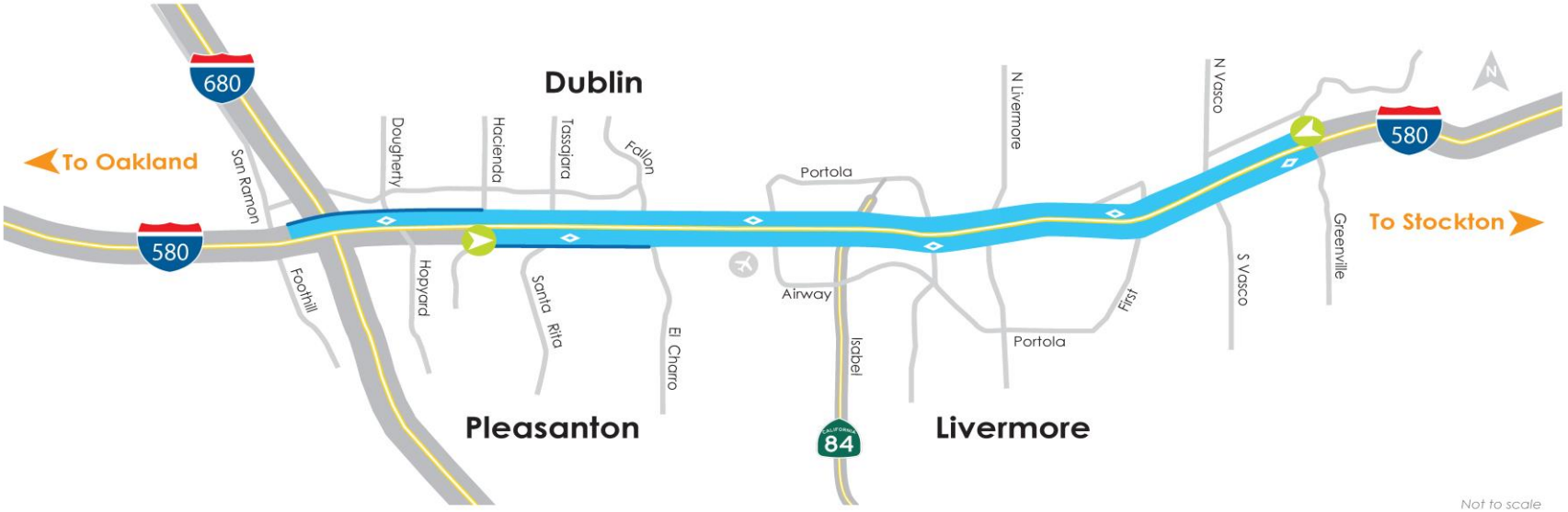
I-580 Express Lanes Project Location Map

6.3A



Two Eastbound Express Lanes

Lanes begin at Hacienda

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

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

One Westbound Express Lane

Lane begins at Greenville

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

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

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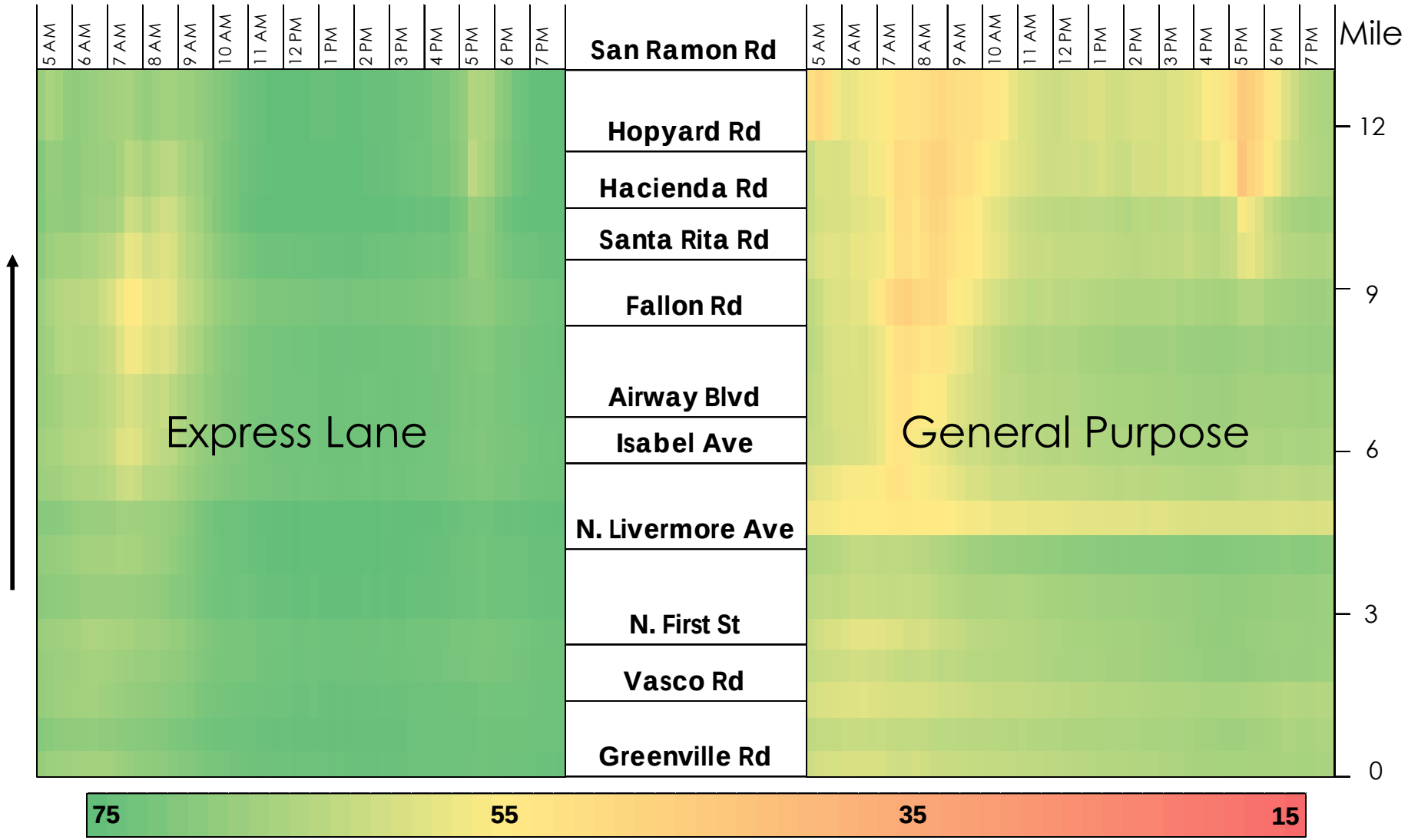
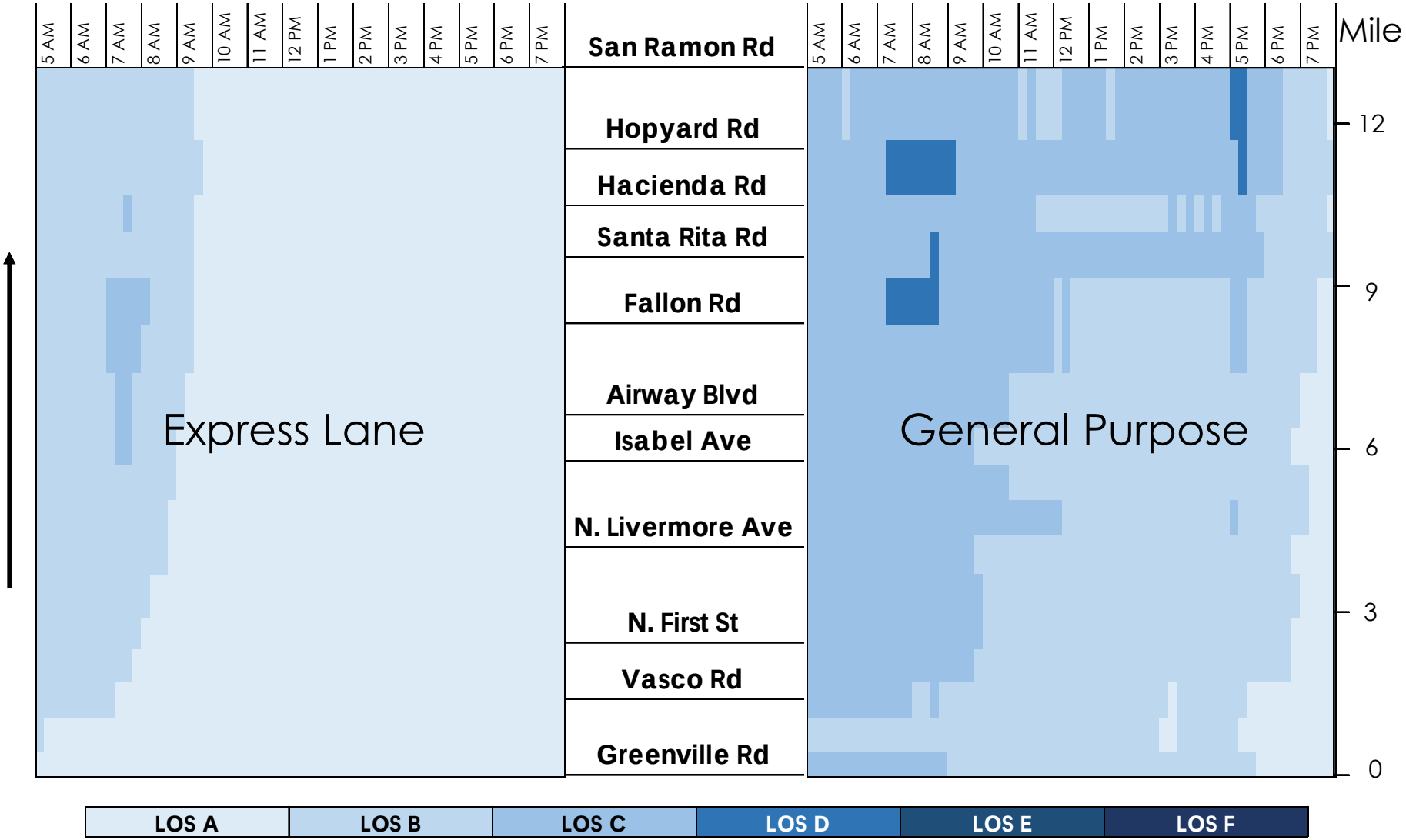
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, October 2016 – March 2017



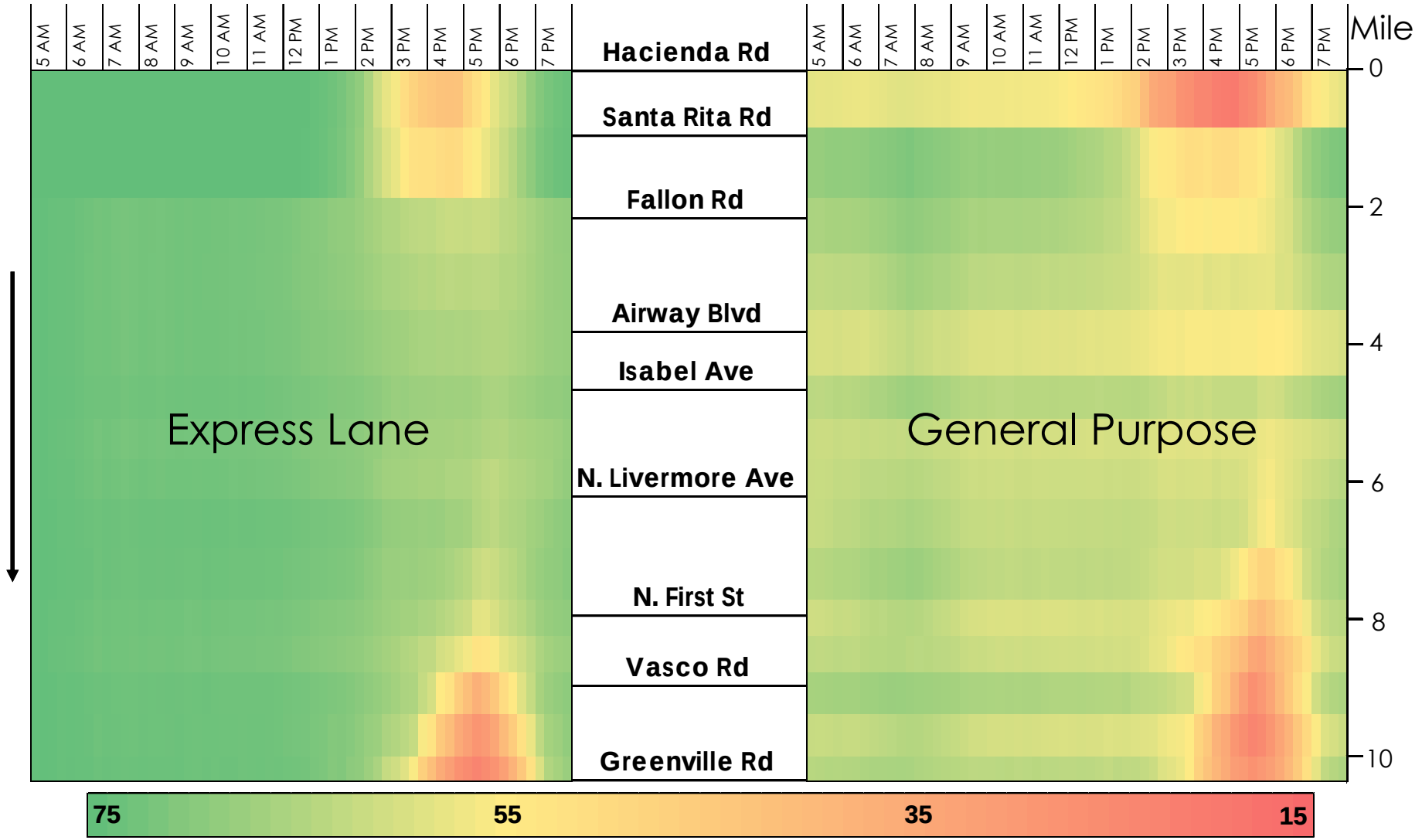
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, October 2016 – March 2017



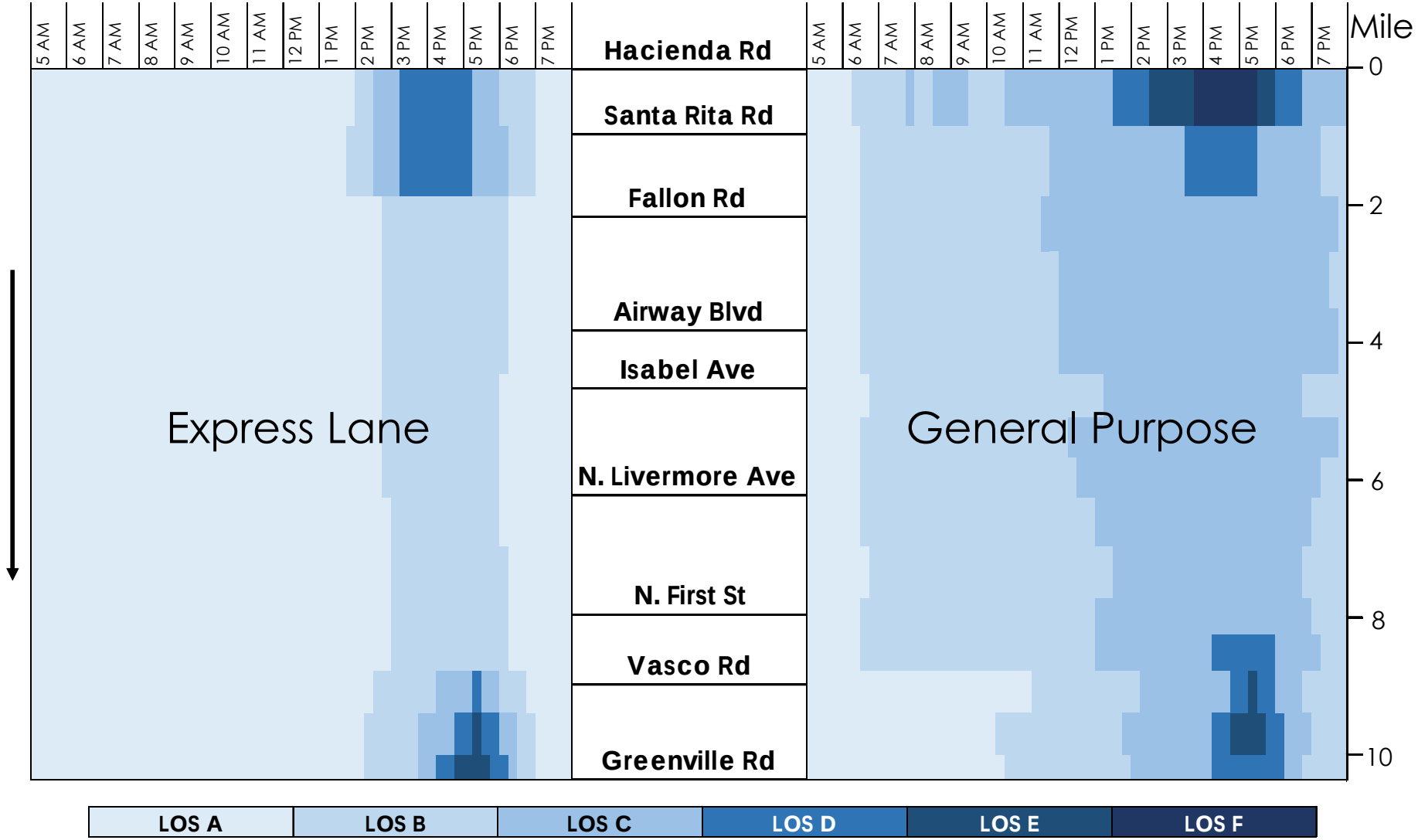
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, October 2016 – March 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, October 2016 – March 2017



DATE:	May 18, 2017
SUBJECT:	2016 Alameda CTC Annual Report
RECOMMENDATION:	Receive the 2016 Alameda CTC Annual Report.

Summary

Alameda CTC prepares an annual report each year, as required in the Public Utilities Code section 180111, on progress made to achieve the objective of improving transportation in Alameda County. The 2016 Annual Report includes a message from Executive Director Arthur L. Dao, highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers to foster a vibrant and livable Alameda County, and includes financial information for FY2015-16.

Many of these transportation investments are funded largely through local, voter-approved Measure B and Measure BB sales tax dollars and local, voter-approved Vehicle Registration Fee (VRF) funds. The annual report includes financial information related to Measure B and Measure BB revenues and expenditures for the year ended June 30, 2016, as well as information related to the VRF Program, including the total net VRF revenue from the start of the program, and revenues and expenditures through June 30, 2016.

Fiscal Impact: There is no fiscal impact.

Attachment

A. 2016 Alameda CTC Annual Report *(hyperlinked to web)*

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Patricia Reavey, Deputy Executive Director of Finance and Administration

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DATE:	May 18, 2017
SUBJECT:	FY2016-17 Third Quarter Report of Claims Acted Upon Under the Government Claims Act
RECOMMENDATION:	Receive the FY2016-17 Third Quarter Report of Claims Acted Upon Under the Government Claims Act.

Summary

Tort claims against Alameda CTC and other California government entities are governed by the Government Claims Act (Act). The Act allows the Commission to delegate authority to an agency employee to review, reject, allow, settle, or compromise tort claims pursuant to a resolution adopted by the Commission. If the authority is delegated to an employee, that employee can only reject claims or allow, settle, or compromise claims $50,000 or less. The decision to allow, settle, or compromise claims over $50,000 must go before the Commission for review and approval.

California Government Code section 935.4 states:

> "A charter provision, or a local public entity by ordinance or resolution, may authorize an employee of the local public entity to perform those functions of the governing body of the public entity under this part that are prescribed by the local public entity, but only a charter provision may authorize that employee to allow, compromise, or settle a claim against the local public entity if the amount to be paid pursuant to the allowance, compromise or settlement exceeds fifty thousand dollars ($50,000). A Charter provision, ordinance, or resolution may provide that, upon the written order of that employee, the auditor or other fiscal officer of the local public entity shall cause a warrant to be issued upon the treasury of the local public entity in the amount for which a claim has been allowed, compromised, or settled."

On June 30, 2016, the Commission adopted a resolution which authorized the Executive Director to reject claims or allow, settle, or compromise claims up to and including $50,000.

Background

There have only been a handful of small claims filed against Alameda CTC and its predecessors over the years, and many of these claims were erroneously filed, and should have been filed with other agencies (such as Alameda County, AC Transit, and Caltrans). As staff moves forward with the implementation of Measure BB, Alameda CTC may experience an increase in claims against the agency as Alameda CTC puts more projects on the streets and highways of Alameda County and as Alameda CTC's name is recognized as a funding agency on these projects. Staff works directly with the agency's insurance provider, the Special District Risk Management Authority (SDRMA), when claims are received so that responsibility may be determined promptly and they might be resolved expediently or referred to the appropriate agency. This saves Alameda CTC money because when working with the SDRMA directly, much of the legal costs to address these claims are covered by insurance.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Report on Claims Acted Upon by Staff under the Government Claims Act January 1, 2017 – March 31, 2017

Staff Contact

Patricia Reavey, Deputy Executive Director of Finance and Administration

Claims Acted Upon by Staff Under the Government Claim Act
January 1, 2017 - March 31, 2017

Claimant	Submitted By	Received Date	Amount	Action Taken	Date	Notes
Moises Torres	claimant	February 14, 2017	$ 678.95 + tax	Claim Rejected	March 1, 2017	Claim was rejected as non-jurisdictional.
Oliver Tevis Jr.	claimant	February 15, 2017	$ 56.64	Claim Rejected	March 1, 2017	Claim was rejected as non-jurisdictional.

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DATE:	May 18, 2017
SUBJECT:	Alameda CTC FY2016-17 Third Quarter Consolidated Financial Report
RECOMMENDATION:	Approve the Alameda CTC FY2016-17 Third Quarter Consolidated Financial Report.

Summary

Alameda CTC's expenditures through March 31, 2017 are within year-to-date budget authority per the currently adopted budget. The agency remains in a strong financial position as compared to budget through the third quarter and is on track to close out the fiscal year with no further budget adjustments required.

The attached FY2016-17 Third Quarter Financial Report has been prepared on a consolidated basis and is compared to the year-to-date currently adopted budget. This report provides a summary of FY2016-17 actual revenues and expenditures through March 31, 2017. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100 percent indicate that actual revenue or expenditure items are over 75 percent of the total annual budget through the third quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are under 75 percent of the total annual budget through the third quarter of the fiscal year. As of March 31, 2017, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of $31.8 million mostly due to sales tax revenues received but not yet spent, primarily in the Special Revenue Funds for discretionary grants.

Activity

The following are highlights of actual revenues and expenditures compared to budget as of March 31, 2017 by expenditure category:

Revenues

Sales tax revenues are over budget by $5.9 million, or 2.8 percent, and investment income is over budget by $1.5 million or 203.3 percent as interest rates have begun to rise in the last few months. Toll revenues are over budget by $1.2 million which can help to fund the targeted operational reserve, and grant revenues are under budget by $22.8 million

mostly related to capital and other projects. Grant revenues are recognized on a reimbursement basis, therefore correlated with directly related expenditures, so capital and other project expenditures also will be under budget.

Salaries and Benefits
Salaries and benefits in all categories is slightly over budget by $0.06 million, or 1.6 percent, as of March 31, 2017 due to a timing difference and a 5 percent decrease in the currently adopted budget approved in March 2017 from the FY2016-17 originally adopted budget. The decrease in the budget was proposed because staff believes that the new budget is closer to where expenses will be realized by fiscal year end.

Administration
Costs for overall administration is over budget by $6.3 million, or 25.8 percent, due to debt service which incurred 100 percent of the annual costs by March 31, 2017 and will not incur any additional costs in the fourth quarter of the fiscal year. Debt service costs are required to be recorded when incurred per government accounting standards. Debt service costs will equal budget by year-end.

I-580 Express Lanes Operations
The I-580 Express Lanes Operations expenditures are under budget by $1.3 million, or 29.1 percent, mostly related to operations and maintenance costs and costs for revenue collection services.

Planning and Programs
Planning expenditures are under budget by $0.8 million, or 34.3 percent, and program expenditures are under budget by $16.3 million, or 11.8 percent, mostly related to grants and other programming awards for which incoming bills have been delayed due to continued efforts with member agencies to put required agreements in place which would allow for invoicing on Measure BB projects.

Capital Projects
Capital Projects expenditures are under budget by $92.9 million, or 59.3 percent. This variance is related to timing issues on certain capital projects. There are currently no real budget issues on capital projects.

Limitations Calculations

Staff has completed the limitations calculations required for both 2000 Measure B and 2014 Measure BB related to salary and benefits and administration costs, and Alameda CTC is in compliance with all limitation requirements.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Alameda CTC Consolidated Revenues/Expenditures Actual vs. Budget as of March 31, 2017

Staff Contact

Patricia Reavey, Deputy Executive Director of Finance and Administration

Yoana Navarro, Accounting Manager

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Consolidated Revenues/Expenditures
March 31, 2017

	Total Consolidated YTD Actuals	Total Consolidated YTD Budget	% Used	Favorable (Unfavorable) Variance
REVENUES				
Sales Tax Revenue	$ 213,418,319	$ 207,525,000	102.84	$ 5,893,319
Investment Income	2,217,980	731,250	303.31	1,486,730
Member Agency Fees	1,046,114	1,046,114	100.00	-
VRF Funds	9,580,391	9,000,000	106.45	580,391
Toll Revenues	7,001,340	5,850,000	119.68	1,151,340
Toll Violation Revenues	2,141,422	1,056,527	202.69	1,084,896
Other Revenues	2	-	-	2
Regional/State/Federal Grants	11,058,772	20,780,176	53.22	(9,721,404)
Local and Other Grants	6,816,890	19,892,897	34.27	(13,076,007)
Total Revenues	$ 253,281,231	$ 265,881,964		$ (12,600,733)
EXPENDITURES				
Administration				
Salaries and Benefits	1,627,340	1,392,851	116.84	(234,490)
General Office Expenses	1,028,409	1,141,247	90.11	112,838
Travel Expense	16,908	30,000	56.36	13,092
Debt Service	26,471,350	19,853,513	133.33	(6,617,838)
Other Administration	1,490,646	1,700,780	87.64	210,134
Commission and Community Support	139,151	185,288	75.10	46,137
Contingency	-	150,000	-	150,000
I-580 Operations				
Salaries and Benefits	95,728	146,309	65.43	50,580
Project Management/Controls	194,980	207,056	94.17	12,076
Other Operating Expenditures	2,981,371	4,260,000	69.99	1,278,629
Planning				
Salaries and Benefits	770,704	634,419	121.48	(136,285)
Planning Management and Support	52,940	504,042	10.50	451,102
Transportation Planning	603,680	937,579	64.39	333,898
Congestion Management Program	91,761	236,043	38.87	144,282
Programs				
Salaries and Benefits	1,010,968	1,029,554	98.19	18,586
Programs Management and Support	964,369	995,036	96.92	30,667
Safe Routes to School Program	529,347	1,332,591	39.72	803,244
VRF Programming	6,527,342	9,510,000	68.64	2,982,658
Measure B/BB Direct Local Distribution	110,281,549	107,224,930	102.85	(3,056,619)
Grant Awards	1,006,579	7,639,892	13.18	6,633,313
Other Programming	1,699,081	10,622,344	16.00	8,923,263
Capital Projects				
Salaries and Benefits	200,374	443,155	45.22	242,781
Capital Project Expenditures	63,652,170	156,331,587	40.72	92,679,417
Total Expenditures	$ 221,436,748	$ 326,508,214		$ 105,071,466
Net revenue over / (under) expenditures	$ 31,844,483	$ (60,626,250)		

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DATE:	May 18, 2017
SUBJECT:	Alameda CTC FY2016-17 Third Quarter Investment Report
RECOMMENDATION:	Approve the Alameda CTC FY2016-17 Third Quarter Investment Report.

Summary

For the quarter ending March 31, 2017, the Alameda CTC's investments are in compliance with the Agency's investment policy and the portfolios have met the benchmark goals for the quarter. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

The Quarterly Consolidated Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of March 31, 2017. The report also shows balances as of June 30, 2016 for comparison purposes. The *Portfolio Review for Quarter Ending March 31, 2017* (Attachment B), prepared by GenSpring, provides a review and outlook of current market conditions, an investment strategy to maximize return without compromising safety and liquidity, and an overview of the strategy used to develop the bond proceeds portfolio.

Portfolio Highlights

The following are key highlights of cash and investment information as of March 31, 2017:

- As of March 31, 2017, total cash and investments held by the Alameda CTC was $431.3 million, an increase of $12.7 million or 3.0 percent over June 30, 2016.
- Compared to prior year-end balances:
  - The 1986 Measure B investment balance decreased $3.4 million or 2.5 percent due to capital projects expenditures.
  - The 2000 Measure B investment balance decreased $7.2 million or 4.6 percent, in large part due to a required principal payment made on the outstanding bonds during March 2017.

- The 2014 Measure BB investment balance increased $21.1 million or 32.0 percent mostly due to the continued effort with member agencies to put required agreements in place which would authorize invoicing for expenditures incurred on Measure BB projects.
- The Non-Sales Tax investment balance increased $2.2 million or 3.8 percent primarily due to the reimbursement of grant funds which outpaced expenditures slightly during the third quarter as non-sales tax capital projects wind down.

Investment yields have increased slightly with the approximate average return on investments through the third quarter at 0.71percent compared to the prior year's average return of 0.46 percent. Return on investments were projected for the FY2016-17 budget year at varying rates ranging from 0.2 - 0.7 percent depending on investment type.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Consolidated Investment Report as of March 31, 2017
B. Portfolio Review for Quarter Ending March 31, 2017 (provided by GenSpring)
C. Fixed Income Portfolio as of March 31, 2017

Staff Contacts

Patricia Reavey, Deputy Executive Director of Finance and Administration

Lily Balinton, Director of Finance

Yoana Navarro, Accounting Manager

Alameda CTC
Consolidated Investment Report
As of March 31, 2017

1986 Measure B	Un-Audited	Interest Earned				FY 2015-2016	
		As of March 31, 2017				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	$ 1,885,212	$ 2,149	0.15%			$ 2,924,961	8,766
State Treasurer Pool (LAIF) (1)	8,858,949	57,205	0.86%			11,806,194	62,150
Investment Advisor (1) (2)	114,910,417	707,666	0.82%			114,339,737	699,222
Loan to Non-Sales Tax General Fund	10,000,000	-	-			10,000,000	-
1986 Measure B Total	$ 135,654,579	$ 767,020	0.75%	$ 157,500	$ 609,520	$ 139,070,893	$ 770,137
						Approx. ROI	*0.55%*

2000 Measure B	Un-Audited	Interest Earned				FY 2015-2016	
		As of March 31, 2017				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	$ 2,661,992	$ 4,100	0.21%			$ 6,165,527	$ 15,678
State Treasurer Pool (LAIF) (1)	28,476,624	137,722	0.64%			29,931,996	114,809
Investment Advisor (1) (2)	105,173,820	577,562	0.73%			96,727,857	511,093
2014 Series A Bond Project Fund (1)	1,156	2,159	0.07%			5,778,998	29,488
2014 Series A Bond Interest Fund (1)	3,535,727	45,186	1.70%			9,158,139	86,048
2014 Series A Bond Principal Fund (1)	1,814,817	32,151	2.36%			-	-
Project Deferred Revenue (1) (3)	6,656,782	38,068	0.76%			7,753,151	34,739
2000 Measure B Total	$ 148,320,918	$ 836,947	0.75%	$ 330,000	$ 506,947	$ 155,515,667	$ 791,855
						Approx. ROI	*0.51%*

2014 Measure BB	Un-Audited	Interest Earned				FY 2015-2016	
		As of March 31, 2017				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	$ 6,795,181	$ 5,942	0.12%			$ 12,751,139	$ 33,307
State Treasurer Pool (LAIF) (1)	50,090,768	$ 290,966	0.77%			53,043,649	100,165
Investment Advisor (1) (2)	29,959,947	$ 86,054	0.38%			-	-
2014 Measure BB Total	$ 86,845,896	$ 382,962	0.59%	$ 165,000	$ 217,962	$ 65,794,788	$ 133,472
						Approx. ROI	*0.20%*

Non-Sales Tax	Un-Audited	Interest Earned				FY 2015-2016	
		As of March 31, 2017				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	$ 8,507,523	$ 10,826	0.17%			$ 20,552,837	$ 34,696
State Treasurer Pool (LAIF) (1)	53,434,406	258,292	0.64%			33,601,132	119,890
Project Deferred Revenue (1) (4)	8,549,031	49,702	0.78%			14,124,614	65,492
Loan from 1986 Measure B	(10,000,000)	-	-			(10,000,000)	-
Non-Sales Tax Total	$ 60,490,961	$ 318,820	0.70%	$ 78,750	$ 240,070	$ 58,278,584	$ 220,078
						Approx. ROI	*0.38%*
Alameda CTC TOTAL	$ 431,312,352	$ 2,305,750	0.71%	$ 731,250	$ 1,574,500	$ 418,659,932	$ 1,915,542

Notes:

(1) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
(2) See attachments for detail of investment holdings managed by Investment Advisor.
(3) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which includes TVTC funds.
(4) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which include VRF, TVTC, San Leandro Marina, TCRP, PTMISEA and Cal OES.
(5) Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

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Alameda County Transportation Commission
Portfolio Review for the Quarter Ending
March 31, 2017

Fixed Income Market Review and Outlook

Economic data, especially European and US economic figures, continued to show steady improvement. The Federal Reserve (Fed) continued on their gradual path of normalization, raising interest rates by 0.25% at their March meeting. Importantly, the Fed's target rate—currently at a range of 0.75% to 1.00%—remains low by historical standards.

There has been a growing gap between investor expectations and actual economic performance. Many have attributed the cheerier outlook to the so-called Trump Trade. Indeed, confidence-related data of nearly all stripes improved since November; most notably, the University of Michigan Consumer Sentiment Index, which spiked to a 14-year high.

Accordingly, markets digested the Fed's rate increase, which hampered global stock returns for the balance of March. Yet, most major global stock indices finished just off of multi-year highs and posted their best quarter in more than three years. International stocks wrestled back the top spot for March and the first quarter.

Given that the bond market largely expected the Fed's rate increase, bond yields reset modestly lower. While choppy rates caused most bond sectors to post small losses for March, US core bonds had gains for the first quarter. Outside of government issues, high yield bonds led the pack.

Portfolio Allocation

As of the end of the quarter, the consolidated Alameda CTC portfolio consisted of 34.3% US Government Agency securities, 40.3% US Treasury securities, 23.8% High Grade Corporate Bonds and 1.6% of cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending March 31, 2017 the Alameda CTC portfolio continues to have one compliance item of note which is expected to remain through the maturity of the bond in July 2017;

Anheuser Busch bonds were purchased for both the 1986 Measure B and the 2000 Measure B investment portfolios in May of 2015. The invested amounts are $3,000,000 in each account. The security has a maturity date of 7/15/17. The credit ratings at the time of

purchase were A2/A by Moody's and S&P, respectively. In part due to a proposed merger, the security's credit rating was downgraded to A3 by Moody's and A- by S&P. Based on the credit outlook and strong fundamentals, we recommend that Alameda CTC continue to hold the security, and the Alameda CTC investment officer agreed.

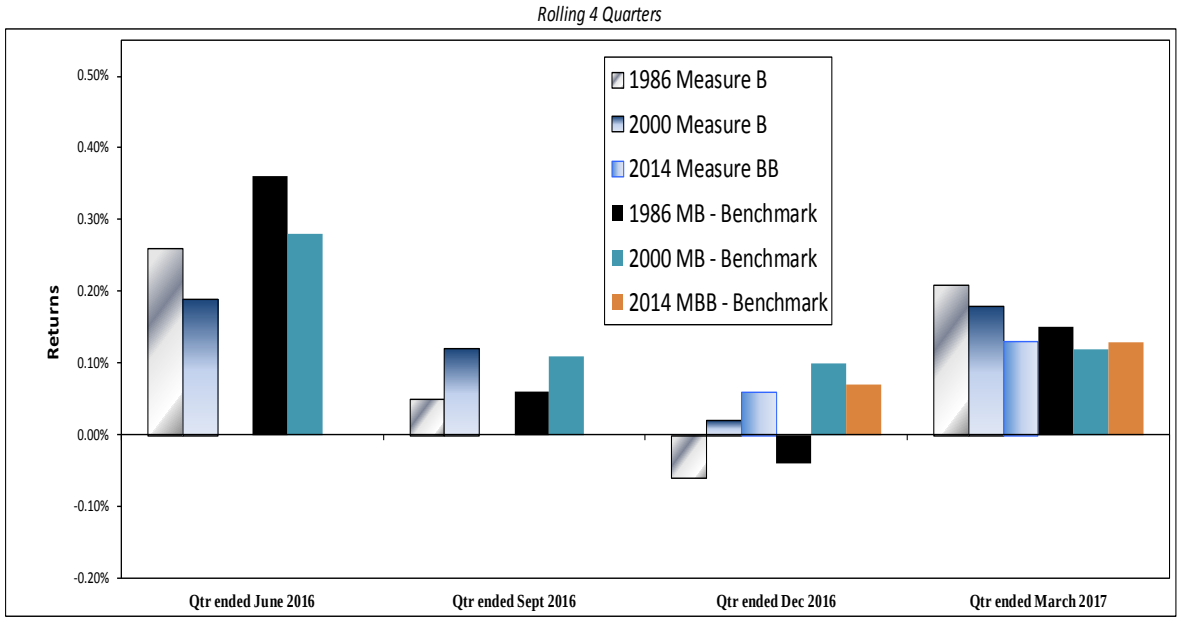
Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. For the quarter ending March 31, 2017, the 1986 Measure B portfolio returned **0.21%**. This compares to the benchmark return of **0.15%**. For the quarter ending March 31, 2017, the 2000 Measure B portfolio returned **0.18%**. This compares to the benchmark return of **0.12%**. For the quarter ending March 31, 2017, the 2014 Measure BB portfolio returned **0.13%.** This compares to the benchmark return of **0.13%**. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, 2017, the 1986 Measure B portfolio's yield to maturity or call was **1.16%.** The benchmark's yield to maturity was **1.01%**. For the quarter ending March 31, 2017, the 2000 Measure B portfolio's yield to maturity or call was **1.11%.** The benchmark's yield to maturity was **0.90%**. For the quarter ending March 31, 2017, the 2014 Measure BB portfolio's yield to maturity or call was **0.97%.** The benchmark's yield to maturity was **0.83%**.

Alameda CTC

Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Trailing 12 Months
MONTHLY PERFORMANCE DATA													
1986 Measure B	0.03%	-0.01%	0.24%	0.02%	-0.02%	0.05%	0.03%	-0.15%	0.06%	0.12%	0.08%	0.01%	0.46%
2000 Measure B	0.05%	0.00%	0.14%	0.04%	0.03%	0.05%	0.04%	-0.08%	0.06%	0.10%	0.07%	0.01%	0.51%
2014 Measure BB								0.00%	0.06%	0.09%	0.04%	0.00%	0.19%
Benchmark - 1986 MB[1]	0.09%	-0.05%	0.32%	0.01%	-0.05%	0.10%	0.01%	-0.10%	0.05%	0.11%	0.07%	-0.03%	0.53%
Benchmark - 2000 MB[2]	0.10%	-0.02%	0.20%	0.03%	-0.01%	0.09%	0.04%	0.01%	0.05%	0.10%	0.06%	-0.04%	0.61%
Benchmark - 2014 MBB[3]								0.02%	0.05%	0.07%	0.06%	0.00%	0.20%

Note: Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

[1] (1986 Measure B) Benchmark is a customized benchmark comprised of 25% ML 1 -3 year Tsy index, 25% ML 6mo. Tsy index and 50% ML 1 year Tsy index

[2] (2000 Measure B) Benchmark is currently a customized benchmark comprised of 50% ML 6mo. Tsy index and 50% ML 1 year Tsy index.

[3] (2014 Measure BB) Benchmark is the ML 6mo. Tsy index

Bond Proceeds Portfolios

On March 4, 2014, in conjunction with the issuance of the Alameda County Transportation Commission Sales Tax Revenue Bonds, Series 2014, (the Series 2014 Bonds), Alameda CTC established both an ***Interest Fund*** and ***Project Fund*** at Union Bank of California, the Series 2014 Bond trustee. These portfolios were initially funded with $108,944,688 in the Project Fund and $20,335,856 in the Interest Fund, which was an amount net of the initial drawdown for bond related project costs incurred prior to closing.

As of March 31, 2017, nearly all of the funds had been distributed from the Project Fund in the amount of $109,105,985.46 which includes interest earnings on the bond funds, and $17,056,538.75 had been distributed from the Interest Fund. The quarter end values of the Project and Interest Funds, including unrealized gains and losses, were $1,156.23 and $3,546,377.73 respectively.

The portfolios were invested by buying allowable high grade fixed income securities. As of March 31, 2017 the average life of the cash flows for the Interest Fund was roughly **0.52** years while the average life of the cash flows of the Project Fund was anticipated to be approximately 1 week.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. As of the end of the quarter the Interest Fund portfolio's yield to maturity was **0.89%** and the Project Fund portfolio's yield to maturity was **0.62%** (the current money market fund yield)**.** By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the month would yield **0.90%** and **0.71%** respectively.

For the quarter ending March 31, 2017, the Alameda CTC Series 2014 Bonds Interest Fund and Project Fund portfolios were invested in compliance with the Bond Indenture dated February 1, 2014.

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
March 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				187,046.38		187,046.38		187,046.38	0.16		0.0
	pendingcash	PENDING SETTLEMENT				729.57		729.57		729.57	0.00		0.0
						187,775.95		187,775.95		187,775.95	0.16		0.0
CORPORATE BONDS													
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A	101.77	1,017,700.00	100.07	1,000,720.00	8,341.67	1,009,061.67	0.87	1.35	0.1
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.10	1,001,000.00	99.99	999,880.00	3,450.00	1,003,330.00	0.87	0.98	0.1
1,500,000.0000	084664bs9	BERKSHIRE HATHAWAY FIN CORP 1.600% Due 05-15-17	AA2	AA	101.35	1,520,175.00	100.02	1,500,315.00	9,066.67	1,509,381.67	1.31	1.39	0.1
3,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	101.52	3,045,480.00	100.01	3,000,261.00	18,700.00	3,018,961.00	2.62	1.53	0.1
1,000,000.0000	89233p6d3	TOYOTA MTR CRD CORP MTN BE 1.750% Due 05-22-17	AA3	AA-	101.32	1,013,200.00	100.08	1,000,830.00	6,270.83	1,007,100.83	0.87	1.13	0.1
1,000,000.0000	88579yae1	3M CO 1.000% Due 06-26-17	A1	AA-	100.35	1,003,500.00	100.00	1,000,002.00	2,638.89	1,002,640.89	0.87	0.98	0.2
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A3	A-	100.78	3,023,430.00	99.90	2,996,982.00	8,708.33	3,005,690.33	2.61	1.70	0.3
1,000,000.0000	911312ap1	UNITED PARCEL SERVICE INC 1.125% Due 10-01-17	A1	A+	100.33	1,003,320.00	99.87	998,678.00	5,625.00	1,004,303.00	0.87	1.38	0.5
2,500,000.0000	713448db1	PEPSICO INC 1.000% Due 10-13-17	A1	A	100.05	2,501,250.00	99.86	2,496,467.50	11,666.67	2,508,134.17	2.18	1.26	0.5
2,500,000.0000	22160kae5	COSTCO WHSL CORP NEW 1.125% Due 12-15-17	A1	A+	100.14	2,503,475.00	99.85	2,496,347.50	8,281.25	2,504,628.75	2.18	1.33	0.7
2,500,000.0000	458140al4	INTEL CORP 1.350% Due 12-15-17	A1	A+	100.55	2,513,750.00	100.06	2,501,612.50	9,937.50	2,511,550.00	2.18	1.25	0.7
1,700,000.0000	05531fam5	BB&T CORPORATION 1.450% Due 01-12-18	A2	A-	99.52	1,691,806.00	99.98	1,699,743.30	5,409.31	1,705,152.61	1.48	1.46	0.8
1,000,000.0000	166764av2	CHEVRON CORP NEW 1.365% Due 03-02-18	AA2	AA-	99.72	997,200.00	99.94	999,422.00	1,099.58	1,000,521.58	0.87	1.42	0.9
2,500,000.0000	594918as3	MICROSOFT CORP 1.000% Due 05-01-18	AAA	AAA	99.70	2,492,500.00	99.66	2,491,477.50	10,416.67	2,501,894.17	2.17	1.31	1.1
1,000,000.0000	478160br4	JOHNSON & JOHNSON 1.125% Due 03-01-19	AAA	AAA	99.64	996,390.00	99.55	995,523.00	937.50	996,460.50	0.87	1.36	1.9
1,000,000.0000	06406hcr8	BANK NEW YORK MTN BK ENT 2.200% Due 03-04-19	A1	A	100.85	1,008,470.00	100.74	1,007,413.00	1,650.00	1,009,063.00	0.88	1.80	1.9
						27,332,646.00		27,185,674.30	112,199.86	27,297,874.16	23.71	1.38	0.6
GOVERNMENT BONDS													
1,000,000.0000	3135g0zb2	FEDERAL NATL MTG ASSN 0.750% Due 04-20-17	AAA	AA+	100.32	1,003,180.00	100.00	999,978.00	3,354.17	1,003,332.17	0.87	0.75	0.1
10,000,000.0000	912828k66	UNITED STATES TREAS NTS 0.500% Due 04-30-17	AAA	AA+	99.73	9,972,656.25	99.99	9,998,800.00	20,994.48	10,019,794.48	8.72	0.64	0.1
3,000,000.0000	912828tg5	UNITED STATES TREAS NTS 0.500% Due 07-31-17	AAA	AA+	99.93	2,997,890.64	99.91	2,997,180.00	2,486.19	2,999,666.19	2.61	0.78	0.3
2,000,000.0000	3130a6sw8	FEDERAL HOME LOAN BANKS 1.000% Due 12-19-17	AAA	AA+	99.97	1,999,340.00	99.98	1,999,606.00	5,666.67	2,005,272.67	1.74	1.02	0.7

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTA 1986 Measure B

Account # N001

March 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
3,000,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AA+	105.50	3,164,882.82	102.09	3,062,814.00	13,416.67	3,076,230.67	2.67	1.08	0.9
2,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP 0.875% Due 03-07-18	AAA	AA+	99.52	1,990,460.00	99.77	1,995,480.00	1,166.67	1,996,646.67	1.74	1.12	0.9
3,000,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	104.16	3,124,921.89	101.74	3,052,149.00	239.58	3,052,388.58	2.66	1.12	1.0
2,500,000.0000	3130a4gj5	FEDERAL HOME LOAN BANKS 1.125% Due 04-25-18	AAA	AA+	100.02	2,500,500.00	99.97	2,499,335.00	12,187.50	2,511,522.50	2.18	1.15	1.1
6,000,000.0000	912828xa3	UNITED STATES TREAS NTS 1.000% Due 05-15-18	AAA	AA+	100.48	6,029,062.50	99.88	5,992,500.00	22,707.18	6,015,207.18	5.23	1.11	1.1
5,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	100.20	5,010,000.00	99.66	4,982,950.00	15,798.61	4,998,748.61	4.35	1.17	1.1
2,500,000.0000	912828qq6	UNITED STATES TREAS NTS 2.375% Due 05-31-18	AAA	AA+	103.19	2,579,687.50	101.41	2,535,352.50	19,956.60	2,555,309.10	2.21	1.15	1.1
5,000,000.0000	3137eabp3	FEDERAL HOME LN MTG CORP 4.875% Due 06-13-18	AAA	AA+	106.92	5,346,000.00	104.29	5,214,605.00	73,125.00	5,287,730.00	4.55	1.26	1.2
5,000,000.0000	3135g0e33	FEDERAL NATL MTG ASSN 1.125% Due 07-20-18	AAA	AA+	100.57	5,028,500.00	99.94	4,996,850.00	11,093.75	5,007,943.75	4.36	1.17	1.3
3,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	2,989,500.00	99.24	2,977,227.00	2,812.50	2,980,039.50	2.60	1.19	1.3
2,500,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	101.40	2,535,066.98	100.45	2,511,230.00	3,260.87	2,514,490.87	2.19	1.18	1.4
5,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	5,104,000.00	100.97	5,048,675.00	3,385.42	5,052,060.42	4.40	1.20	1.4
5,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	5,059,001.10	100.29	5,014,650.00	187.84	5,014,837.84	4.37	1.18	1.5
3,000,000.0000	3137eaed7	FEDERAL HOME LN MTG CORP 0.875% Due 10-12-18	AAA	AA+	99.85	2,995,620.00	99.46	2,983,734.00	14,218.75	2,997,952.75	2.60	1.23	1.5
3,000,000.0000	3136g0x22	FEDERAL NATL MTG ASSN 1.000% Due 10-29-18	AAA	AA+	100.06	3,001,740.00	99.70	2,991,030.00	12,666.67	3,003,696.67	2.61	1.19	1.6
4,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	101.77	4,070,625.00	100.88	4,035,000.00	29,392.27	4,064,392.27	3.52	1.19	1.5
1,300,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	1,300,000.00	100.05	1,300,711.10	4,776.79	1,305,487.89	1.13	1.22	1.7
1,590,000.0000	912828b33	UNITED STATES TREAS NTS 1.500% Due 01-31-19	AAA	AA+	100.38	1,596,024.61	100.46	1,597,390.32	4,041.25	1,601,431.57	1.39	1.24	1.8
1,950,000.0000	912828c24	UNITED STATES TREAS NTS 1.500% Due 02-28-19	AAA	AA+	100.66	1,962,796.88	100.47	1,959,141.60	2,543.48	1,961,685.08	1.71	1.25	1.9
1,500,000.0000	912828sh4	UNITED STATES TREAS NTS 1.375% Due 02-28-19	AAA	AA+	100.13	1,501,933.59	100.24	1,503,574.50	1,793.48	1,505,367.98	1.31	1.25	1.9
5,000,000.0000	912828sn1	UNITED STATES TREAS NTS 1.500% Due 03-31-19	AAA	AA+	100.29	5,014,453.15	100.47	5,023,635.00	204.92	5,023,839.92	4.38	1.26	2.0
						87,877,842.91		87,273,598.02	281,477.27	87,555,075.29	76.12	1.10	1.1
TOTAL PORTFOLIO						**115,398,264.86**		**114,647,048.27**	**393,677.13**	**115,040,725.40**	**100.00**	**1.16**	**1.0**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTIA 2000 Measure B

Account # N001UNB1

March 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				3,184,168.63		3,184,168.63		3,184,168.63	3.03		0.0
	pendingcash	PENDING SETTLEMENT				1,150.80		1,150.80		1,150.80	0.00		0.0
						3,185,319.43		3,185,319.43		3,185,319.43	3.03		0.0
CORPORATE BONDS													
3,000,000.0000	87612eap1	TARGET CORP 5.375% Due 05-01-17	A2	A	104.18	3,125,490.00	100.28	3,008,325.00	67,187.50	3,075,512.50	2.87	1.93	0.1
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A	100.95	1,009,500.00	100.07	1,000,720.00	8,341.67	1,009,061.67	0.95	1.35	0.1
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.08	1,000,790.00	99.99	999,880.00	3,450.00	1,003,330.00	0.95	0.98	0.1
3,000,000.0000	717081dj9	PFIZER INC 1.100% Due 05-15-17	A1	AA	100.28	3,008,490.00	99.98	2,999,310.00	12,466.67	3,011,776.67	2.86	1.25	0.1
1,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	100.56	1,005,590.00	100.01	1,000,087.00	6,233.33	1,006,320.33	0.95	1.53	0.1
3,000,000.0000	89233p6d3	TOYOTA MTR CRD CORP MTN BE 1.750% Due 05-22-17	AA3	AA-	100.82	3,024,690.00	100.08	3,002,490.00	18,812.50	3,021,302.50	2.86	1.13	0.1
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A3	A-	100.78	3,023,430.00	99.90	2,996,982.00	8,708.33	3,005,690.33	2.85	1.70	0.3
1,000,000.0000	48126eaa5	JPMORGAN CHASE & CO 2.000% Due 08-15-17	A3	A-	100.77	1,007,690.00	100.22	1,002,230.00	2,555.56	1,004,785.56	0.95	1.38	0.4
1,500,000.0000	06406hce7	BANK NEW YORK MTN BK ENT 1.300% Due 01-25-18	A1	A	100.29	1,504,380.00	99.90	1,498,512.00	3,575.00	1,502,087.00	1.43	1.42	0.8
1,500,000.0000	459200hk0	INTERNATIONAL BUSINESS MACHS 1.250% Due 02-08-18	AA3	AA-	100.03	1,500,390.00	99.95	1,499,284.50	2,760.42	1,502,044.92	1.43	1.30	0.8
1,500,000.0000	36962g6w9	GENERAL ELEC CAP CORP MTN BE 1.625% Due 04-02-18	A1	AA-	100.35	1,505,235.00	100.22	1,503,250.50	12,119.79	1,515,370.29	1.43	1.40	1.0
1,000,000.0000	084664by6	BERKSHIRE HATHAWAY FIN CORP 2.000% Due 08-15-18	AA2	AA	101.50	1,015,000.00	100.74	1,007,392.00	2,555.56	1,009,947.56	0.96	1.45	1.4
1,000,000.0000	25468pdd5	DISNEY WALT CO MTNS BE 1.500% Due 09-17-18	A2	A	100.67	1,006,670.00	100.21	1,002,090.00	583.33	1,002,673.33	0.95	1.35	1.4
1,000,000.0000	07330nad7	BB&T BRH BKG & TR CO GLOBAL BK 2.300% Due 10-15-18	A1	A	101.67	1,016,700.00	100.70	1,006,968.00	10,605.56	1,017,573.56	0.96	1.84	1.5
1,000,000.0000	291011ax2	EMERSON ELEC CO 5.250% Due 10-15-18	A2	A	108.13	1,081,300.00	105.58	1,055,751.00	24,208.33	1,079,959.33	1.01	1.57	1.5
1,500,000.0000	713448de5	PEPSICO INC 1.500% Due 02-22-19	A1	A	100.15	1,502,295.00	100.01	1,500,148.50	2,437.50	1,502,586.00	1.43	1.49	1.9
						26,337,640.00		26,083,420.50	186,601.04	26,270,021.54	24.84	1.46	0.6
GOVERNMENT BONDS													
4,000,000.0000	3135g0zb2	FEDERAL NATL MTG ASSN 0.750% Due 04-20-17	AAA	AA+	100.03	4,001,080.00	100.00	3,999,912.00	13,416.67	4,013,328.67	3.81	0.75	0.1
4,000,000.0000	3135g0ja2	FEDERAL NATL MTG ASSN 1.125% Due 04-27-17	AAA	AA+	100.37	4,014,813.76	100.02	4,000,972.00	19,250.00	4,020,222.00	3.81	0.76	0.1
1,300,000.0000	3130a5ep0	FEDERAL HOME LOAN BANKS 0.625% Due 05-30-17	AAA	AA+	99.75	1,296,711.00	99.97	1,299,625.60	2,730.90	1,302,356.50	1.24	0.80	0.2
5,000,000.0000	912828ng1	UNITED STATES TREAS NTS 2.750% Due 05-31-17	AAA	AA+	102.02	5,101,171.90	100.31	5,015,615.00	46,215.28	5,061,830.28	4.78	0.87	0.2

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTIA 2000 Measure B

Account # N001UNB1

March 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
4,000,000.0000	313379dd8	FEDERAL HOME LOAN BANKS 1.000% Due 06-21-17	AAA	AA+	100.24	4,009,776.00	100.04	4,001,472.00	11,111.11	4,012,583.11	3.81	0.82	0.2
4,000,000.0000	3135g0zl0	FEDERAL NATL MTG ASSN 1.000% Due 09-27-17	AAA	AA+	100.32	4,012,960.00	100.03	4,001,100.00	444.44	4,001,544.44	3.81	0.94	0.5
5,000,000.0000	3137eadl0	FEDERAL HOME LN MTG CORP 1.000% Due 09-29-17	AAA	AA+	100.32	5,015,900.00	100.02	5,001,115.00	277.78	5,001,392.78	4.76	0.95	0.5
5,000,000.0000	912828m72	UNITED STATES TREAS NTS 0.875% Due 11-30-17	AAA	AA+	99.99	4,999,414.05	99.93	4,996,300.00	14,663.46	5,010,963.46	4.76	0.99	0.7
2,000,000.0000	3137eadx4	FEDERAL HOME LN MTG CORP 1.000% Due 12-15-17	AAA	AA+	100.35	2,007,000.00	99.99	1,999,762.00	5,888.89	2,005,650.89	1.90	1.01	0.7
5,000,000.0000	912828ue8	UNITED STATES TREAS NTS 0.750% Due 12-31-17	AAA	AA+	99.84	4,992,187.50	99.80	4,989,850.00	9,479.17	4,999,329.17	4.75	1.02	0.7
1,200,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AA+	105.50	1,265,953.13	102.09	1,225,125.60	5,366.67	1,230,492.27	1.17	1.08	0.9
3,000,000.0000	313378a43	FEDERAL HOME LOAN BANKS 1.375% Due 03-09-18	AAA	AA+	100.35	3,010,350.00	100.23	3,006,882.00	2,520.83	3,009,402.83	2.86	1.13	0.9
2,000,000.0000	912828q45	UNITED STATES TREAS NTS 0.875% Due 03-31-18	AAA	AA+	100.20	2,003,984.38	99.80	1,995,940.00	47.81	1,995,987.81	1.90	1.08	1.0
4,900,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	101.95	4,995,320.34	101.74	4,985,176.70	391.32	4,985,568.02	4.75	1.12	1.0
1,525,000.0000	912828qg8	UNITED STATES TREAS NTS 2.625% Due 04-30-18	AAA	AA+	101.66	1,550,376.96	101.62	1,549,662.30	16,808.70	1,566,471.00	1.48	1.12	1.1
2,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	100.14	2,002,700.00	99.66	1,993,180.00	6,319.44	1,999,499.44	1.90	1.17	1.1
2,000,000.0000	3137eabp3	FEDERAL HOME LN MTG CORP 4.875% Due 06-13-18	AAA	AA+	106.92	2,138,400.00	104.29	2,085,842.00	29,250.00	2,115,092.00	1.99	1.26	1.2
2,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	1,993,000.00	99.24	1,984,818.00	1,875.00	1,986,693.00	1.89	1.19	1.3
2,000,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	101.40	2,028,053.58	100.45	2,008,984.00	2,608.70	2,011,592.70	1.91	1.18	1.4
2,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	2,041,600.00	100.97	2,019,470.00	1,354.17	2,020,824.17	1.92	1.20	1.4
3,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	3,035,400.66	100.29	3,008,790.00	112.70	3,008,902.70	2.87	1.18	1.5
3,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	102.00	3,059,892.87	100.88	3,026,250.00	22,044.20	3,048,294.20	2.88	1.19	1.5
1,750,000.0000	912828wd8	UNITED STATES TREAS NTS 1.250% Due 10-31-18	AAA	AA+	100.75	1,763,125.00	100.08	1,751,366.75	9,185.08	1,760,551.83	1.67	1.20	1.6
3,500,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	3,500,000.00	100.05	3,501,914.50	12,860.58	3,514,775.08	3.34	1.22	1.7
2,250,000.0000	3135g0za4	FEDERAL NATL MTG ASSN 1.875% Due 02-19-19	AAA	AA+	101.36	2,280,559.50	101.01	2,272,655.25	4,921.88	2,277,577.13	2.16	1.33	1.8
						76,119,730.63		75,721,780.70	239,144.78	75,960,925.48	72.12	1.03	0.8
TOTAL PORTFOLIO						**105,642,690.06**		**104,990,520.63**	**425,745.82**	**105,416,266.45**	**100.00**	**1.11**	**0.7**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

2014 Measure BB

Account # N001UNB4

March 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				664,540.13		664,540.13		664,540.13	2.22		0.0
	pendingcash	PENDING SETTLEMENT				620.51		620.51		620.51	0.00		0.0
						665,160.64		665,160.64		665,160.64	2.22		0.0
CORPORATE BONDS													
600,000.0000	36962g7j7	GENERAL ELEC CAP CORP MTN BE 1.250% Due 05-15-17	A1	AA-	100.18	601,080.00	100.00	600,000.00	2,833.33	602,833.33	2.00	1.22	0.1
600,000.0000	717081dj9	PFIZER INC 1.100% Due 05-15-17	A1	AA	100.13	600,780.00	99.98	599,862.00	2,493.33	602,355.33	2.00	1.25	0.1
600,000.0000	88579yae1	3M CO 1.000% Due 06-26-17	A1	AA-	100.15	600,912.00	100.00	600,001.20	1,583.33	601,584.53	2.00	0.98	0.2
600,000.0000	713448cw6	PEPSICO INC 1.125% Due 07-17-17	A1	A	100.12	600,720.00	99.95	599,712.00	1,387.50	601,099.50	2.00	1.27	0.3
600,000.0000	89233p6s0	TOYOTA MTR CRD CORP MTN BE 1.250% Due 10-05-17	AA3	AA-	100.14	600,864.00	99.96	599,784.00	3,666.67	603,450.67	2.00	1.31	0.5
600,000.0000	68389xan5	ORACLE CORP 1.200% Due 10-15-17	A1	AA-	100.14	600,852.00	99.97	599,844.00	3,320.00	603,164.00	2.00	1.24	0.5
600,000.0000	594918ap9	MICROSOFT CORP 0.875% Due 11-15-17	AAA	AAA	99.99	599,952.00	99.69	598,122.60	1,983.33	600,105.93	2.00	1.38	0.6
600,000.0000	478160bl7	JOHNSON & JOHNSON 1.125% Due 11-21-17	AAA	AAA	100.17	601,008.00	99.89	599,355.60	2,437.50	601,793.10	2.00	1.29	0.6
600,000.0000	22160kae5	COSTCO WHSL CORP NEW 1.125% Due 12-15-17	A1	A+	100.03	600,160.80	99.85	599,123.40	1,987.50	601,110.90	2.00	1.33	0.7
600,000.0000	458140al4	INTEL CORP 1.350% Due 12-15-17	A1	A+	100.18	601,074.00	100.06	600,387.00	2,385.00	602,772.00	2.01	1.25	0.7
						6,007,402.80		5,996,191.80	24,077.50	6,020,269.30	20.03	1.25	0.4
GOVERNMENT BONDS													
1,350,000.0000	3137eaas8	FEDERAL HOME LN MTG CORP 5.000% Due 04-18-17	AAA	AA+	102.15	1,378,971.00	100.17	1,352,357.10	30,562.50	1,382,919.60	4.52	1.20	0.0
1,500,000.0000	3135g0ja2	FEDERAL NATL MTG ASSN 1.125% Due 04-27-17	AAA	AA+	100.32	1,504,779.42	100.02	1,500,364.50	7,218.75	1,507,583.25	5.01	0.76	0.1
1,500,000.0000	912828k66	UNITED STATES TREAS NTS 0.500% Due 04-30-17	AAA	AA+	100.00	1,500,058.59	99.99	1,499,820.00	3,149.17	1,502,969.17	5.01	0.64	0.1
1,500,000.0000	912828ss0	UNITED STATES TREAS NTS 0.875% Due 04-30-17	AAA	AA+	100.20	1,502,988.29	100.02	1,500,237.00	5,511.05	1,505,748.05	5.01	0.68	0.1
1,500,000.0000	3137eadv8	FEDERAL HOME LN MTG CORP 0.750% Due 07-14-17	AAA	AA+	100.08	1,501,170.00	99.96	1,499,446.50	2,406.25	1,501,852.75	5.01	0.87	0.3
1,500,000.0000	3137eadj5	FEDERAL HOME LN MTG CORP 1.000% Due 07-28-17	AAA	AA+	100.28	1,504,155.00	100.04	1,500,537.00	2,625.00	1,503,162.00	5.01	0.88	0.3
1,000,000.0000	912828nr7	UNITED STATES TREAS NTS 2.375% Due 07-31-17	AAA	AA+	101.34	1,013,359.38	100.51	1,005,077.00	3,936.46	1,009,013.46	3.36	0.86	0.3
1,000,000.0000	912828tg5	UNITED STATES TREAS NTS 0.500% Due 07-31-17	AAA	AA+	99.93	999,257.81	99.91	999,060.00	828.73	999,888.73	3.34	0.78	0.3
800,000.0000	3133edxa5	FEDERAL FARM CR BKS 1.150% Due 10-10-17	AAA	AA+	100.40	803,176.20	100.07	800,592.00	4,370.00	804,962.00	2.67	1.00	0.5
1,500,000.0000	912828f54	UNITED STATES TREAS NTS 0.875% Due 10-15-17	AAA	AA+	100.18	1,502,636.72	99.96	1,499,413.50	6,052.08	1,505,465.58	5.01	0.94	0.5

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

2014 Measure BB

Account # N001UNB4

March 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
1,500,000.0000	3130a6lz8	FEDERAL HOME LOAN BANKS 0.625% Due 10-26-17	AAA	AA+	99.92	1,498,731.00	99.80	1,497,070.50	4,036.46	1,501,106.96	5.00	0.96	0.6
700,000.0000	3135g0pq0	FEDERAL NATL MTG ASSN 0.875% Due 10-26-17	AAA	AA+	100.16	701,127.00	99.93	699,496.00	2,637.15	702,133.15	2.34	1.00	0.6
1,000,000.0000	912828pf1	UNITED STATES TREAS NTS 1.875% Due 10-31-17	AAA	AA+	101.18	1,011,796.88	100.52	1,005,156.00	7,872.93	1,013,028.93	3.36	0.99	0.6
1,250,000.0000	912828m72	UNITED STATES TREAS NTS 0.875% Due 11-30-17	AAA	AA+	100.08	1,250,976.56	99.93	1,249,075.00	3,665.87	1,252,740.87	4.17	0.99	0.7
1,250,000.0000	3130a3hf4	FEDERAL HOME LOAN BANKS 1.125% Due 12-08-17	AAA	AA+	100.31	1,253,875.00	100.05	1,250,647.50	4,414.06	1,255,061.56	4.18	1.04	0.7
1,150,000.0000	3137eadx4	FEDERAL HOME LN MTG CORP 1.000% Due 12-15-17	AAA	AA+	100.16	1,151,828.50	99.99	1,149,863.15	3,386.11	1,153,249.26	3.84	1.01	0.7
1,250,000.0000	912828n55	UNITED STATES TREAS NTS 1.000% Due 12-31-17	AAA	AA+	100.15	1,251,855.48	99.98	1,249,756.25	3,142.27	1,252,898.52	4.18	1.03	0.7
1,000,000.0000	912828pt1	UNITED STATES TREAS NTS 2.625% Due 01-31-18	AAA	AA+	101.36	1,013,632.81	101.30	1,013,047.00	4,350.83	1,017,397.83	3.38	1.05	0.8
1,000,000.0000	912828h94	UNITED STATES TREAS NTS 1.000% Due 02-15-18	AAA	AA+	99.96	999,609.38	99.95	999,492.00	1,243.09	1,000,735.09	3.34	1.06	0.9
						23,343,985.02		23,270,508.00	101,408.76	23,371,916.76	77.74	0.92	0.4
TOTAL PORTFOLIO						**30,016,548.46**		**29,931,860.44**	**125,486.26**	**30,057,346.70**	**100.00**	**0.97**	**0.4**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

Interest Fund

Account # N001UNB2

March 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				286,140.31		286,140.31		286,140.31	8.09		0.0
	pendingcash	PENDING SETTLEMENT				130.54		130.54		130.54	0.00		0.0
						286,270.85		286,270.85		286,270.85	8.09		0.0
CORPORATE BONDS													
950,000.0000	478160aq7	JOHNSON & JOHNSON 5.550% Due 08-15-17	AAA	AAA	115.02	1,092,709.00	101.65	965,715.85	6,737.08	972,452.93	27.29	1.07	0.4
GOVERNMENT BONDS													
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	AA+	98.58	1,518,163.28	99.90	1,538,435.36	836.96	1,539,272.32	43.48	0.87	0.4
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	AA+	98.00	734,970.70	99.72	747,892.50	489.13	748,381.63	21.14	1.06	0.9
						2,253,133.98		2,286,327.86	1,326.09	2,287,653.95	64.62	0.93	0.6
TOTAL PORTFOLIO						**3,632,113.83**		**3,538,314.56**	**8,063.17**	**3,546,377.73**	**100.00**	**0.89**	**0.5**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

Project Fund

Account # N001UNB3

March 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,155.62		1,155.62		1,155.62	99.95		0.0
	pendingcash	PENDING SETTLEMENT				0.61		0.61		0.61	0.05		0.0
						1,156.23		1,156.23		1,156.23	100.00		0.0
TOTAL PORTFOLIO						**1,156.23**		**1,156.23**	**0.00**	**1,156.23**	**100.00**	**0.00**	**0.0**

DATE:	May 18, 2017
SUBJECT:	Investment Policy
RECOMMENDATION:	Approve updates to the Alameda CTC investment policy.

Summary

The California Government Code Section 53600.5 states, "… the primary objective of a trustee shall be to safeguard the principal of the funds under its control. The secondary objective shall be to meet the liquidity needs of the depositor. The third objective shall be to achieve a return on the funds under its control." These objectives also are reflected in Alameda CTC's investment policy, in the order of priority demonstrated in the California Government Code. To achieve these objectives, the agency's Investment Officers, are recommending some minor changes to the investment policy that was last reviewed and adopted by the Commission in May 2016.

The recommended changes to the policy appear in red line in Attachment A and include:

- An increase in the investment balance allowed by the Local Agency Investment Fund (LAIF) as determined by the State Treasurer,
- An increase from 5 to 10 percent to the allowance of investments in the California Asset Management Program (CAMP), a Standard and Poor's AAAm rated short-term money market portfolio. This increase will give Investment Officers a highly liquid and secure investment option, in addition to LAIF, with an attractive return on investment which will provide prompt access to funds as project activities increase with the implementation of Measure BB capital projects, and
- Minor wording and formatting changes.

There was discussion at the February 2017 Finance and Administration Committee (FAC) meeting regarding divesting of certain investments based on social responsibility. The FAC decided at that time to address the issue when reviewing the investment policy.

The Public Utilities Code 130000 series, which is the enabling legislation for Measure B, states in Section 130001(c), "Recognizing the scarcity of resources available for all transportation development, the commissions shall give priority to low-cost highway and transit

improvements, and **shall work toward maximizing the effectiveness of existing resources available to the commissions.**"

Alameda CTC has a narrow mission, to improve transportation in Alameda County and provide funds to the projects and programs specified in the Transportation Expenditure Plans adopted in 2000 (for Measure B) and 2014 (for Measure BB). Based on enabling legislation which enables sales tax authorities, the Investment Officers believe it would not be within the guidelines of the Public Utility Code to make investment decisions based on social responsibility, because it would not maximize the effectiveness of resources available to the agency as required, and it could limit the ability of the agency to implement transportation projects and programs.

While staff understands the moral and political need to promote social changes for the good of all people, socially responsible investing is a continually evolving concept, the benefits, effectiveness and intended consequences (and unintended consequences) of which are still being debated. As a practical matter, however, the application of socially responsible investing principles to a portfolio has been known to interfere with an economic performance-based investment approach and the full evaluation of the market on a portfolio. In addition, the practice of disallowing specific investments or investment types will increase the cost for the management of our portfolio, further reducing return on investments and increasing risk in the portfolio, which is in direct contrast to the primary objectives of the agency's portfolio as defined in the California Government Code.

In response to the discussion at the February FAC meeting, staff did a survey of many of our member agencies and the State of California and found that very few of our member agencies have socially responsible investment restrictions in their own investment policies. The Commission has reviewed the concept of socially responsible investing in the past and chose not to move forward with socially responsible investing as it didn't make economic sense based on the priorities and mission of the Alameda CTC, to plan, fund, and deliver transportation programs and projects in Alameda County.

Background

The attached investment policy was developed in accordance with the California Government Code in order to define parameters and guide staff and investment advisors in managing Alameda CTC's investment portfolio. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal and investment management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow staff and the investment advisors to function properly within the parameters of fiscal responsibility and authority, yet specific enough to adequately safeguard the investment assets.

The primary objectives of the investment activities within the policy safeguard Alameda CTC assets by mitigating credit and interest rate risk, provide adequate liquidity to meet all operating requirements of Alameda CTC, and attain a market rate of return on investments taking into account the investment risk constraints of safety and liquidity needs.

Through the proposed investment policy, the Commission appoints the Executive Director and the Deputy Executive Director of Finance and Administration as Investment Officers who are responsible for the investment program of the Alameda CTC and will act responsibly as custodians of the public trust. The policy requires the Investment Officers to design internal controls around investments that would prevent the loss of public funds from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers of the Alameda CTC. It also allows the Investment Officers to periodically reset performance benchmarks to reflect changing investment objectives and constraints.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Draft Alameda CTC Investment Policy May 2017 (redline)

Staff Contact

Patricia Reavey, Deputy Executive Director of Finance and Administration

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Alameda County Transportation Commission

DRAFT

Investment Policy

May 2017~~6~~

I. Introduction

The intent of the Investment Policy of the Alameda County Transportation Commission (Alameda CTC) is to define the parameters within which funds are to be managed. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal and investment management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow Alameda CTC's Investment Officers (as defined below) to function properly within the parameters of responsibility and authority, yet specific enough to adequately safeguard the investment assets.

II. Governing Authority

The investment program shall be operated in conformance with federal, state, and other legal requirements, including the California Government Code.

III. Scope

This policy applies to activities of Alameda CTC with regard to investing the financial assets of all funds (except bond funds and retirement funds). In addition, any funds held by trustees or fiscal agents are excluded from these rules; however, all such funds are subject to regulations established by the State of California.

Note that any excluded funds such as employee retirement funds, proceeds from certain bond issuances and Other Postemployment Benefits (OPEB) trust assets are covered by separate policies.

IV. General Objectives

The primary objectives, in order of priority, of investment activities shall be:

1. *Safety*

Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The goal will be to mitigate credit and interest rate risk.

2. *Liquidity*

The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated.

3. *Return*

The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk contraints of safety and liquidity needs.

V. Standard of Care

1. *Prudence*

The standard of prudence to be used by investment officials shall be the "prudent investor" standard (California Government Code Section 53600.3) and shall be applied in the context of managing an overall portfolio. Investment Officers acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

> "When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

2. Delegation of Authority and Responsibilities

Responsibilities of the Commission - The Commission, in its role as Alameda CTC's governing body, will retain ultimate fiduciary responsibility for the portfolios. They will receive quarterly reports for review, designate Investment Officers and annually review and adopt the investment policy.

The Commission hereby designates the Executive Director and the Deputy Executive Director of Finance and Administration, as Treasurer, as the Investment Officers.

Responsibilities of the Investment Officers - The Investment Officers are jointly responsible for the operation of the investment program. The Investment Officers shall act in accordance with written procedures and internal controls for the operation of the investment program consistent with the Investment Policy. All participants in the investment process shall seek to act responsibly as custodians of the public trust. No officer may engage in an investment transaction except as provided under the terms of this policy and supporting procedures.

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange Commission. Any investment advisor shall be required to prepare and provide comprehensive reports on Alameda CTC's investments on a monthly and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

Responsibilities of the Custodian - A third party bank custodian shall hold Alameda CTC cash and assets under management by any investment advisor in the name of Alameda CTC. The custodian shall receive direction from the investment advisor on settlement of investment transactions.

VI. Selection of Financial Institutions and Broker/Dealers

Alameda CTC's procedures are designed to encourage competitive bidding on transactions from an approved list of broker/dealers in order to provide for the best execution on transactions.

The Investment Officer, or the investment advisors, shall maintain a list of authorized broker/dealers and financial institutions that are approved for investment purposes. This list will be developed after a process of due diligence confirming that the firms qualify under the Securities and Exchange Commission Rule 15C3-1 (uniform net capital rule). Alameda CTC shall purchase securities only from authorized institutions or firms.

The Investment Officer, or the investment advisor, shall obtain competitive offers~~bid information~~ on all purchases of investment instruments purchased on the secondary market. A competitive bid can be executed through a bidding process involving at least three separate brokers/financial institutions or through the use of a nationally recognized trading platform.

VII. Safekeeping and Custody

1. *Delivery vs. Payment*

All trades of marketable securities will be executed on a delivery vs. payment (DVP) basis to ensure that securities are deposited in Alameda CTC's safekeeping institution prior to the release of funds.

2. *Third-Party Safekeeping*

Securities will be held by an independent third-party safekeeping institution selected by Alameda CTC's Investment Officers. All securities will be evidenced by safekeeping receipts in Alameda CTC's name. The safekeeping institution shall annually provide a copy of its most recent report on internal controls – Service Organization Control Reports (formerly SAS 70) prepared in accordance with the Statement on Standards for Attestation Engagements (SSAE) No. 16 (effective June 15, 2011.)

3. *Internal Controls*

The Investment Officers are responsible for establishing, maintaining and documenting an internal control structure designed to ensure that the assets of Alameda CTC are protected from loss, theft or misuse. The controls shall be designed to prevent the loss of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of Alameda CTC.

VIII. Authorized Investments

The following investments will be permitted by this policy and are those authorized in the California Government Code.

1. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 100%

2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 100%
   c. Type: Senior debt obligations
   d. Maximum per issuer: 35%

3. Repurchase Agreements used solely as short-term investments.

   The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in VIII 1 and 2 above, will be acceptable collateral. All securities underlying Repurchase Agreements must be delivered to Alameda CTC's custodian bank versus payment or be handled under a tri-party repurchase agreement. The total of all collateral for each Repurchase Agreement must equal or exceed, on the basis of market value plus accrued interest, 102 percent of the total dollar value of the money invested by Alameda CTC for the term of the investment. Since the market value of the underlying securities is subject to daily market fluctuations, the investments in repurchase agreements shall be in compliance if the value of the underlying securities is brought back up to 102 percent no later than the next business day. For any Repurchase Agreement with a term of more than one day, the value of the underlying securities must be reviewed on a regular basis.

   Market value must be calculated each time there is a substitution of collateral.

   Alameda CTC or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to Repurchase Agreement.

   Alameda CTC may enter into Repurchase Agreements with (1) primary dealers in U.S. Government securities who are eligible to transact business with, and who report to, the Federal Reserve Bank of New York, and (2) California and non-California banking institutions having assets in excess of $25 billion and having debt rated in the highest short-term rating category as provided by a nationally recognized statistical rating organization.

   Alameda CTC will enter into a Master Repurchase Agreement, substantially in the form approved by the Securities Industry and Financial Markets Association

(SIFMA) and by Alameda CTC's counsel, with each firm with which it enters into Repurchase Agreements.

a. Maximum maturity: 90 days
b. Maximum percent of portfolio: 20%

4. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 10%
   c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
   d. Maximum per issuer: 5%

5. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or by a department, board, agency or authority of any of the other 49 states, in addition to California.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 10%
   c. Minimum credit quality: A (S&P); or A2 (Moody's): or A (Fitch)
   d. Maximum per issuer: 5%

6. Bankers' Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.

   a. Maximum maturity: 180 days
   b. Maximum percent of portfolio: 40%
   c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
   d. Maximum per issuer: 5%

7. Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars ($500,000,000); and (c) has debt other than commercial paper, if any, that is rated "A" or higher by a nationally recognized statistical-rating organization.

   a. Maximum maturity: 270 days
   b. Maximum percent of portfolio: 25%
   c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
   d. Maximum per issuer: 5%

8. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.

    a. Maximum maturity: 5 years
    b. Maximum percent of portfolio: 30%
    c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
    d. Maximum per issuer: 5%

9. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California.

    a. Maximum maturity: 1 year
    b. Maximum percent of portfolio: 10%
    c. Maximum per issuer: 5%

10. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.

    a. Maximum maturity: 3 years
    b. Maximum percent of portfolio: 30%
    c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
    d. Maximum per issuer: 5%

11. State of California Local Agency Investment Fund (LAIF)

    Although LAIF may invest in securities not permitted in the Alameda CTC's Investment Policy, such investments shall not exclude LAIF from the Alameda CTC's list of eligible investments, provided that LAIF's periodic reports allow the Investment Officer to adequately assess the risk inherent in LAIF's portfolio. Funds invested in LAIF will follow LAIF policies and procedures.

    a. Maximum percent of portfolio: as determined by LAIF

    The LAIF portfolio shall be reviewed annually in order to monitor its continuing suitability as an investment option for the Alameda CTC.

12. The California Asset Management Program (CAMP)

    a. Maximum percent of portfolio: ~~5~~10%

    The CAMP shall be reviewed annually in order to monitor its continuing suitability as an investment option for Alameda CTC. Funds invested in CAMP will follow CAMP policies and procedures.

13. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision, these companies shall either: (1) attain the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized statistical rating organizations; or (2) retain an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds with assets under management in excess of five hundred million dollars ($500,000,000).

    a. Maximum percent of portfolio: 20%
    b. Maximum per Prime Money Market Fund: 5%
    c. Maximum per Government Money Market Fund: 10%
    d. Minimum credit quality: AAAm (S&P); or Aaa-mf (Moody's); AAAmmf (Fitch)

14. United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank and eligible for purchase and sale within the United States.

    a. Maximum maturity: 5 years
    b. Maximum percent of portfolio: 10%
    c. Minimum credit quality: AA (S&P); or Aa (Moody's); or AA (Fitch)

Important Notes:

a) The percentage limitation for all categories of investments refers to the percentage in the overall Alameda CTC portfolio on the date the security or shares are purchased.

b) If the credit rating of a security is downgraded below the minimum required rating level for a new investment of that security type subsequent to its purchase, the investment advisor shall promptly notify the Investment Officer. The Investment Officer shall evaluate the downgrade on a case-by-case basis in order to determine if the security should be held or sold. The Investment Officer will apply the general objectives of safety, liquidity, yield and legality to make the decision.

IX. Ineligible Investments

Any security type or structure not specifically approved by this policy is hereby specifically prohibited. Security types which are thereby prohibited include, but are not limited to:

1. "Complex" derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;

2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity;

3. Mortgage-backed pass-through securities;

4. Other mortgage-backed securities;

5. Collateralized mortgage obligations; and

6. Asset-backed securities.

X. Investment Parameters

1. Credit Risk – Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The diversification requirements included in Section VIII are designed to mitigate credit risk. Alameda CTC shall additionally mitigate credit risk by adopting the following diversification strategies:

    a. Avoiding overconcentration in any one issuer or business sector;

    ~~b.~~ Limiting investments in securities with higher credit risks; and
    ~~c.~~
    ~~d.~~b.~~Investing in securities with varying maturities; and~~

    ~~e.~~c. Maintaining a portion of the portfolio in a highly liquid investment such as LAIF

2. Market Risk - Market risk is the risk that the portfolio will fluctuate due to changes in the general level of interest rates. Alameda CTC recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. Alameda CTC shall mitigate market risk by providing adequate liquidity for short-term cash needs, and by making some longer-term investments only with funds that are not needed for current cash flow purposes. Alameda CTC further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. Alameda CTC, therefore, adopts the following strategies to control and mitigate its exposure to market risk:

    a. Alameda CTC shall invest in securities with varying maturities, maintaining a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements;

    b. The maximum percent of callable securities in the portfolio shall be 25%;

c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;

d. Liquidity funds will be held in LAIF, CAMP or in money market instruments maturing within one year or less;

e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the porfolio will have maturities between 1 day and 5 years and will only be invested in higher quality and liquid securities; and

f. The duration of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus 25%. ~~This increase in d~~Duration flexibility is necessary because of the ~~very~~ short-term benchmarks ~~currently~~ utilized on the portfolio due to capital project cashflow demands.

3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

XI. Performance and Program Evaluation

The investment portfolio will be managed in accordance with the parameters specified within this policy. The portfolio should obtain a market average rate of return during a market/economic environment of stable interest rates. A series of appropriate benchmarks shall be established against which portfolio performance shall be compared on a regular basis. The benchmarks shall be reflective of the actual securities being purchased and risks undertaken and the benchmarks shall have a similar weighted average maturity and credit profile commensurate with investment risk constraints and liquidity needs of Alameda CTC.

Alameda CTC may periodically update the performance benchmarks to reflect current investment objectives and constraints and shall communicate such changes to the investment advisor.

Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
US. Treasury Notes, Bonds, Bills or Certificates of Indebtedness	100%	100%	None	5 years	5 years	NA	NA
Federal or U.S. Sponsored Obligations fully guaranteed by Federal Agencies or U.S. Government Sponsored Enterprises	100%	100%	Max 35% per issuer	5 years	5 years	NA	Senior Debt
Repurchase Agreements	NA	20%	Strict collateral requirements; Master Repurchase Agreement	1 year	90 days	NA	NA
State of California and California Local Agency Bonds	NA	10%	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
Bonds of any of the other 49 states in addition to California	NA	10%	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
Bankers' Acceptances	40%	40%	Max 5% per issuer	180 days	180 days	NA	A1 (S&P) or P1 (Moody's) or F1 (Fitch)

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Commercial paper of US corporations with total assets exceeding $500,000,000	25%	25%	Max 5% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A1 or P1 or F1	A1 (S&P) or P1 (Moody's) or F1 (Fitch)
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	Max 5 years	5 years	A	A (S&P) or A2 (Moody's) or A (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA
Negotiable Certificate of Deposits	30%	30%	Max 5% per issuer	5 years	3 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
State of California- Local Agency Investment Fund (LAIF)	NA	NA	As limited by LAIF (currently $6550 million)	NA	NA	NA	NA
California Asset Management Program	NA	105%	NA	NA	NA	NA	NA
Shares of Beneficial Interests (Money Market Funds)	20%	20%	Max 5% per Prime fund, Max 10% per Government fund	NA	N/A	AAA	AAAm (S&P) or Aaa-mf (Moody's) or AAAmmf (Fitch)
Obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank	30%	10%	NA	5 years	5 years	AA	AA (S&P) or Aa (Moody's) or AA (Fitch)

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DATE:	May 18, 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 April 3, 2017, Alameda CTC reviewed one Draft Environmental Impact Report and two Notices of Preparation of an Environmental Impact Report. Comments were submitted on these documents and the comment letters are included as Attachments A, B and C.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Response to the Draft Environmental Impact Report for the Proposed Encinal Terminals Master Plan
B. Response to the Notice of Preparation of an Environmental Impact Report for the Bay Fair Transit-Oriented Development Specific Plan
C. Response to the Notice of Preparation of an Environmental Impact Report for the Alameda Shipways Residential Project

Staff Contact

Saravana Suthanthira, Principal Transportation Planner

Chris Van Alstyne, Assistant Transportation Planner

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

March 29, 2017

Andrew Thomas
Assistant Community Development Director
Land Use Planning Division
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

SUBJECT: Response to the Draft Environmental Impact Report for the Proposed Encinal Terminals Master Plan

Dear Mr. Thomas:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Encinal Terminals Master Plan. The 32 acre project site (with 22 acres of usable space) is located at 1521 Buena Vista Avenue in the north-central portion of the City of Alameda. The site is bounded to the north by the Brooklyn Basin, to the east by the Fortman Basin, to the south by the the Del Monte Warehouse along with Entrance Road and Clement Ave., and to the west, the Encinal Basin. The proposed project consists of approximately 589 dwelling units and between 30,000 and 50,000 square feet of retail, restaurant, and office space.

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

- Page 4.G-11 – Please note that Alameda's CTC CMP oversees countywide multimodal transportation network performance monitoring. The CMP doesn't solely focus on roadways as indicated in the DEIR, but also oversees transit, bicycle and pedestrian infrastructure of regional significance on an ongoing basis. Additionally, Alameda CTC's Land Use Analysis Program, as part of the CMP, evaluates land use developments for impacts on regionally significant multimodal transportation system.

- 4.G-30 – The DEIR presents an extensive list of TDM measures to be implemented as part of the project mitigation measures. Please include details regarding the long-term sustainability of these TDM measures that need on-going support and administration, such as funding, operations and responsibility for overall long-term administration. Additionally, please provide clarifying details regarding the City's Planning Board approval requirement stated in the DEIR for these TDM measures as to how it will ensure implementation of effective TDM measures.

- 4.G-35 – The DEIR states that "cumulative buildout traffic forecasts of the Northern Waterfront area were used in the Region al Transportation Plan as part of the Plan Bay Area. Therefore, the proposed project would have a less than significant impact to freeway operations". Please clarify whether this statement means that the freeway impact analysis was already carried out in the

Northern Waterfront Area Plan as part of the Programmatic EIR, and therefore project specific analysis is not needed. Additionally, please include reference to the freeway impact analysis performed in the Northern Waterfront Plan EIR along with the summary outcome.

- Given the significance of the Webster Tube, Posey Tube and the Park Street Bridge as gateways to the City of Alameda near the project area, please include analysis of project impacts on the performance of these gateways. As reported in the DEIR, there is a CMP deficiency plan active for the surface street road connecting Posey Tube to northbound I-880 along 7th Street in Oakland.

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

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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

Friday, April 07, 2017

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

SUBJECT: Response to the Notice of Preparation of an Environmental Impact Report for the Bay Fair Transit-Oriented Development Specific Plan

Dear Mr. Liao,

Thank you for the opportunity to comment on the Notice of Preparation of the Environmental Impact Report (DEIR) for the Bay Fair Transit-Oriented Development Specific Plan. The 154-acre project site contains the City of San Leandro's currently existing Bay Fair shopping center as well as the Bay Fair BART station and parking facility. It is bounded by E. 14th Street to the northeast, Hesperian Boulevard to the west, and the San Leandro city border with unincorporated Alameda County to the south and southeast. The project site currently consists of 161,000 of retail space, which the plan calls to be replaced with 2,540 housing units and 300,000 square feet of office space.

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

Basis for Congestion Management Program Review

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

Use of Countywide Travel Demand Model

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

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include Interstate 580, Interstate 238, Interstate 880, E. 14th Street (SR 185); Hesperian Blvd; Washington Ave.; and E. Lewelling Blvd.
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2015 CMP for more information).

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

- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance.
  - The plan should consider pedestrian access to the Bay Fair BART station
  - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only

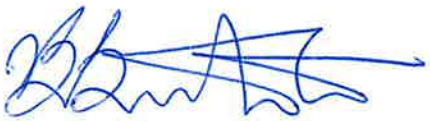
the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

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

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

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

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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

Thursday, April 20, 2017

Andrew Thomas
Development Director
Community Development Department
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

SUBJECT: Response to the Notice of Preparation of an Environmental Impact Report for the Alameda Shipways Residential Project

Dear Mr. Thomas,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the Bay Fair Transit-Oriented Development Specific Plan. The 8.1-acre project site is located at 1100-1250 Marina Village Parkway. The site is bounded by the Oakland Estuary to the north, Marina Village Parkway to the south, and parking lots and marinas to the east and west.

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

Basis for Congestion Management Program Review

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

Use of Countywide Travel Demand Model

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

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network. MTS roadway facilities in the project area include:
  - In Alameda: Webster Street, Webster Street/Posey Tunnels, Constitution Way
  - In Oakland: Interstate 880, Webster Street, Harrison Street, 7th Street, 8th Street

  For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts. Additionally, Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2015 CMP for more information).

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

- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance.
  - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

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

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

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

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

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

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DATE:	May 18, 2017
SUBJECT:	2017 Alameda County Priority Development Area (PDA) Investment and Growth Strategy
RECOMMENDATION:	Approve the 2017 Alameda County PDA Investment and Growth Strategy, per MTC Resolution 4202.

Summary

The Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) Program provides federal funding to the county congestion management agencies (CMAs) for programming to projects, programs and planning activities that advance the goals and objectives of Plan Bay Area. In November 2015, MTC adopted Resolution 4202, the Project Selection Criteria and Programming Policy for the OBAG Cycle 2 (OBAG 2) Program. Resolution 4202 also requires CMAs to prepare a new PDA Investment and Growth Strategy by May 2017 and to update it every four years. Alameda CTC's first PDA Investment and Growth strategy was adopted in 2013. On May 8, 2017, the Planning, Policy and Legislation Committee unanimously approved the 2017 PDA Investment and Growth Strategy. It is recommended the Commission approve the 2017 PDA Investment and Growth Strategy (Attachment A).

Background

MTC and ABAG adopted the One Bay Area Grant (OBAG) program as Resolution 4035 on May 17, 2012. MTC adopted the project selection policies and project funding and policy framework for the second round of the One Bay Area Grant program (OBAG 2) as Resolution 4202, last revised in December 2016. OBAG 2 provides guidance for the allocation of federal transportation program apportionments from the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program. The Bay Area's CMAs are responsible for distribution of the county program component of these funds. Similar to MTC Resolution 4305, MTC Resolution 4202 lists the policy objectives that CMAs must meet as a condition of receipt of OBAG 2 funds.

MTC Resolution 4202 states that the purpose of a PDA Investment and Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. CMAs are expected to undertake

engagement of regional and local agencies, and establish planning objectives and local funding priorities.

Highlights of 2017 PDA Investment and Growth Strategy

The 2017 PDA Investment and Growth Strategy (see Attachment A) contains the following elements:

- Background on policy that supports the integration of land use planning and transportation investment decisions; definition of PDAs and priority conservation areas (PCAs).
- Overview of Alameda County's 46 PDAs, including updated maps of PDAs in North, Central, South, and East Counties.
- Engagement of regional and local agencies, including outreach as part of the development of the Countywide Transportation Plan, three modal plans, and the Comprehensive Investment Plan.
- An update on transportation and land use, including housing policies and current and future activities to support PDA development.
- OBAG 2 funding priorities that Alameda CTC identified and the selection process for funding PDA-supportive transportation programs and projects.

Next Steps

A Commission-adopted PDA Investment and Growth Strategy is due to MTC by May 31, 2017. Moving forward, MTC requires CMAs to provide biennial status report updates and develop a new PDA Investment and Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy.

Fiscal Impact: There is no fiscal impact.

Attachment

A. 2017 Alameda County Priority Development Area Investment and Growth Strategy (hyperlinked to web)

Staff Contacts

Tess Lengyel, Deputy Executive Director of Planning and Policy

Carolyn Clevenger, Director of Planning

Cathleen Sullivan, Principal Transportation Planner

DATE:	May 18, 2017
SUBJECT:	Approval of Amended Memorandum of Understanding with the California Toll Operators Committee
RECOMMENDATION:	Approve and authorize the Executive Director to execute the amended Memorandum of Understanding with members of the California Toll Operators Committee.

Summary

The California Toll Operators Committee (CTOC) is a collaborative organization composed of California's toll facility operators/owners. CTOC is the primary resource for interoperability and coordination among tolling facilities, as well as education and advocacy regarding tolling in California. CTOC members communicate regularly on issues of interoperability, technology, operating policies, customer service, the legislative, administrative and regulatory framework for tolling, and other issues affecting tolling in California. Participation is voluntary and fosters a collaborative environment to advance tolling and associated customer service throughout the state. The Alameda County Transportation Commission (Alameda CTC) has been participating in CTOC as the managing agency for the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA).

A Memorandum of Understanding (MOU) was adopted in 2011 by the member agencies of CTOC. The CTOC Executive Committee has proposed amendments to the CTOC MOU, outlined in Attachment A. Approval of the amended MOU will effectively assign Alameda CTC as the one Member Agency representing both Alameda CTC and Sunol JPA with full voting privileges.

There are no dues associated with CTOC membership. Staff recommends that the Commission approve and authorize the Executive Director to execute the Amended MOU with the Member Agencies of CTOC.

Background

The California Toll Operators Committee (CTOC) is a collaborative organization composed of California's toll facility operators/owners. The mission of CTOC is to promote interoperability, operational excellence, technological advancement and exemplary

customer service on California's toll facilities. The Alameda County Transportation Commission (Alameda CTC) has been participating in CTOC as the managing agency for the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA).

The types of activities that CTOC undertakes includes but is not limited to:

- Promoting consistent agreement(s) and practices for interoperable toll processing and revenue collection;
- Reviewing and recommending changes to the requirements of Title 21 and associated law to Caltrans;
- Reviewing, making recommendations, and as necessary, initiating legislative proposals that may impact toll operations in the state. A unanimous vote of the CTOC members is required for CTOC to take a position on any legislation or administrative policy changes;
- Promoting the "FasTrak®" trademark as the state of California's symbol for electronic toll collection and interoperability;
- Examining new tolling technologies;
- Serving as a resource for toll project planning, development and operations; and
- Providing a central interface with related professional organizations such as the International Bridge Tunnel and Turnpike Association (IBTTA) and Intelligent Transportation Society of California (ITS-CA).

A Memorandum of Understanding (MOU) was adopted in 2011 by the member agencies of CTOC. The CTOC Executive Committee has proposed amendments to the CTOC MOU as outlined in Attachment A.

The Sunol JPA is a joint powers authority comprised of Alameda CTC and the Santa Clara Valley Transportation Authority (VTA). Currently Alameda CTC participates in the CTOC Executive Committee meetings as representing the Sunol JPA but is not yet a member in its own right, while VTA is a member with full voting privileges. The amendments would add Alameda CTC as a member and change the Sunol JPA member status to ex-officio. Alameda CTC would essentially represent both Alameda CTC and Sunol JPA with one vote.

Other amendments to the MOU that do not directly impact Alameda CTC include identification of Caltrans as an ex-officio member, addition of a Communications Subcommittee and Express Lanes Subcommittee, and incorporation of the Immediate Past Chairman position to provide continuity and support for the newly elected leadership.

Participation is voluntary and fosters a collaborative environment to advance tolling and associated customer service throughout the state. There are no dues associated with CTOC membership. Article III, Section C of the MOU expressly authorizes the CTOC

Executive Committee to amend the MOU by a unanimous vote of all member agencies. It is anticipated that the other member agencies will support this MOU amendment.

Staff recommends that the Commission approve and authorize the Executive Director to execute the Amended MOU with the other Members Agencies of CTOC.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Draft Amended CTOC MOU

Staff Contact

Liz Rutman, Express Lane Program

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CALIFORNIA TOLL OPERATORS COMMITTEE

MEMORANDUM OF UNDERSTANDING

Records of Amendments

Original	CTOC Memorandum of Understanding	August 4, 2011
Article	**Amendments**	**Date Adopted**
II	Add Charter Member San Francisco County Transportation Authority (SFCTA)	August 27, 2014
II	Add Charter Member San Bernardino Association Governments (SANBAG)	November 18, 2014
II	Change the name of San Bernardino Association Governments (SANBAG) to San Bernardino County Transportation Authority (SBCTA)	
II	Add Charter Member Alameda County Transportation Commission (Alameda CTC)	
II	Designate Sunol JPA as a non-voting ex-officio member of the CTOC Executive Committee	
II	Designate Caltrans as an ex-officio member of the CTOC Executive Committee	
III	Incorporate the Communications subcommittee	
III	Incorporate the Express Lanes subcommittee	
IV	Incorporate the Immediate Past Chairman position	

CALIFORNIA TOLL OPERATORS COMMITTEE

MEMORANDUM OF UNDERSTANDING

This California Toll Operators Committee Memorandum of Understanding (hereinafter "MOU") for reference purposes, dated August 4, 2011 is entered into by and among the undersigned agencies and organizations (hereinafter "Member Agencies").

Article I - Purpose and Mission

The California Toll Operators Committee (CTOC) is a collaborative organization composed of California's toll facility operators/owners. CTOC is the primary resource for interoperability and coordination among tolling facilities, and education and advocacy regarding tolling in California. CTOC members communicate regularly on issues of interoperability, technology, operating policies, customer service, the legislative, administrative and regulatory framework for tolling, and other issues affecting tolling in California.

The mission of CTOC is to promote interoperability, operational excellence, technological advancement and exemplary customer service on California toll facilities.

The types of activities that CTOC undertakes includes but is not limited to:

- Promoting consistent agreement(s) and practices for interoperable toll processing and revenue collection;
- Reviewing and recommending to Caltrans changes to the requirements of Title 21 and associated law;
- Reviewing and making recommendations and in some cases, initiating proposed legislative changes that may impact toll operations in the state, provided that a unanimous vote of the CTOC members shall be required for CTOC to take a position on any legislation or administrative policy changes.
- Promoting the "FasTrak®" trademark as the California symbol for electronic toll collection and interoperability;
- Examining new tolling technologies.
- Serving as a resource for toll project planning, development and operations; and

CTOC may also provide a central interface with related professional organizations such as the International Bridge Tunnel and Turnpike Association (IBTTA~~) and~~), Alliance for Toll Interoperability (ATI) and the Intelligent Transportation Society of California (ITS-CA).

Article II – Membership

CTOC membership will include the following Charter Member Agencies. These public agencies and/or private companies will be full voting members of CTOC.

- Bay Area Toll Authority/Metropolitan Transportation Commission (BATA)
- California Department of Transportation (Caltrans) - Ex-officio *
- Foothill/Eastern Transportation Corridor Agency (FETCA)/San Joaquin Hills Transportation Corridor Agency (SJHTCA)
- Golden Gate Bridge, Highway and Transportation District (GGBHTD)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- San Diego Association of Governments (SANDAG)
- Santa Clara Valley Transportation Authority (VTA)
- South Bay Expressway, LLC (SBX)
- Sunol SMART Carpool Lane Joint Powers Authority (Sunol JPA) **
- San Francisco County Transportation Authority (SFCTA)
- San Bernardino County Transportation Authority (SBCTA)
- Alameda County Transportation Commission (Alameda CTC)

* - The Caltrans designated representative shall serve as an ex-officio member of the CTOC Executive Committee in a non-voting advisory capacity.

** Sunol JPA shall have a non-voting ex officio CTOC membership.

A Member Agency can withdraw from CTOC by providing written notice to each of the Member Agencies and the Chair at least 30 days prior to the effective date of withdrawal. CTOC membership is voluntary, and its actions are only advisory to its member agencies. CTOC may not require compliance with any actions that are inconsistent with the policies and procedures and policy board actions of any Member Agency.

It is expected that over time, new public and private entities may gain legislative authority to develop and operate toll facilities and that these entities may want to and should be encouraged to

join CTOC. Such entities may petition CTOC for membership and will be admitted as voting members, based on a majority vote of the Executive Committee.

The California Highway Patrol (CHP), Department of Motor Vehicles and other state and local entities may be invited to participate in CTOC meetings to provide input to CTOC on relevant matters from time to time.

The Executive Committee may invite vendors and suppliers of tolling systems, equipment and related products and services to provide information at CTOC meetings and activities to assist with any CTOC discussions at the discretion of the Executive Committee or any subcommittee, to the extent that participation will not create conflicts of interest with pending or future activities of CTOC or its members.

Article III – Governance

CTOC shall be governed by an Executive Committee with assistance from subcommittees.

A. Executive Committee

Composition

An Executive Committee including all CTOC Member Agencies will be comprised of the Chief Executive of each Member Agency or his/her specified designee with the authority to represent the interests of the Agency. Each Chief Executive may also designate one alternate to serve in place of the specified designee.

Responsibilities

The Executive Committee shall provide overall management to the extent necessary to accomplish the Purpose and Mission of CTOC as described in Article I above.

B. Subcommittees

The following subcommittees will support the Executive Committee in carrying out the business of CTOC.

Operations, and Technical Committee

The Operations and Technical Committee will address all issues related to toll collection, roadway operations and customer services. These may include but are not limited to:

- FasTrak® operations and interoperability;
- Best practices and protocols for toll collection, signage and other operational elements;

- Researching new technologies; and
- Matters dealing with Title 21 of the California Code of Regulations such as
    - Implementing established file exchange protocols and proposing revisions as necessary;
    - Developing test procedures for exchange of files from new members as well as procedures for testing changes in technology or protocol; and
    - Establishing validation procedures for Title-21 equipment suppliers;

Legislative Committee

The Legislative Committee will identify, discuss and provide input to the Executive Committee related to proposed legislative or administrative law changes that impact tolling operations and provide analysis and education on legislative changes that would benefit the Agencies and toll facility users.

Express Lanes Committee

The Express Lanes Committee will address and advise the CTOC Executive Committee on issues related to express lanes involving toll collection, roadway operations and customer services.

Communications Committee

The Communications Committee will address and advise the CTOC Executive Committee on issues related to communications strategies for promoting interoperability and best practices in customer education among the CTOC Agencies.

Each subcommittee will have a Chair, who will be a representative of a Member Agency. The subcommittee Chair will be appointed by the Chair of the Executive Committee and confirmed by a majority vote of the Executive Committee. Each subcommittee will develop annual work programs/objectives for review and approval by the Executive Committee. The Executive Committee may also establish additional subcommittees or ad hoc working groups to address specific issues.

C. Termination and Amendment

This Agreement may be terminated either (1) upon agreement of all Member Agencies; or (2) upon withdrawal of all but one Member Agency. This Agreement may be amended by unanimous vote of all Member Agencies.

Article IV – Conduct of Business

A. Meetings

The Executive Committee will meet no less than twice a year, and as necessary to carry out the activities detailed in this MOU. Subcommittees will meet no less than twice a year.

B. Voting

Actions to advocate or oppose a legislative change, impose a cost or recommend a substantial change in operational policies or procedures to a CTOC member(s) shall require a unanimous vote of the CTOC Executive Committee. For other actions of the Executive Committee, such as election of officers as indicated below, a majority of the votes cast by the present voting members of the Executive Committee is required. If a Member Agency by its own policies or rules is required to internally approve any action of the Executive Committee, final implementation of any such action of the Executive Committee shall be dependent upon internal approvals of the particular agency(ies).

Each voting Member Agency shall have one vote. A simple majority of the voting members of the Executive Committee constitutes a quorum of the Executive Committee.

A majority vote shall mean a simple majority of the quorum present. When any action requires a unanimous vote of all Member Agencies, members who will be absent from the meeting may vote by way of a written correspondence delivered to the Chair of the Executive Committee. Abstentions are counted as non-votes.

By majority vote, the Executive Committee can add or dissolve subcommittees.

C. Election of Officers

By majority vote, the Executive Committee will elect one of its members to serve as Chair of the Committee for a term of two years. The two-year term will begin upon election.

By majority vote, the Executive Committee will elect one of its members to serve as Vice Chair of the Committee for a term of two years. The two-year term will generally be concurrent with the term of the Chair, subject to the discretion of the Executive Committee. In the event the office of the Chair is vacant, absent from a meeting, or the Chair is unable to perform the duties of Chair, the Vice Chair will perform the duties until the Chair is able to perform them or the Committee by majority vote elects a new Chair.

The Chair and Vice Chair must be from agencies/organizations that are voting members of CTOC. The intent is that the Chair and Vice Chair offices will be rotated among the voting Member Agencies.

By majority vote, the Executive Committee may extend the terms of the Chair and/or Vice Chair beyond two years for a specified period, not to exceed two years per extension. In the event the Committee fails to elect a Chair~~,~~; the sitting Chair will remain in office until a successor is elected.

The Immediate Past Chair serves on the CTOC Executive Committee and provides continuity and support to the Chair, Vice-Chair and Executive Committee. The Immediate Past Chair shall serve as an advisory member of the CTOC Executive Committee in a non-voting capacity and may receive special assignments as determined by the Chair.

D. CTOC Website

CTOC will establish and maintain a website. The website may contain official CTOC documents, and other information as directed and approved by the Executive Committee.

E. Staffing

The Executive Committee Chair will appoint a staff member or other designee from their agency to perform duties in support of CTOC. The Member Agency represented by the Executive Committee Chair may be responsible for funding minor items in support of the administration of CTOC during his/her term. Duties of the staff support for CTOC would include:

- Coordinating meetings and taking Executive Committee meeting minutes; ensuring that subcommittee minutes are taken and submitted.
- Supporting CTOC officers and committees.
- Maintaining content on the CTOC website, inclusive of posting agendas, meeting notes and other documents as appropriate.

F. Funding

By unanimous agreement of the Member Agencies, a membership fee at an amount to be determined by Executive Committee to cover basic administrative expenses and additional shared expenses for special projects may be instituted. To the extent any such fee is instituted, the Executive Committee shall establish a budget and the level of Member Agency contribution which shall be approved by a majority vote of the Executive Committee. The financial records of CTOC shall be made available to ~~a~~any Member Agency for review and audit purposes. In the event of termination of this MOU, any funds remaining after payment of all CTOC obligations shall be distributed among those Member Agencies that are parties to the MOU at the time of termination.

G. No Liability

Nothing in the provision of this MOU is intended to create or imply duties or obligations to, or create or imply rights extending to or for the benefit of third parties not parties to this MOU and / or affect the legal liability of any party to this MOU by imposing any standard of care with respect to the operation of Member Agencies' toll facilities.

H. No Partnership

Neither this MOU nor the exercise of any activity described hereunder shall evidence or establish, or be construed as evidencing or establishing, any partnership, joint venture or similar relationship between the Member Agencies, or any of them.

IN WITNESS WHEREOF, the parties have executed this MOU as of the date first written above. This agreement may be signed in counterparts by the respective Member Agencies.

Member Agency	Signature	Date
Bay Area Toll Authority/Metropolitan Transportation Commission (BATA)		
California Department of Transportation (Caltrans)		
Foothill/Eastern Transportation Corridor Agency (FETCA)/ San Joaquin Hills Transportation Corridor Agency (SJHTCA)		
Golden Gate Bridge, Highway and Transportation District (GGBHTD)		
Los Angeles County Metropolitan Transportation Authority (LACMTA)		
Orange County Transportation Authority (OCTA)		
Riverside County Transportation Commission (RCTC)		
San Diego Association of Governments SANDAG)		
Santa Clara Valley Transportation Authority (VTA)		
South Bay Expressway, LLC (SBX)		
~~Sunol SMART Carpool Lane Joint Powers Authority (Sunol JPA)~~		

~~At the August 27 and November 18, 2014 meetings of the CTOC Executive Committee, per Article II of this MOU, the following Agencies were admitted as voting members of CTOC:~~

Member Agency	Signature	Date
San Francisco County Transportation Authority (SFCTA)		
San Bernardino ~~Associated Governments (SANBAG)~~County Transportation Authority		
Alameda County Transportation Commission (Alameda CTC)		

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DATE:	May 18, 2017
SUBJECT:	Alameda CTC Proposed Consolidated Budget for FY2017-18
RECOMMENDATION:	Approve the Alameda CTC Proposed Consolidated Budget for FY2017-18.

Summary

The Alameda County Transportation Commission's (Alameda CTC) FY2017-18 Proposed Consolidated Budget (Proposed Budget) demonstrates a sustainable, balanced budget utilizing projected revenues and fund balance to fund total expenditures. A budget is considered balanced when (1) total revenues equal total expenditures, (2) total revenues are greater than total expenditures, or (3) total revenues plus fund balance are greater than total expenditures. The overall consolidated Alameda CTC budget fits into the second category with total revenues greater than expenditures; however, this varies by fund as some funds fit into the third category such as the Measure B, Measure BB, Vehicle Registration Fee (VRF) and Transportation Fund for Clean Air (TFCA) funds which accumulate funds within fund balances to be utilized to fund capital projects and programs in Alameda County, and the CMA Capital Projects Fund fits into the first category.

The Proposed Budget has been prepared based on the modified accrual basis of accounting, which is consistent with the basis of accounting utilized to prepare our audited financial statements. It has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The funds are comprised of General Funds, I-580 Express Lanes Fund, Special Revenue Funds, Exchange Fund, Debt Service Fund and Capital Projects Funds.

The Proposed Budget contains projected revenues totaling $321.1 million of which sales tax revenues comprise $282.0 million, or 87.8 percent, and VRF revenues comprise $12.0 million, or 3.7 percent. In addition, the Proposed Budget also includes a projected FY2016-17 ending fund balance of $309.8 million for total available resources of $631.0 million. The projected revenues are offset by $312.1 million in anticipated expenditures of which $121.4 million, or 38.9 percent, are allocated to capital projects funds, and $5.4 million, or 1.2 percent when including the roll forward capital budget, is allocated for salaries and benefits. Salaries and benefits expenditures are nominal as compared to total expenditures. These revenue and expenditure totals constitute a net increase in fund balance of $9.0 million and a projected consolidated ending fund balance of $318.9 million.

Approval of the Proposed Capital Projects budget is requested for the amount found in the "Proposed FY2017-18 Capital Budget with Estimated Roll Over" column on the Proposed Capital Programs Budget sheet. This column includes both the additional capital budget amount requested for FY2017-18 as well as an estimated roll over balance from FY2016-17. The capital amount carried forward to the consolidated Alameda CTC Proposed Budget does not include the roll forward budget authority because the amount is still included in the approved budget for FY2016-17 and, therefore, is included in the projected roll forward fund balance from the FY2016-17 adopted budget. During the mid-year budget update process, the roll forward fund balance will be updated to actual based on the audited financial statements. Consequently, the capital budget amount on the consolidated budget spreadsheet for the mid-year budget update will be for the full capital budget including both the actual roll forward balance from FY2016-17 and any additional requested capital budget for FY2017-18. This methodology is necessary to ensure accurate and reliable fund balance information in the Alameda CTC budget.

The Proposed Budget includes revenues and expenditures necessary to provide vital programs and planning projects for Alameda County and to deliver significant capital projects that expand access and improve mobility in Alameda County consistent with the 2018 Comprehensive Investment Plan (CIP) which was approved by the Commission in April 2017.

Alameda CTC has included the General Fund balance reserve amount which was calculated based on the General Fund Balance Reserve Policy approved by the Commission in January 2014. In addition, the operational reserve has been calculated for the I-580 Express Lanes Fund in the amount of 50 percent of expenditures. The goal is to grow this operational reserve up to 100 percent of annual projected expenditures in order to mitigate risk and ensure sufficient liquidity for operations.

The Proposed Budget allows for an additional inter-fund loan from the 1986 Measure B Capital Fund to the General Fund for non-sales tax related items of $5 million, if and when necessary during FY2017-18, which would bring the total authorized loan amount to $15 million. The loan program was adopted by the Commission in March 2011 to help cash flow non-sales tax related projects and programs.

Background

Development of the Proposed Budget for FY2017-18 focused on the mission and core functions of Alameda CTC that will enable Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County.

Staffing levels assumed in the Proposed Budget for FY2017-18 are based on the organizational structure and salary ranges approved by the Commission in March 2017,

which allows for staffing of up to 37 full time equivalent (FTE) positions in 32 job classifications. Salaries and benefits account for 1.2 percent of budgeted expenditures including roll forward capital budget authority. The organizational structure was designed to prepare the agency to meet the many challenges and expanded responsibilities of administering the 2014 Measure BB sales tax, implementing the CIP, and managing and maintaining the I-580 Express Lanes and the I-680 Southbound Express Lane.

The 2000 Measure B and 2014 Measure BB Salary and Benefits Limitation ratio and the Administrative Cost Limitation ratio were calculated based on the proposed budgeted revenues and expenditures and were found to be in compliance with requirements in the Transportation Expenditure Plans and the Public Utility Code.

Fiscal Impact: The fiscal impact of the FY2017-18 Proposed Consolidated Budget would be to provide resources of $321.1 million and authorize expenditures of $312.1 million, with an overall increase in fund balance of $9.0 million for a projected ending fund balance of $318.9 million.

Attachments

A. Alameda CTC FY2017-18 Proposed Consolidated Budget
B. I-580 Express Lanes FY2017-18 Proposed Budget
C. Alameda CTC FY2017-18 Proposed Capital Programs Budget

Staff Contact

Patricia Reavey, Deputy Executive Director of Finance and Administration

Seung Cho, Director of Budgets and Administration

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Alameda County Transportation Commission
Fiscal Year 2017-18 Proposed Budget

	General Funds	I-580 Express Lanes Fund	Special Revenue Funds	Exchange Fund	Debt Service Fund	Capital Projects Funds	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	$ 47,381,241	$ 5,090,755	$ 66,662,328	$ 5,086,439	$ 10,522,027	$ 175,096,728	$ -	$ 309,839,518
Revenues:								
Sales Tax Revenues	$ 11,985,000	$ -	$ 171,968,116	$ -	$ -	$ 98,046,884	$ -	$ 282,000,000
Investment Income	245,000	-	355,000	30,000	-	2,100,000	-	2,730,000
Member Agency Fees	1,394,819	-	-	-	-	-	-	1,394,819
VRF Funds	-	-	12,000,000	-	-	-	-	12,000,000
Toll Revenues	-	8,000,000	-	-	-	-	-	8,000,000
Other Revenues	-	-	31,250	-	24,618,083	-	(24,649,333)	-
Regional/State/Federal Grants	3,617,360	-	3,806,985	-	-	(224,846)	-	7,199,498
Local and Other Grants	499,451	-	-	6,835,413	-	20,017,168	(19,542,137)	7,809,895
Total Revenues	17,741,630	8,000,000	188,161,351	6,865,413	24,618,083	119,939,205	(44,191,470)	321,134,212
Expenditures:								
Administration								
Salaries and Benefits	2,021,871	-	-	-	-	75,132	-	2,097,004
General Office Expenses	1,571,313	-	3,000	-	-	93,897	(3,000)	1,665,209
Travel Expense	42,300	-	-	-	-	2,700	-	45,000
Debt Service	-	-	-	-	26,473,250	24,618,083	(24,618,083)	26,473,250
Other Administration	2,673,350	-	-	-	-	182,900	-	2,856,250
Commission and Community Support	252,750	-	28,250	-	-	-	(28,250)	252,750
Contingency	194,000	-	-	-	-	6,000	-	200,000
Operations								
Salaries and Benefits	-	194,295	-	-	-	-	-	194,295
Project Management and Support	-	290,000	-	-	-	-	-	290,000
Other Operating Expenditures	-	7,115,000	-	-	-	-	-	7,115,000
Planning								
Salaries and Benefits	747,266	-	-	-	-	-	-	747,266
Planning Management and Support	-	-	-	-	-	-	-	-
Transportation Planning	1,794,814	-	-	-	-	-	-	1,794,814
Congestion Management Program	575,445	-	-	-	-	-	-	575,445
Other Planning Projects	-	-	-	-	-	-	-	-
Programs								
Salaries and Benefits	114,101	-	1,511,566	29,016	-	-	(186,446)	1,468,237
Programs Management and Support	122,500	-	1,686,500	-	-	-	-	1,809,000
Safe Routes to School Programs	-	-	1,784,601	-	-	-	-	1,784,601
VRF Programming	-	-	14,054,000	-	-	-	-	14,054,000
Measure B/BB Direct Local Distribution	-	-	145,715,309	-	-	-	-	145,715,309
Grant Awards	-	-	17,627,828	-	-	-	-	17,627,828
TFCA Programming	-	-	1,687,785	-	-	-	-	1,687,785
CMA TIP Programming	-	-	-	6,806,397	-	-	-	6,806,397
Capital Projects								
Salaries and Benefits	-	-	-	-	-	930,580	-	930,580
Project Management and Support	-	-	-	-	-	3,382,780	-	3,382,780
Capital Project Expenditures	-	-	-	-	-	92,083,252	(19,542,137)	72,541,114
Indirect Cost Recovery/Allocation								
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(186,446)	-	-	-	-	-	186,446	-
Total Expenditures	9,923,263	7,599,295	184,098,839	6,835,413	26,473,250	121,375,324	(44,191,470)	312,113,914
Net Change in Fund Balance	7,818,366	400,705	4,062,512	30,000	(1,855,167)	(1,436,118)	-	9,020,298
Projected Ending Fund Balance	55,199,607	5,491,460	70,724,840	5,116,439	8,666,860	173,660,610	-	318,859,816
Fund Balance/Operational Reserves	30,519,054	3,799,648	-	-	-	-	-	34,318,702
Projected Net Fund Balance	$ 24,680,553	$ 1,691,812	$ 70,724,840	$ 5,116,439	$ 8,666,860	$ 173,660,610	$ -	$ 284,541,115

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I-580 Express Lanes
Fiscal Year 2017-18
Proposed Budget

		FY 2017-18 Proposed Budget
Projected Beginning Net Position	**$**	**5,090,755**
Operating Revenues:		
Toll Revenue		8,000,000
Other Revenues		-
Total Operating Revenues		**8,000,000**
Operating Expenses:		
Operations and Maintenance (Consultant)		3,000,000
Revenue Collection Fees (BATA)		2,000,000
Other Consultant Costs		1,000,000
Contingency		500,000
Enforcement (CHP)		225,000
Express Lane Operations Technicians		210,000
Alameda CTC Operations		179,427
System Manager/Operations Support		100,000
Public Outreach / Education		100,000
Insurance		80,000
IT Support		60,000
Utilities		60,000
Express Lane Maintenance (Caltrans)		25,000
Miscellaneous		25,000
Legal		20,000
Alameda CTC Administration		14,868
Project Controls		-
Total Operating Expenses		**7,599,295**
Operating Surplus/(Deficit)		**400,705**
Projected Ending Net Position	**$**	**5,491,460**
Net Position		
Reserved for Operations & Maintenance:		3,799,648
Unrestricted		1,691,812
Total Net Position	**$**	**5,491,460**

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Alameda CTC Fiscal Year 2017-18
Proposed Capital Programs Budget

Capital Programs	(A) Adopted FY 2016-17 Capital Budget	(B) Estimated FY2016-17 Expenditures	(A) - (B) = (C) Estimated FY 2016-17 Rollover to FY 2017-18	(D) Proposed FY 2017-18 Adjustment to Capital Budget	(C) + (D) = (E) Proposed FY 2017-18 Capital Budget w/ Estimated Rollover	Funding			
						Total Local	Total Regional	Total State	Total Federal
1986 Measure B Capital Program	$ 25,956,276	$ 4,771,663	$ 21,184,613	$ 581,702	$ 21,766,315	$ 21,766,315	$ -	$ -	$ -
2000 Measure B Capital Program	86,024,157	18,510,892	67,513,265	18,375,817	85,889,082	85,017,277	-	-	871,805
2014 Measure BB Capital Program	74,344,249	50,031,824	24,312,425	57,646,771	81,959,196	81,179,197	-	-	780,000
Non-Sales Tax Capital Program	58,705,988	41,908,539	16,797,450	19,792,321	36,589,771	34,582,291	639,025	607,759	760,696
	$ 245,030,671	$ 115,222,917	$ 129,807,754	$ 96,396,612	$ 226,204,365	$ 222,545,080	$ 639,025	$ 607,759	$ 2,412,500

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Application for the Alameda CTC
Paratransit Advisory and Planning Committee (PAPCO)

Alameda CTC invites Alameda County residents to serve on its **Paratransit Advisory and Planning Committee**, which meets on the fourth Monday of the month from 1:30 to 3:30 p.m. Each member is appointed for a two-year term.

Name: Robert J. Coomber

Home Address: [redacted]

Mailing Address (if different): _____

Phone: (home [redacted] (work) — (fax) _____

Email: [redacted]

Please respond to the following sections on a separate attachment:

I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.

II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on PAPCO and why you are qualified for this appointment, including any experience you have managing funding and/or making funding decisions.

III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.

IV. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC Commission.

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

Signature Robert Coomber Date 1/23/17

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

Appointing Commissioner:

Signature: _____

Date: _____

Applicant: Robert J. Coomber

Position: PAPCO Representative

Response to questions

1. I've served 6 years in an elected capacity on the Livermore Recreation and Park District Board of Directors (2010 – 2016). Concurrently, I was a member of the East Bay Regional Park District's Parks Advisory Committee, where I represented our disabled community as it relates to park and trail access. I currently serve on the Board of Directors for Access Northern California, a Berkeley – based nonprofit.

2. My qualifications are best represented by some accolades: "America's #1 Wheelchair hiker" (SF Chronicle, 2012), and my public persona as a hiker who works hard for urban / suburban trail interfaces that are fully accessible.

3. Although currently retired, I'm a Livermore City Council member as of 2016. I've volunteered with BORP, helped test new wheelchair designs, and lead accessible hikes on universally accessible trails throughout the Bay Area.

4. My only experience with paratransit has been teaching volunteers at Ano Nuevo State Park how to operate the lift on their bus. The training was a success!

1. **Welcome and Introductions**
   Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present with the exception of Liz Brisson, Preston Jordan, Ben Schweng and Midori Tabata.

   Sebsequent to the roll call:
   Midori Tabata arrived during agenda item 2. Preston Jordan and Liz Brisson arrived during agenda item 4.1.

2. **Public Comment**
   A public comment was heard from Bruce Dughi with Bike Walk Castro Valley. He stated that he wants to see the walk audit document that Alta Planning gave to the schools as part of the Safe Routes to Schools (SR2S) Program.

3. **Approval of December 14, 2016 Minutes**
   Midori Tabata moved to approve this item. Dave Murtha seconded the motion. The motion passed with the following votes:

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

4. **Bicycle and Pedestrian Countywide Discretionary Fund**
   4.1. City of Newark Bicycle and Pedestrian Master Plan Project Close-out Presentation
   Matt Bomberg stated that this item is a close-out report from the City of Newark. He informed the committee that active reports as well as other closeout reports are in the packet under agenda item 4.2. Soren Fajeau with the City of Newark and Carrie Modi with Fehr & Peers reported that this is the final reporting period for the City of Newark Bicycle and Pedestrian Master Plan Project. Carrie stated that this is the first citywide master plan for the City of Newark. She reviewed the work to date, public outreach, recommended projects and the next steps. Carrie stated that Newark's BPAC gave unanimous support of Newark's Bicycle and Pedestrian Master Plan.

   Diane Shaw asked if the project team worked with Fremont on their Bicycle and Pedestrian Master Plan and if they coordinated with Newark and Fremont to do joint projects on the Mowry Avenue overpass. Carrie responded yes and there's a lot of continuity between Newark and Fremont and the networks were developed at the same time. Soren said that there are five or six major arterial street connections in Fremont and Newark evaluated in their Bicycle and Pedestrian Plans.

Diane Shaw asked about Newark Blvd from SR 84 to Jarvis Avenue Project. She suggested to extend this project to Cedar. Soren responded that he will look to see why there is a gap.

Midori Tabata asked if there was coordination between Newark and the surrounding cities. Soren said that Newark is completely surrounded by Fremont and Newark reviewed the plans from the surrounding cities, which included the City of Union City and the City of Fremont.

Midori Tabata asked did Newark create a BPAC and is it permanent. Soren said that Newark formed a BPAC for the plan and is now evaluating if it will be permanent.

Diane Shaw suggested Newark, Fremont and Union City get together to discuss bicycle and pedestrian needs in the Tri-City. Soren responded that Newark can participate in such coordination but noted there are staffing differences between the cities.

Dave Murtha asked if the Newark schools in the SR2S program are public schools and if private schools were considered. Soren responded that all the schools listed are public.

Matt Turner asked if there were lessons learned on the project delays that would benefit others. Soren responded that the lessons learned were unique to Newark and related to staffing issues.

Diane Shaw asked if Newark looked at Marshlands Road. Soren said that this road is within the City of Fremont jurisdiction. He noted that Don Edwards Refuge that is along Marshland Road has a project that will happen this year.

A public comment was heard from Bruce Dughi with Bike Walk Castro Valley. He asked what can be done about the overpasses. Carrie and Soren responded that most of the overpasses are in the jurisdiction of the City of Fremont.

4.2. Countywide Discretionary Fund Grant Progress Reports

Matt Bomberg stated that the progress reports of the remaining active grants are in the packet for informational purposes. He noted that the progress report does not provide the original purpose of the grant and Matt told the committee that he will provide a link to the fact sheets related to the progress reports, which will provide additional information.

Preston Jordan commented on the East Bay Regional Park District Bay Trail from Gilman to Buchannan project. He noted a public meeting was held on December 2, 2016 but that it's difficult to find information on the meeting and it was not well publicized. Preston also noted that the project website information is not up-to-date and suggested that Alameda CTC staff work with grantees to confirm their progress reports requirements.

Midori Tabata commented on the Cycles of Change grant. Midori asked if the program original goals were met and did the tax payers receive what was promised by the grantee. Matt Bomberg stated that Alameda CTC could bring in Cycles of Change for a project close-out presentation at some point in the future. Midori noted that programs are more nebulous and need oversight similar to Capital Projects. Preston referred the

committee to the report on page 37 of the packet, which showed that Cycles of Change met their performance target for the grant.

Diane Shaw commented on the City of Albany Buchanan/Marin Bikeway project. She commented on the language used by the grantee under the "General" selection is contradictory. Matt Bomberg responded that he will take all comments back to the grantees.

5. Update on Regional Bike Share Activities

Matt Bomberg stated that most of the activity on Bike Share is at a regional and local level. He noted that staff from Metropolitan Transportation Commission (MTC) and the cities were not able to make it today and he is presenting this item. Matt covered the Bay Area Bike Share expansion that is managed by MTC and the local jurisdictions, and a Bike Share Capital Program that is aimed at helping to foster Bike Share in cities not in the regional program expansion. He also discussed the agreement between MTC and Motivate International, Inc. (Motivate) to deliver, install, and operate a 7,000-bicycle bike share system in the Bay Area. Matt stated that Motivate and MTC announced in September 2016 that Ford Motor Company has reached an agreement with Motivate to be the title sponsor for seven years and the system will be rebranded as Ford GoBike.

Dave Murtha asked if Ford's GoBike is the same as the electric bike that is being developed by Ford. Matt said they are not the same.

Matt Turner asked if Motivate is working on lobbying to expand the bike share or in other bicycle related activities in the Bay Area. Carolyn responded that Motivate is working on implementing the current program and is not actively engaged in additional local planning at this time.

David Fishbaugh asked if Motivate has metrics that will determine ridership on routes between various stations and route choices, and to what extent will Alameda CTC correlate the data to bicycle counts and traffic maintenance. Matt Bomberg responded that Motivate has some metrics benchmarking against other bike share systems and occasionally moving stations around based on high/low ridership. Alameda CTC does not have plans on getting count data from Motivate at this time though.

Dave Murtha asked if Motivate have tracking devices on the bicycles. Matt Bomberg said that the San Francisco bicycles have GPS trackers.

Jeremy Johansen said a study was done by his employer OSIsoft, LLC that used bike share data to produce a report on usage. He let the committee know that he will share the report if anyone is interested.

Diane Shaw asked about the usage in Peninsula cities for first/last mile in particular there isn't any place to put the bicycles one the user gets home.

Liz Brisson asked about BlueGoGo. Matt noted that MTC has concerns that BlueGoGo may be violating exclusivity clauses in the MTC/Motivate contract. Liz suggested that BlueGoGo has a different motive than Motivate, with Motivate seeking to provide a service more akin to a public transportation system. She also expressed her concerns

around deployment of Bikeshare stations in communities of concern. Liz suggested Alameda CTC invite Motivate to BPAC to answer questions at some point in the future.

David Fishbaugh asked how station balancing actually works. Carolyn said they have a bicycle van.

Midori Tabata asked if anyone has information on the program implemented in Hacienda Park. Matt said Hacienda Park is more similar to BlueGoGo bike share because both programs do not have docking stations.

Preston Jordan asked where Phases 4 and 5 of the Bay Area Bikeshare expansion will take place. Matt said in San Francisco.

A public comment was heard from Bruce Dughi with Bike Walk Castro Valley. Bruce asked if Palo Alto is part of the MTC/Motivate program. Carolyn Clevenger responded that Palo Alto participated in the initial pilot program with MTC and the Air District.

6. Establish an Ad-Hoc Subcommittee to discuss consideration of complete streets in repaving prioritization

Matt Bomberg stated that BPAC requested to form a subcommittee to investigate consideration of complete streets in repaving prioritization. The following committee members volunteered to serve on the BPAC Ad Hoc Subcommittee:

- Matt Turner
- Liz Brisson
- Preston Jordan
- Midori Tabata

David Fishbaugh asked are there funding consequences from the BPAC recommendation. Carolyn Clevenger responded that BPAC should be cautious and realistic with proposing changes to MTC's StreetSaver software. Liz noted that there may be actions or findings from the subcommittee that BPAC members can take back to their local communities.

Preston Jordan requested staff to consider another subcommittee at a later date to discuss MTC repavement program for cities and MTC's technical assistance grants.

7. Staff Reports

7.1. Caltrans District 4 Bicycle Plan

Matt Bomberg informed the committee that Caltrans District 4 is developing their first Bicycle Plan that will address improvements on the State Highway System. Matt noted that the improvements will take place on and across freeway routes and conventional highways. He stated that a project fact sheet and a timeline for the plan are in the packet. Matt said that Caltrans have a project website and is building a Bike Map website that will allow visitors to comment on specific routes. Round 1 workshops will be held in San Francisco County, Solano County, and Santa Clara County. Matt stated that will request the project coordinator at Caltrans District 4 to visit BPAC once they've completed existing conditions analysis.

David Fishbaugh asked if all State Highways in District 4 nine counties will be included. Matt said yes and that District 4 counties are the same as the MTC Region.

Diane Shaw said there is a State 84 in Fremont and Fremont Bicycle and Pedestrian Plan is ignoring it because it's part of the State. Diane asked how this related to Caltrans relinquishment program.

Matt Turner stated Alameda County is moving ahead with the relinquishment because it's been difficult to get Caltrans to maintain East 14th/Mission Blvd.

Dave Murtha noted that Caltrans as an organization has a lot of bicycle riders based on the results of the Team Bike Challenge in Alameda County.

A public comment was heard from Bruce Dughi and he asked if Caltrans is developing design standards for other roads. Matt Bomberg noted that the Caltrans Highway Design Manual is regularly updated but that the Caltrans District 4 Bicycle Plan will not deal with this issue directly.

7.2. Regional Active Transportation Program Cycle III Funding Awards
Matt Bomberg stated that at the last meeting he shared the results of State Active Transportation Plan (ATP), which funded a couple of projects within Alameda County. The Regional ATP funding recommendation were released by MTC in January 2017 and a number of projects were funded within Alameda County. He directed the committee to page 92 in the packet for a list of projects funded in Alameda County.

Matt Turner expressed his appreciation of Castro Valley BPAC for writing grants to receive Regional ATP funds.

7.3. Comprehensive Investment Program/MTC Complete Streets Checklist Review
Matt Bomberg stated that for any federally funded project the project sponsor is required to complete an MTC Complete Streets Checklist that is placed in an online database where it is available for public review. As part of the Alameda CTC 2018 Comprehensive Investment Plan there are funds for Local Streets and Roads preservation, which are federal funds and not competitively rewarded. Each county receives a share of the money based on a formula that includes population and lane miles. For those projects the cities completed the complete streets checklist and as a Congestion Management Agency, Alameda CTC is charged to make the checklists available to BPAC. Matt demonstrated to the committee how to access the MTC database and walked through a checklist.

7.4. Bicycle and Pedestrian Count Program
Matt Bomberg stated that Alameda CTC conducted manual bicycle and pedestrian counts during September/October 2016 at 75 locations in Alameda County and he has the data. Matt reminded the committee that the Bicycle/Pedestrian Count Program expanded to a total of 150. He noted that 75 locations were counted in 2016 and 75 locations will be counted during September/October 2017. Matt reviewed the manual program data analysis with BPAC and informed the committee that this is the first time that the count program was done by video.

Preston Jordan stated that he noticed that the pedestrian counts are astronomically higher (425) and the bicycle counts are lower (290) in many cases. He noted that 50% of the locations shows this pattern, which is very unusual.

Dave Murtha stated that the intersection Foothill Blvd and D Street in Hayward is not a bicycle friendly location. Dave suggested an alternate location should be used.

Preston Jordan stated that the Masonic Avenue and Solano Avenue in Albany shows a large number of people going the "wrong way" and he believes the data is incorrect. Preston wondered if the counting includes the Ohlone path. Matt said he will have the consultant verify the "wrong way" counts.

7. BPAC Member Reports

7.1. BPAC Calendar

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

Jeremy Johansen stated that the San Leandro BPAC is doing an update on their Bicycle/Pedestrian Master Plan and are also reviewing the Creek Trail Plans. Jeremy noted that the newly opened and expanding San Leandro Tech Campus doesn't have a pathway from the campus to the San Leandro BART Station because Union Pacific will not allow a new at-grade crossing and that the City is now considering an overpass.

Matt Turner stated that San Leandro has "Lit San Leandro" that is offering state-of-the-art fiber optic Internet connections to businesses. San Leandro also has a solar program called "zip power" that will power much of the East Bay in the future. Matt stated that having good connectivity to the BART station will become critical in the next decade.

Preston Jordan said that Albany will have a Pedestrian Hybrid Beacon (HAWK Signal) installed at San Pablo Avenue. He noted that the HAWK signal is for pedestrian crossing only and not for cyclists. Preston said that Caltrans will have the signal installed as is and it is configured with a bicycle signal face. Preston stated that he rode his bike through the Gilman and Eastshore Highway intersection and wondered if the roundabout engineer has taken newly activated metering lights into account.

Midori Tabata said that the Telegraph Avenue protected bike lane is now being cited as best practices nationwide and it will be placed on the Oakland BPAC agenda in February. Liz Brisson noted that the evaluation report is out for review and collisions are down.

Preston Jordan said that Berkeley's protected intersection is confusing for motorists.

Kristi Marleau stated that the BART Board discussed an additional parking garage at the Dublin Station and Bike East Bay submitted a letter stating that if the garage is built to include the Iron Horse Trail. Kristi said that BART voted to perform a further study.

Matt Turner stated the Creek and Trail Plan group is meeting on February 10th. He stated that the Plan will start with Central County. Assemblymember Bill Quirk's office is leading this effort.

7.2. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 7:40 p.m. The next meeting is scheduled for May 4, 2017 at the Alameda CTC offices.

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	**Mr.**	**Turner, Chair**	**Matt**	**Castro Valley**	**Alameda County Supervisor Nate Miley, District 4**	**Apr-14**	**Mar-17**	**Mar-19**
2	**Ms.**	**Marleau, Vice Chair**	**Kristi**	**Dublin**	**Alameda County Mayors' Conference, D-1**	**Dec-14**	**Jan-17**	**Jan-19**
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18
11	Ms.	Tabata	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17

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1. **Roll Call and Introductions**
   Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:35 p.m. A roll call was conducted and all members were present with the exception of Carolyn Orr, Carmen Rivera-Henderson, Harriette Saunders, Will Scott, Linda Smith, Cimberly Tamura, and Hale Zukas.

   Subsequent to the roll call:
   Hale Zukas arrived during agenda item 3.3 and Will Scott arrived during agenda item 3.6.

   Will Scott left the meeting during agenda item 7.1.

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

3. **Administration**
   3.1. **Approve the February 27, 2017 Meeting Minutes**
   Herb Hastings moved to approve this item. Michelle Rousey seconded the motion. The motion passed with the following votes:

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

3.2. Approve the February 27, 2017 Joint PAPCO and ParaTAC Meeting Minutes

Jonah Markowitz moved to approve this item. Esther Waltz seconded the motion. The motion passed with the following votes:

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

3.3 Establish Program Plan Review

Krystle Pasco presented this item. She said that PAPCO will be responsible for reviewing Measure B and BB Direct Local Distribution (DLD) funded paratransit programs totaling over $23.9 million dollars. Krystle reviewed the schedule and offered help to members to complete the subcommittee volunteer form.

3.4. FY 2016-17 PAPCO Meeting Calendar Update

Members were presented with the updated FY 2016-17 PAPCO Meeting Calendar.

3.5. Review the FY 2016-17 PAPCO Work Plan

PAPCO members were presented with the current FY 2016-17 PAPCO Work Plan.

3.6. Review the Current PAPCO Appointments

Sylvia Stadmire stated that there are five vacant PAPCO appointments.

4. 2018 Comprehensive Investment Plan (2018 CIP) Paratransit Program Recommendation

Krystle Pasco presented this item. She covered the CIP process and funding priorities. Krystle reviewed applications and sought PAPCO's final approval for the paratransit program.

Joyce Jacobson wanted clarification about the population that the LAVTA Para-Taxi Program serves. She asked if consumers interested in

using ADA-mandated Paratransit go through a formal certification process. Staff responded yes. Member Jacobson asked if the taxis have wheelchair access. Naomi Armenta said that LAVTA reports that they do have wheelchair-accessible taxis. However, patrons have found that the vehicles are not always available. Member Jacobson asked if patrons receive $200 a month in reimbursement for using the Para-Taxi program. Member Rousey noted that this is a reimbursement type program and there are limits to how much consumers can request for reimbursement. Member Jacobson asked if this amount means that members can take several trips a week. Staff confirmed this.

Member Jacobson thanked Eden I&R for providing requested data in the packet. She said that there was a basis for their figures in this data. She said that PAPCO is being asked to fund current staff positions and wanted to know how they were funded previously. Naomi responded that AC Transit and CIL previously partnered with Eden I&R using a 5317 federal grant (New Freedom) but this grant is no longer available.

Joyce Jacobson asked if 10% of CIP funding is discretionary, then is paratransit's discretionary funding 1%. Cathleen Sullivan responded that the paratransit discretionary funding represents 1% of Measure BB and that the paratransit discretionary funding represents 10% of the total paratransit funding. Cathleen said that the paratransit funding was undersubscribed and there is unallocated funding.

Shawn Castello asked if the wheelchair breakdown service was being funded. Naomi responded yes.

Michelle Rousey asked what happens to the unused funding. Naomi said that the unallocated funding is rolled over. Krystle added that this funding can be allocated to programs recommended during the needs assessment implementation discussion that will take place in June.

Herb Hastings asked if LAVTA's Para-Taxi funds could be used for the Go Dublin program. Naomi responded that if LAVTA wanted to they could submit a discretionary grant application to Alameda CTC

during a future cycle. Cathleen said that they could also apply with this idea in the program plan process.

Hale Zukas asked, regarding the CIL application, have there been any audits to ensure that the services claimed were actually delivered. Cathleen said that there is no formal auditing process for any of the grants, but past performance information was made available in the packet.

Jonah Markowitz moved to approve this item. Esther Waltz seconded the motion. Discussion took place and Joyce Jacobson requested pulling out Eden I&R to vote on separately. Hale Zukas requested voting on each application individually.

Jonah Markowitz amended the motion to vote on each 2018 CIP Paratransit Program application individually. Michelle Rousey seconded the motion. The motion passed with the following votes:

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

Herb Hastings moved to approve the Center for Independent Living, Inc. application. Michelle Rousey seconded the motion. The motion passed with the following votes:

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

Michelle Rousey moved to approve the City of Fremont application. Larry Bunn seconded the motion. The motion passed with the following votes:

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

Esther Waltz moved to approve Eden I&R application. Michelle Rousey seconded the motion. The motion passed with the following votes:

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

Jonah Markowitz moved to approve Life ElderCare application. Michelle Rousey seconded the motion. The motion passed with the following votes:

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

Larry Bunn moved to approve Drivers for Survivors, Inc. application. Sandra Johnson-Simon seconded the motion. The motion passed with the following votes:

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

Esther Waltz moved to approve the Senior Support Program of the Tri-Valley application. Shawn Costello seconded the motion. The motion passed with the following votes:

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

Jonah Markowitz moved to approve the Bay Area Outreach and Recreation Program application. Larry Bunn seconded the motion. The motion passed with the following votes:

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

Shawn Costello moved to approve Livermore Amador Valley Transit Authority application. Michelle Rousey seconded the motion. The motion passed with the following votes:

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

Michelle Rousey moved to approve City of Emeryville 8-to-Go application. Esther Waltz seconded the motion. The motion passed with the following votes:

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

Joyce Jacobson said that she felt that staff presented this item as a done deal at the beginning of the process. She said she felt "set up" and she was not done reviewing the programs in detail. Hale Zukas said that he and Joyce do not like being rubberstamps.

5. PAPCO Member Reports and Outreach Update

Michelle Rousey stated that the California Olmstead meeting took place last month. She said the group is focused on living independently. She encouraged PAPCO members to attend future meetings.

Shawn Costello had an accident after the January PAPCO meeting and he said the Wheelchair Scooter Breakdown Transportation Service (WSBTS) provided extremely poor service. Shawn would like to make a formal complaint in the current PAPCO meeting, saying that the WSBTS program held his chair hostage over a month and did not deliver his chair to his door.

Jonah Markowitz acknowledged Leslie Gordon passing away.

Sylvia Stadmire delivered SOS Meals with the fire chief of Piedmont and had a very nice time. Sylvia also made a trip with Joyce Jacobson to see the upgraded Community and Senior Center in the City of Emeryville. She also has been attending the Mayor's budget meetings to see what is available for seniors and youth. Michelle Rousey offered to find lists of people with disabilities to go to the City as advocates when needed.

Sandra Johnson-Simon gave an update on the convention of the United Seniors of Oakland and Alameda County.

Sylvia said that she went to the regional PCC meeting with Sandra and feels AC Transit and BART are going in the right direction in protecting seniors and the disabled.

5.1. Paratransit Outreach Calendar and Update
Krystle Pasco presented this item.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)
Herb Hastings said that IWC met on March 13, 2017. He said they discussed the annual compliance review and the annual report ad hoc committee.

6.2. East Bay Paratransit Service Review Advisory Committee (SRAC)
There was no update.

6.3. Other ADA and Transit Advisory Committees
Other ADA and transit advisory committee meeting minutes are provided in the packet for information purposes.

7. Information Items

7.1. Mobility Management – Meeting the Health Care Access Needs of Veterans
Naomi Armenta presented this item. She said that veteran and low-income populations are another facet of mobility management.

7.2. Staff Updates

Cathleen Sullivan gave an update on the Hospital Discharge Transportation Service (HDTS) and WSBTS programs. She said the current contractor will no longer be providing these services after the end of this fiscal year. She said that staff is working on alternatives and would give an update during the May meeting. Shawn Costello wanted to ensure that PAPCO has a clear understanding of what services the next contractor can provide.

Naomi Armenta said that 5310 applications were due March 1, 2017. She said that staff would get a federally-funded application list to PAPCO in the next few months.

Joyce Jacobson expressed that she would like PAPCO to look into the reasons volunteer driver programs are successful and to discuss why it failed in North County. She also would like to discuss how 211, AC Transit, BART, and other partner agencies work together on mobility management efforts and how much overlap exists.

8. Draft Agenda Items for April 24, 2017 PAPCO Meeting

8.1. Gap Grant Cycle 5 Extension Progress Reports
8.2. East Bay Paratransit Report

9. Adjournment

The meeting closed at 3:05 p.m. The next PAPCO meeting is scheduled for April 24, 2017 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	**Ms.**	**Stadmire, Chair**	**Sylvia J.**	**Oakland**	**Alameda County Supervisor Wilma Chan, D-3**	**Sep-07**	**Oct-16**	**Oct-18**
2	**Ms.**	**Johnson-Simon, Vice Chair**	**Sandra**	**Oakland**	**Alameda County Supervisor Nate Miley, D-4**	**Sep-10**	**Mar-17**	**Mar-19**
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		**Feb-18**
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-16	**Jan-18**
5	Mr.	Coomber	Robert	Livermore	Pending Commission Approval City of Livermore Mayor John Marchand	May-17		**May-19**
6	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	**Jun-18**
7	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	**Jan-18**
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Vice Mayor John Bauters	Mar-07	Jan-16	**Jan-18**
9	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	**Oct-14**
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	**Jan-16**
11	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	**Jun-18**
12	Ms.	Rousey	Michelle	Oakland	BART Director Rebecca Saltzman	May-10	Jan-16	**Jan-18**

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

DATE:	May 18, 2017
SUBJECT:	May Legislative Update
RECOMMENDATION:	Update on federal, state, and local legislative activities and approve legislative positions.

Summary

The May 2017 legislative update provides information on federal and state legislative activities, an update on the state budget, and recommendations on current legislation.

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 President Trump's fiscal year 2018 budget request.

Federal Budget: The federal government is currently being funded through a continuing resolution, which expires on April 28, 2017. Congress is on recess through the second half of April, returning on April 24th and will address the budget. Staff will report on outcomes of the final April budget actions at the May Commission meetings.

State Update

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

State Budget: The Department of Finance released its monthly update covering the month of March, and the numbers appeared positive. Earlier this year revenues slipped slightly below projections, but cash receipts for March closed the gap with revenues exceeding projections for the month by $1.39 billion, for a total of $6.1 billion. While sales tax revenue missed the mark by $66 million, income tax exceeded estimates by $874 million and corporation taxes surpassed estimates by $338 million. For the fiscal year to date, revenues are $1.15 billion above projections. The April numbers will more clearly define revenue versus projections and the state of the State's economic strength which will be reported in May by the Department of Finance and will link into the Governor's May Revise, expected to be released the second week of May.

Cap & Trade: The long legal battled over California's cap & trade program took one step closer to the end. On April 7, the state appeals court in a 2-1 decision confirmed the superior court decision and sided with the state in finding that the cap & trade program is not an illegal tax.

This countered the CalChambers argument that the cap & trade program is a tax that was illegally imposed with only a majority vote of the legislature. However, the CalChamber has stated it intends to appeal this decision to the State Supreme Court. With the plan to appeal this decision, it is unclear if this favorable decision will increase the trading activity at the next auction in May.

As for the court of appeals decision, its conclusions were based on whether the cap & trade program equates to a tax. The decision goes much further than debating whether it is a fee or a tax, and determines that it neither because it is a voluntary purchase of a valuable commodity. According to the court's decision a tax is compulsory and the payer does not receive anything of value in return. Under the cap & trade program the appeals court opined that the purchase of an allowance is a voluntary decision because an entity can either purchase an allowance or reduce emissions. In addition, when an allowance is purchased, it become a commodity that can be used or sold on the secondary market.

Transportation Funding

Senate Bill 1 Next Steps: The fate of SB 1 is sealed, but the singing awaits the delivery of the "deal maker" bills, including SB 132, a budget trailer bill which includes negotiated earmarks, and SB496, which is linked to approval of SB132 as described below:

- SB 132 is the budget appropriation bill that directs the $400 million to extend ACE to Modesto, $100 million for UC Merced Parkway improvements and the $427 million to projects in Riverside County. This bill also contains other minor budget revisions. In addition, SB 132 is joined to SB 496 making the enactment of the appropriations contingent upon the enactment of SB 496.

- SB 496 is the more controversial item included in the deal. This bill contains policy changes that failed passage in the legislature more than once over the past few years. SB 496 would shield design professionals (engineers & architects) from indemnification requirements of public agencies in relation to legal challenges brought against a project, thus increasing the costs for the public entity, the general contractor and subcontractors. Many public agencies across the state are in opposition of this bill.

SB 1 is technically being held in enrollment, which is where bills are proof read before presenting them to the Governor. There is no time limit on how long a bill can be held in enrollment. At the time of this writing, SB 132 and SB 496 were not yet approved in the Legislature.

***Regional Measure 3*:** With the passage of SB 1 the focus now turns toward the passage of legislation that will allow voters in the Bay Area to consider a new bridge toll proposal. Senator Beall officially started this decision earlier this week when SB 595 was amended to include the frame work for the Regional Measure 3 discussion. As amended SB 595 does not specify the amount of the toll increase and it does not list any projects or programs. The bill, as currently written, includes legislative finding on the need, and the general provisions for placing this measure on the ballot. SB 595 will be heard in the Senate Committee on Transportation & Housing on April 25th.

State Legislation

State Bill Recommendations

This month, staff recommends the following positions on state bills.

Bill Number	Bill Information	Recommendation
SB 595 (Beall)	The Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes	Alameda CTC's 2017 legislative program supports legislation that increases transportation funding, including new sources of funding for transportation. This bill supports creating a new revenue stream derived from a bridge toll increase. The bill

	BATA to increase toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the Bay Area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. The bill would require the nine Bay area counties to conduct a special election on a proposed increase in the toll rate charged on the state-owned toll bridges to be used for projects and programs.	includes intent language as currently written; it is anticipated that a list of projects to be funded with the bridge toll increase will be amended into the bill. Therefore, staff recommends a **SUPPORT** position on this bill and recognizes that a lot of additional work needs to be done to define toll amounts, funding levels and projects and programs.
AB 1113 (Bloom)	A portion of state funding to transit operators for operating funds is derived from the sales tax on diesel and allocated by the State Controller's Office (SCO) through the State Transit Assistance (STA) program. An SCO reinterpretation of STA-eligible transit operators in FY 15-16 led to an expansion of operators that were not historically eligible, therefore affecting the amount of funds to existing operators. Because of ambiguities in the current statute, there were unintended consequences through SCO's reinterpretation of which entities are eligible to receive STA program funds. This bill is intended to clear up ambiguities and restore the methodology governing the distribution of STA revenue-based funds on the basis of a transit operator's local funds used for transit service/operations and limit the funds to public transit operators providing fixed-route public service.	Alameda CTC's 2017 legislative program supports legislation that increases transportation funding and protects against transportation funding diversions. This bill clarifies and protects transit funding allocations to existing transit operators including BART, AC Transit, WHEELS, Union City Transit and ACE in Alameda County. Staff recommends a **SUPPORT** position on this bill. This bill is supported by the California Transit Association, MTC and LAVTA.

Fiscal Impact: There is no fiscal impact.

Attachment

A. Alameda CTC 2017 Legislation Program

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

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2017 Alameda County Transportation Commission Legislative Program

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

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding. • Support new funding sources for transportation. • Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery and Operations	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles. • Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	• Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	• Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).

Issue	Priority	Strategy Concepts
		• Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	• Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation that improves the efficiency and connectivity of the goods movement system. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

DATE:	May 18, 2017
SUBJECT:	Plan Bay Area 2040
RECOMMENDATION:	Receive an update on Plan Bay Area 2040.

Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) recently released Draft Plan Bay Area 2040 (Draft Plan) and the accompanying Draft Environmental Impact Report (EIR). Attachment A includes MTC/ABAG's joint staff report to their respective committees to release the Draft Plan. Plan Bay Area 2040 (PBA 2040) is the region's state-mandated Sustainable Communities Strategy and federally-mandated Reginal Transportation Plan, and is an integrated long-range transportation, land-use and housing plan that is updated every four years.

This is a key milestone of the multi-year effort MTC and ABAG have undertaken to develop PBA 2040, and triggers the final round of public engagement and official public comment period. As part of the public outreach, MTC conducts a series of briefings for elected officials in each county; the Commission's May meeting will include a presentation from MTC staff on the Draft Plan.

Throughout development of PBA 2040, MTC and ABAG have engaged Alameda CTC and other stakeholders via multiple advisory committees, meetings and public outreach. As a result of the collaboration that has occurred throughout development of PBA 2040, Alameda CTC does not anticipate submitting significant comments on the Draft Plan and EIR. In addition to the presentation to the Commission in May, MTC and ABAG are holding a public meeting on May 4th in Fremont: Alameda CTC PBA Open House.

Fiscal Impact: There is no fiscal impact.

Attachment

A. MTC and ABAG Memo to the Joint MTC Planning and ABAG Administrative Committees

Staff Contacts

Carolyn Clevenger, Director of Planning

Saravana Suthanthira, Principal Planner

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TO: Joint MTC Planning Committee with the ABAG Administrative Committee

DATE: April 7, 2017

FR: Brad Paul, ABAG Acting Executive Director
Steve Heminger, MTC Executive Director

RE: Plan Bay Area 2040 – Document, Action Plan and Public Outreach

MTC and ABAG released Draft Plan Bay Area 2040 on March 31st. The Plan document and associated supplemental reports incorporate the last two years of planning and outreach, including the forecasted development pattern, the transportation investment strategy, and the regional context of economic and demographic change. The Draft Plan also includes a Draft Action Plan, which delves more deeply into short- and medium-term actions to address issue areas where the Plan itself falls short. Later this month, MTC and ABAG will release the associated Draft Environmental Impact Report (EIR) for the Plan, identifying impacts and mitigation measures as required by the California Environmental Quality Act.

Over the next two months, staff will be seeking feedback on the Draft Plan, Draft Action Plan, Draft EIR, and other associated reports from policymakers and the public across the nine-county region. Comments on the various documents will be reviewed during the revision process this summer, and staff will provide a summary to joint MTC Planning Committee / ABAG Administrative Committee in June.

Plan Document Release

The Draft Plan can be accessed at **http://2040.planbayarea.org**. Although it is best accessed using the website – which works on desktop computers, tablets, and smartphones – users can also download a PDF copy if they would like to print the Plan at home. Limited paper copies will be made available to elected officials and other members of the public on an as-needed basis. Numerous supplemental reports are also available on the website, as will the Draft EIR when it is released.

The Draft Plan incorporates the Final Preferred Scenario[1] adopted by MTC and ABAG in November, with two important improvements. First, the Draft Plan provides a narrative to orient the regional planning process in the context of the current housing crisis and data from our Vital Signs performance monitoring work. Second, the Draft Plan incorporates a Draft Action Plan as its final chapter in accordance with policy direction approved by MTC and ABAG in November. Staff looks forward to receiving feedback on these elements.

[1] The MTC Commission and ABAG Executive Board approved the Final Preferred Scenario of Plan Bay Area 2040 on November 17, 2016. The Preferred Scenario included a growth pattern for housing, population and jobs as well as a list of transportation investments through 2040. After adoption, the Preferred Scenario became the *Proposed Plan*, which is fully described in the Draft Plan Document and forthcoming Draft EIR.

Draft Action Plan
At the same time MTC and ABAG adopted the Final Preferred Scenario, they also approved the creation of an Action Plan to "identify concrete near- and medium-term action items for MTC, ABAG, and other stakeholders to make meaningful progress on the Plan's performance targets." Since then, staff have solicited policy and implementation ideas from the Regional Advisory Working Group, the Policy Advisory Council and County Congestion Management Agencies. The Draft Action Plan is the culmination of that input and provides strategic direction on three issue areas: housing, economic development and resilience. **Attachment A** includes the Draft Action Plan, which can also be found online as part of the Draft Plan document.

Road to Adoption
In January, MTC staff presented the proposed public engagement strategy for the release of the draft Plan to MTC's Planning Committee. Staff is moving forward with a range of outreach methods, including open houses, public hearings, presentations to local elected officials and the Native American Tribal Summit, community outreach, online survey and media briefing webinar. A general timeline is included below and a more detailed outreach schedule is in **Attachment B**.

- **March 31:** Draft Plan and associated supplemental reports released to the public
- **April – May:** Local elected official presentations at CMA meetings in each county
- **April 17:** Draft EIR released to the public
- **May:** Open houses in each county, public hearings across the region, and outreach events with community-based organizations
- **May 31:** end of Draft Plan and Draft EIR comment periods
- **June 9:** presentation to joint MTC Planning/ABAG Administrative Committee on outreach meetings and other public feedback
- **July:** final adoption of Plan Bay Area 2040 (Plan, Action Plan, and EIR) by MTC and ABAG

Brad Paul

Steve Heminger

Attachments:
- Attachment A: Plan Bay Area 2040 Draft Action Plan
- Attachment B: Detailed Outreach Schedule
- Presentation

MM:kv&dv

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FIVE

Action Plan*

The Bay Area's housing and transportation crisis reflects the cumulative impacts of the region's robust job market and acute failure to keep pace with housing need, especially near growing job centers. Plan Bay Area 2040 projects these problems will intensify if the region does not take significant corrective steps. As a path forward, MTC and ABAG developed an "Action Plan" to focus on performance targets where the plan is moving in the wrong direction, as well as emerging issues that require proactive regional policy solutions.

MTC and ABAG propose a multi-pronged strategy to address housing affordability, the region's widening income disparities and economic hardships faced by low and middle-income workers, and finally the Bay Area's vulnerabilities to natural disasters such as earthquakes and floods. These three issue areas — Housing, Economic Development, and Resilience — form the core of the Action Plan.

* Note: This section is preliminary and may be refined based upon further development.

Transit-oriented development. Credit: Martin Klimek

Similar to past regional achievements in the environment, transportation, and economy, successfully addressing these needs during the implementation of Plan Bay Area 2040 will require a shared commitment among regional policymakers, local governments and civic organizations.

Housing Production, Preservation and Protection

Regional agencies currently lack the tools, resources, and authority to directly address the issues of production, affordability and displacement identified earlier in "The Bay Area Today." In response, the Action Plan recommends strengthening and expanding existing regional housing initiatives and pursuing more ambitious policy solutions at the state, regional, and local levels. Regional agencies are committed to partnering with local governments, business leaders, and non-governmental organizations to identify and implement game-changing housing solutions.

Connection to Targets

The recommendations in this Action Plan address multiple performance target areas.

- **Housing: Share of income spent on housing and transportation costs, displacement risk, and affordable housing**
- **Economic development: Access to jobs, middle wage job creation, and pavement maintenance**
- **Resilience: Climate protection, open space protection, and healthy and safe communities**

What Actions Have the Regional Agencies Already Implemented for Housing?

To date, regional agencies have largely focused housing actions on funding planning grants, conducting the Regional Housing Needs Allocation (RHNA), conditioning transportation funds on local planning and the production of housing, using existing fund sources for incentives and direct investments in affordable housing, providing best practices and technical assistance, advocating the state legislature for statewide legislative proposals to reduce barriers to housing production, and hosting forums to further information sharing and policy solutions.

More specifically, MTC and ABAG have:

- **Produced Regional Housing Needs Allocations (RHNA) and monitored RHNA performance by income-level**
- **Invested in the Transit Oriented Affordable Housing (TOAH) revolving loan fund**
- **Conditioned approximately $600 million in One Bay Area Grant (OBAG) funds on the adoption of an approved housing element and conditioned nearly $20 billion in transit expansion priorities on minimum zoning via TOD policy**
- **Awarded 51 PDA Planning grants to-date, which have led to increased zoning capacity for 70,000 housing units, 110,000 jobs and 26 million sq. ft. of commercial development. PDA Plans remove barriers to infill development by creating a predictable permitting process aligned with community objectives.**
- **Adopted a new OBAG framework in 2016 to increase incentives and direct investments for affordable housing**
- **Convened regional committees for housing including the Housing Forum, Housing Subcommittee of the Regional Planning Committee, and the upcoming Committee for Affordable and Sustainable Accommodations (CASA)**
- **Supported CEQA modernization and created an online guide to CEQA streamlining provisions**

Two upcoming endeavors will improve the region's ability to address its chronic housing affordability challenges. The integration of MTC and ABAG staff will lead to more effective long-range planning and increase the region's housing policy capacities. The newly created CASA initiative will bring together diverse interests to develop a Regional Housing Implementation Strategy. This work will likely evaluate and recommend a range of legislative, regulatory, financial, and market-related measures needed to provide for the region's housing needs at all income levels.

Housing in Santa Clara County. Credit: Karl Nielsen

CASA

MTC and ABAG are coordinating the CASA initiative, a multi-sector blue-ribbon committee that will bring together diverse interests to identify game-changing solutions to the region's chronic housing affordability challenges. Core to this strategy will include an effort to replicate the region's success in generating local revenues for transportation by pursuing a regional "self-help" strategy for funding housing investments. A multi-county fee or bond measure, for example, could be among the suite of recommendations put forward by CASA.

This Action Plan makes the following recommendations for Housing:

Housing Actions	Partners and Timeframe
Advance funding and legislative solutions for housing: Implement the recommendations of CASA, in coordination with ABAG's Regional Planning Committee.	**MTC/ABAG, CASA committee, local jurisdictions** 2 YEARS
Continue recent housing successes: Implement the housing initiatives adopted in the One Bay Area Grant (OBAG) program, including the Naturally Occurring Affordable Housing (NOAH) preservation fund, JumpStart program, and funding for transportation conditioned on RHNA performance (80k by 2020 initiative).	**MTC/ABAG, CMAs** 4 YEARS
Spur housing production at all income levels and invest directly in affordable housing: Seek to include housing provisions or conditions in upcoming new funding sources (including planning grants), analyze applicability for additional regional funding sources to incentivize housing production and affordability. Continue to monitor and evaluate PDA performance.	**MTC/ABAG, the Partnership, regional leaders** 2 - 4 YEARS
Use housing performance to prioritize funding for long-range transportation projects: Continue to evolve RTP/SCS Project Performance methods to seek stronger alignment between prioritizing transportation projects and housing performance.	**MTC/ABAG, CMAs** 4 YEARS
Strengthen policy leadership on housing: Expand and transform regional agency technical assistance for local jurisdictions tailored to both Bay Area-wide challenges and challenges unique to specific parts of the region. Focus areas for technical assistance could include guidance on implementing state legislation for housing production, guidance on housing preservation and community stabilization policies and coordination of neighboring jurisdictions along transit corridors and in sub-regions to identify shared solutions to housing challenges.	**MTC/ABAG, local jurisdictions** 2 YEARS
Close data gaps for housing: Continue to collect, analyze, and disseminate information about housing opportunity sites, zoning, development trends and policy implementation by local governments to inform local, regional, and state policy development and evaluation; create accessible database of major development and publicly owned sites.	**MTC/ABAG** 1 - 4 YEARS

TABLE 5.1 Housing action plan.

Source: Metropolitan Transportation Commission, 2016

Economic Development

Creating a more affordable region also requires a Bay Area economy with greater economic opportunity and mobility. The Action Plan recommends expanding regional economic development capacity through establishing an Economic Development District while also focusing on increasing pathways to middle-wage jobs, preserving infrastructure, and increasing affordable transportation access to job centers.

Regional agencies — in partnership with business, workforce agencies and local jurisdictions — are working to establish a regional Economic Development District and accompanying Economic Development Strategy. This work will advance regional solutions related to business expansion and retention, workforce training, housing and workspace, and infrastructure improvements. This work will also enable the region to compete for public and private funding that can help leverage local assets in places poised for growth, particularly in communities of concern and other economically distressed areas.

Long-term economic growth also requires infrastructure investment. While the region has made substantial transportation investments, it still has unmet capital maintenance needs exceeding $30 billion and some of the worst transit crowding and traffic congestion in the nation. Relieving transit crowding and increasing transit access will require broad regional coordination and planning. The region should also continue advocating for increases in funding for critical expansion projects, as well as maintenance of existing infrastructure.

Construction in San Francisco.
Credit: Karl Nielsen

This Action Plan makes the following recommendations for Economic Development:

Economic Development Actions	Partners and Timeframe
Coordinate regional economic solutions and increase funding for economic development: Continue work on developing the region's Economic Development District and implement the action plan of the Comprehensive Economic Development Strategy.	**MTC/ABAG, economic organizations, EDA, megaregional partners**
Strengthen middle-wage job career paths for goods movement: Implement the recommendations of the Megaregional Goods Movement Cluster Study, which will focus on emerging industries and middle-wage jobs.	**MTC/ABAG, freight businesses, megaregional partners**
Increase transportation access to growing job centers: Broaden core capacity transit study partnership to cover a larger geography to plan for major transportation capital investments; move forward on planning efforts for a second Transbay Tube; continue to evaluate a means-based fare or other methods for reducing transportation costs for lower-wage workers.	**MTC/ABAG, transit agencies, the Partnership, megaregional partners**
Preserve existing infrastructure: Advocate for new revenues for transportation and continue focusing on "Fix It First" investments in keeping with long-standing MTC policy.	**MTC/ABAG, state legislature**
Preserve and enhance existing industrial lands: Establish criteria for Priority Production Areas to encourage local jurisdictions to plan for space needed for manufacturing, distribution and repair while assessing ways of meeting other critical needs such as housing.	**MTC/ABAG, local jurisdictions**

TABLE 5.2 Economic Development Actions.

Source: Metropolitan Transportation Commission, 2016

Resilience

In response to emerging and increasingly pressing threats to the Bay Area's communities, ecosystem and economy, the Action Plan recommends continuing and expanding existing resilience efforts and developing creative funding solutions to implementing resilience projects.

Regional agencies have initiated several programs advancing resilience against sea level rise, flooding, and extreme events including earthquakes. In 2010, the Bay Conservation and Development District (BCDC) kicked off the Adapting to Rising Tides program, which evaluated vulnerability and risk along the shoreline of several communities and continues to be a platform for sharing best practices. More recently, the Bay Area Regional Collaborative (BARC), along with BCDC, have been awarded planning and design grants for assessing transportation vulnerability and developing design solutions for climate-related challenges.

Regional agencies have also collaborated with the Environmental Protection Agency, FEMA, and the California Earthquake Authority on recommendations for resilient housing, both for earthquakes and flooding. This collaboration established the Resilient Housing Policy Initiative that helps jurisdictions access analysis and policy tools for the seismic retrofit of existing housing. The region should expand these efforts through outreach and technical assistance, as well as develop financial solutions to resilient housing and green infrastructure, especially for communities with high social vulnerability and exposure to natural hazards.

Recent Funding Successes for Resilience

Two recent grant awards will significantly advance the regional dialogue on climate vulnerability and develop workable solutions:

- **Caltrans and the Bay Area Toll Authority allocated $1.2 million to continue to conduct a regional vulnerability assessment for transportation infrastructure, Priority Development Areas (PDA), Priority Conservation Areas (PCA) and disadvantaged and vulnerable communities. In addition to a regional vulnerability assessment, the project goals include developing a regional framework for identifying solutions and strategies to address vulnerability on an ongoing basis.**
- **The Rockefeller Foundation awarded a $4.6 million grant to create the Bay Area: Resilient by Design Challenge. Bay Area leaders will work with international design teams to develop innovative and implementable design solutions for climate-related challenges in 10 sites across the Bay Area region. This project will last through 2018.**

This Action Plan makes the following recommendations for Resilience:

Resilience Actions	Partners and Timeframe
Develop a regional governance strategy for climate adaptation projects: Develop an institutional strategy for managing, coordinating, and implementing regional and local projects related to sea level rise.	BARC, MTC/ABAG, BCDC, Caltrans, local jurisdictions 2 - 4 YEARS
Provide stronger policy leadership on resilient housing and infrastructure: Expand guidance on resilient housing policies for earthquake, flooding, and fire, working in coordination with state and federal agencies and focusing on communities with high social vulnerability and exposure to natural hazards. Strengthen infrastructure lifelines to ensure that utilities can provide services under a variety of conditions and future scenarios.	MTC/ABAG, local jurisdictions 1 - 4 YEARS
Create new funding sources for adaptation and resilience: Pursue new funding opportunities, including innovative financing, for retrofits of buildings, retrofits of existing infrastructure, and infrastructure solutions to protect against flooding, earthquakes, and exposure to environmental health risks.	MTC/ABAG, BARC, BCDC 1 - 4 YEARS
Establish and provide a resilience technical services team: Broadly share best practices and grant opportunities for climate adaptation and natural hazard mitigation. Continue to assess vulnerabilities and identify workable solutions through public and private avenues. Integrate resilience into Priority Development Area (PDA) planning.	BARC, MTC/ABAG, BCDC 1-2 YEARS
Expand the region's network of natural infrastructure: Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, and improve access to urban and rural public space. Leverage existing initiatives—including Priority Conservation Areas (PCAs), the Resilient by Design Challenge, San Francisco Estuary Partnership, and Bay Restoration Authority—and partner with special districts and cities.	MTC/ABAG, BCDC, jurisdictions, utilities 1 - 4 YEARS
Establish the Regional Advance Mitigation Program (RAMP): Advance mitigation for infrastructure projects to strengthen regional biological conservation priorities. Work to secure off-site compensatory mitigation lands for multiple infrastructure projects in-advance of environmental reviews to improve both project delivery and conservation outcomes.	MTC/ABAG, Caltrans, RAMP coalition 1 - 4 YEARS

TABLE 5.3 Plan Bay Area 2040 "Action Plan" recommendations for resilience.

Source: Metropolitan Transportation Commission, 2016

Plan Bay Area 2040 Outreach Schedule

After a multi-year planning effort, the Draft Plan Bay Area 2040 will be released for public review and comment on March 31, 2017. With this major milestone comes a round of public engagement, including nine open houses and three public hearings.

Open Houses and Public Hearings	Venue/ Address	Date/ Time
Alameda County Open House	Fremont City Hall (City Council Chambers) 3300 Capitol Avenue Fremont	Thursday, May 4 6:30 p.m. to 8:30 p.m.
Contra Costa County Open House	Embassy Suites (Contra Costa Ballroom) 1345 Treat Blvd. Walnut Creek	Wednesday, May 10 6:30 p.m. to 8:30 p.m.
Marin County Public Workshop and Open House	Mill Valley Community Center 180 Camino Alto Mill Valley	Saturday, May 20 8:30 a.m. Registration/Open House 9 a.m. Presentation
Napa County Open House	Elks Lodge 2840 Soscol Avenue Napa	Monday, May 15 6 p.m. to 8 p.m.
San Francisco Open House	Bay Area Metro Center 375 Beale Street San Francisco	Wednesday, May 17 6:30 p.m. to 8:30 p.m.
San Mateo County Open House	Sequoia High School (Multi-Purpose Room) 1201 Brewster Avenue Redwood City	Thursday, May 4 6:30 p.m. to 8:30 p.m.
Santa Clara County Open House	Marriott Hotel (San Jose Ballroom IV-VI) 301 S. Market Street San Jose	Monday, May 22 6:30 p.m. to 8:30 p.m.
Solano County Open House	Solano County Events Center 601 Texas Street Fairfield	Monday, May 15 6 p.m. to 8 p.m.
Sonoma County Open House	Finley Community Center 2060 W. College Ave. Santa Rosa	Monday, May 22 6 p.m. to 8 p.m.
Public Hearing in San Francisco	Joint MTC Planning/ ABAG Administrative Committees Bay Area Metro Center, 375 Beale Street San Francisco	Friday, May 12 9:40 a.m. or immediately following Legislation Committee, whichever occurs later
Public Hearing in San Jose	MLK Library (Room 225) 150 E. San Fernando Street San Jose	Tuesday, May 16 6 p.m. to 8 p.m.
Public Hearing in Vallejo	Vallejo Naval and Historical Museum 734 Marin Street Vallejo	Thursday May 18 6 p.m. to 8 p.m.

In addition to the open houses and public hearings, we will hold four meetings with community-based organizations and nine briefings with elected officials (one in each county) during the months of April and May.

The deadline for public comment is 4 p.m., June 1, 2017. Submit comments to info@PlanBayArea.org.

DATE:	May 18, 2017
SUBJECT:	South County Named Capital Projects and Programs Delivery and Programming Strategy
RECOMMENDATION:	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.

Summary

Alameda CTC is responsible for the programming and allocation of funds from each of the three voter approved sales tax measures from 1986, 2000, and 2014. The following active named capital projects and programs from Measure B and Measure BB are wholly contained within the geographical boundary of the South County which includes the cities of Fremont, Newark, and Union City:

1. I-880 to Mission Blvd. East-West Connector (1986 Measure B)
2. Dumbarton Corridor Improvements (2000 Measure B)
3. Irvington BART Station (2014 Measure BB)
4. Union City Intermodal Station (2014 Measure BB)
5. Dumbarton Corridor Area Transportation Improvements (2014 Measure BB)

To facilitate the programming of funds and the delivery of these significant investments, including addressing identified funding shortfalls for named capital projects and identifying project funding priorities, Alameda CTC has engaged in discussions with the South County jurisdictions to identify a forum to address project and programming issues specific to the Southern region. Alameda CTC staff is proposing the formation of a Tri-City Leadership Forum with representation from Alameda CTC, the cities of Fremont, Newark, and Union City to address this important task. The objective of the Tri-City Leadership Forum would be to determine process and/or principles to (1) Discuss and identify funding options for named capital projects as may be required and (2) Identify and prioritize projects within the Dumbarton Corridor Area.

The recommendations of the Tri-City Leadership Forum will be an input into the Alameda CTC's Comprehensive Investment Plan (CIP) programming process.

Discussion

Alameda CTC is responsible for the programming and allocation of funds from each of the three sales tax measures from 1986, 2000, and 2014 subject to the requirements of each of the approved measures. There are currently five active named capital projects and programs wholly contained within the South County jurisdictions of Fremont, Newark, and Union City:

I-880 to Mission Blvd. East-West Connector (Implementing Agency: Alameda CTC)
Connecting the cities of Fremont and Union City, this 1986 Measure B project will construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) and is a combination of new roadways, improvements to existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard). This critical roadway with transit and multimodal links will also provide direct access to the Union City Intermodal (BART) transit oriented development district.

Alameda CTC is leading the project implementation efforts in cooperation with the cities of Fremont and Union City. The project Final Environmental Impact Report (EIR) was approved in 2009; however, due to insufficient construction funding, design efforts were halted in late 2011. With the successful passage of Measure BB in November 2014, work was initiated on critical path work activities including Right of Way acquisition, UPPR and BART grade separated designs, and mitigation of environmental impacts in order to competitively position the project for full funding. A comprehensive review of project cost, risks, and schedule has been completed and a shortfall of $210 million has been identified. See Attachment A for full project details.

Dumbarton Corridor Improvements:
This 2000 Measure B project is comprised of improvements intended to relieve congestion and promote transit usage in the Dumbarton Bridge corridor with a total of $19.367 million in Measure B funds. Two subprojects have received allocations:

> *Dumbarton Rail Corridor Project (Implementing Agency: San Mateo County Transportation Authority)*- The project involves a rail connection from the Caltrain corridor on the San Francisco Peninsula to the Union City Intermodal Station, including upgrading the Dumbarton Rail Bridge, and/or providing other commuter improvements to relieve congestion in the Dumbarton Bridge Corridor. Due to a significant funding shortfall of about $400 million, publication of the Draft Environmental Document (EIS/EIR) was delayed indefinitely.

Central Avenue Overpass Project (Implementing Agency: City of Newark)- Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Central Avenue Overpass project will eliminate a significant impediment to the flow of traffic through the project area and relieve congestion in the corridor by constructing a four lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central Avenue between Sycamore Street and Morton Avenue. Improvements are designed to relieve traffic congestion within the Dumbarton Corridor, provide enhanced vehicle, bicycle and pedestrian safety, improve emergency response times and eliminate potential at grade accidents. In addition, the overpass will enhance circulation and promote transit use to the City of Newark's planned transit oriented center.

The project is currently in the design phase. A shortfall of $16 million has been identified due to railroad right of way impacts.

Irvington BART Station (Implementing Agency: City of Fremont)
The project proposes to construct a new BART station located halfway between the Fremont Station in central Fremont and the Warm Springs/South Fremont Station in the Warm Springs district. The station will be located at the southwest corner of Washington Boulevard and Osgood Road.

The project is currently in the environmental phase working towards updating the current project-level clearance that was last approved in 2006. $120 million of Measure BB funding has been earmarked for the project in the 2014 Measure BB Transportation Expenditure Plan (TEP). The total project estimate is $135 million, leaving a shortfall of $15 million.

Union City Intermodal Station (Implementing Agency: City of Union City)
This 2014 Measure BB project proposes the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves the construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities. A total of $75 million of Measure BB funds has been earmarked for the project in the 2014 Measure BB TEP.

Dumbarton Corridor Area Transportation Improvements Program
The 2014 Transportation Expenditure Plan (TEP) identifies $120 million to support:

- Projects that support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula

- Projects that support transit oriented development and priority development areas and that improve local streets and bicycle and pedestrian infrastructure within the Cities of Fremont, Newark, and Union City.

The Dumbarton Corridor links Alameda County to Southern San Mateo and Northern Santa Clara Counties and also provides local circulation within the South County jurisdictions of Fremont, Newark, and Union City. In Alameda County, the corridor generally consists of State Route 84 (SR-84) between Interstate 880 and the Dumbarton Bridge and the arterial and collector roadways that feed into SR-84. The corridor is served by local and regional express buses including AC Transit and Union City Transit routes, the Dumbarton Express, and Stanford Shuttle service. The corridor connects to regional transit stations (Union City BART, Fremont BART, and Centerville Capitol Corridor/ACE) and features the Ardenwood park-and-ride lot just east of the bridge toll plaza.

To facilitate the programming of funds and the delivery of these significant investments, Alameda CTC has engaged in discussions with the South County jurisdictions to identify a forum to address project and programming issues specific to the Southern region. Alameda CTC staff is proposing the formation of a Tri-City Leadership Forum with representation from Alameda CTC, the cities of Fremont, Newark, and Union City to address this important task.

The objective of the Tri-City Leadership Forum would be to determine process and/or principles to:

1. Define the footprint of the Dumbarton Corridor Area,
2. Identify and prioritize projects within the Dumbarton Corridor Area and
3. Discuss and identify funding options for named capital projects as may be required
4.

<u>Tri-City Leadership Forum Implementation Timeline</u>

May 2017 – Brief Commission about overall process

June/July 2017 – 1st meeting

September 2017 – 2nd meeting

January 2018 – Approval of Program of Projects

April 2018 – Include in 2018 CIP Update

The recommendations of the Tri-City Leadership Forum will be an input into the Alameda CTC Comprehensive Investment Plan (CIP) programming process. For named capital projects, funding allocations may be recommended to the Commission outside of the CIP update cycle.

Fiscal Impact: None.

Attachments

A. I-880 to Mission Blvd. East-West Connector Fact Sheet

Staff Contacts

Vivek Bhat, Director of Programming and Project Controls

Trinity Nguyen, Director of Project Delivery

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ALAMEDA County Transportation Commission

CAPITAL PROJECT FACT SHEET | PN 1177.000

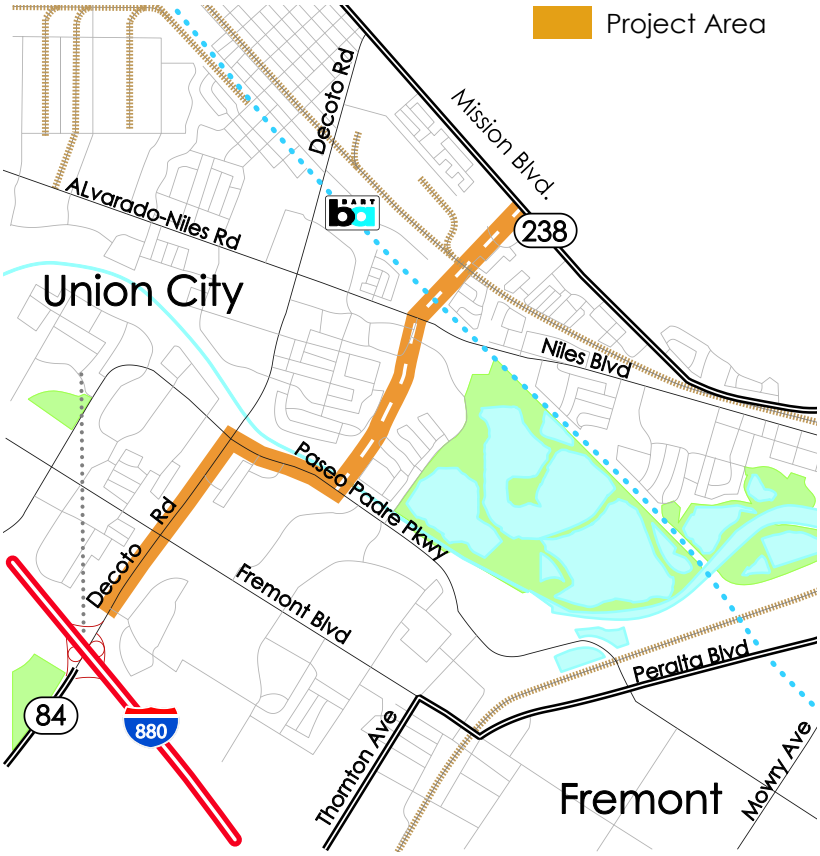
I-880 to Mission Blvd. East-West Connector

PROJECT DESCRIPTION | April 2017

Connecting the cities of Fremont and Union City, the project will construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) and is a combination of new roadways, improvements to existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard). This critical roadway with transit and multimodal links will also provide direct access to the Union City Intermodal (BART) transit oriented development district.

PROJECT STATUS |

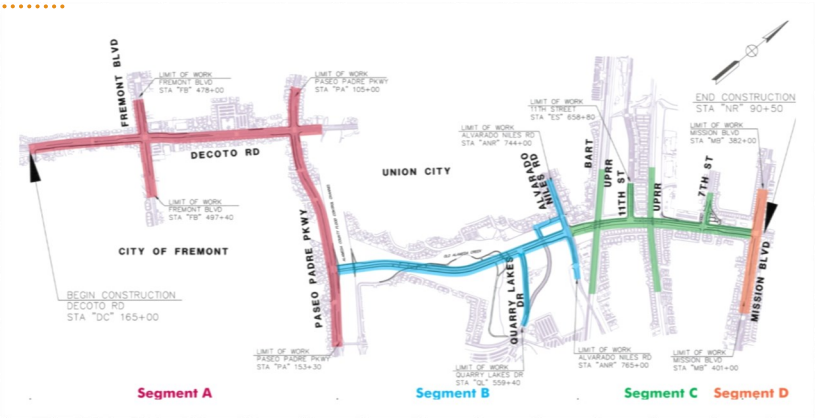
Alameda CTC is leading the project implementation efforts in cooperation with the cities of Fremont and Union City. The project Final Environmental Impact Report (EIR) was approved in 2009; however, due to insufficient construction funding, design efforts were halted in late 2011 . With the successful passage of Measure BB in November 2014, work has been initiated on critical path work activities including Right of Way acquisition, UPPR and BART grade separated designs, and mitigation of environmental impacts in order to competitively position the project for full funding. A comprehensive review of project cost, risks, and schedule has been completed and submitted as part of Alameda CTC's Comprehensive Investment Plan (CIP) call for project funding. An outcome is anticipated Fall 2017.



The project supports local mobility through Fremont and Union City, and provides access to regional transit at Union City Intermodal. The East-West Connector is designed to accommodate buses, bicycles, pedestrians and autos that link BART, Dumbarton Express and planned passenger rail.

East-West Connector | Elements

- Improves connectivity from Mission Blvd (SR-238) to the Dumbarton Bridge (SR-84)
- Provide access to planned transit oriented development and Union City Intermodal Station
- Expand bus access to Union City Intermodal Station
- Grade separate roadway under BART and UPRR tracks
- Construct new Class I multi-use path and Class II Bike Lanes
- Implement Complete Streets features



The project is designed to be constructed as four independent construction bid packages as represented by Segments A-D.

PROJECT COST ESTIMATE			PROJECT FUNDING		
Cost Estimate by Phase ($ X 1,000)			**Funding by Fund Source ($ X 1,000)**		
Scoping	$	0	Alameda County Sales Tax Measure	$	88,771
PE/Environmental	$	5,290	Federal	$	0
Final Design (PS&E)	$	16,891	State (STIP)	$	12,000
Right-Of-Way/Utilities	$	95,232	Regional	$	0
Construction	$	202,447	Local (CMA-TIP)	$	2,300
			Local (Union City)	$	6,708
			TBD	$	210,081
TOTAL Expenditures:	**$**	**319,860**	**TOTAL Revenues:**	**$**	**319,860**

PROJECT SCHEDULE

Project Phase	Begin - End MM/YY	2015	2016	2017	2018	2019	2020	2021+
Scoping / Environmental	03/07 - 06/09							
Final Design (PS&E)	10/15 - 03/19							
Right-Of-Way	10/15 - 03/19							
Construction[1]	03/19 - 03/22							

Notes:

1) **Assumes full funding decision fall 2017.**
2) **The information on this fact sheet is subject to periodic updates.**