



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

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

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember Ruth Atkin

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Acting Mayor Jeffery Wieler

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, September 22, 2016, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

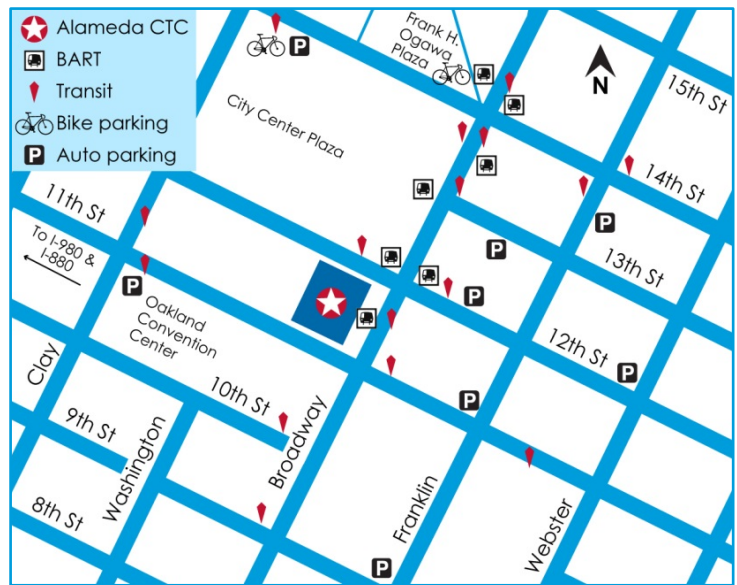
Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

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.

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Commission Meeting Agenda

Thursday, September 22, 2016, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Approval of Consent Calendar

On September 12, 2016 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1.	Approval of the July 28, 2016 Commission Meeting Minutes.	1	A
6.2.	Receive a status update on the operation of I-580 HOV/Express Lane	5	I
6.3.	Approval of Alameda CTC FY2015-16 Year-End Investment Report	25	A
6.4.	Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	39	I
6.5.	Approve the 2017 Congestion Management Program (CMP) update scope and schedule, and 2015-2016 Congestion Management Program conformity findings	45	A
6.6.	Approval of FY 2016-17 Consultant Resources for Project Management, Project Controls, and Programming Support Services	61	A
6.7.	Approval of Administrative Amendment to Project Agreement (A12-0028)	75	A
6.8.	AC Transit Update on Services, Projects, and Needs	79	I
6.9.	BART Update on Services, Projects, and Needs	93	I

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- | | | |
|------|---|---|
| 7.1. | Bicycle and Pedestrian Advisory Committee (Verbal update) – Matthew Turner, Chair | I |
|------|---|---|

Chair: Councilmember Rebecca Kaplan,
City of Oakland

Vice Chair: Mayor Bill Harrison,
City of Fremont

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

Page A/I*

- 7.2. Independent Watchdog Committee (Verbal update) – Murphy
McCalley, Chair I
- 7.3. Paratransit Advisory and Planning Committee (Verbal update) – Sylvia
Stadmire, Chair I

8. Planning, Policy and Legislation Committee Action Items

On September 12, 2016, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- 8.1. [Receive an update on state, local and federal legislative activities and approve legislative positions](#) 115 A
- 8.2. [Receive an update on the Affordable Student Transit Pass Pilot Program](#) 135 I

9. Member Reports

10. Adjournment

Next meeting: October 27, 2016

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



Alameda County Transportation Commission Meeting Minutes Thursday, July 28, 2016, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

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

Subsequent to the roll call:

Commissioner Haggerty arrived during Item 6.

3. Public Comment

There was a public comment made by Ken Bukowski regarding the ABAG and MTC merger as well as MTC discussions regarding housing and transportation funding.

4. Chair and Vice Chair Report

Commissioner Harrison informed the Commission that the Fremont BART station would potentially be opening in the October timeframe. Chair Kaplan stated that the Air District Board authorized an action to move forward with the CEQUA steps needed to cap refinery emissions as well as an action to fund local projects in Alameda county.

5. Executive Director Report

Art Dao stated that his Executive Director report could be found on the Alameda CTC website as well as in the Commissioners' folders. He updated the Commission on staffing and title changes within the agency.

6. Consent Calendar

- 6.1. Approval of the June 30, 2016 Commission Meeting Minutes.
- 6.2. Receive a status update on the operation of I-580 HOV/Express Lane.
- 6.3. Approval of the Alameda CTC Debt Policy.
- 6.4. Receive an update on the Alameda CTC's Review and Comments on Environmental

Documents and General Plan Amendments.

- 6.5. Receive an update on federal, state and local legislative activities.

- 6.6. Approval of the One Bay Area Grant Cycle 2 Programming Principles for Alameda County.

- 6.7. Approval of Funding Strategy for City of Berkeley's Hearst Avenue Complete Streets Project included in the OBAG Cycle 1 Program.

- 6.8. Approve and authorize the Executive Director to negotiate and execute Professional Services Agreement A16-0075 with HNTB Corporation for a not-to-exceed amount of \$1,000,000 to provide System Manager Services.
- 6.9. Approve and authorize the Executive Director to negotiate and execute Professional Services Agreement A17-0004 with Jacobs Engineering Group, Inc. for a not-to-exceed amount of \$13,000,000 to provide Preliminary Engineering and Environmental Services.
- 6.10. Approve and authorize the Executive Director to execute amendment No. 4 to the Professional Services Agreement No. A10-0008 with S&C Engineers, Inc. for an additional amount of \$35,000 for a total not-to-exceed amount of \$2,025,750 and a one-year time extension to provide construction management services through the project completion.
- 6.11. Approval of Alameda CTC Community Advisory Appointments.

Commissioner Cutter pulled Item 6.6 from the Consent Calendar for further consideration. She requested that the agency advocate for a lower road miles portion in the OBAG formula for future cycles.

Commissioner Cutter then moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following vote:

Yes:	<i>Kaplan, Harrison, Ortiz, Haggerty, Valle, Miley, Carson, Saltzman, Spencer, Haubert, Atkin, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci</i>
No:	<i>None</i>
Abstain:	<i>None</i>
Absent:	<i>Chan, Mass, Capitelli</i>

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

Yes:	<i>Kaplan, Harrison, Ortiz, Haggerty, Valle, Miley, Carson, Saltzman, Spencer, Haubert, Atkin, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci</i>
No:	<i>None</i>
Abstain:	<i>None</i>
Absent:	<i>Chan, Mass, Capitelli</i>

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata presented on behalf of Matthew Turner, Chair of BPAC. She stated that the committee met on July 7, 2016. The committee held elections, reviewed the SR-84 Expressway Widening Improvement project and received an update on the

Countywide Bicycle and Pedestrian Count program. The next meeting is scheduled for November 10, 2016.

7.2. Independent Watchdog Committee (IWC)

Murphy McCalley, Chair of the IWC, stated that the committee met on July 11, 2016. The committee held a public hearing to approve the draft IWC annual report. The committee also held elections and approved the work plan for FY 16/17. The next meeting is scheduled for November 14, 2016.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

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

8. Program and Projects Committee Action Items

8.1. Approve Alameda CTC's Comprehensive Investment Plan Update 2016 Update

James O'Brien recommended that the Commission approve the Comprehensive Investment Plan 2016 Update. He stated that the CIP 2016 Update includes a programming and allocation period from fiscal year 2015/16 through 2019/20, and reflects updates to the current CIP approved in June 2015. Approval of the programming recommendations for projects and programs included in the 2016 CIP update will result in a total of \$1.5 billion programmed from FY 2015/16 to FY 2019/20, and \$755 million allocated over the first two fiscal years.

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

Yes:	<i>Kaplan, Harrison, Ortiz, Haggerty, Valle, Miley, Carson, Saltzman, Spencer, Haubert, Atkin, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci</i>
No:	<i>None</i>
Abstain:	<i>None</i>
Absent:	<i>Chan, Mass, Capitelli</i>

9. Closed Session

The Commission went into Closed Session pursuant to Government Code section 54956.9(d)(2): Potential exposure to litigation; one potential action.

Pamela Shock-Mintzer, legal counsel for the Alameda CTC, reported that a member of the public made allegations regarding the conduct of Alameda County Transportation Commission staff, counsel, and consultants in relation to the Measure BB Campaign activities, including misuse of public funds and conflicts of interest pertaining to counsel. The Commission retained independent counsel Randy Riddle, of Renne Sloan Holtzman Sakai LLP, to investigate and report on the allegations. Mr. Riddle conducted a very thorough investigation and prepared a neutral and well-reasoned Report and Executive Summary of the Report. The Report concludes, after full and careful consideration of all the evidence and application of governing law to that evidence, that there were no grounds for the allegations and that there were no violations of law.

The Commission unanimously voted to waive Alameda County Transportation Commission's attorney-client privilege only as to the Report and its attachments, and the Executive Summary of the Report, and to make the Report and its attachments, and the Executive Summary of the Report, available upon written request to the Clerk of the Commission. Alameda County Transportation Commission expressly does not waive and retains its attorney-client privilege as to all other communications with Mr. Riddle, including without limitation, any other documents created for it by Mr. Riddle, and all evidence reviewed by Mr. Riddle in preparation of his Report and Executive Summary

10. Member Reports

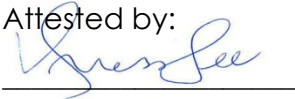
There were no Commission member reports.

11. Adjournment

The next meeting is: September 22, 2016 @ 2:00 p.m

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

Attested by:





Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 15, 2016

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

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

Summary

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

The June/July 2016 operations report indicates that the new express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds up to 34 mph greater than the average speeds in the general purpose lanes, along with lesser average lane densities than the general purpose lanes, in the most congested segments of the corridor.

Background

The I-580 Corridor Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. Motorists who have been using the I-580 Express Lanes facility are enjoying travel time savings and travel reliability benefits as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes the lanes, while carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes. As anticipated, lane use continues to ramp up and is expected to stabilize over time.

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

June/July 2016 Operation Update: The June/July update is included as Attachment B. During the 22 days in June express lane operations, there were approximately 699,000 total express lane trips recorded; approximately 301,000 westbound trips and 398,000 eastbound trips. During the 21 operating days in July, approximately 667,000 total express lane trips were recorded; nearly 302,000 westbound trips and 365,000 eastbound trips. A reduction in traffic volumes is typical in the summer months. Despite this, the average daily trips in the express lanes were maintained from June to July, at approximately 31,800 trips per day, suggesting that the I-580 Express Lanes are still in a ramp-up period.

The breakdown of user based on toll classification was similar in both June and July. During each month, an estimated 29% of motorists in the express lanes were high occupancy vehicle (HOV) users with FasTrak® flex toll tags, 40% were single occupancy vehicles with FasTrak® (standard or flex) toll tags, and the remaining 31% failed to carry a toll tag or had an invalid tag. In these instances, pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," our customer service representatives either assess tolls to the matching FasTrak® accounts or issue notices of toll evasion violation to the registered vehicle owners. Of those motorists without a toll tag, approximately 50% of the trips were matched to existing FasTrak® by means of license plate information – an increase over the 40% reported for May 2016.

Express lane users experienced average travel speeds up to 34 mph greater than the average speeds in the general purpose lanes, with greater speed differentials in the more congested segments of the corridor. Table 1 summarizes the speed differentials at four locations in each of the westbound and eastbound directions during the morning and evening commute hours, respectively.

Table 1. June and July Speed Differentials

Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	
		June	July
Westbound Morning Commute: 5 am – 11 am	North First Street	5 - 8	5 - 8
	North Livermore Avenue	2 - 5	3 - 5
	Fallon Road	4 - 16	7 - 12
	Santa Rita Road	8 - 19	9 - 20
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	15 - 25	16 - 25
	Airway Boulevard	7 - 11	7 - 11
	North First Street	8 - 28	7 - 12
	Vasco Road	8 - 34	9 - 24

The speed and density graphs in Attachment B reflect somewhat lesser densities in July compared to June. This is most likely due to lesser traffic in July that typically occurs during summer months.

Of particular note this month is an increase in travel speeds for both the express and general purpose lanes at North First Street and Vasco Road, and a corresponding decrease in the speed differential between the lane types. On June 30, 2016, Caltrans opened a new fifth lane east of the Greenville Road express lane terminus in the eastbound direction. This additional lane provides some congestion relief for all eastbound traffic in the afternoon peak hours in the Vasco Road / Greenville Road area.

Even though the current operational maximum toll rates to travel the entire length of the westbound and eastbound are set at \$13.00 and \$9.00, respectively, in June and July, the actual maximum posted toll rates did not exceed \$7.75 in the westbound direction and \$6.00 in the eastbound direction. Table 2 shows the average toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users, for each of June and July. The lower toll rates in July is likely due to decreased traffic congestion from summer travelers.

Table 2. June and July Toll Rates

Direction	Average Posted Toll (Travel Entire Corridor)		Average Assessed Toll (All Trips)	
	June	July	June	July
Westbound	\$2.76	\$2.70	\$1.59	\$1.55
Eastbound	\$2.65	\$2.24	\$2.44	\$2.24

During Fiscal Year 2015-16, the I-580 Express Lanes have recorded nearly 2.6 million total trips and generated over \$2.97 million in gross toll revenues. Through July 2016, these have increased to nearly 3.3 million total trips and over \$3.67 million in gross toll revenues.

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

The close of Fiscal Year 2015-16 provides an opportunity to provide a quarterly update on some express lane characteristics: travel patterns, aggregate speeds, and express lane level of service (LOS).

From April through June 2016, the first full quarter since the opening of the I-580 express lanes, 60 percent of westbound express lane trips traveled to/through the westernmost segment before exiting the express lane, indicating that a majority of express lane patrons use the lane to bypass the congestion associated with the I-580/I-680 interchange and access destinations west of the express lane corridor. In the eastbound direction, over 75 percent of all trips exit to Vasco Road, Greenville Road, or points east of the express lane corridor, with over one-third of users traveling nearly the entire express lane corridor.

During this same quarter, the average speeds in the westbound express lane, aggregated over the entire corridor, ranged from 65 to 70 mph during the morning peak period (5 am to 11 am) and otherwise exceeded 70 mph. The express lane operated at LOS B from 5 am to 8 am and LOS A at all other times. Some spot locations in the corridor experienced LOS C during portions of the morning commute.

In the eastbound direction, aggregated average corridor speeds from April through June ranged from 50 to 70 mph during the evening peak period (2 pm – 7 pm) and otherwise exceeded 70 mph. The express lane operated at LOS B or C from 2:30 pm to 6:30 pm and LOS A at all other times. Spot locations at the east end of the corridor did experience LOS F during portions of the evening commute hours due to lane merging on I-580 just east of Greenville Road, though that is anticipated to improve with the recently opened new general purpose lane.

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

Attachments

- A. I-580 Corridor Express Lane Projects – Location Map
- B. I-580 Corridor Express Lane June/July 2016 Operations Update

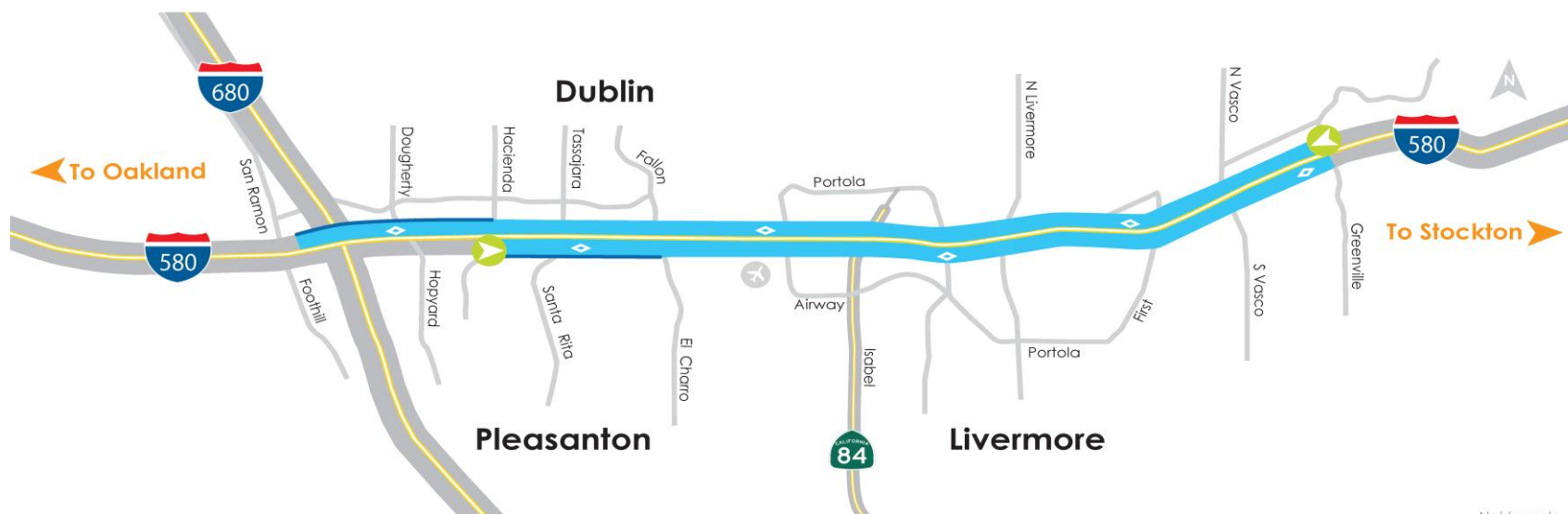
Staff Contact

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



I-580 Express Lanes Project Location Map

6.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



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

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



One Westbound Express Lane

Lane begins at Greenville



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

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

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I-580 Express Lanes Monthly Operations Update





TOLL-PAYING
VEHICLES



TRANSIT

A Presentation for the
I-580 Express Lane Policy Committee
September 12, 2016



I-580 Express Lanes – June & July 2016

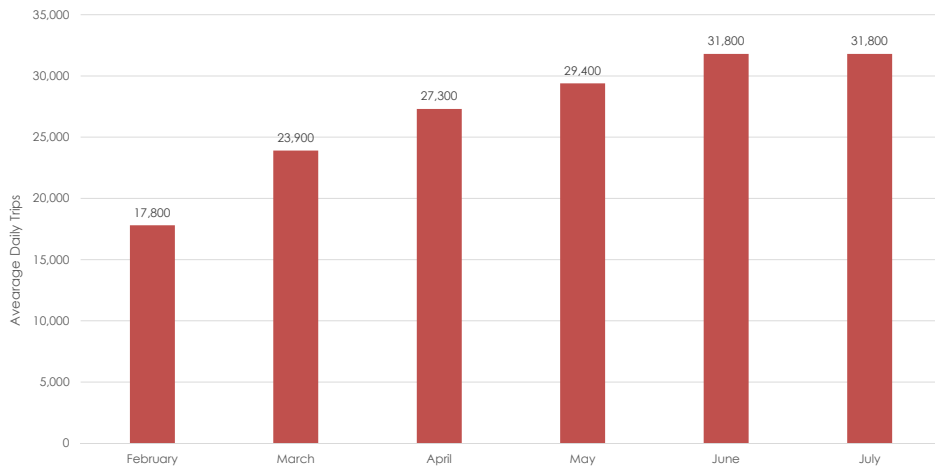
Trip Classification		June 2016	July 2016
By Type	HOV	201,000 (29%)	192,000 (29%)
	SOV	279,000 (40%)	260,000 (39%)
	No Tag	219,000 (31%)	215,000 (32%)
By Direction	Westbound	301,000	302,000
	Eastbound	398,000	365,000
Total		699,000	667,000

Trip totals are rounded to the nearest thousand.

Average Daily Express Lane Trips by Month

February – July 2016

Nearly 3.3 million trips since opening in February 2016



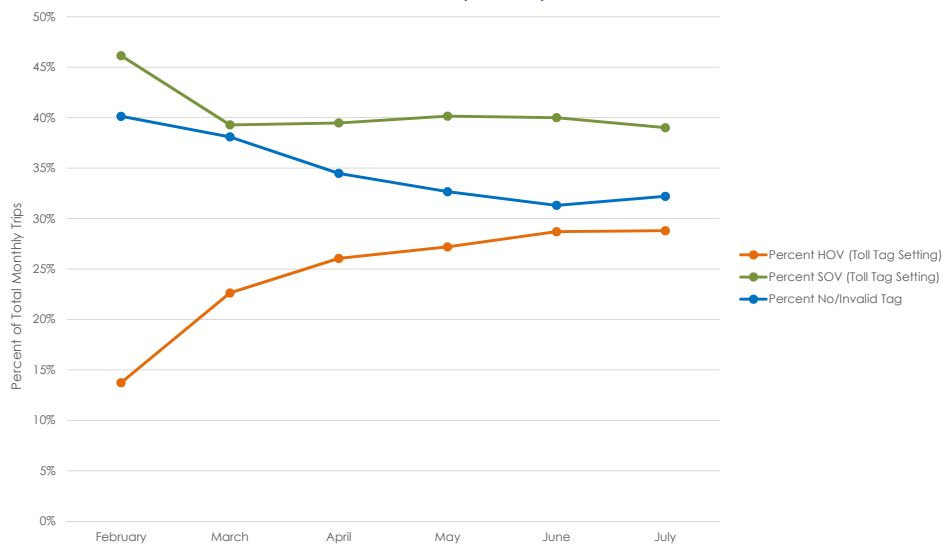
I-580 Express Lane Policy Committee Meeting | September 2016



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Express Lane Transaction Breakdown

February – July 2016

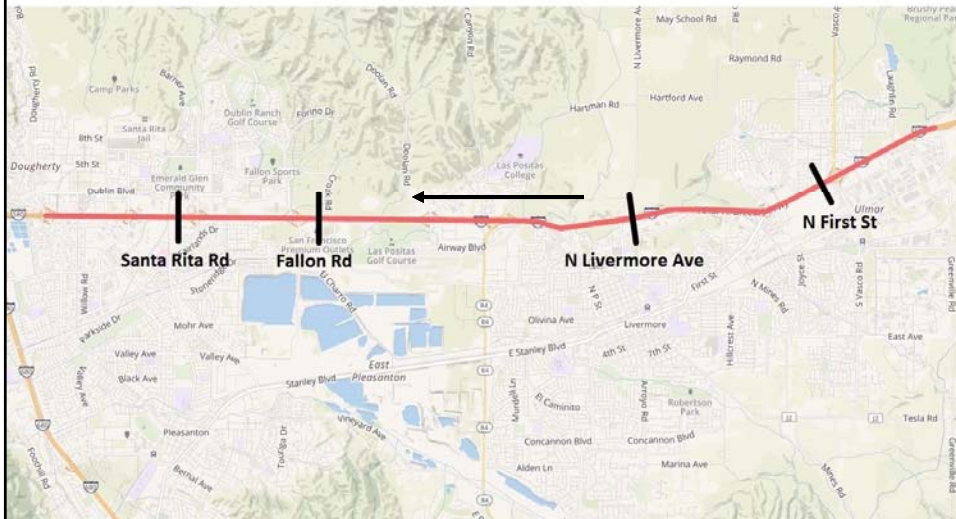


I-580 Express Lane Policy Committee Meeting | September 2016



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Speed/Density Data Locations Westbound



I-580 Express Lane Policy Committee Meeting | September 2016

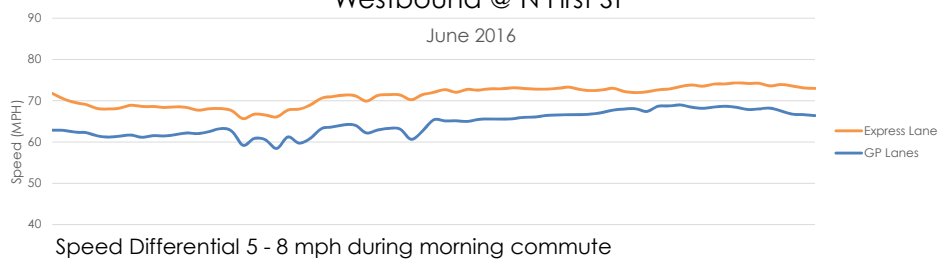


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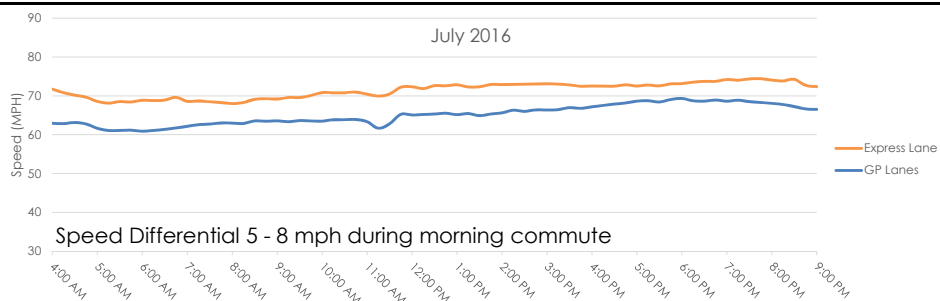
Average Travel Speed

Westbound @ N First St

June 2016



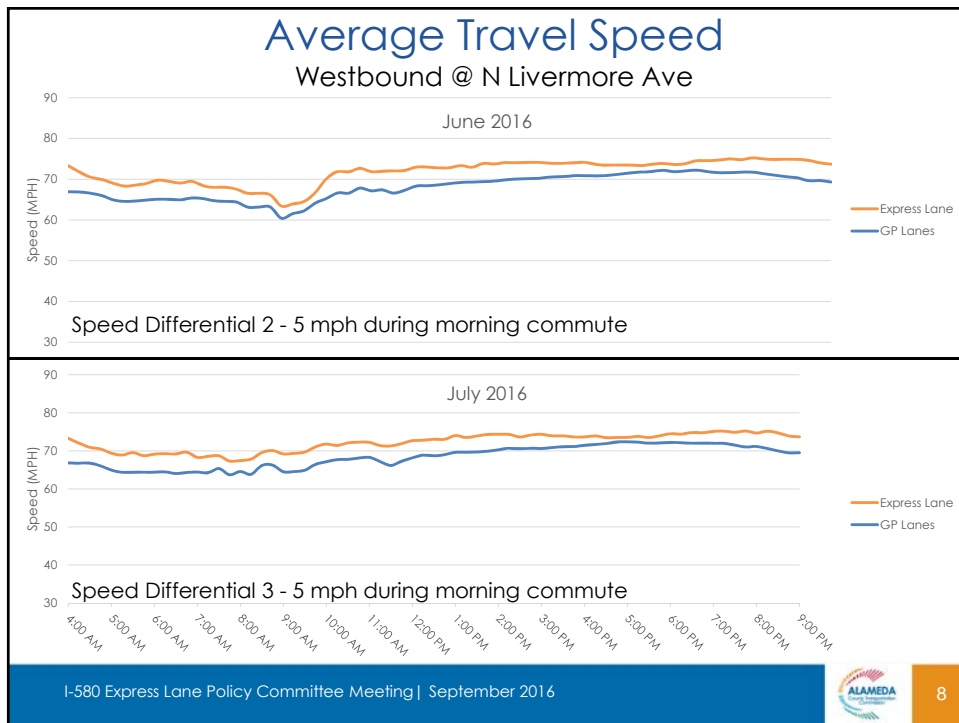
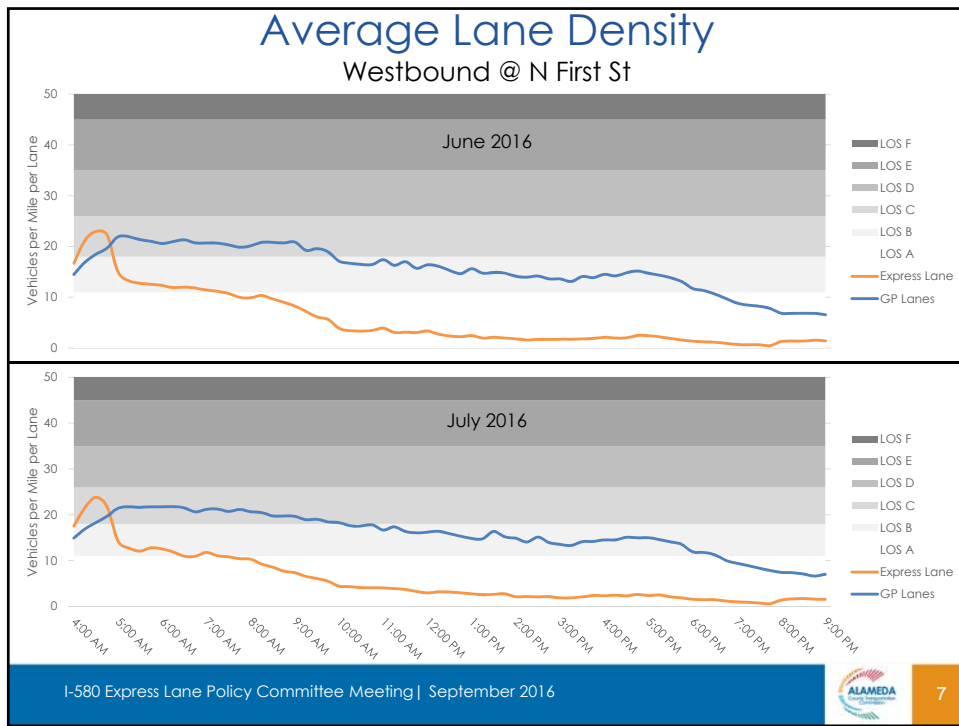
July 2016

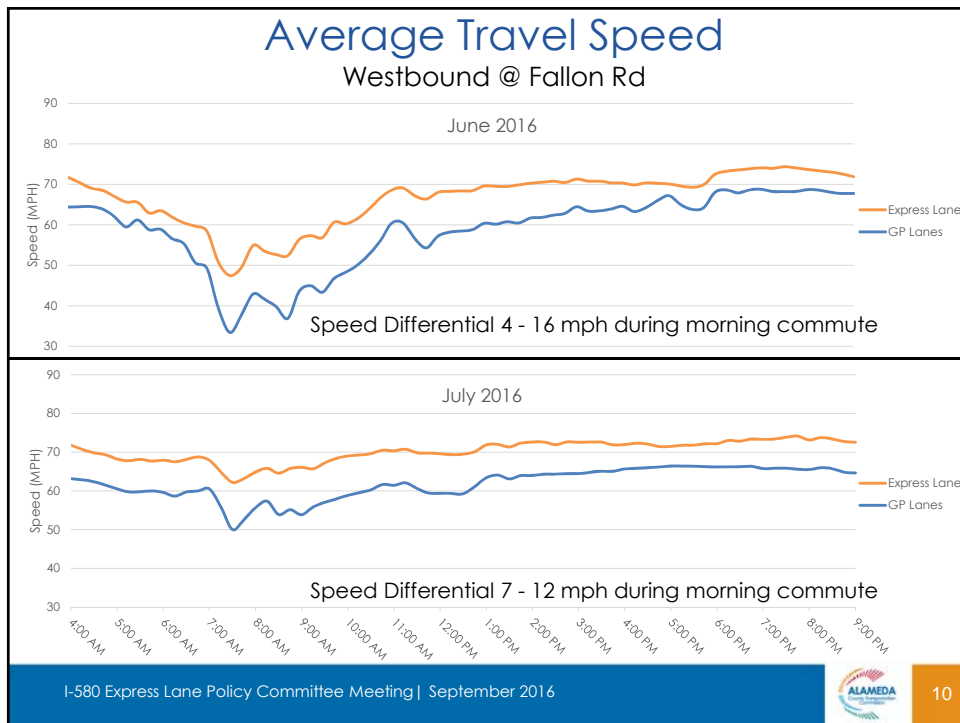
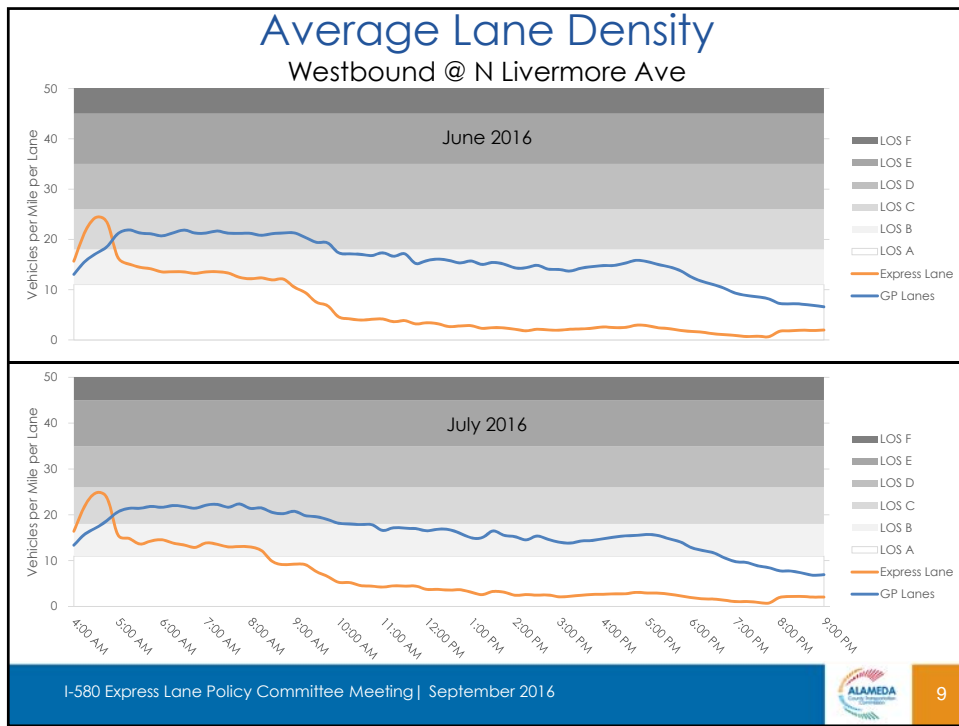


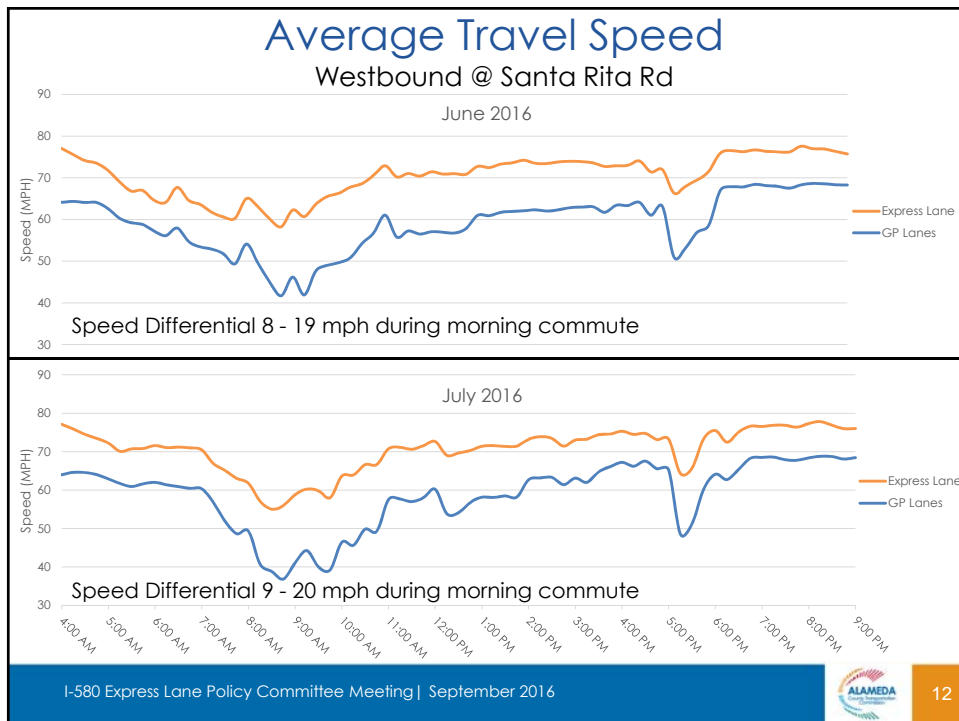
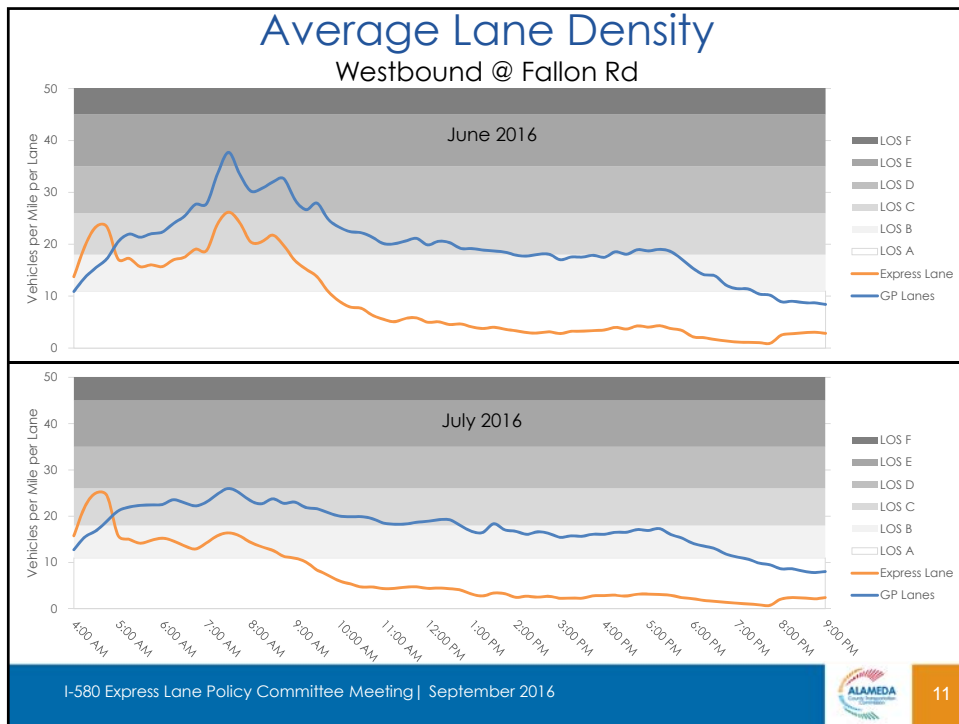
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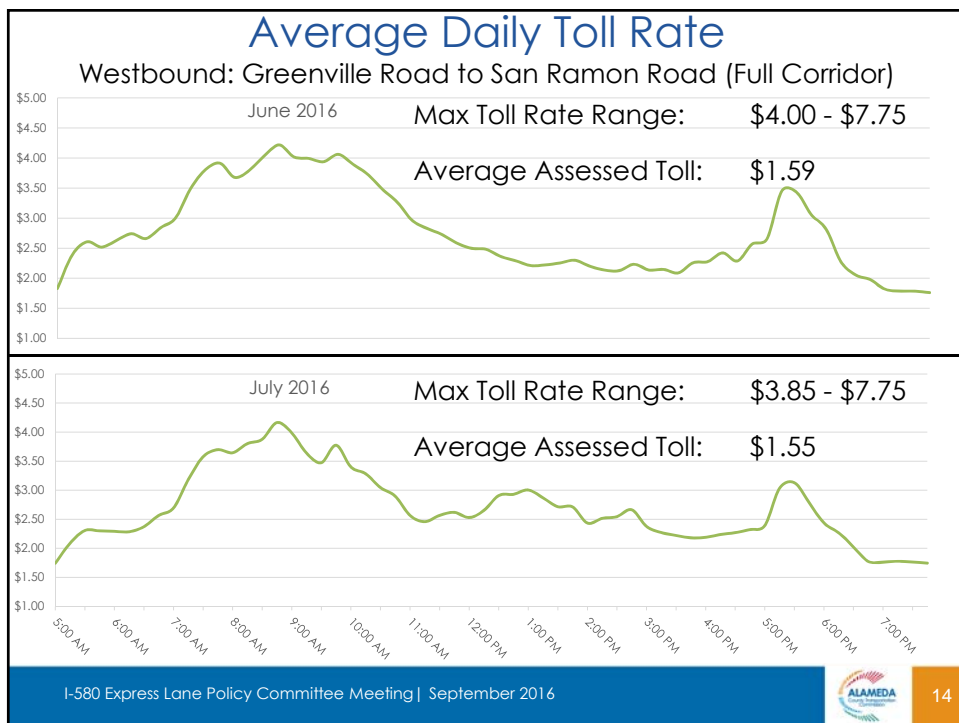
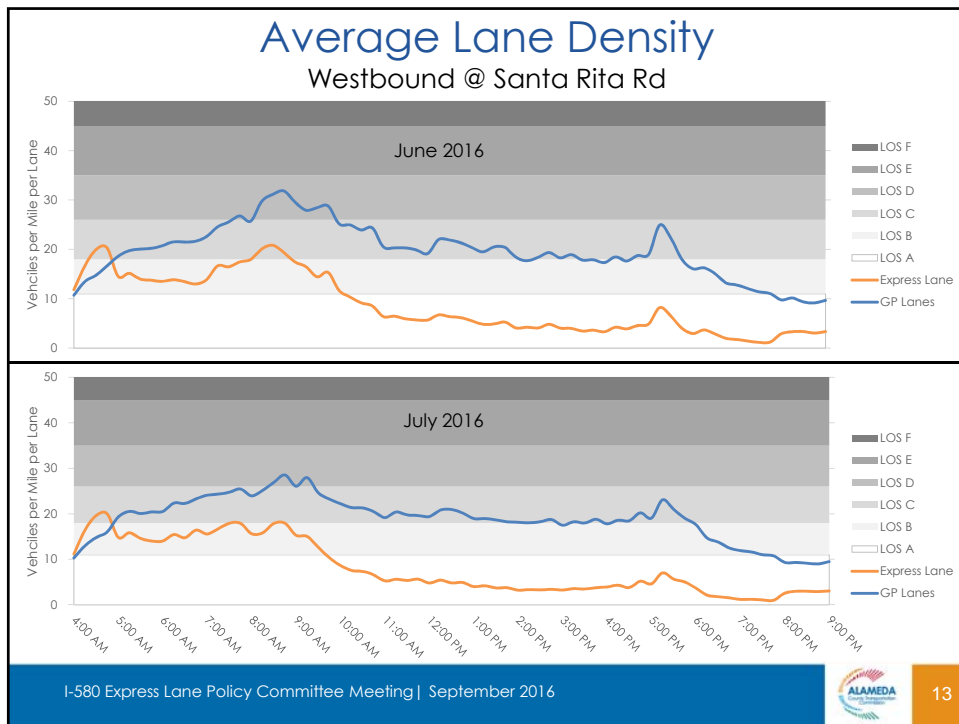


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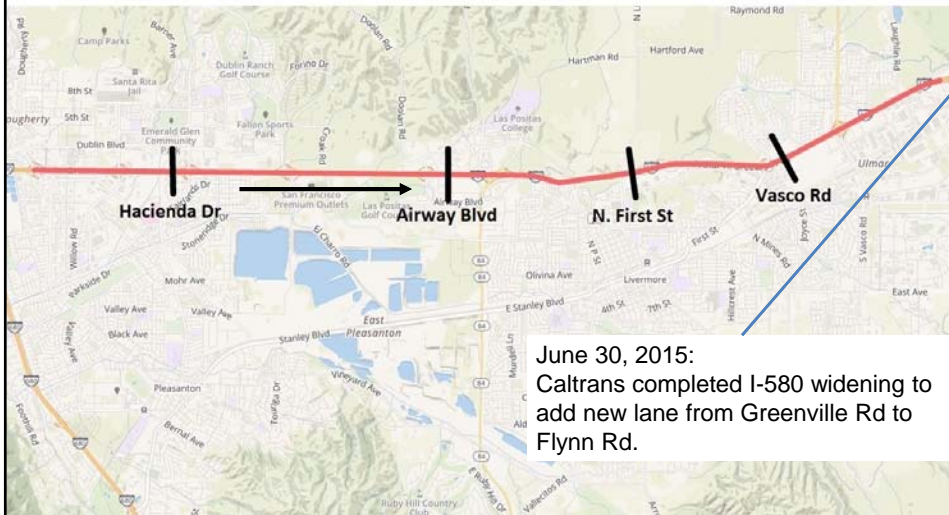








Speed/Density Data Locations Eastbound

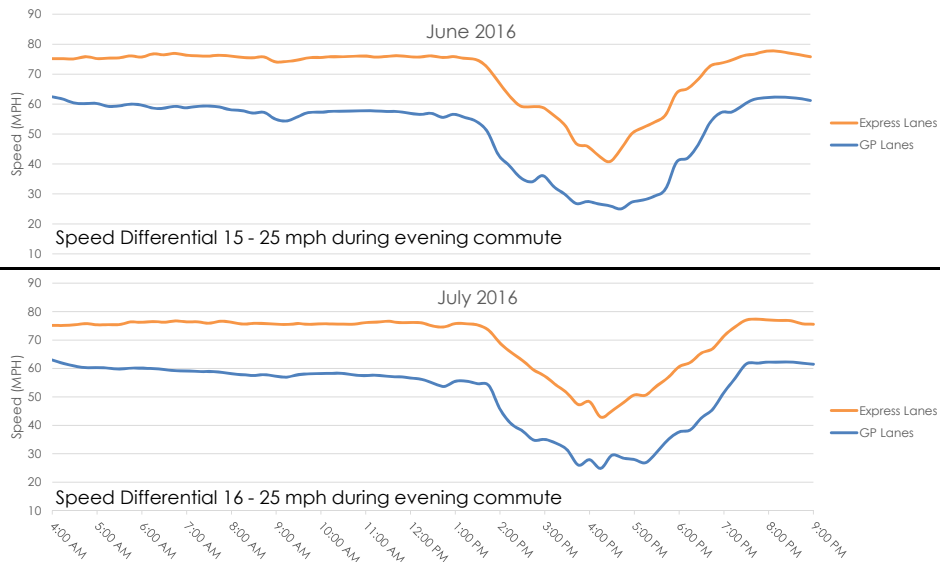


I-580 Express Lane Policy Committee Meeting | September 2016



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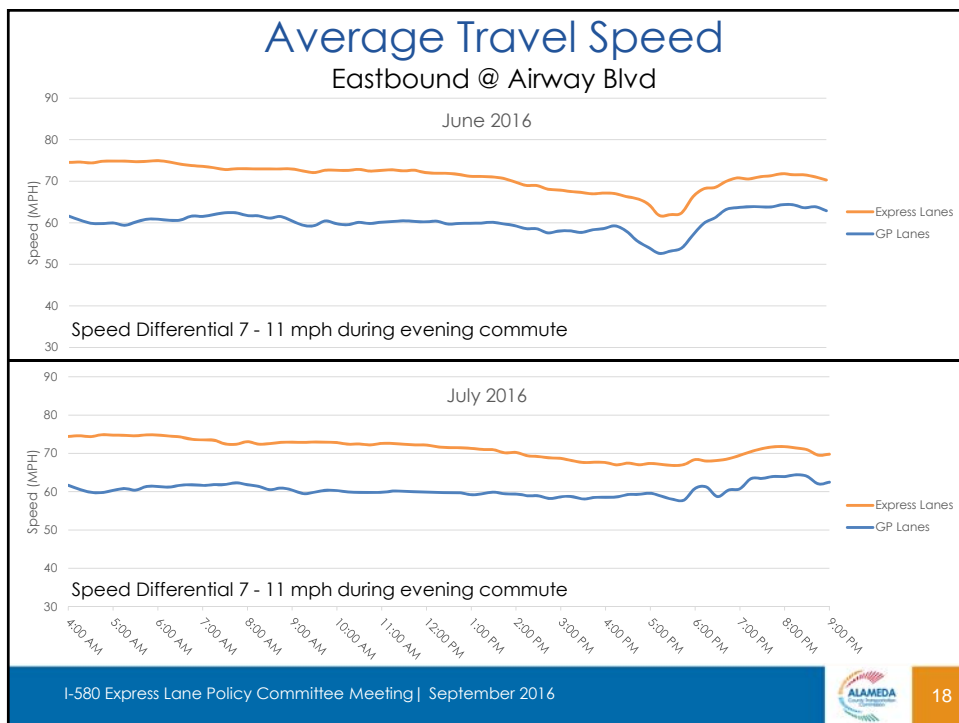
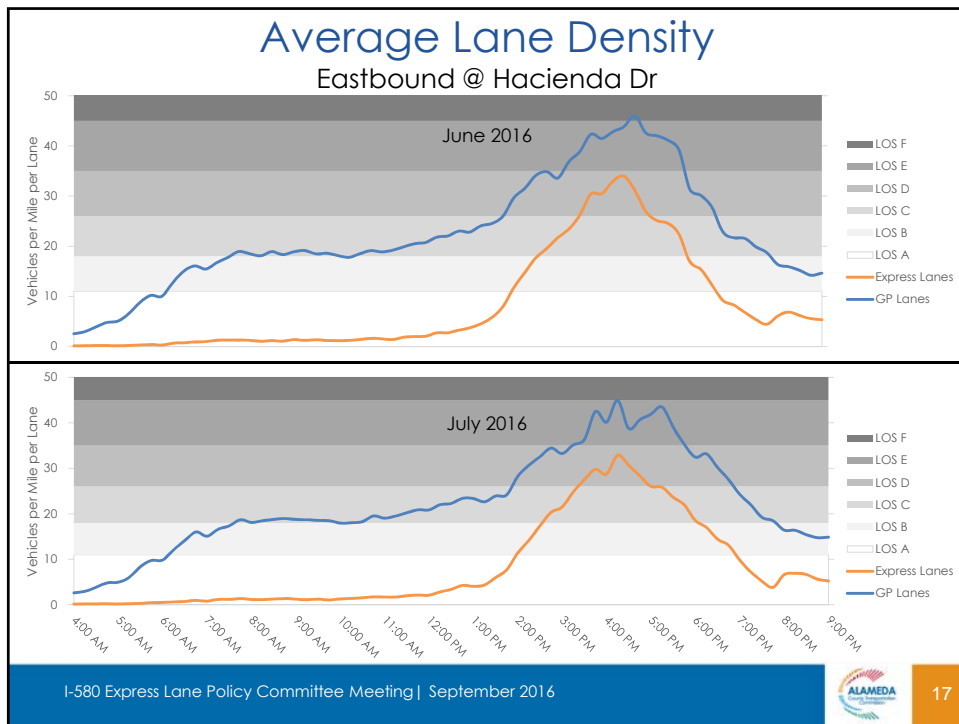
Average Travel Speed Eastbound @ Hacienda Dr

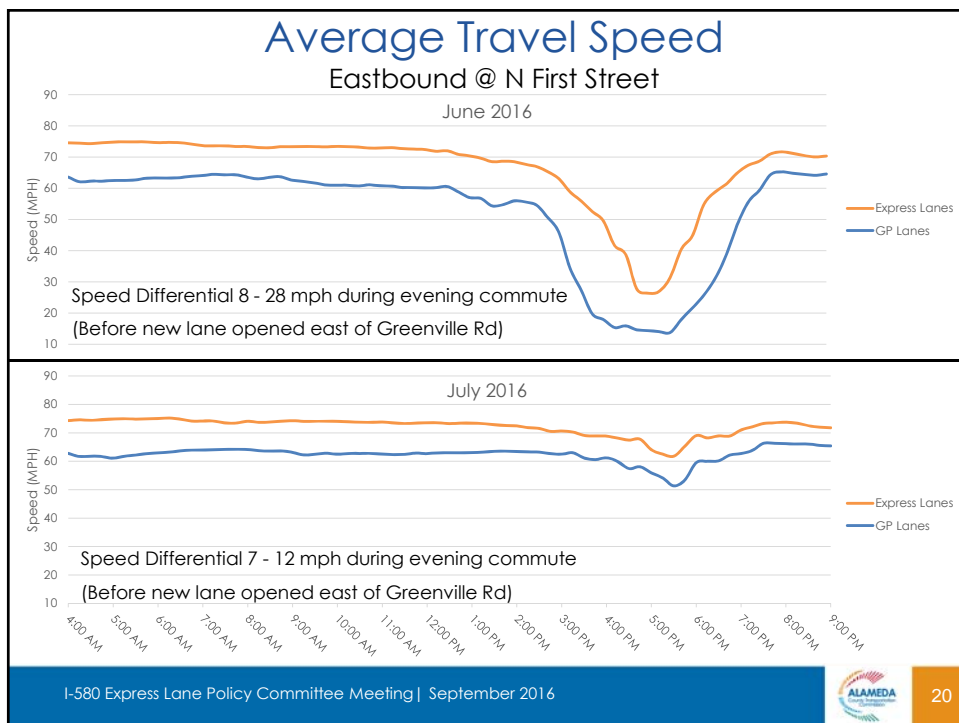
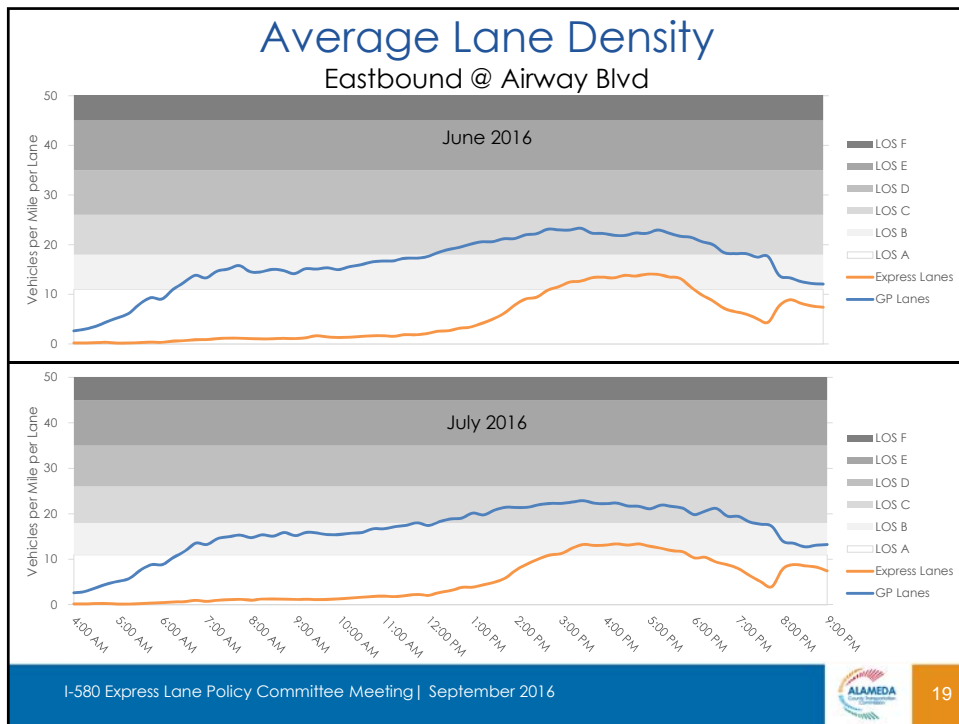


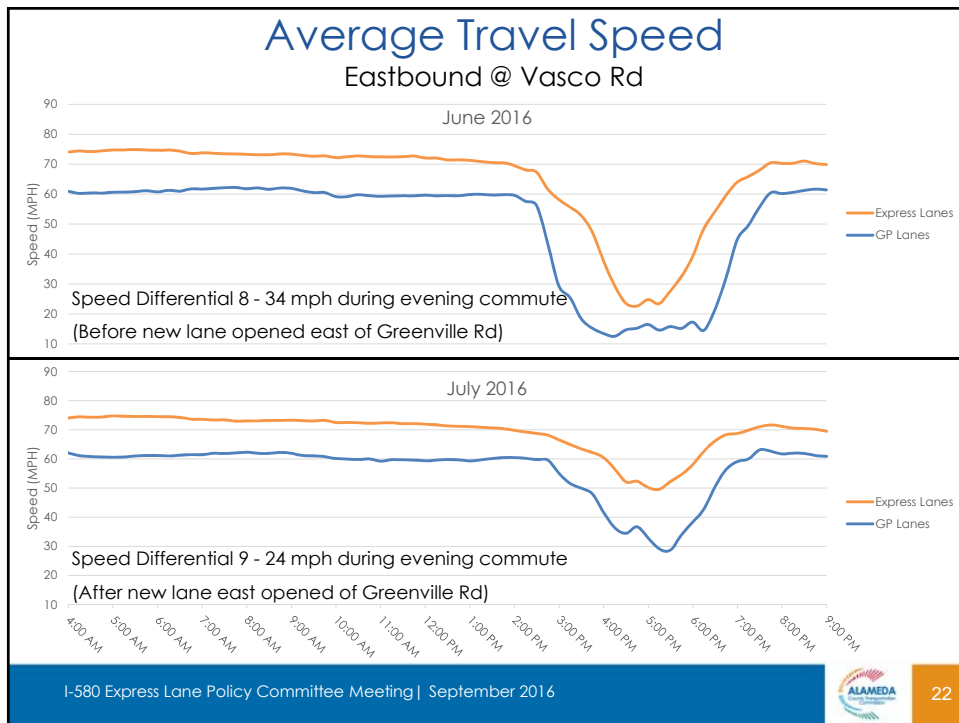
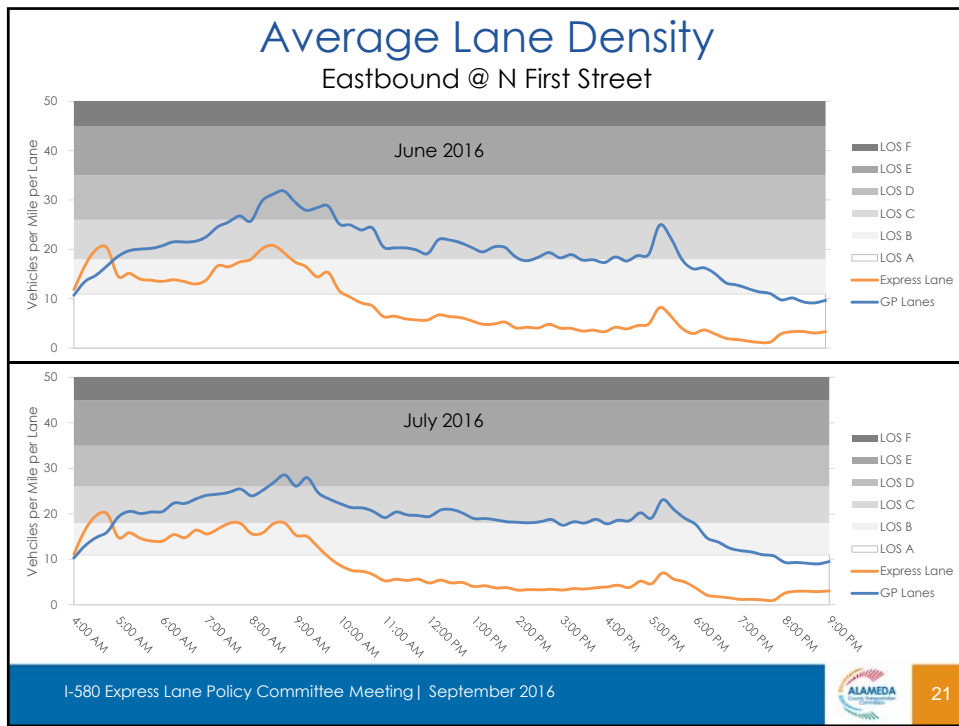
I-580 Express Lane Policy Committee Meeting | September 2016

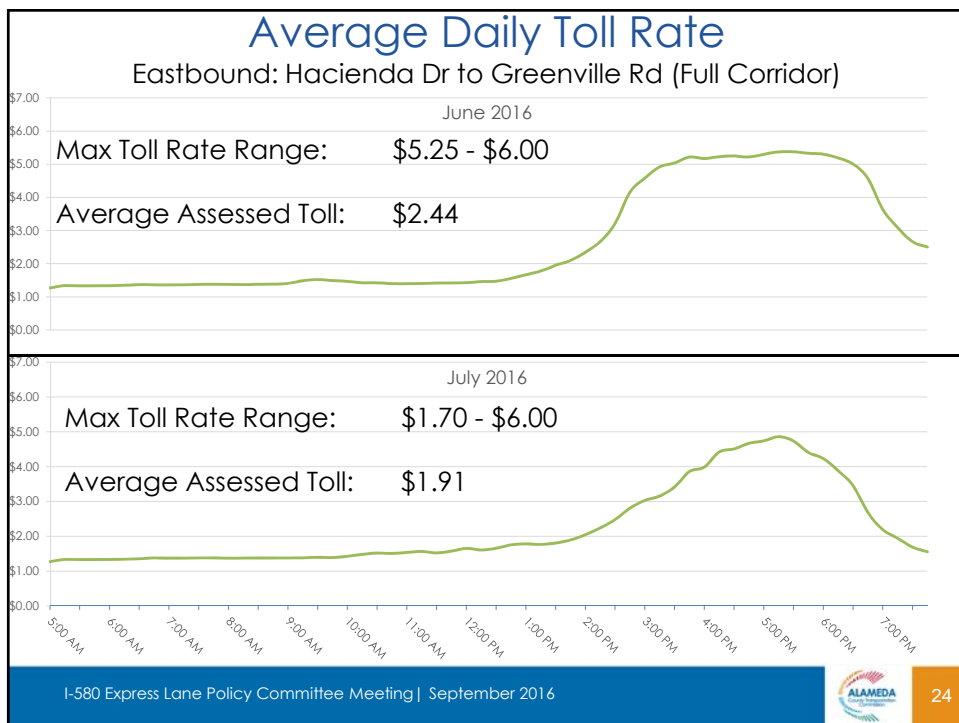
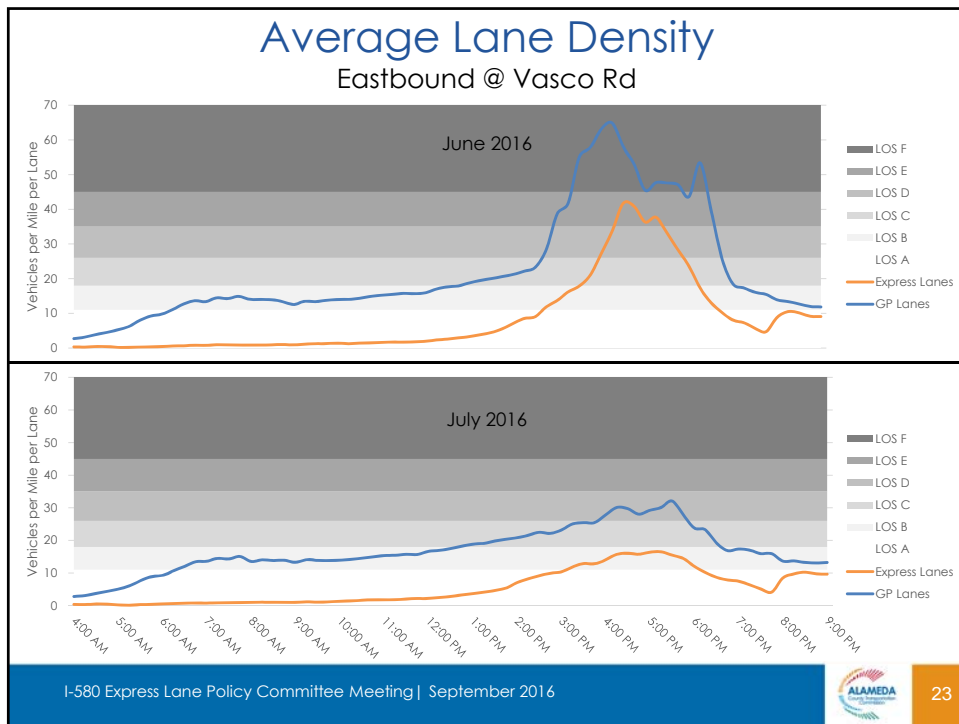


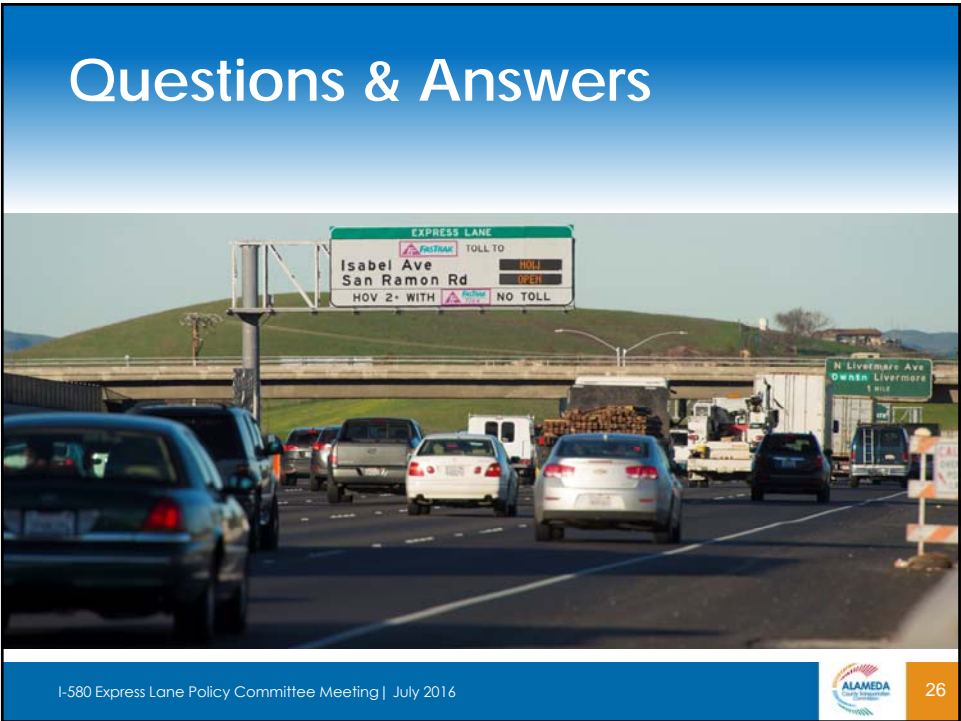
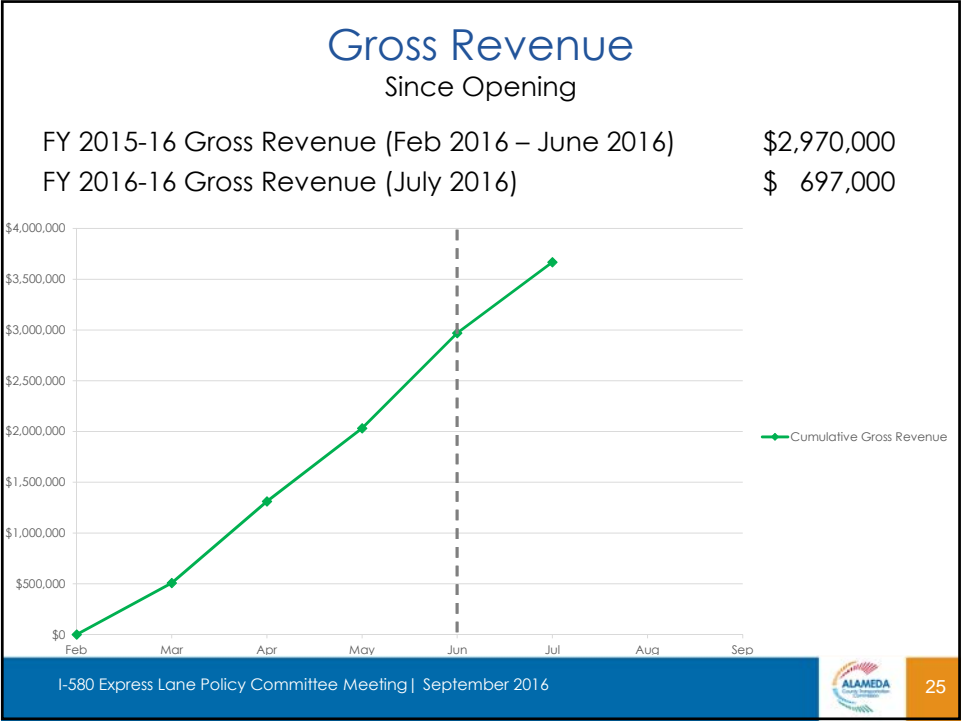
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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 15, 2016

SUBJECT: Alameda CTC FY2015-16 Year-End Unaudited Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2015-16 Year-End Unaudited Investment Report.

Summary

The Year-End 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 June 30, 2016. The report also shows balances as of June 30, 2015 for comparison purposes. The *Portfolio Review for Quarter Ending June 30, 2016* (Attachment B), prepared by GenSpring, provides a review and outlook of current market conditions, the investment strategy used to maximize return without compromising safety and liquidity, and an overview of the strategy for the bond proceeds portfolio. Alameda CTC investments are in compliance with the adopted investment policy as of June 30, 2016. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

The following are key highlights of cash and investment information as of June 30, 2016:

- As of June 30, 2016, total cash and investments held by the Alameda CTC was \$419.1 million with bond proceeds accounting for \$15.0 million or 3.6% of the total.
- The 1986 Measure B investment balance increased by \$15.2 million or 12.2% from the prior year-end balance mainly due to the sale of real property on Fremont Blvd. to the Fremont Unified School District in October 2015. The 2000 Measure B investment balance decreased \$33.0 million or 17.5% primarily due to capital project expenditures and debt service payments on the 2014 Sales Tax Revenue Bonds. The 2014 Measure BB investment balance increased \$62.4 million as expected since there was only one month of Measure BB sales tax revenue collections received by June 2015. Congestion Management funds increased by \$15.4 million or 36.0% mostly due to the receipt of VRF and Exchange Funds.
- All investments have been marked to market value per GASB 31 requirements.

- Investment yields have increased slightly with the average return on investments for the fiscal year 2015-2016 at 0.52% compared to the prior year's average return of 0.29%. Return on investments were projected for the FY2015-16 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of June 30, 2016
- B. Portfolio Review for Quarter Ending June 30, 2016 (provided by GenSpring)
- C. Fixed Income Portfolio as of June 30, 2016

Staff Contact

[Patricia Reavey](#), Deputy Executive Director of Finance and Administration

[Lily Balinton](#), Director of Finance

Alameda CTC Consolidated Investment Report As of June 30, 2016							
1986 Measure B	Un-Audited	Interest Earned				FY 2014-2015	
		As of June 30, 2016				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 2,924,961	\$ 8,766	0.30%			\$ 4,284,902	6,361
State Treasurer Pool (LAIF) ⁽¹⁾	11,813,529	66,495	0.44%			7,952,459	76,005
Investment Advisor ^{(1) (2)}	114,550,807	848,350	0.74%			101,892,376	324,906
Loan to ACCMA	10,000,000	-	-			10,000,000	-
1986 Measure B Total	\$ 139,289,297	\$ 923,611	0.66%	\$ 300,000	\$ 623,611	\$ 124,129,737	\$ 407,272
						Approx. ROI	0.33%
2000 Measure B	Un-Audited	Interest Earned				FY 2014-2015	
		As of June 30, 2016				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 6,165,527	\$ 15,678	0.25%			\$ 7,414,099	\$ 17,509
State Treasurer Pool (LAIF) ⁽¹⁾	29,950,590	125,025	0.45%			22,292,249	98,851
Investment Advisor ^{(1) (2)}	96,790,098	559,614	0.58%			108,995,678	204,996
2014 Series A Bond Project Fund ⁽¹⁾	5,779,115	28,731	0.50%			26,626,956	75,574
2014 Series A Bond Interest Fund ⁽¹⁾	9,183,098	82,602	0.90%			14,777,250	118,379
Project Deferred Revenue ^{(1) (3)}	7,757,967	36,354	0.44%			8,518,635	14,122
2000 Measure B Total	\$ 155,626,395	\$ 848,003	0.54%	\$ 242,000	\$ 606,003	\$ 188,624,867	\$ 529,431
						Approx. ROI	0.28%
2014 Measure BB	Un-Audited	Interest Earned				FY 2014-2015	
		As of June 30, 2016				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 12,751,139	\$ 33,307	0.26%			\$ 3,448,809	\$ 102
State Treasurer Pool (LAIF) ⁽¹⁾	53,076,601	133,117	0.65%			-	-
2014 Measure BB Total	\$ 65,827,740	\$ 166,424	0.25%	\$ 143,000	\$ 23,424	\$ 3,448,809	\$ 102
						Approx. ROI	0.00%
ACCMA	Un-Audited	Interest Earned				FY 2014-2015	
		As of June 30, 2016				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 20,552,837	\$ 34,696	0.17%			\$ 16,560,969	\$ 9,590
State Treasurer Pool (LAIF) ⁽¹⁾	33,621,829	132,922	0.49%			20,393,707	58,725
Project Deferred Revenue ^{(1) (4)}	14,133,566	68,462	0.44%			15,916,434	45,316
Loan from ACTA	(10,000,000)	-	-			(10,000,000)	-
ACCMA Total	\$ 58,308,232	\$ 236,079	0.40%	\$ -	\$ 236,079	\$ 42,871,110	\$ 113,632
						Approx. ROI	0.27%
Alameda CTC TOTAL	\$ 419,051,665	\$ 2,174,117	0.52%	\$ 685,000	\$ 1,489,117	\$ 359,074,523	\$ 1,050,438

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 investments are in compliance with the currently adopted investment policies.
- (6) 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
June 30, 2016

Fixed Income Market Review and Outlook

Ahead of the so-called Brexit, a cautious Federal Reserve held off on rate moves. Afterward, the Bank of England and European leaders scrambled to steady their markets as many currencies swiftly compensated for the uncertainty. Meanwhile, US data largely remained on the same slow and steady trend, even with a few improvements, particularly from within manufacturing.

Within fixed income, bond yields slumped as investors sought safe-havens amid the increased uncertainty. The yield on the 10-year US Treasury finished June at 1.46%, near four-year lows, while Japanese, Swiss and German 10-year government bond yields stayed below zero.

Most bond indices had a solid June to cap a stellar first half. US Core Bonds posted gains for June adding another month to the six-month streak, their longest since 2012. Once again, higher quality bond sectors lagged comparatively for the second quarter.

Portfolio Allocation

As of the end of the quarter, the consolidated Alameda CTC portfolio consisted of 43.2% US Government Agency securities, 28.3% US Treasury securities, 26.9% High Grade Corporate Bonds and 1.6% of cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending June 30, 2016, the Alameda CTC portfolio was in compliance with the adopted investment policy statement.

Budget Impact

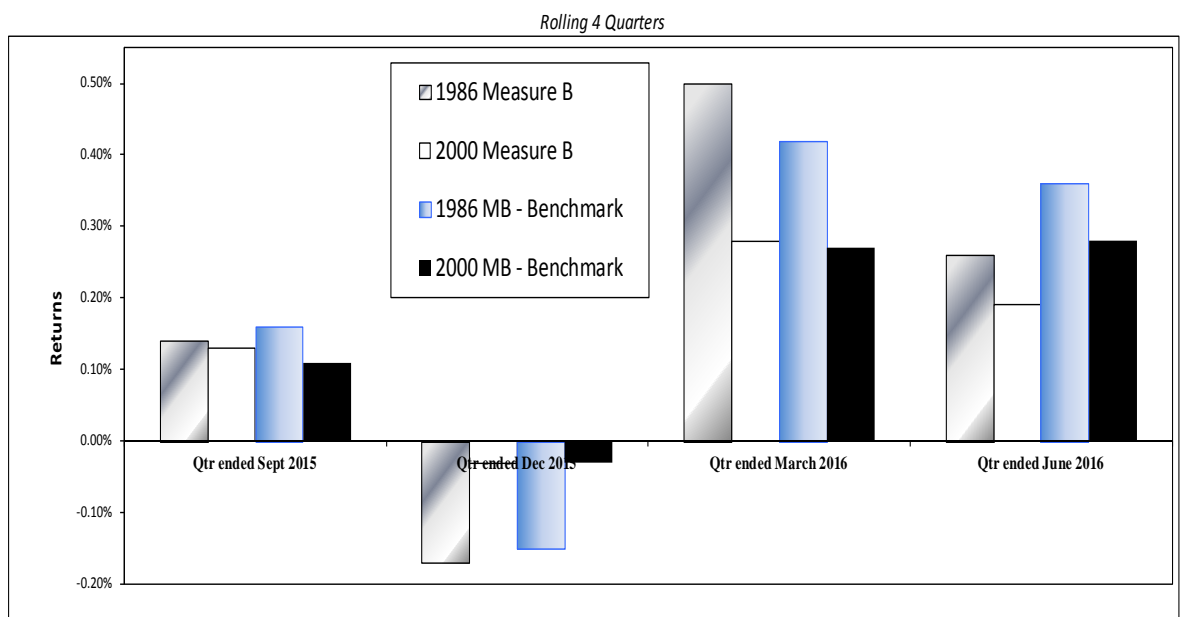
The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. For the quarter ending June 30, the 1986 Measure B portfolio returned **0.26%**. This compares to the benchmark return of **0.36%**. For the quarter ending June 30, the 2000 Measure B portfolio returned **0.19%**. This compares to the benchmark return of **0.28%**. Part of the reason for the slight underperformance for this quarter is the portfolios have had

a shorter duration than the benchmarks due to project cash flow needs. However, yield remains above the benchmark. 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 June 30, the 1986 Measure B portfolio's yield to maturity or call was **0.58%**. The benchmark's yield to maturity was **0.46%**. For the quarter ending June 30, the 2000 Measure B portfolio's yield to maturity or call was **0.60%**. The benchmark's yield to maturity was **0.40%**.

Alameda CTC

Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Trailing 12 Months
MONTHLY PERFORMANCE DATA													
1986 Measure B	0.04%	-0.02%	0.12%	-0.01%	-0.11%	-0.05%	0.26%	0.08%	0.16%	0.03%	-0.01%	0.24%	0.74%
2000 Measure B	0.04%	0.01%	0.08%	0.01%	-0.04%	0.00%	0.12%	0.06%	0.10%	0.05%	0.00%	0.14%	0.58%
Benchmark - 1986 MB ¹	0.02%	-0.01%	0.15%	-0.03%	-0.10%	-0.02%	0.28%	0.01%	0.13%	0.09%	-0.05%	0.32%	0.79%
Benchmark - 2000 MB ²	0.01%	0.00%	0.10%	-0.01%	-0.04%	0.02%	0.17%	-0.01%	0.11%	0.10%	-0.02%	0.20%	0.63%

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.

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 \$20,335,886 in the Interest Fund, which was an amount net of the initial drawdown for bond related project costs incurred prior to closing.

As of June 30, 2016, \$103,322,946.72 had been distributed from the Project Fund and \$11,355,188.75 had been distributed from the Interest Fund. The quarter end values of the Project and Interest Funds, including unrealized gains and losses, were \$5,781,426.24 and \$9,224,967.27 respectively.

The portfolios were invested by buying allowable high grade fixed income securities. As of June 30, 2016 the average life of the cash flows for the Interest Fund was roughly **0.7** 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 **0.54%** and the Project Fund portfolio's yield to maturity was **0.22%** (including the current yield on cash and cash equivalents). By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the month would yield **0.36%** and **0.17%** respectively.

For the quarter ending June 30, 2016, the Alameda CTC Series 2014 Bonds Interest Fund and Project Fund portfolios were invested in compliance with the Bond Indenture dated February 1, 2014.

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FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
June 30, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,334,288.81		1,334,288.81		1,334,288.81	1.16		0.0
CORPORATE BONDS													
1,000,000.0000	191216bd1	COCA COLA CO 0.750% Due 11-01-16	AA3	AA	100.15	1,001,500.00	100.03	1,000,335.00	1,250.00	1,001,585.00	0.87	0.65	0.3
1,000,000.0000	742718ed7	PROCTER & GAMBLE CO 0.750% Due 11-04-16	AA3	AA-	100.23	1,002,270.00	100.02	1,000,168.00	1,187.50	1,001,355.50	0.87	0.70	0.3
1,000,000.0000	478160bf0	JOHNSON & JOHNSON 0.700% Due 11-28-16	AAA	AAA	100.13	1,001,290.00	99.93	999,311.00	641.67	999,952.67	0.87	0.87	0.4
1,000,000.0000	25468pcs3	DISNEY WALT CO MTNS BE 1.125% Due 02-15-17	A2	A	100.63	1,006,290.00	100.25	1,002,458.00	4,250.00	1,006,708.00	0.88	0.73	0.6
1,000,000.0000	17275rak8	CISCO SYS INC 3.150% Due 03-14-17	A1	AA-	103.34	1,033,370.00	101.57	1,015,709.00	9,362.50	1,025,071.50	0.89	0.91	0.7
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A	101.77	1,017,700.00	100.86	1,008,590.00	3,091.67	1,011,681.67	0.88	1.09	0.8
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.10	1,001,000.00	100.18	1,001,844.00	1,200.00	1,003,044.00	0.87	0.69	0.9
1,500,000.0000	084664bs9	BERKSHIRE HATHAWAY FIN CORP 1.600% Due 05-15-17	AA2	AA	101.35	1,520,175.00	100.83	1,512,450.00	3,066.67	1,515,516.67	1.32	0.65	0.9
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	100.48	3,014,364.00	6,325.00	3,020,689.00	2.63	1.10	0.9
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	100.78	1,007,812.00	1,895.83	1,009,707.83	0.88	0.87	0.9
1,000,000.0000	88579yae1	3M CO 1.000% Due 06-26-17	A1	AA-	100.35	1,003,500.00	100.26	1,002,568.00	138.89	1,002,706.89	0.88	0.74	1.0
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A2	A	100.78	3,023,430.00	100.28	3,008,283.00	19,020.83	3,027,303.83	2.63	1.11	1.0
1,000,000.0000	911312ap1	UNITED PARCEL SERVICE INC 1.125% Due 10-01-17	AA3	A+	100.33	1,003,320.00	100.41	1,004,103.00	2,812.50	1,006,915.50	0.88	0.79	1.2
2,500,000.0000	713448db1	PEPSICO INC 1.000% Due 10-13-17	A1	A	100.05	2,501,250.00	100.12	2,503,077.50	5,416.67	2,508,494.17	2.19	0.90	1.3
2,500,000.0000	22160kae5	COSTCO WHSL CORP NEW 1.125% Due 12-15-17	A1	A+	100.14	2,503,475.00	100.60	2,514,912.50	1,250.00	2,516,162.50	2.20	0.71	1.4
2,500,000.0000	458140a14	INTEL CORP 1.350% Due 12-15-17	A1	A+	100.55	2,513,750.00	100.59	2,514,815.00	1,500.00	2,516,315.00	2.20	0.94	1.4
1,700,000.0000	05531fam5	BB&T CORPORATION 1.450% Due 01-12-18	A2	A-	99.52	1,691,806.00	100.39	1,706,698.00	11,571.81	1,718,269.81	1.49	1.19	1.5
1,000,000.0000	166764av2	CHEVRON CORP NEW 1.365% Due 03-02-18	AA1	AA-	99.72	997,200.00	100.55	1,005,490.00	4,512.08	1,010,002.08	0.88	1.03	1.6
2,500,000.0000	594918as3	MICROSOFT CORP 1.000% Due 05-01-18	AAA	AA+	99.70	2,492,500.00	100.40	2,509,965.00	4,166.67	2,514,131.67	2.19	0.78	1.8
						30,372,506.00		30,332,953.00	82,660.28	30,415,613.28	26.48	0.89	1.1
GOVERNMENT BONDS													
25,000,000.0000	3130a2t97	FEDERAL HOME LOAN BANKS 0.500% Due 09-28-16	AAA	AA+	99.93	24,982,250.00	100.04	25,009,650.00	32,291.67	25,041,941.67	21.83	0.34	0.2
10,000,000.0000	912828f47	UNITED STATES TREAS NTS 0.500% Due 09-30-16	AAA	AA+	100.05	10,004,687.50	100.04	10,003,720.00	12,568.31	10,016,288.31	8.73	0.35	0.3

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
June 30, 2016

												Yield	
Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	To Mat	Duration
3,000,000.0000	3137eads5	FEDERAL HOME LN MTG CORP 0.875% Due 10-14-16	AAA	AA+	100.45	3,013,500.00	100.13	3,003,822.00	5,614.58	3,009,436.58	2.62	0.43	0.3
2,500,000.0000	3134g3s50	FEDERAL HOME LN MTG CORP 0.625% Due 11-01-16	AAA	AA+	100.00	2,500,000.00	100.06	2,501,500.00	2,604.17	2,504,104.17	2.18	0.45	0.3
2,900,000.0000	3135g0gy3	FEDERAL NATL MTG ASSN 1.250% Due 01-30-17	AAA	AA+	100.68	2,919,691.00	100.45	2,913,110.90	15,204.86	2,928,315.76	2.54	0.47	0.6
2,000,000.0000	3137eadc0	FEDERAL HOME LN MTG CORP 1.000% Due 03-08-17	AAA	AA+	100.62	2,012,340.00	100.33	2,006,558.00	6,277.78	2,012,835.78	1.75	0.52	0.7
1,000,000.0000	3135g0zb2	FEDERAL NATL MTG ASSN 0.750% Due 04-20-17	AAA	AA+	100.32	1,003,180.00	100.20	1,002,020.00	1,479.17	1,003,499.17	0.87	0.50	0.8
10,000,000.0000	912828k66	UNITED STATES TREAS NTS 0.500% Due 04-30-17	AAA	AA+	99.73	9,972,656.25	100.00	9,999,500.00	8,472.22	10,007,972.22	8.73	0.51	0.8
2,000,000.0000	3130a6sw8	FEDERAL HOME LOAN BANKS 1.000% Due 12-19-17	AAA	AA+	99.97	1,999,340.00	100.52	2,010,334.00	666.67	2,011,000.67	1.75	0.65	1.5
3,000,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AAA	105.50	3,164,882.82	104.70	3,140,859.00	39,666.67	3,180,525.67	2.74	0.59	1.6
2,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP 0.875% Due 03-07-18	AAA	AA+	99.52	1,990,460.00	100.18	2,003,680.00	5,541.67	2,009,221.67	1.75	0.76	1.7
3,000,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	104.16	3,124,921.89	103.95	3,118,476.00	21,802.08	3,140,278.08	2.72	0.60	1.7
2,500,000.0000	3130a4gj5	FEDERAL HOME LOAN BANKS 1.125% Due 04-25-18	AAA	AA+	100.02	2,500,500.00	100.82	2,520,377.50	5,156.25	2,525,533.75	2.20	0.67	1.8
6,000,000.0000	912828xa3	UNITED STATES TREAS NTS 1.000% Due 05-15-18	AAA	AA+	100.48	6,029,062.50	100.75	6,045,000.00	7,663.04	6,052,663.04	5.28	0.60	1.9
5,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	100.20	5,010,000.00	100.40	5,019,800.00	4,861.11	5,024,661.11	4.38	0.66	1.9
2,500,000.0000	912828qq6	UNITED STATES TREAS NTS 2.375% Due 05-31-18	AAA	AA+	103.19	2,579,687.50	103.39	2,584,667.50	5,112.85	2,589,780.35	2.26	0.60	1.9
						82,807,159.46		82,883,074.90	174,983.09	83,058,057.99	72.36	0.47	0.8
TOTAL PORTFOLIO						114,513,954.27		114,550,316.71	257,643.36	114,807,960.07	100.00	0.58	0.9

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNB1
June 30, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				2,100,309.71		2,100,309.71		2,100,309.71	2.17		0.0
CORPORATE BONDS													
1,000,000.0000	46625hja9	JPMORGAN CHASE & CO 3.150% Due 07-05-16	A3	A	101.66	1,016,580.00	100.00	1,000,000.00	15,400.00	1,015,400.00	1.03	3.10	0.0
1,000,000.0000	459200gx3	INTERNATIONAL BUSINESS MACHS 1.950% Due 07-22-16	AA3	AA-	101.15	1,011,530.00	100.06	1,000,590.00	8,612.50	1,009,202.50	1.03	0.98	0.1
1,500,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	AA2	AA	100.30	1,504,485.00	100.04	1,500,525.00	5,383.33	1,505,908.33	1.55	0.67	0.1
1,000,000.0000	25468pcm6	DISNEY WALT CO MTNS BE 1.350% Due 08-16-16	A2	A	100.72	1,007,200.00	100.10	1,001,040.00	5,062.50	1,006,102.50	1.03	0.53	0.1
2,934,000.0000	458140ah3	INTEL CORP 1.950% Due 10-01-16	A1	A+	101.56	2,979,887.76	100.31	2,942,989.78	14,303.25	2,957,293.03	3.04	0.73	0.3
1,000,000.0000	07330nac9	BB&T BRH BKG & TR CO GLOBAL BK 1.450% Due 10-03-16	A1	A	100.64	1,006,366.00	100.08	1,000,837.00	3,544.44	1,004,381.44	1.03	1.12	0.3
1,250,000.0000	69353rcg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.00	1,249,962.50	100.09	1,251,070.00	6,015.63	1,257,085.63	1.29	0.98	0.6
1,500,000.0000	17275rat9	CISCO SYS INC 1.100% Due 03-03-17	A1	AA-	100.35	1,505,280.00	100.25	1,503,720.00	5,408.33	1,509,128.33	1.55	0.73	0.7
3,000,000.0000	87612eap1	TARGET CORP 5.375% Due 05-01-17	A2	A	104.18	3,125,490.00	103.67	3,110,217.00	26,875.00	3,137,092.00	3.21	0.95	0.8
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A	100.95	1,009,500.00	100.86	1,008,590.00	3,091.67	1,011,681.67	1.04	1.09	0.8
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.08	1,000,790.00	100.18	1,001,844.00	1,200.00	1,003,044.00	1.04	0.69	0.9
3,000,000.0000	717081dj9	PFIZER INC 1.100% Due 05-15-17	A1	AA	100.28	3,008,490.00	100.22	3,006,528.00	4,216.67	3,010,744.67	3.11	0.85	0.9
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	100.48	1,004,788.00	2,108.33	1,006,896.33	1.04	1.10	0.9
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	100.78	3,023,436.00	5,687.50	3,029,123.50	3.12	0.87	0.9
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A2	A	100.78	3,023,430.00	100.28	3,008,283.00	19,020.83	3,027,303.83	3.11	1.11	1.0
						26,479,271.26		26,364,457.78	125,929.99	26,490,387.76	27.24	0.97	0.6
GOVERNMENT BONDS													
7,000,000.0000	3137eacw7	FEDERAL HOME LN MTG CORP 2.000% Due 08-25-16	AAA	AA+	101.80	7,126,140.00	100.23	7,016,373.00	49,000.00	7,065,373.00	7.25	0.46	0.2
10,000,000.0000	3135g0cm3	FEDERAL NATL MTG ASSN 1.250% Due 09-28-16	AAA	AA+	100.96	10,095,537.04	100.20	10,019,810.00	32,291.67	10,052,101.67	10.35	0.44	0.2
3,000,000.0000	912828rj1	UNITED STATES TREAS NTS 1.000% Due 09-30-16	AAA	AA+	100.55	3,016,523.43	100.16	3,004,839.00	7,583.33	3,012,422.33	3.10	0.35	0.2
10,000,000.0000	912828wf3	UNITED STATES TREAS NTS 0.625% Due 11-15-16	AAA	AA+	100.18	10,017,578.10	100.10	10,009,770.00	7,986.11	10,017,756.11	10.34	0.36	0.4
3,000,000.0000	31359m2d4	FEDERAL NATL MTG ASSN 4.875% Due 12-15-16	AAA	AA+	103.98	3,119,349.00	102.00	3,060,138.00	6,500.00	3,066,638.00	3.16	0.49	0.5
2,500,000.0000	912828rx0	UNITED STATES TREAS NTS 0.875% Due 12-31-16	AAA	AA+	100.11	2,502,832.03	100.23	2,505,770.00	59.44	2,505,829.44	2.59	0.41	0.5

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNB1
June 30, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
5,000,000.0000	3137eadt3	FEDERAL HOME LN MTG CORP 0.875% Due 02-22-17	AAA	AA+	100.24	5,011,945.00	100.24	5,011,945.00	15,677.08	5,027,622.08	5.18	0.50	0.6
5,000,000.0000	313313ce6	FEDL FARM CRED BK CONS DISC NT 0.000% Due 02-22-17	AAA	AA+	99.51	4,975,458.33	99.71	4,985,580.00	0.00	4,985,580.00	5.15	0.45	0.6
3,000,000.0000	912828sm3	UNITED STATES TREAS NTS 1.000% Due 03-31-17	AAA	AA+	100.28	3,008,320.32	100.37	3,011,130.00	7,540.98	3,018,670.98	3.11	0.50	0.7
4,000,000.0000	3135g0zb2	FEDERAL NATL MTG ASSN 0.750% Due 04-20-17	AAA	AA+	100.03	4,001,080.00	100.20	4,008,080.00	5,916.67	4,013,996.67	4.14	0.50	0.8
4,000,000.0000	3135g0ja2	FEDERAL NATL MTG ASSN 1.125% Due 04-27-17	AAA	AA+	100.37	4,014,813.76	100.44	4,017,712.00	8,000.00	4,025,712.00	4.15	0.59	0.8
1,300,000.0000	3130a5ep0	FEDERAL HOME LOAN BANKS 0.625% Due 05-30-17	AAA	AA+	99.75	1,296,711.00	100.05	1,300,600.60	699.65	1,301,300.25	1.34	0.57	0.9
5,000,000.0000	912828ng1	UNITED STATES TREAS NTS 2.750% Due 05-31-17	AAA	AA+	102.02	5,101,171.90	102.01	5,100,585.00	11,840.28	5,112,425.28	5.27	0.55	0.9
4,000,000.0000	313379dd8	FEDERAL HOME LOAN BANKS 1.000% Due 06-21-17	AAA	AA+	100.24	4,009,776.00	100.39	4,015,588.00	1,111.11	4,016,699.11	4.15	0.60	1.0
1,200,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AAA	105.50	1,265,953.13	104.70	1,256,343.60	15,866.67	1,272,210.27	1.30	0.59	1.6
						68,563,189.04		68,324,264.20	170,073.00	68,494,337.20	70.59	0.47	0.5
TOTAL PORTFOLIO						97,142,770.01		96,789,031.69	296,002.98	97,085,034.67	100.00	0.60	0.6

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Interest Fund
Account # N001UNB2
June 30, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				284,963.92		284,963.92		284,963.92	3.10		0.0
CORPORATE BONDS													
1,000,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	AA2	AA	100.76	1,007,570.00	100.04	1,000,350.00	3,588.89	1,003,938.89	10.89	0.67	0.1
1,000,000.0000	69353reg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.06	1,000,550.00	100.09	1,000,856.00	4,812.50	1,005,668.50	10.90	0.98	0.6
950,000.0000	478160aq7	JOHNSON & JOHNSON 5.550% Due 08-15-17	AAA	AAA	115.02	1,092,709.00	105.33	1,000,679.65	19,918.33	1,020,597.98	10.90	0.78	1.1
						3,100,829.00		3,001,885.65	28,319.72	3,030,205.37	32.69	0.81	0.6
GOVERNMENT BONDS													
1,800,000.0000	912828vr8	UNITED STATES TREAS NTS 0.625% Due 08-15-16	AAA	AA+	100.15	1,802,671.88	100.05	1,800,855.00	4,234.20	1,805,089.20	19.61	0.25	0.1
1,800,000.0000	912828b74	UNITED STATES TREAS NTS 0.625% Due 02-15-17	AAA	AA+	99.75	1,795,429.67	100.11	1,801,944.00	4,234.20	1,806,178.20	19.62	0.45	0.6
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	AA+	98.58	1,518,163.28	100.09	1,541,382.92	3,217.05	1,544,599.97	16.79	0.55	1.2
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	AA+	98.00	734,970.70	100.27	752,050.50	1,880.10	753,930.60	8.19	0.59	1.7
						5,851,235.53		5,896,232.42	13,565.55	5,909,797.97	64.21	0.43	0.7
TOTAL PORTFOLIO						9,237,028.45		9,183,081.99	41,885.28	9,224,967.27	100.00	0.54	0.7

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Project Fund
Account # N001UNB3
 June 30, 2016

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				2,879,094.75		2,879,094.75		2,879,094.75	49.82		0.0
COMMERCIAL PAPER													
300,000.000	89236dam2	TOYOTA MOTOR CREDIT CORP COML PAPER 0.530% Due 07-15-16	P-1	A-1+	100.00	300,000.00	100.00	300,000.00	401.92	300,401.92	5.19	0.53	0.0
GOVERNMENT BONDS													
1,000,000.0000	313384zh5	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 07-13-16	AAA	AA+	99.92	999,175.83	99.99	999,943.00	0.00	999,943.00	17.30	0.16	0.0
800,000.0000	313384zk8	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 07-15-16	AAA	AA+	99.91	799,293.34	99.99	799,947.20	0.00	799,947.20	13.84	0.16	0.0
800,000.0000	912828v11	UNITED STATES TREAS NTS 0.625% Due 07-15-16	AAA	AA+	100.11	800,843.75	100.02	800,133.60	2,307.69	802,441.29	13.85	0.22	0.0
						2,599,312.92		2,600,023.80	2,307.69	2,602,331.49	44.99	0.18	0.0
TOTAL PORTFOLIO						5,778,407.67		5,779,118.55	2,709.61	5,781,828.16	100.00	0.11	0.0



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 15, 2016

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

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

Summary

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

Since the last update in July 2016, the Alameda CTC reviewed a Draft Environmental Impact Report. Comments were submitted on this document and the comment letter is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to Draft Environmental Impact Report for City of San Leandro's General Plan Update

Staff Contact

[Saravana Suthanthira](#), Principal Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner

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July 13, 2016

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

SUBJECT: Comments on Draft Environmental Impact Report for the City of San Leandro's General Plan Update

Dear Mr. Liao,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of San Leandro's General Plan Update. The proposed Plan would replace the City's existing General Plan (updated in 2002). The proposed General Plan Update will guide development and conservation in the city through the 2035 buildout horizon of the General Plan. For most of San Leandro, the current land use designations established by the 2002 General Plan would remain unchanged. The proposed Plan removes the Office land use designation and includes the following new land use designations: 1) medium-high density residential, 2) Bay Fair Transit-Oriented Development, and 3) Industrial Transition. The majority of proposed changes consist of the redesignation of sites that were previously designated as Office or the application of the new land use designations to sites that were previously designated for other uses. Implementation of the proposed General Plan is projected to result in 5,595 new housing units, 14,790 new residents, and 12,130 new jobs in 2035.

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

Comments on the DEIR

- The document should reflect the following status update of some of Alameda CTC and the regional planning processes:
 - Alameda CTC adopted its latest Countywide Transportation Plan (CTP) in 2016, and projects listed in the CTP served as Alameda County's input to MTC's current update to Plan Bay Area 2040 (scheduled for adoption in Summer of 2017).
 - Alameda CTC has completed and approved several Countywide plans as of June 2016, including the Countywide Multimodal Arterial Plan, the Countywide Transit Plan, and the Countywide Goods Movement Plan.
 - In order to assess the existing circulation conditions in San Leandro, the DEIR gathered information on freeway and highway segments from Alameda CTC's 2014 Level of Service Monitoring; note that the most recent 2016 Level of Service Monitoring has been completed and results are available on this webpage:
http://www.alamedactc.org/app_pages/view/8091

- Alameda CTC notes that the DEIR has included a VMT assessment in line with the pending update of the California Environmental Quality Act (CEQA) guidelines by the Office of Planning and Research (OPR). Alameda CTC has not set thresholds for a VMT assessment and is also closely monitoring the development of the CEQA guidelines update.
- The Alameda CTC's Congestion Management Program (CMP) does not establish significance performance analysis thresholds for designated roadways for the purposes of Land Use Analysis Program (LUAP). Please modify the language on pages 4.13-32 and 4.13-34 to reflect that.
- The Alameda CTC's CMP requires that the DEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts on MTS transit operators (AC Transit and BART in this case), Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The CMP Land Use Analysis (DEIR Impact TRAF-2) identified potential impacts on the roadway network and transit operators, but did not identify potential impacts on the Countywide Bicycle Network and the Pedestrian Areas of Countywide Significance. See Appendix J of the 2015 CMP document for more details on how these impacts should be assessed:
http://www.alamedactc.org/files/managed/Document/17417/CMP_AppendixJ_TranspImpactAnalysis_TechGuidelines_2015.pdf
- The DEIR's CMP Land Use Analysis found that northbound Doolittle Drive north of Davis Street in the AM Peak is the only MTS arterial segment that would experience significant traffic impact. The DEIR identified two mitigations: widening northbound Doolittle Drive and providing shuttle service between key city sites. However, the DEIR could not determine the benefits of these improvements nor the feasibility of road widening, therefore this impact was considered significant and unavoidable.
 - Please clarify whether the identified mitigation of shuttle service would be an expansion of the existing Links Shuttle service. Also, provide an explanation for the type of analysis used to determine that the provision of shuttle service would lessen the project related traffic impacts on this roadway segment.
 - Alameda CTC suggests that the DEIR identify improvements to the existing Class II bicycle facility on this segment of Doolittle Drive, such as buffered bicycle lane or cycle track, as to encourage mode shift from auto to bicycling in this corridor.
- The DEIR's CMP Land Use Analysis found that the Proposed Plan would not cause transit ridership to exceed available transit capacity during peak hours on AC Transit and BART. However, the proposed plan is still expected to generate more than 2,200 daily riders at the San Leandro and Bay Fair BART stations.
 - Alameda CTC suggests that the DEIR assess how this daily ridership increase would affect demand at the parking lot of both BART stations. The DEIR could also identify strategies and improvements to encourage BART passengers to use alternative modes to access both stations.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Saravana Suthanthira', with a long horizontal stroke extending to the right.

Saravana Suthanthira
Principal Transportation Planner

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2016

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 15, 2016

SUBJECT: Congestion Management Program (CMP): Elements, Scope, and Schedule for the 2017 CMP Update and 2015-2016 Annual Conformity Findings

RECOMMENDATION: Approve the 2017 CMP update scope and schedule, and 2015-2016 CMP conformity findings.

Summary

As the congestion management agency (CMA) for Alameda County, Alameda CTC is required to biennially update and implement the legislatively mandated Congestion Management Program (CMP) that identifies strategies to address congestion issues in Alameda County. Alameda CTC's CMP goes beyond a mere legislative compliance program to being a forward-looking comprehensive strategy for congestion management that improves multimodal mobility and better connects transportation and land use in the county. Alameda CTC seeks approval for the next steps in development of the 2017 CMP and local jurisdictions' conformity with the CMP for the fiscal year 2015-2016.

Alameda CTC updates the CMP biennially and last updated and adopted its CMP in October 2015. The next update will be in 2017 and will occur from October 2016 through October 2017. The CMP's five elements are implemented at various time periods between the biennial updates. The five core elements of the CMP are: 1) the biennial level of service monitoring on the CMP roadway network, 2) multimodal performance review and report; 3) travel demand management, 4) Land Use Analysis Program (ongoing review of land development projects and their effect on the transportation network); and 5) a Capital Improvement Program. Each of these is described further below. In addition, Alameda CTC assesses the conformance of jurisdictions in implementing the CMP elements, as applicable, with the CMP requirements. Conformity findings are also included in this report and that all jurisdictions are in conformance with the CMP requirements.

Discussion

Alameda CTC uses the CMP elements to achieve an in-depth understanding of the county's multimodal transportation system, to make informed transportation investment decisions, and to facilitate addressing larger policy and regulatory requirements, such as climate change legislation.

The CMP legislation stipulates that the following five specific elements (Attachment A) form the core CMP and specifies certain other requirements and exemptions for the CMP.

- Traffic Level of Service Standards and the CMP Network
- Multimodal Performance Element
- Travel Demand Management Element
- Land Use Analysis Program
- Capital Improvement Program

It should be noted that based on the directive from the Senate Bill 743, Governor's Office of Planning and Research (OPR) is developing an update to the CEQA guidelines for traffic impact assessment in terms of identifying a new metric, moving away from LOS, and related thresholds, to support greenhouse gas reduction goals. Alameda CTC has been actively engaged in this process with OPR. While the metric will likely be Vehicle Miles Traveled, the details of implementation are yet to be finalized as part of a draft guidance to the CEQA guidelines. If and when the guidelines become final, two of the CMP elements will be in contradiction with the updated CEQA guidelines - LOS Monitoring and the Land Use Analysis Program. Considering this potential change, Alameda CTC, in collaboration with the regional and state partners, is working to identify ways to address this issue and revamp the Congestion Management Program as a program that continues to be current and effective. Additionally, the proposed update to the CMP will consider this likely change and will make updates in such a way that they will still be useful even after SB 743 outcome is final.

Alameda CTC's Congestion Management Program Elements

1. *Traffic Level of Service Standards – Designation of the CMP roadway system.*

This element requires designation of the CMP roadway system, a regionally significant core roadway network for Alameda County to move people and goods. This system is monitored biennially using the adopted level of service (LOS) standards, and if any segment fails to meet the minimum required standards (subject to application of mandated exemptions), then preparation of a deficiency plan is required to improve the segment.

Attachment B shows the CMP roadway network for Alameda County. The law mandates that the designated CMP roadway network include all state highways and "principal arterials." Alameda CTC and predecessor agencies adopted and monitored approximately 232 miles of CMP network Tier 1 roadways, from 1991 until 2010.

Alameda CTC expanded the CMP network in 2010 by including approximately 90 miles of principal and major arterials across the county, known as Tier 2 roadways for informational monitoring only and which are not subject to CMP deficiency plans requirements. Since the 2014 monitoring cycle, Alameda CTC has also additionally monitored 84 miles of the managed lanes, also known as express lanes, for informational purpose. In 2016, Alameda CTC used commercial travel time data for nearly two thirds of the CMP network. Using commercial data provides robust data samples, cost efficiency, and performance analysis options.

2. *Multimodal Performance Element – Required application of performance measures.*

CMP law states that a set of performance measures are required to be adopted that will evaluate current and future multimodal transportation system performance for the movement of people and goods. At a minimum, these measures must incorporate highway and roadway system performance, and measures must be established for the frequency and routing of public transit and for the coordination of transit service provided by separate operators. Alameda CTC develops a Performance Report annually on the state of the countywide multimodal transportation system. Realizing the value of performance measurements in understanding the demand on and health of the multimodal transportation system in the county, Alameda CTC has continued to expand the performance analysis. The 2015 Performance Report, released in April 2016, included information on broader countywide and regional commute patterns, paratransit services, and countywide housing permitting and production, in addition to the above state of performance assessment of the multimodal transportation system.

3. *Travel Demand Management Element – Promoting alternative transportation methods.*

CMP legislation states that the travel demand management (TDM) element be adopted to promote alternative transportation methods, including but not limited to carpools, vanpools, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including but not limited to flexible work hours, telecommuting, and parking management programs. To meet this requirement, Alameda CTC implements the Guaranteed Ride Home program and distributes a checklist to local jurisdictions to follow-up on their locally required elements as part of the annual conformity finding process. The Guaranteed Ride Home program has been successful and resulted in a reduction of 65,056 drive-alone round trips per year in 2015. Other Alameda CTC TDM-related programs include the Safe Routes to Schools Program, the [Commute Choices website](#), and Bicycle Education Training. The 2015 CMP included a countywide comprehensive TDM strategy with a comprehensive menu of TDM activities that can reduce automobile trips.

4. *Land Use Analysis Program – Assessment and mitigation of land use development impact on the transportation network.*

The intent of the legislation for the Land Use Analysis Program is to analyze the impacts of land use development decisions made by local jurisdictions on the regional transportation systems.. It encourages, to the extent possible, identification of the impacts to the transportation system using the performance measures adopted in the CMP. The legislation also states that this program may be implemented through the California Environmental Quality Act analysis to avoid duplication.

Alameda CTC's CMP Land Use Analysis Program requires local jurisdictions to inform the agency about all (1) General Plan Amendments and (2) Notice of Preparations for Environmental Impact Reports for projects consistent with the General Plan. If Alameda CTC determines that a CMP analysis is required based on applying trip generation criteria, a separate CMP analysis must be included in the environmental document using the countywide model to analyze the impact of the project on selected regional roadways, the regional transit system, and countywide bicycle and pedestrian networks.

- ***Countywide Travel Demand Model – Model database consistent with the regional planning agency's database.*** CMP legislation requires that Alameda CTC, as the CMA, develop a computer model consistent with the databases and assumptions used by the regional planning agency, the Association of Bay Area Governments (ABAG) land use and socio-economic database and the Metropolitan Transportation Commission (MTC) regional model assumptions for the county. Local jurisdictions are required to use Alameda CTC's model to determine the impacts of land use development on the transportation system.

In addition to the CMP-related legislatively-mandated development impacts assessment on the transportation system, Alameda CTC's countywide model is used for many planning studies and project transportation impact analyses by Alameda CTC and other agencies. Alameda CTC updates the Countywide Travel Demand Model every four years to be consistent with ABAG's most recently adopted land use and socio-economic database, and the modeling assumptions in MTC's regional model. Local jurisdictions are permitted to redistribute housing and employment data to be more consistent with their adopted land use plans. Alameda CTC continues to improve the Countywide Travel Demand Model as a reliable tool to develop multimodal forecasts. The countywide model was most recently updated in August 2014 to include the 2013 Plan Bay Area assumptions, in addition to improving the sensitivity of the model to forecast alternative modes.

5. Capital Improvement Program – A Comprehensive Investment Program using performance measures.

Legislation requires development of a Capital Improvement Program (CIP) using the adopted performance measures to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods and to mitigate transportation impacts identified pursuant to the CMP Land Use Analysis Program. Legislation also requires the program to conform to transportation-related vehicle emission air quality mitigation measures, and to include any project that will increase the capacity of the multimodal system. Alameda CTC ensures conformance of CIP-CMP projects to the air quality mitigation measures through MTC's Regional Transportation Improvement Program, wherein the CIP is included. Additionally, Alameda CTC developed a new Comprehensive Investment Plan that identifies all anticipated transportation funding over a five-year horizon and strategically matches the funding sources to multimodal investments in Alameda County's transportation system. The Comprehensive Investment Plan requires that each funded project and program include performance monitoring goals which allow Alameda CTC to evaluate their benefits to the transportation system as part of the Congestion Management Program's performance monitoring.

2017 CMP Update Scope and Schedule

Alameda CTC's CMP biennial update is scheduled for completion in 2017. This CMP update will incorporate progress made and relevant policy changes on all CMP elements since the adoption of the previous CMP in October 2015, and will identify appropriate next steps as action items. The update will occur from October 2016 through October 2017 as illustrated in the 2017 CMP schedule in Attachment C.

2017 CMP Update Scope

The following summarizes the proposed specific updates to the CMP elements and provides a general progress update.

- *LOS Monitoring and Network Update:*
 - Review and update the CMP network based on the three countywide modal plans—the Countywide Multimodal Arterial Plan, Countywide Transit Plan, and Countywide Goods Movement Plan, and 2016 LOS Monitoring Study results and recommendations. Particularly, update the roadway segmentation for CMP network segments and roadway arterial class used for LOS Monitoring to better reflect existing conditions.
 - As appropriate, identify countywide multimodal transportation facilities and metrics for monitoring alternative modes based on the modal plans and develop recommendations based on the Senate Bill 743 (SB 743) outcome,

which is a change to determining performance metric and related thresholds for assessing transportation impacts as part of land use developments.

- *Multimodal Performance*: Explore opportunities to better integrate the Performance Report and LOS Monitoring Report. Explore opportunities to report on goods movement system performance through the Performance Report document.
- *Travel Demand Management*:
 - Update the strategic TDM plan to reflect the latest research on the effectiveness of these activities on reducing automobile trips. Based on the strategic plan, Alameda CTC will work with the Transportation Management Associations to expand the commute options available.
 - As necessary, reassess and update the contents of the TDM check list that is distributed to local jurisdictions to follow up on their locally required TDM elements as part of the annual conformity finding process.
 - Alameda CTC will collaborate with regional partners to improve the cohesiveness and effectiveness of the region's TDM programs to benefit users who cross jurisdictional boundaries.
- *Land Use Analysis Program*: Provide a status update on the Land Use Analysis Program including an update on the SB 743 outcome and next steps, Sustainable Communities Technical Assistance Program-funded studies, regional priority development areas, and priority conservation areas. Alameda CTC's PDA Investment and Growth Strategy is required by MTC to be updated in 2017.

Travel Demand Model: Explore updating the Alameda CTC travel demand model with more recent regional travel survey data and modeling techniques, and explore other emerging analytical tools that can support better evaluating travel behaviors and demand on the County's transportation system.

- *Capital Improvement Program*: Incorporate the Comprehensive Investment Plan 2018, including program recommendations.
- *Program Implementation and Monitoring*: Update conformance for the Land Use Analysis Program and the SB 743 outcome on the updated CEQA guidance.

2015-2016 CMP Conformity Findings

Annually, local jurisdictions must comply with four elements to be found in compliance with the CMP. Non-conformance with the CMP requirements means that respective local jurisdictions are at a risk of losing the Proposition 111 gas tax subvention funds. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;

2. Travel Demand Management Element: Complete the TDM Site Design Checklist to report an update on TDM element implementation in their respective jurisdictions;
3. Land Use Analysis Element:
 - a. Submit to Alameda CTC all Notice of Preparations, Environmental Impact Reports, and General Plan Amendments;
 - b. Review the allocation of ABAG land use projections to Alameda CTC's countywide travel model traffic analysis zones; and
4. Pay annual fees.

As of August 19, 2016, all jurisdictions have provided necessary documentation to establish conformity with the CMP for 2016. Attachment D summarizes the status of conformance documentation by jurisdiction. Activities undertaken to establish conformance and additional required documentation are described as follows.

Level of Service Monitoring Element

- *New Deficiency Plans:* following the 2016 Level of Service monitoring of the CMP network, Alameda CTC analyzed the CMP segments that performed at LOS F to determine deficiency after applying relevant exemptions, as outlined in the CMP statute. Based on this analysis, no new deficiency plans are required.
- *Deficiency Plan Progress Reports:* Three existing Deficiency Plans are currently active in Alameda County. The status of these is summarized as follows:
 1. **SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection**
 Lead Jurisdiction: City of Oakland
 Participating Jurisdictions: City of Alameda and City of Berkeley
 Status: Final Progress Report submitted by the City of Oakland and letters of concurrence obtained from the Cities of Alameda and Berkeley.
 2. **SR-185 (International Boulevard) Between 46th and 42nd Avenues**
 Lead Jurisdiction: City of Oakland
 Participating Jurisdiction: City of Alameda
 Status: Final Progress Report submitted by the City of Oakland. Letter of Concurrence obtained from the City of Alameda.
 3. **Mowry Avenue Eastbound from Peralta Boulevard to SR-238 (Mission Boulevard)**
 Lead Jurisdiction: City of Fremont
 Participating Jurisdiction: City of Newark
 Status: Final Progress Report and letter of concurrence obtained.

Travel Demand Management Element

Jurisdictions reviewed and updated the Site Design Checklists as needed.

Land Use Analysis Element

- *Development project review:* Jurisdictions reviewed a listing of environmental documents for land use projects that Alameda CTC had reviewed and commented on during FY15-16. Additional projects were identified as missing from this list but were determined to be below the LUAP threshold for which Alameda CTC reviews the project.
- *Land use forecast review:* Jurisdictions reviewed Plan Bay Area 2013 (Sustainable Communities Strategy) land use allocations as part of the Alameda Countywide Travel Demand Model update completed in August 2014.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. CMP and Elements
- B. CMP Roadway Network
- C. 2017 CMP Update Schedule
- D. 2015-2016 CMP Conformance

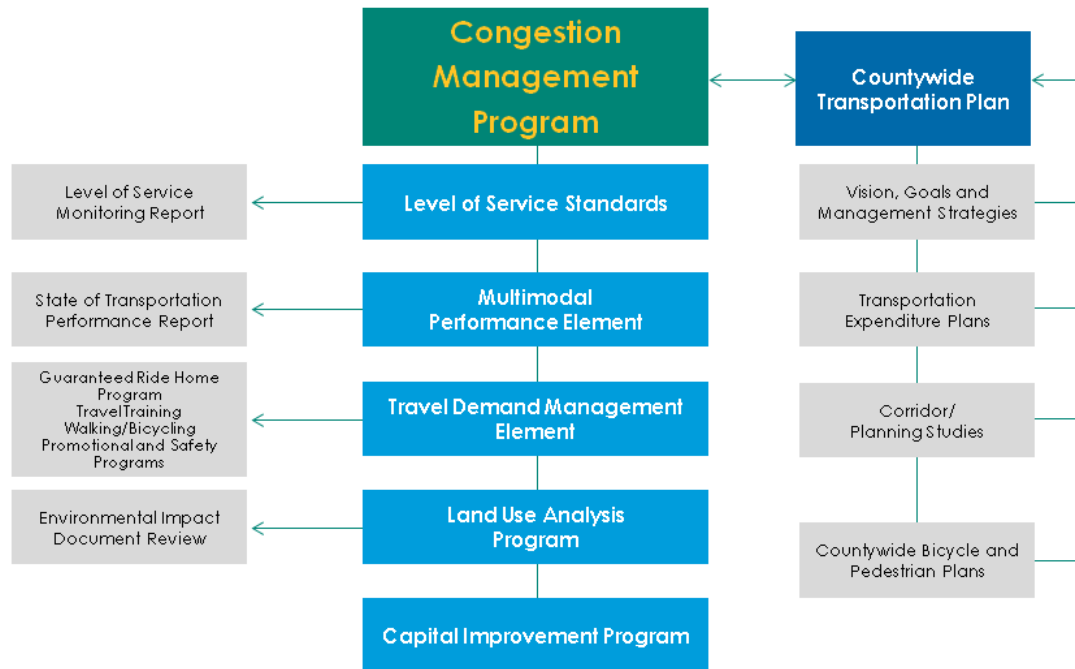
Staff Contacts

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

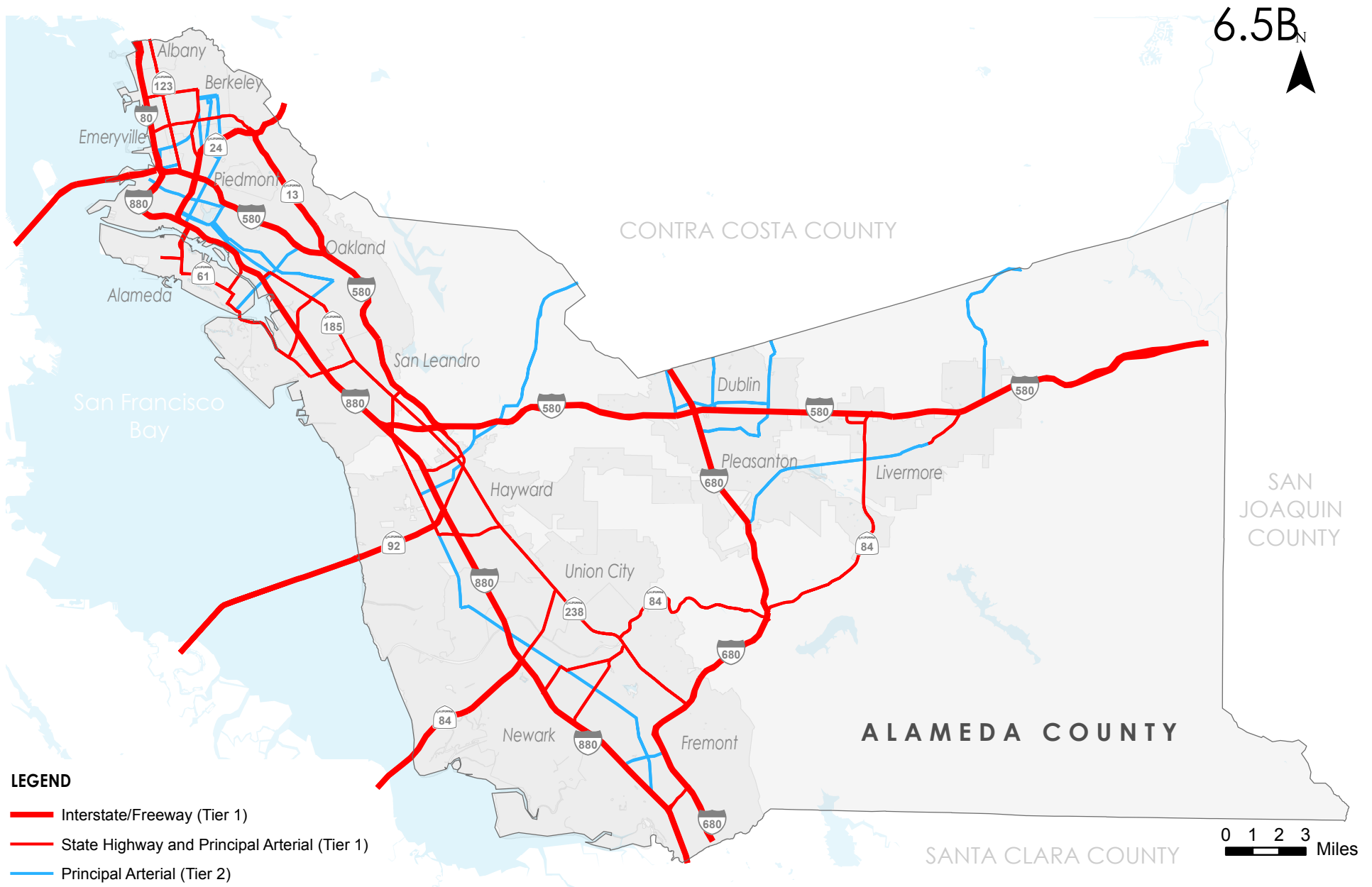
[Saravana Suthanthira](#), Principal Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner

Congestion Management Program and Elements




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CONGESTION MANAGEMENT PROGRAM ROADWAY NETWORK



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 DRAFT 2017 Congestion Management Program (CMP) Update Schedule														
Activity	2016				2017									
	September	October	November	December	January	February	March	April	May	June	July	August	September	October
2017 Update Process	Approve by Commission scope and schedule								2017 CMP Report Development	Complete Draft 2017 CMP report			Approve Final 2017 CMP report by Commission	Prepare and submit report to MTC
1 CMP-designated Roadway System		Review and update arterial network and segmentations based on Countywide Modal Plans and 2016 LOS Monitoring results												
2 Traffic Level of Service (LOS) Standards Element		Review application of recommendations from the 2016 LOS Monitoring Study												
								Develop recommendations based on SB 743 outcomes						
		Use Countywide Modal Plans to identify countywide facilities and metrics for monitoring alternative modes												
3 Multimodal Performance Element		Explore opportunities to better integrate Performance Report & LOS Monitoring Report, and opportunities to report on Goods Movement System performance					Develop the 2016 Performance Report							
4 Travel Demand Management (TDM) Trip Reduction				Update TDM element on progress made since 2015 CMP adoption										
5 Land Use Analysis Program							Provide status update on Land Use Analysis Program including updates regarding SB 743 outcomes and next steps, SC-TAP funded plans, and regional PDA and PCA programs							
6 Countywide Travel Demand Model				Explore updating the travel demand model with more recent data and modeling techniques, and explore other emerging tools that can support travel demand evaluation										
7 Capital Improvement Program									Develop and incorporate the 2018 Comprehensive Investment Plan including the recommended projects for STIP					
8 Program Implementation and Monitoring									Update conformance for the Land Use Analysis Program regarding SB 743 outcomes					

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Table 1
2016 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program		TDM Element	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
Jurisdiction	GPA & NOP Submittals	Land Use Forecast Review*	Checklist Complete	Payments thru 4th Qts FY 14/15	Deficiency Plan Progress Reports or Concurrence	
Alameda County	Yes	Yes	Yes	Yes	N/A	Yes
City of Alameda	Yes	Yes	Yes	Yes	Yes	Yes
City of Albany	Yes	Yes	Yes	Yes	N/A	Yes
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes
City of Dublin	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes	Yes	Yes	N/A	Yes
City of Union City	Yes	Yes	Yes	Yes	N/A	Yes

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through jurisdictions review of land use allocation in 2013-15 travel demand model update

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Memorandum

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DATE: September 15, 2016

SUBJECT: FY 2016-17 Consultant Resources for Project Management, Project Controls, and Programming Support Services

RECOMMENDATION: Approval of FY 2016-17 Consultant Resources for Project Management, Project Controls, and Programming Support Services

Recommendation

It is recommended the Programs and Projects Committee approve the following actions for the management, implementation, and delivery of capital projects and programs programmed in the Comprehensive Investment Plan:

1. Approve and authorize a not-to-exceed multi-year budget of \$19.5 million (representative of a historical average annual budget of \$6.5 million) for consultant support contracts to provide project management, project controls, and programming support services for the delivery of Alameda CTC's capital projects and programs; and,
2. Authorize the Executive Director to enter into negotiations and execute professional services contracts with eligible prime consultant proposers, as shown in Attachment B, for the required services commencing October 1, 2016, for an initial period of up to 21 months ending in June 30, 2018, with an option to extend in one-year increments for up to a total of three additional years in the event of project schedule delays or subsequent phase continuity is necessary.

Summary

Since the initiation of the 1986 Measure B sales tax measure to present day, Alameda CTC and its predecessor agencies, have contracted with numerous engineering consultant firms to provide support services in the area of project management (when the Agency leads the implementation and delivery of a project) and project management oversight (when the Agency provides funding to projects delivered by others). These engineering consultant contracts provide Alameda CTC with quality resources necessary to support staff during the work program "peaks" and eliminates the need for staff reductions during the work program "valleys". Alameda CTC staff

periodically conducts assessments of its consultant resource plan to ensure that the Agency is adequately supported to administer and deliver its projects and programs.

Several key events have triggered a reassessment of the current consultant resource plan. Beginning in November 2014, Measure BB was approved, providing an estimated \$8 billion in funding for the projects and programs in the 2014 Transportation Expenditure Plan (TEP) and effectively doubling the workload of the Agency. In March 2016, the Commission approved the Capital Program Delivery Plan (CPDP) that identified 20 regionally significant capital projects to be implemented by Alameda CTC. Most recently, in May 2016, the Commission approved the revised organizational structure, which included significant changes to the Programming and Projects Team structure, to enhance the Agency's effectiveness and capabilities in project delivery, programming, and project controls. In consideration of the significant increase in workload to the Programming and Projects Team due to the 2014 TEP, CPDP, and Comprehensive Investment Plan (CIP) 2016 Update, as well as the shift in staff responsibilities, the Consultant Resource Plan (CRP) to support programming and project delivery activities was also revised for FY 2016-17. This Plan is presented in Attachment A. The CRP seeks to provide a balanced workload between staff and consultant resources and allow management to transition specific core functions to Agency staff.

A fundamental element and first order of work identified in the Programming and Projects Team FY 2016-17 CRP is to procure a consultant team(s) to perform project management, programming and project controls services. Under this procurement, consultant resources would provide a wide array of professional services, including, but not limited to:

1. Project Delivery Management;
2. Project Management Oversight;
3. Project Delivery Support;
4. Operations Management and Operations of the Alameda County Express Lanes;
5. Construction Management;
6. Utility Coordination;
7. Right of Way Services;
8. Programming and Grants Support; and
9. Project Control and Funding/Financial Management.

On August 5, 2016, Alameda CTC released a Request for Qualifications (RFQ R17-0001) for "Project Management, Project Management Oversight/Project Controls & Programming Support Services" to support the delivery and management of both internally and externally delivered projects funded by a combination of federal, state, regional, other local, and Alameda CTC administered funds. A summary of the 14 responsive and qualified proposals received in response to the RFQ are shown in Attachment B. An independent selection panel composed of representatives from Caltrans, the City of

Dublin, Contra Costa County Transportation Authority, and Alameda CTC have been selected to review and rank the proposals.

In order to support the direct implementation or management by Alameda CTC of the projects (refer to Attachment C) and programs supported by the 2-year \$755 million allocation plan contained within the CIP 2016 Update and provide flexibility to implement and support future project needs critical to the success of Alameda CTC and its work in delivering high quality transportation programs and projects in Alameda County, staff recommends that the Commission:

- A. Approve and authorize a not-to-exceed multi-year budget of \$19.5 million (representative of an average annual budget of \$6.5 million) for Project Management, Project Management Oversight/Project Controls & Programming Support Services.
- B. Authorize the Executive Director to enter into negotiations and execute professional services contracts with eligible prime consultant proposers, as shown in Attachment B, for the required services commencing October 1, 2016 for an initial period of up to 21 months ending in June 30, 2018, with an option to extend in one-year increments for up to a total of three additional years in the event of project schedule delay or subsequent phase continuity is necessary.

Background

Since the initiation of the 1986 Measure B sales tax measure to present day, Alameda CTC and its predecessor agencies, have contracted with numerous engineering consultant firms to provide support services in the area of project management (when the Agency leads the implementation and delivery of a project) and project management oversight (when the Agency provides funding to projects delivered by others). These engineering consultant contracts provide Alameda CTC with the quality resources necessary to support staff during the work program "peaks" and eliminates the need for staff reductions during the work program "valleys". Alameda CTC staff periodically conducts assessments of its consultant resource plan to ensure that the Agency is adequately supported to administer and deliver its projects and programs.

The passage of Measure BB in November 2014 which provides for an estimated \$8 billion in funding for the projects and programs in the 2014 Transportation Expenditure Plan (TEP) was the first in a series of significant events that have greatly impacted the level of consultant resources necessary to deliver Alameda CTC's capital projects and programs. Most recently, several key events have triggered the need for a more comprehensive assessment of the consultant resource plan. In March 2016, the Commission approved the Capital Program Delivery Plan (CPDP) that identified 20 regionally significant capital projects to be implemented by Alameda CTC, and in May 2016, the Commission approved a revised organizational structure which included the additional positions of Director of Project Delivery, Director of Programming and Project

Controls, and two additional project staff. Furthermore, in July 2016, the Commission approved the Comprehensive Investment Plan (CIP) 2016 Update which provided for a two-year allocation plan totaling \$755 million for projects and programs in Alameda County.

In consideration of the significant increase to workload and the shift in staff responsibilities resulting from these actions, staff reevaluated the existing consultant resource plan. Two primary changes were made as a result of the evaluation. The first change was the decision to re-compete the Project Management and Project Controls contract with Mott MacDonald. The second change was the addition of the Request for Qualifications (RFQ) for Project Scoping and Project Approval and Environmental Document for various Capital Projects in Alameda County. Both changes are reflected in the Programming and Projects FY 16/17 Consultant Resource Plan (CRP) as presented in Attachment A.

Mott MacDonald, Alameda CTC's current project and program management consultant, was the result of solicitations authorized by the Commission in July 2012. In its first year, the contract expended \$4.5 million and has now increased to an estimated annual expenditure of \$6.5 million. The 44% increase is most notably from the attrition of seasoned staff and the set-up work (e.g. policy development, selection criteria, funding estimates, and project evaluations) required with the passage of Measure BB.

Alameda CTC's policy is to authorize up to five years for non-project specific contract opportunities. In recognition that the current contract with Mott MacDonald has been in place for approximately four years and the projects and programs resulting from Measure BB would go well beyond the five year period, staff investigated options to re-compete the Project Management and Project Controls services contract. Of particular concern to staff, was the fact that prior solicitations for these services received minimal interest. The 2012 solicitation, which resulted in the selection of the Mott MacDonald team, received only one other proposal with many of the same subconsultants on both teams. Throughout May/June 2016, staff met with the consultant community to better understand the motivations and reservations with pursuing the Project Management/Project Controls work with Alameda CTC. A common response centered around being conflicted out of project delivery work for projects funded by Alameda CTC grant funds and the financial ability and liability to manage a large subconsultant team given the wide range of expertise required.

In consideration of the responses received from the consultant community and after an intense review of contracting strategies employed by other similar agencies, it was determined that the RFQ process would provide the framework to provide the flexibilities required to bring on the most qualified consulting firms specific to the work elements and in the shortest timeframe to successfully support the implementation of the Measure BB program. The RFQ process allows for the establishment of multiple on-

call contracts or lists of pre-qualified consultants through a single solicitation. Additionally, the specific work categories listed below were defined, creating opportunities for consultants to submit for one or multiple disciplines depending upon their capabilities and teaming arrangements and in turn providing Alameda CTC more qualified choices:

1. Project Delivery Management;
2. Project Management Oversight;
3. Project Delivery Support;
4. Operations Management and Operations of the Alameda County Express Lanes;
5. Construction Management;
6. Utility Coordination;
7. Right of Way Services;
8. Programming and Grants Support; and
9. Project Control and Funding/Financial Management.

On August 5, 2016, Alameda CTC released RFQ No. R17-0001 for professional services for (1) Project Management and Project Management Oversight and/or (2) Project Controls and Programming Support.

A pre-submittal meeting was held on August 11, 2016 to provide potential proposers with an opportunity to ask questions about the RFQ process and network with other interested local firms. The event was attended by 47 individuals representing 38 firms. On August 23, 2016 a total of 14 proposals were received by the proposal deadline; an indicator that the RFQ strategy was the right approach. A summary of the responsive and qualified proposals eligible to obtain a contract for various work categories under the Project Management and Project Management Oversight /Project Controls and Programming Support Services is provided in Attachment B.

An independent selection panel composed of representatives from Alameda CTC, Caltrans, the City of Dublin, and the Contra Costa Transportation Authority will review the proposals and score the proposals based on the following criteria identified in the SOQ:

- ✓ Qualifications of the Proposer Firm: Technical experience and ability of the consultant team and key staff in performing the scope of work,
- ✓ Staffing Plan: Qualifications of key personnel, availability, and depth of resources.
- ✓ Management Approach: The ability to perform the work efficiently and effectively. The ability and willingness to work within a managed contract budget, scope of work, and schedule of deliverables,

At the conclusion of the evaluation process, the panel will establish a ranked qualification list for each of the service categories. These qualification lists will be valid

for up to three years. As work tasks are identified, a detailed request will be provided to the firms based upon the work category required and the appropriate utilization goals (e.g. Local Business Contract Equity or the Disadvantaged Business Enterprise) program will be applied depending upon the funding. Selection for subsequent contracts will evaluate cost, availability, and past experience against the specific task. Contracts resulting from this RFQ will be for an initial period of up to 21 months ending in June 30, 2018. This period generally coincides with the estimated length of most project initiation phases. An option will be incorporated to allow Alameda CTC to extend in one-year increments, for up to a total of three additional years, in the event of project schedule delay or subsequent phase continuity is necessary.

The RFQ strategy employed for the Project Management and Project Controls Services is also proposed to be used to procure Project Scoping and Project Approval and Environmental Document for various Capital Projects in Alameda County. A qualification list will be established for a three year period for work requiring very similar skill sets. As projects are identified, the most qualified and cost efficient team will be selected to perform the project delivery work.

In order to support the direct implementation or management by Alameda CTC of the projects (refer to Attachment C) and programs contained in the CIP 2016 Update, inclusive of a two-year allocation plan totaling \$755 million for projects and programs in Alameda County, and provide flexibility to implement and support future project needs critical to the success of Alameda CTC and its work in delivering high quality transportation programs and projects in Alameda County, staff recommends that the Commission:

- A. Approve a not-to-exceed multi-year budget of \$19.5 million (representative of a historical average annual budget of \$6.5 million) for consultant support contracts to provide project management, project controls, and programming support services for the delivery of Alameda CTC's capital projects and programs.
- B. Authorize the Executive Director to enter into negotiations and execute professional services contracts with eligible prime consultant proposers, as shown in Attachment B, for the required services commencing October 1, 2016 for an initial period of up to 21 months ending in June 30, 2018, with an option to extend in one-year increments for up to a total of three additional years in the event of project schedule delay or subsequent phase continuity is necessary.

Levine Act Statement

There are no reported conflicts.

Fiscal Impact

Contracts resulting from RFQ R17-0001 for Project Management, Project Management Oversight/Project Controls & Programming Support Services will be negotiated and the final budget will be included in the Alameda CTC's consolidated fiscal year 2016-2017 budget update for Commission approval.

Attachment

- A. Programming and Project Management FY 2016-17 Consultant Resource Plan
- B. List of Qualified Firms For Project Management & Project Management Oversight / Project Controls & Programming Support Services (R17-0001)
- C. Capital Projects Inventory

Staff Contact

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

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

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PROGRAMMING AND PROJECTS FY 16/17 CONSULTANT RESOURCE PLAN					
Services	Contracting Method	Contract Duration	Estimated Value ²	Funding	Timing
Project Management and Project Controls Services	RFQ	3-5 years	\$19.5 M	Local, Fed	<u>RFQ-August 2016</u> <u>RFP's- Various</u> <u>Fall 2016:</u> Project Management, Project Technical Support, Project Management Oversight Project Controls <u>Winter 2016:</u> Programming Support Services
Project Scoping and Project Approval and Environmental Document for various Capital Projects in Alameda County. Deliverables may include Scoping Studies, Project Study Reports, Project Reports, and all engineering, traffic and environmental studies necessary to complete the Project Study Reports, Project Reports & Environmental Documents to achieve CEQA and NEPA approvals. Community outreach, public meetings, and stakeholder coordination services may also be required.	RFQ	3-5 years	\$8 M	Local	<u>RFQ-September 2016</u> <u>RFP's- Various</u> <u>Fall 2016:</u> I-80/Ashby Avenue Interchange with Bicycle and Pedestrian Ramps, I-880/Industrial Parkway West & I-880 at Whipple Rd/Industrial Parkway Southwest Interchanges <u>Winter 2017:</u> State Route 262 Mission Boulevard Cross Connector, I-880/Winton Avenue Interchange <u>Spring 2017:</u> I-580 Freeway Corridor Management System (FCMS), I-580/I-680 Interchange
East Bay Greenway Maintenance: 75th Avenue to 85th Avenue, Oakland	IFB	3-5 years	TBD	Local	September 2016

1. Request for Qualification (RFQ), Invitation For Bid (IFB)
2. Estimate is for an initial 3-year period.

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List of Qualified Firms
Project Management and Project Management Oversight /
Project Controls and Programming Support Services
(R17-0001)

Project Management/Project Management Oversight Services
Axis Consulting Engineers
BayPac Consult Inc. (LBE/SLBE/VSLBE/DBE)
Chwen C. Siripocanont, Consultant
DMR Management Consultants, Inc.
iRAM [VSCE Inc. (LBE/SLBE/VSLBE/DBE), Zoon Engineering (LBE/SLBE/VSLBE), and PMA Consultants] ¹
Luster National, Inc. (DBE) ²
Malik Transportation and Management Solutions
Mott MacDonald (LBE) ²
PARK Engineering (DBE)
Sidhu Consulting, LLC (LBE/SLBE/VSLBE/DBE)
Project Delivery Support Services ³
Associated Right of Way Services, Inc.
Axis Consulting Engineers
BayPac Consult Inc. (LBE/SLBE/VSLBE/DBE)
Ghirardelli Associates, Inc. (LBE/DBE) ²
Interwest Consulting Group
iRAM [VSCE Inc. (LBE/SLBE/VSLBE/DBE), Zoon Engineering (LBE/SLBE/VSLBE), and PMA Consultants] ¹
Luster National, Inc. (DBE) ²
Malik Transportation and Management Solutions
Mott MacDonald (LBE) ²
Overland, Pacific & Cutler, Inc. (LBE)
PARK Engineering (DBE)
Programming and Grants Support & Project Control and Funding/Financial Management
iRAM [VSCE Inc. (LBE/SLBE/VSLBE/DBE), Zoon Engineering (LBE/SLBE/VSLBE), and PMA Consultants] ¹
Mott MacDonald (LBE) ²

Notes:

1. Subconsultant team includes certification of LBE.
2. Subconsultant team includes certification of LBE, SLBE, and DBE.
3. Includes Construction Management, Operations Management, Utility Coordination, and Right of Way Services.

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PROJECT INFORMATION (SUBJECT TO CHANGE)				Current Phase	Construction		Estimated Construction Value/Range	Implementing Agency
Line #	Description	Planning Area	Project Type		Begin	End		
1	Route 84 Widening Project - Pigeon Pass to Interstate 680	East	Hwy	Env	Apr 2022	Dec 2024	\$100M +	Alameda CTC
2	Route 84 Expressway - South Segment	East	Hwy	Con	Oct 2015	Nov 2017	\$50M-\$100M	Alameda CTC
4	I-580/I-680 Interchange Improvements	East	Hwy	Scoping	TBD	TBD	TBD	Alameda CTC
5	I-580 Freeway Corridor Management System	East	LSR	Scoping	TBD	TBD	TBD	Alameda CTC
6	I-580/Hacienda Interchange	East	Hwy	Scoping	TBD	TBD	TBD	Alameda CTC
7	I-580/Fallon Road Interchange and El Charro	East	Hwy	Scoping	TBD	TBD	TBD	Alameda CTC
8	I-580 Eastbound HOV Lane - Segment 3 with Auxillary Lane	East	Hwy	Closeout				Alameda CTC
9	I-580 Westbound HOV Lane - East Segment	East	Hwy	Closeout				Alameda CTC
10	I-580 Westbound HOV Lane - West Segment	East	Hwy	Closeout				Alameda CTC
12	I-80 Gilman Interchange Improvements	North	Hwy	Env	Jan 2020	Jan 2022	\$25M	Alameda CTC
13	I-80 Ashby Interchange Improvements	North	Hwy	Env	Sep 2021	Dec 2023	\$25M-\$50M	Alameda CTC
14	I-80 ICM	North	Hwy	Closeout				Alameda CTC
18	7th Street Grade Separation and Port Arterial Improvements	North	Freight	Env	TBD	TBD	\$100M +	Alameda CTC
19	East Bay Greenway (Coliseum BART to 85th Avenue)	North	Bike/Ped	Closeout				Alameda CTC
20	I-880/Broadway - Jackson Interchange Improvements	North	Hwy	Env	TBD	TBD	TBD	Alameda CTC
21	I-880 North Safety and Operational Improvements at 23rd and 29th	North	Hwy	Con	Jul 2014	Mar 2018	\$78M	Alameda CTC
22	Multimodal Corridors	North	LSR	Scoping	TBD	TBD	TBD	Alameda CTC
23	I-880 Winton Ave Interchange	Central	Hwy	Scoping	03/01/22	06/30/24	TBD	Alameda CTC
24	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Central	Hwy	Scoping	3/1/2022	12/31/25	TBD	Alameda CTC
25	I-880 Industrial Parkway Interchange Improvements	Central	Hwy	Scoping	3/1/2022	9/30/2025	TBD	Alameda CTC
26	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Central	Hwy	Scoping	TBD	TBD	TBD	Alameda CTC
27	I-880 HOV Lane	Central	Hwy	Closeout				Alameda CTC
28	I-880/Mission Boulevard (Route 262) Interchange Completion	South	Hwy	Closeout				Alameda CTC
29	I-680 Sunol Express Lanes - Northbound - Phase I Modified	South	Hwy	Des	5/1/2017	12/31/2018	\$100M +	Alameda CTC
30	I-680 Southbound Express Lane Access Conversion	South	Hwy	Des	5/1/2017	12/31/2018	< \$25 M	Alameda CTC
31	SR262 (Mission Blvd) Cross Connector	South	Hwy	Scoping	TBD	TBD	TBD	Alameda CTC
32	East Bay Greenway Project - Lake Merritt to South Hayward	Various	BP	Env	7/1/2019	6/30/2021	TBD	Alameda CTC
33	I-880 to Mission Blvd East-West Connector	South	LSR	Des	6/1/2018	12/31/2020	\$100M +	Alameda CTC
34	Webster St. Smart Corridor	North	LSR	System Integration				Alameda CTC
35	I-580 Eastbound Express (HOT) Lanes	East	Hwy	Warranty				Alameda CTC
36	I-580 Westbound Express (HOT) Lanes	East	Hwy	Warranty				Alameda CTC
37	I-580 Express (HOT) Lanes- Operations	East	Ops	Ops				Alameda CTC
38	Sunol JPA Capital	South	Ops	Ops				Alameda CTC
39	SMART Corridors O&M	North	Ops	Ops				Alameda CTC
Oversight Projects								
40	Telegraph Avenue Corridor Transit Project	North	Transit	Con				AC Transit
41	Alameda to Fruitvale BART Rapid Bus	North	Transit	Scoping				AC Transit
42	Grand/MacArthur BRT	North	Transit	Scoping				AC Transit
43	College/Broadway Corridor Transit Priority	North	Transit	Scoping				AC Transit
44	Oakland Broadway Corridor Transit	North	Transit	Scoping				AC Transit
45	Castro Valley Local Area Traffic Circulation Improvement (Strobridge Extension)	Central	LSR	Des				Alameda County Public Works Agency
46	Hesperian Blvd Corridor Improvement (A St - I-880)	Central	LSR	Con				Alameda County Public Works Agency
47	Bay Fair Connector/BART METRO	Central	Transit	Scoping				BART
48	I-580 Corridor/BART to Livermore	East	Transit	Env				BART
49	BART Warm Springs Extension	South	Transit	System Integration				BART
50	Route 24 Caldecott Tunnel Settlement Projects	North	PMO	Con				Berkeley Oakland
51	Iron Horse Transit Route	East	LSR	Con				City of Dublin
52	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	East	LSR	Con				City of Dublin
53	Irvington BART Station	South	Transit	Scoping				City of Fremont
54	Warm Springs BART - West Side Access	South	LSR	Con				City of Fremont
55	Route 92/Clawiter -Whitesell Interchange and Reliever Route	Central	LSR	Con				City of Hayward
56	Mission Blvd. Phases 2 & 3 (Complete Streets)	Central	LSR	Con				City of Hayward
57	Isabel Avenue - 84/ I-580 Interchange	East	Hwy	Closeout				City of Livermore
58	Dumbarton Corridor Improvements (Central Avenue Overpass)	South	LSR	Env				City of Newark
59	Downtown Oakland Streetscape Improvements	North	LSR	Con				City of Oakland
60	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	North	LSR	Con				City of Oakland
61	I-880/42nd-High Street Access Improvements	North	LSR	Con				City of Oakland
62	Oakland Army Base Roadway Infrastructure	North	LSR	Con				City of Oakland
63	Oakland Army Base Infrastructure Improvements - Truck Parking	North	LSR	Con				City of Oakland
64	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	Central	LSR	Des				City of San Leandro
65	Union City Intermodal Station	South	LSR	Scoping				City of Union City

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 15, 2016

SUBJECT: Approval of Administrative Amendment to Project Agreement (A12-0028)

RECOMMENDATION: Approval of Administrative Amendment to Project Agreement (A12-0028)

Recommendation

It is recommended the Programs and Projects Committee approve and authorize the Executive Director to executive administrative amendment to project agreement in support of Alameda CTC's Capital Projects and Program delivery commitments.

Summary

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

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

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

Background

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

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

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

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

Requests are evaluated to ensure that the associated project deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

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

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

Attachments

A. Table A: Administrative Amendment Summary

Staff Contact

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

[Angelina Leong](#), Assistant Transportation Engineer

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	Aegis ITS, Inc.	East Bay SMART Corridors Program and the I-680 Sunol Express Lane – ATMS Maintenance	A12-0028	A1: 12-month time extension from 9/30/2013 to 9/30/2014 A2: Budget increase and 24-month time extension from 9/30/2014 to 9/30/2016 A3: 9-month time extension from 9/30/2016 to 6/30/2017 (current request)	1	None

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

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AC Transit at a Glance

THE EAST BAY'S LARGEST PUBLIC TRANSIT PROVIDER

RIDERSHIP

Daily (weekday)	178,851*
Annual	54,987,132
Paratransit (daily)	1,994 **

* Includes 13,233 Transbay commuters.

** AC Transit and BART contribute to a consortium created to provide paratransit services mandated by the Americans with Disabilities Act.

SERVICE

Bus lines *	151
Bus stops	Approximately 5,500
Service Area Size	364 sq mi
Service Area Population	1.5 million

AC Transit buses connect with 16 other public and private bus systems, 25 BART stations, 6 Amtrak stations, and 3 ferry terminals.

* Includes 68 local lines within the East Bay, 31 Transbay lines to San Francisco and the Peninsula, and 5 All Nighter lines.

3



Current Initiatives



6

Local Service Expansion

Measure BB Dollars at Work!

More frequent service.

- Increase frequency, especially midday, evenings, and weekends. Goal: Increase by 14% by 2017!

Get you where you're going.

- Extend lines to major destinations.

Improve performance.

- Adjust routes to reduce delay.

Better network.

- More connections, more choices



7

Transbay Service Expansion

More service

- More buses, operators and facility space are needed to help solve the regional commute issue along the Transbay Corridor

High-capacity vehicles

- AC Transit is purchasing twenty double-decker commuter buses over the next two years to increase capacity on certain trips without increasing operating costs

Bus Priority

- Providing more dedicated busways and queue jump opportunities to bypass regular traffic along the corridor

Transbay Transit Center

- Capacity for 300 buses/hour
- Coming online in 2018



8

Flex Bus Service

Castro Valley / Newark and Fremont



Flex Service will shadow Line 275 and Line 48 as part of a one year pilot program

- July 11 2016: Soft Launch
- July 18 2016: Service Began

10



East Bay
Bus Rapid
Transit
Project



11

BRT Project Alignment



Chinatown



San Antonio



Havenscourt-Lockwood



Elmhurst



Downtown Oakland



Eastlake



Fruitvale



Hegenberger



San Leandro

13

BRT Project Features

1. Pedestrian-scale lighting for safety
2. Prepaid ticketing speeds the boarding process
3. Raised platforms and low-floor buses provide level boarding
4. Median stations reduce crossing distance
5. Bus-only lanes improve transit speed and reliability
6. High visibility crosswalks enhance safety
7. Signal priority for bus travel



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BRT Project Challenges

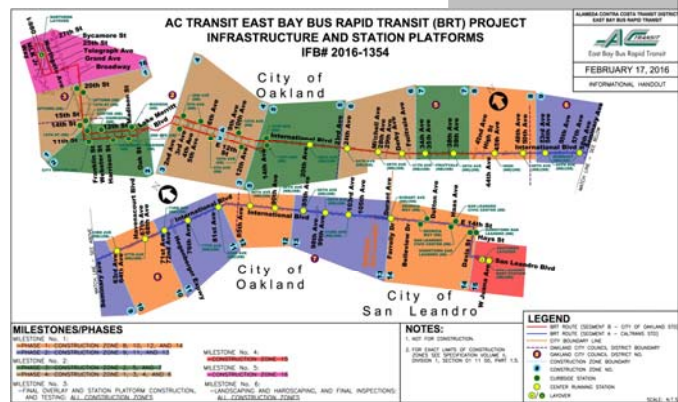
- **Largest AC Transit Capital Project in Public ROW**
 - Multi-faceted
 - Maintaining Scope, Schedule and Budget
 - Multi-jurisdictional
- **Construction Impacts/Mitigations**
 - 18-month Construction within Public ROW
 - Construction Phasing
 - Business and Resident Mitigations
- **Traffic Impacts**
 - During construction
 - Final configuration
- **Keeping the 'Rapid' in BRT**
 - Improving Speed and Reliability
 - Minimizing Delay



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BRT Project Schedule

- **September 2016** – Complete Utility Relocations
- **October 2016** – Commence Station and Roadway Construction
- **March 2017** – Construction of the San Leandro Transit Center
- **June 2017** – Bus Testing
- **November 2017** – System Testing and Commissioning



17



Major Corridors Study



18

Highest Ridership Corridors

11

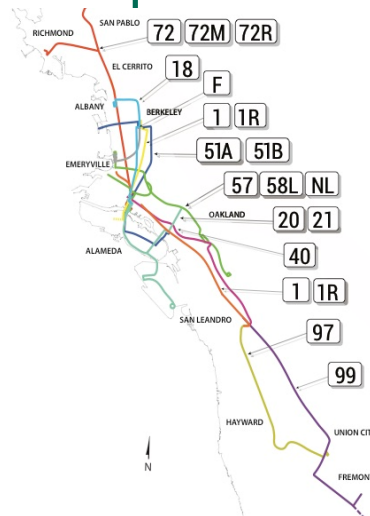
corridors

100

miles

100,000

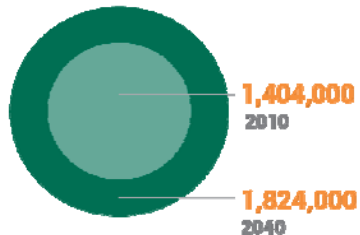
daily passengers



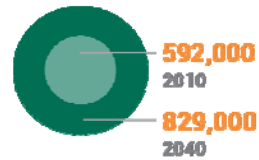
19

East Bay Growth

POPULATION



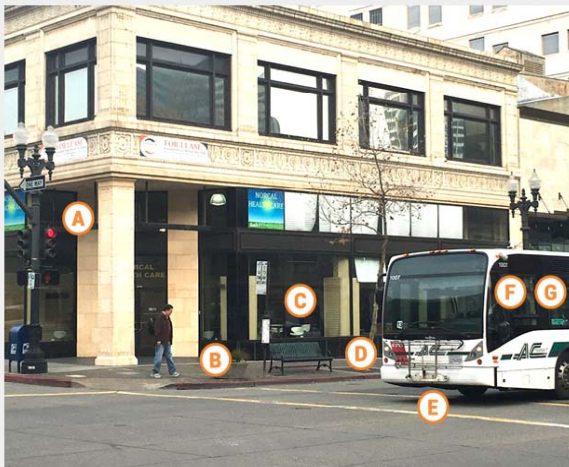
EMPLOYMENT



- Population and jobs in AC Transit's service area is expected to grow 30% and 40% by 2040
- AC Transit ridership was forecasted to increase by 94% between 2010 and 2040.

20

Investment Strategies



ENHANCED BUS FEATURES:

- A Smarter traffic signals that are coordinated and give buses more green lights
- B Longer bus stops and wider sidewalks make getting on and off the bus faster and safer
- C Better bus stop placement for a quicker ride

RAPID BUS FEATURES:

- A-C Plus:
- D Specially marked buses and improved shelters
- E Bus-only lanes in specific locations to bypass congestion
- F More frequent bus service
- G Boarding from all doors using a Clipper card

21

Investment Strategies



BRT FEATURES:

- A Level boarding so boarding is faster and easier
- B Optimized station locations for a quicker ride
- C Prepaid ticketing—riders pay before they get on the bus
- D Street improvements, such as pedestrian-scale lighting and high visibility crosswalks
- E Cleaner and greener buses
- F Traffic signals that are coordinated and give buses more green lights
- G Bus-only lanes to improve transit speed and reliability

22

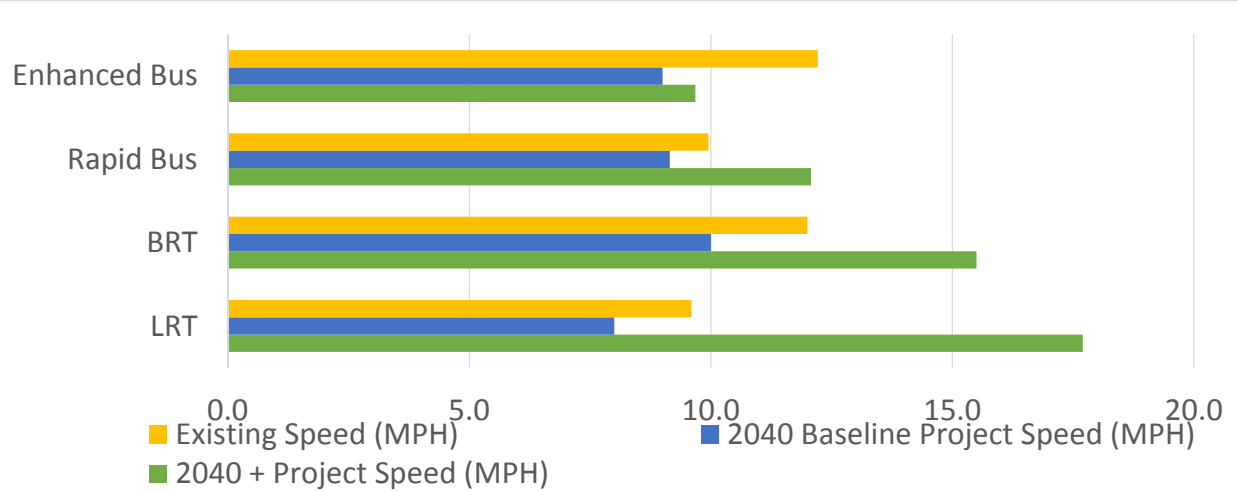
Alternatives



23

PM Peak Hour Travel Speed

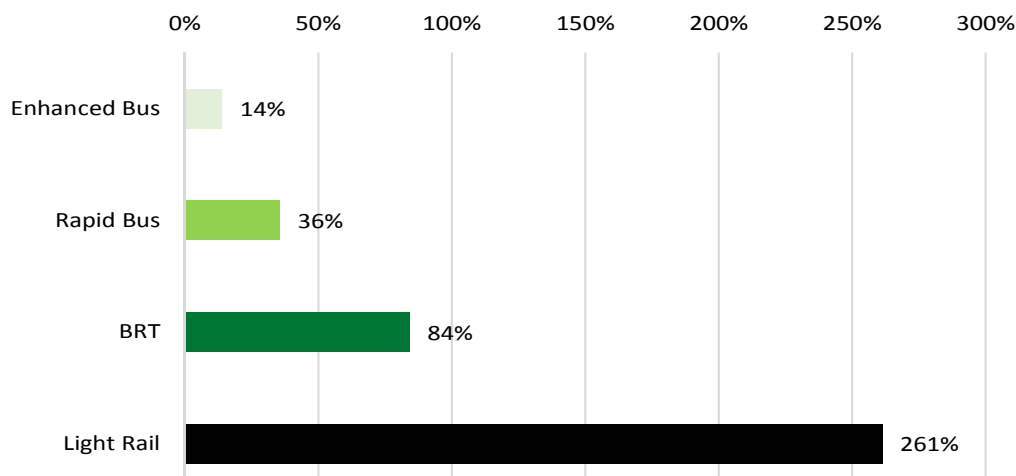
Existing, 2040 Baseline (No Project) and 2040 plus Project Travel Speed



24

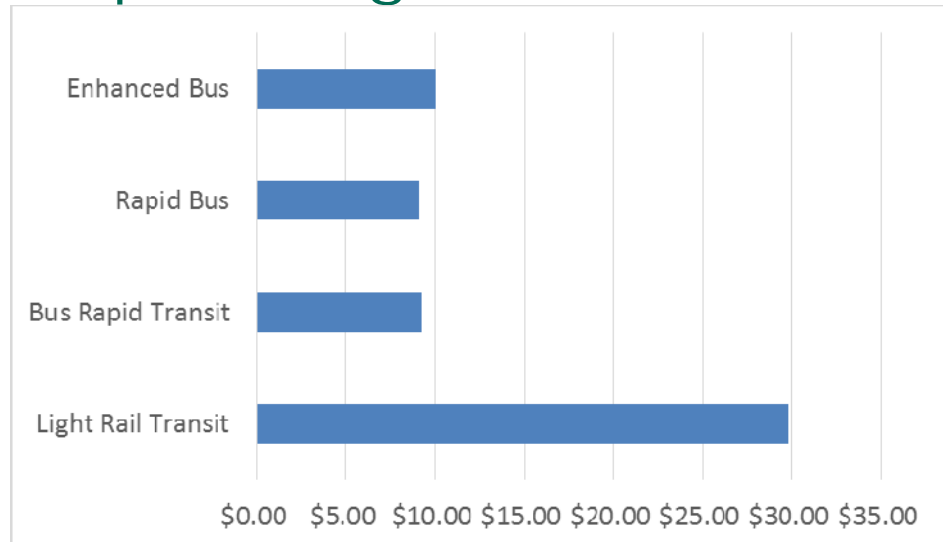
2040 Ridership Projections

2040 with Project Compared to 2040 Baseline



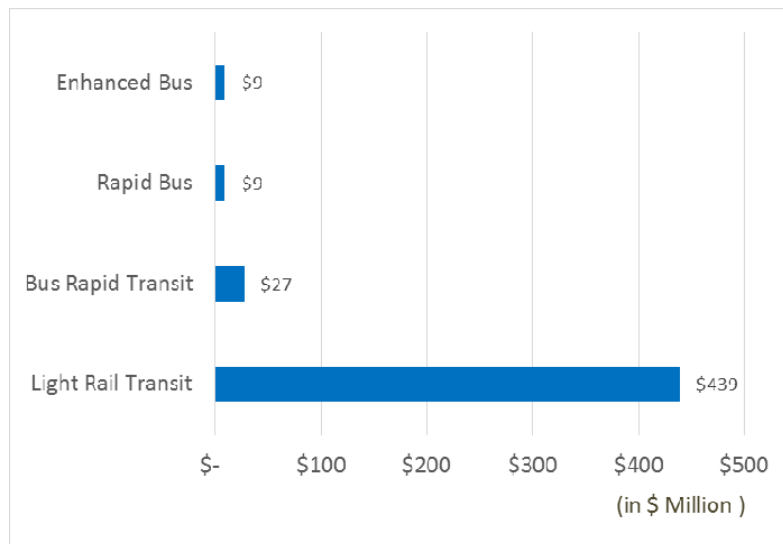
25

Operating Cost Per Mile



26

Construction Cost Per Mile



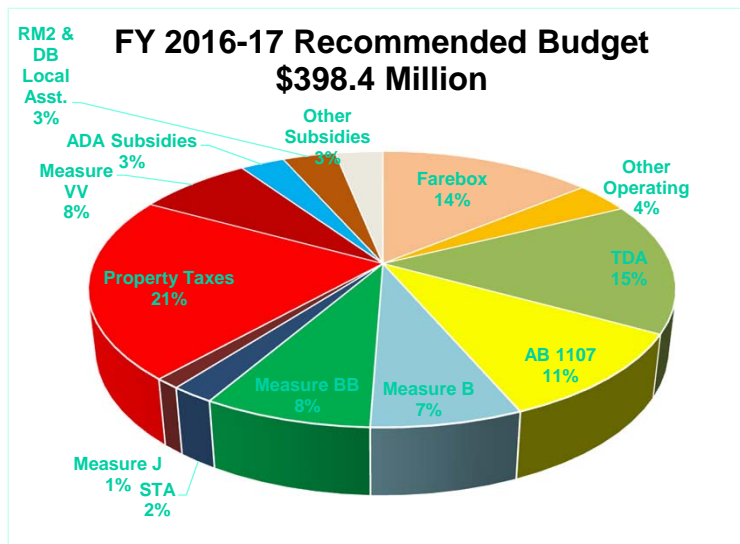
27

Preliminary Evaluation Summary

- All corridors evaluated as BRT, with the exception of the Adeline Corridor, were forecast to have significant ridership growth and improved reliability and efficiency
- Staff is recommending Rapid Bus for MacArthur due to roadway constraints
- Construction and operation cost of LRT is prohibitively high, and it would not be affordable or sustainable by AC Transit
- In the short term, the enhanced bus strategy will increase operating speeds. However, in the long-term, the speed benefits erode with traffic growth

28

Revenue Sources





Local Funds for Our East Bay Transit Needs.

Parcel tax since 2002:
AA, renewed as BB & V V
C1 on November Ballot



34

What Measure C1 would Fund

Stable, locally-controlled revenue



35

Connecting our Communities with safe, reliable, sustainable service... We'll get you there!



actransit.org/actransittalks

AC Transit • 1600 Franklin Street • Oakland, CA 94612



IT'S TIME TO REBUILD.

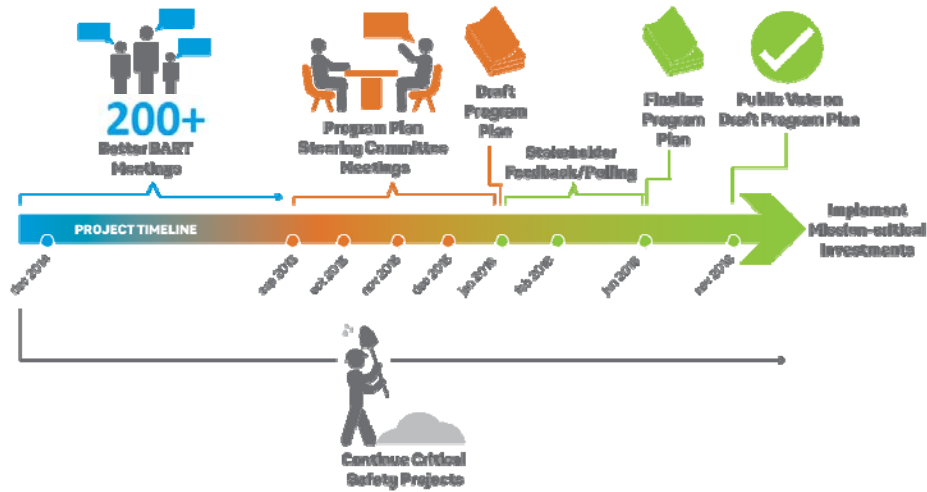
Agenda

1. Process Update
2. Review Current Draft Program Plan
 - Sample projects & funding needs
3. Quick Update
4. Comments



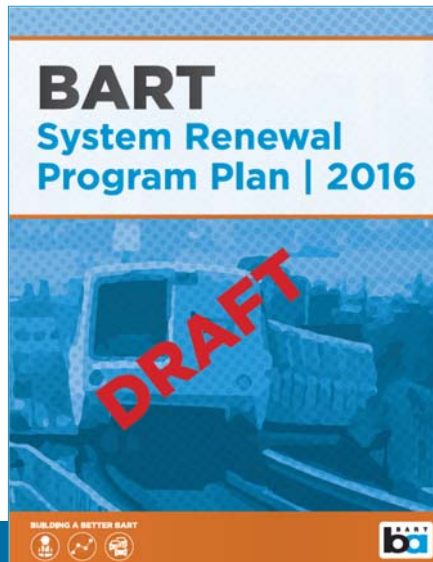
BETTER BART PROGRAM

Your input matters. Our process includes:



3

What's Included in the \$3.5B Plan



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The “Fix it First” Bond Will Address



SAFETY

Maintain BART's record of safe operations



RELIABILITY

Improve BART's performance reliability









CROWDING & TRAFFIC RELIEF

Strategically increase capacity to improve crowding, reduce traffic, increase system redundancy and resiliency, and accommodate growth



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Two Major Plan Categories

Repair and replace critical safety infrastructure	\$3.165 B 90%	  
Relieve crowding, reduce traffic congestion, & expand opportunities to safely access stations	\$335 M 10%	  
Total	\$3.5 B	



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Renew Track (\$625m) 18%



Safety



Reliability

Example Projects

Replace 90 miles of original rails

Rebuild major interlockings

Replace critical supporting track infrastructure



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Renew Power Infrastructure (\$1.225m) \$35%



Safety



Reliability

Example Projects

Replace original power distribution infrastructure

Refurbish and replace electrical substations

Replace and upgrade backup power supplies



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Repair Tunnels and Structures (\$570m)

16%

Example Projects



Safety

Repair damage from water intrusion in the Market Street tunnels



Reliability

Repair damage from water intrusion in stations

Repair Hayward Fault Creep within the Berkeley Hills Tunnel



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Renew Mechanical Infrastructure (\$135m)

3.8%

Example Projects



Safety

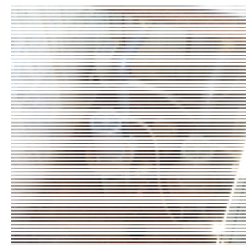
Refurbish and replace fire safety infrastructure



Reliability

Refurbish and replace water management infrastructure

Refurbish and replace repair shop infrastructure



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Renew Stations (\$210m) 6%



Safety



Reliability



Crowding & Traffic Relief

Example Projects

Invest in safety, security, and reduced fare evasion

Repair, replace, and upgrade escalators and elevators to increase capacity and improve stations for people with disabilities

Upgrade stations to better reflect and connect to surrounding communities



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Replace Train Control (\$400m) \$11.4



Safety



Reliability



Crowding & Traffic Relief

Example Projects

Modernize train control infrastructure

Expand rail car storage and maintenance capacity

Upgrade Traction power capacity



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Expand Opportunities to Safely Access Stations (\$135m) 3.9%

Example Projects



Enhance access for seniors and people with disabilities



Improve parking availability

Expand bicycle facilities

Renew bus intermodal facilities



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Future Crowding Relief (\$200m) 5.7%

Example Projects



Crossover tracks

Turnback tracks

Storage tracks

Station platform doors

2nd Transbay crossing



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BART BOND OVERSIGHT COMMITTEE

COMPRISED OF SUBJECT MATTER EXPERTS

- Audit bond expenditures
- Ensure work is completed in accordance with the bond
- Publish an annual, public, independent report

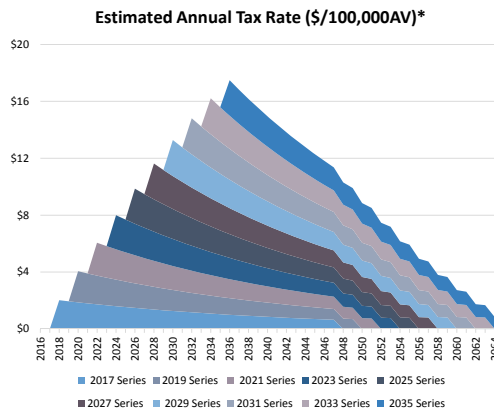


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BOND FINANCING & SCHEDULE

The bond measure is projected to cost between \$0.80 and \$17.49 per \$100,000 of a property's assessed value, for an average of \$8.98 per \$100,000 over the life of the bond.

	\$3.5 Billion
Total Par Amount	\$3,500,000,000
All-In True Interest Cost*	5.00%
Maximum Annual Debt Service*	\$227,689,000
Average Annual Debt Service*	\$142,299,625
Assumed AV Growth Rate*	4.00%
Maximum Tax Rate (\$/\$100,000 AV)*	\$17.49 (FY 2036)
Minimum Tax Rate (\$/\$100,000 AV)*	\$0.80 (FY 2065)
Average Tax Rate (\$/\$100,000 AV)*	\$8.98



BART Has AAA Bond Rating

*Estimated Values

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Quick update.

BIG 3 CAPITAL PROJECTS

Fleet of the Future
\$2.6B



Train Control Modernization
\$915M



Hayward Maintenance Complex
\$409M



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FLEET OF THE FUTURE

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HAYWARD MAINTENANCE COMPLEX



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30% more trains
Through the transbay tube in the peak hour

40% less delays
Projected reduction of infrastructure-related delays

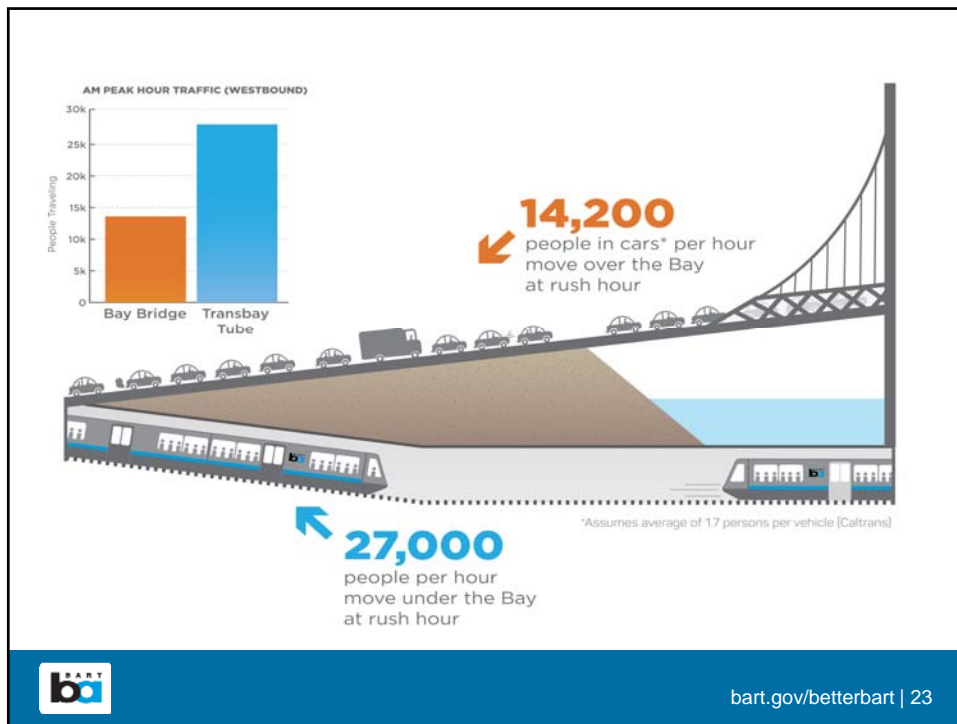
8,500 fewer cars
Crossing the Bay Bridge in the peak hour

BENEFITS TO THE REGION

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And one more thing...





THANK YOU!



Safety &
Reliability



Crowding &
Traffic Relief



Station
Access

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 [#askbetterbart](https://twitter.com/askbetterbart)

Repair & Replace Critical Safety Infrastructure (\$3.165 B)

	EXAMPLE PROJECTS	BOND FUNDS	REMAINING NEED
Renew track	<ul style="list-style-type: none">• Replace 90 miles of rail• Rebuild interlockings	\$625 M 18%	Fully funded
Renew power infrastructure	<ul style="list-style-type: none">• Refurbish/replace substations• Replace backup power	\$1.225 M 35%	50% unfunded
Repair tunnels and structures	<ul style="list-style-type: none">• Repair water damage intrusion in Market Street tunnels• Repair Berkeley Hills Tunnel fault creep	*\$570 M 16%	66% unfunded

Repair & Replace Critical Safety Infrastructure (\$3.165 B)

	EXAMPLE PROJECTS	BOND FUNDS	REMAINING NEED
Renew mechanical infrastructure	<ul style="list-style-type: none"> • Refurbish/replace fire safety infrastructure • Refurbish/replace repair shop infrastructure 	\$135 M 3.8%	63% unfunded
Renew stations	<ul style="list-style-type: none"> • Invest in safety, security & reduce fare evasion • Repair/replace escalators elevators 	*\$210 M 6%	81% unfunded
Replace train control	<ul style="list-style-type: none"> • Modernize train control infrastructure • Expand rail car storage and maintenance capacity 	\$400 M 11.4%	Fully funded

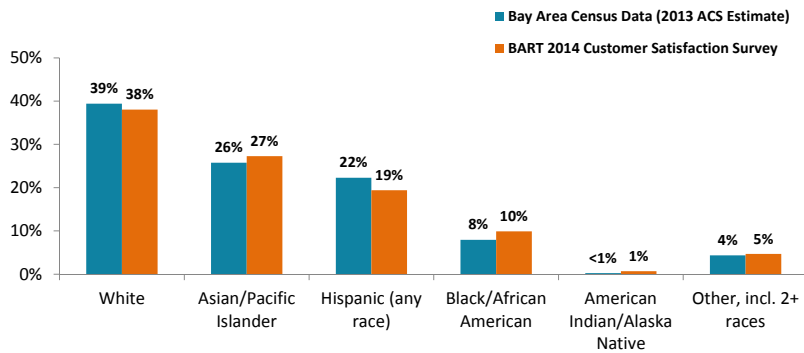
Relieve crowding, reduce traffic, & expand opportunities to safely access stations (\$335 M)

	EXAMPLE PROJECTS	BOND FUNDS	REMAINING NEED
Expand opportunities to safely access stations	<ul style="list-style-type: none"> • Enhance access for seniors/disabled • Improve parking availability/bike access 	\$135 M 3.9%	57% unfunded
Future crowding relief	<ul style="list-style-type: none"> • Add more crossovers • 2nd Transbay crossing 	\$200 M 5.7%	N/A



BART Customer Demographics

BART customers' ethnicities reflect the diversity of the region.



BART Marketing and Research Department

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Performance to Date

Status	Station	Total Units	Affordable Units	% Affordable	Office (SF)	Retail (SF)
Completed	Castro Valley	96	96	100%	-	-
	Fruitvale	47	10	21%	27,000	37,000
	Pleasant Hill Ph I	422	84	20%		35,590
	Hayward	170	0	0%		
	Ashby	0	0	0%	80,000	
	Richmond	132	66	50%		9,000
	Dublin/Pleasanton I	309		0%		
TOTAL COMPLETED		1,176	256	22%	107,000	81,590
Under Construction	MacArthur	624	106	17%	5,000	42,500
	San Leandro	200	200	100%	5,000	1,000
	South Hayward Ph I	354	152	43%	-	-
TOTAL UNDER CONSTRUCTION		1,178	458	39%	10,000	43,500
COMPLETED AND UNDER CONSTRUCTION		2,354	714	30%	117,000	125,090

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New Vehicle Procurement
Alameda County Transportation Commission
Transit Planning Committee
September 12, 2016



1

Features of New Cars

- Built by Bombardier Transportation Americas
- Higher capacity: 3 doors, more and friendlier standee space
- Quieter: “micro-plug” doors seal out noise
- Cooler: cooling systems will distribute air directly to the ceilings
- Comfortable: padded seats have lumbar support/covered with wipeable fabric for ease of cleaning
- Easy to use: color-coded destination signs, automated announcements and digital screens (6 per car)
- Accessible: improved identification of priority seating and wheelchair areas, wider aisles, bicycle rack
- Sustainable: lightweight cars, regenerative braking, a white roof, and LED lighting make cars very energy efficient

2

Milestones

Milestone	Actual or Forecast
Award of Contract	5/30/12
Complete Conceptual Design Phase	6/1/13
Complete Preliminary Design Phase	10/3/13
Complete Final Design Phase	9/30/14
Commence Pilot Vehicle Delivery	3/15/16
Complete Pilot Car Delivery (10 cars)	10/15/16
Mainline Testing of Train W/O Passengers	10/24/16
Mainline Revenue Service of Train with Passengers	12/20/16
Delivery of First Production Vehicle	4/29/17
Complete Delivery 260 th Vehicle	3/10/19
Complete Delivery 775 th Vehicle	11/15/21

3

New Cars In Service

Cumulative Projected Number of New Cars in Service	
January – July 2017	10
August 2017	20
September 2017	30
October 2017	40
November 2017	50
December 2017	60
2018	230
2019	420
2020	610
2021	775

4

Recent Accomplishments

- Qualification testing on the 1st Pilot Vehicle
- V&V of VATC software
- Received 4 cars: 2 control cars (D), 2 non-control cars (E)
- Shipped last pilot car shell to Plattsburgh, NY (10 pilot cars)
- Started manufacturing of “production” vehicles
- Completing static car qualification testing

5



14th Vehicle – Draft Sill Bolster



Side Wall Brushing



13th Vehicle – Side Wall Welding

6

Upcoming in 2016

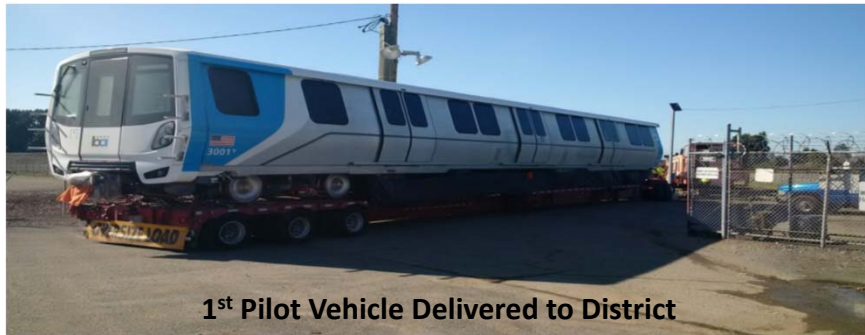
- Complete car final assembly and test, ship 6 pilot cars to Hayward test track
- Complete qualification testing
- Ship production car shells to Plattsburgh and begin production car final assembly
- **Public viewings of train tentatively scheduled for October**
- **Put 10 car train in revenue service**

7

Plattsburgh Assembly Line



8



1st Pilot Vehicle Delivered to District



**1st Car Unloading at
Hayward Test Track**

9

Unfinished Business: Growing BART Fleet from 775 to 1081

- Extra 306 Cars
 - Increase from 24 to 30 trains/hr. TBT (requires CBTC)
 - Avg. TBT train length increase from 9.3 to 10
 - Above represents 33% capacity increase
- Looking at cost and schedule implications of different procurement strategies
- Estimated escalated cost: \$1.62B
- Proposed Funding:

Alameda County	\$300M
Contra Costa County	\$300M
San Francisco County	\$300M
MTC	\$300M
BART	\$110M
TBD	\$172M

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Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 15, 2016

SUBJECT: September Legislative Update

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

Summary

The September 2016 legislative update provides information on state, local, and federal legislative activities including state activities before the final recess, local legislative activities to date, and federal activities, as well as recommended positions on legislation. This is an action item.

Background

The Commission unanimously approved the 2016 Legislative Program in January 2016. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

State Update

The state legislature reconvened from summer recess on August 1, and August 31 was the last day for each house to pass bills, except bills that take effect immediately or bills in the Extraordinary Session. September 30 is the last day for the governor to sign or veto bills passed by the legislature. The last day of the Transportation Extraordinary Session is November 30, 2016.

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state legislative activities in August.

End of session update: The Legislature completed the 2015-16 legislative session finally gaveling to a close at about 1:00 a.m. As the clock wound down, the Legislature ended up sending the Governor a multitude of bills on reducing short lived climate pollutants, installing sub-meters on apartments, and creating a state run retirement program for all residents. Governor Brown now has until September 30th to sign or veto the measures sent to his desk, and the Legislature is not scheduled to return to Sacramento until December 5th. There remains, however, a slight chance that they will return for a lame duck session after to the November elections to complete its work in the transportation special session.

Fits and starts: As with any end of session, dead bills find new life as deals are struck in the waning hours. This included two transportation bills related to goods movement and funding the high speed rail bookend projects.

Assemblyman Frazier dropped AB 2170, when it was amended against his wishes by the Senate Appropriations Committee. The Committee inserted language that would require the expenditure of any federal freight funding provided by FAST Act to be consistent with CARB's Sustainable Freight Movement Plan. AB 2170 proposed to simply allocate the freight funds in FAST Act in accordance with the Trade Corridors Investment Fund process.

Late night negotiations led to movement on a deal to amend AB 2170. However, moments prior to amending AB 2170, the Senate's computers crashed. Since the clock still worked, there was no time to waste. Public comments were made Pro Tem de Leon that legislation would be introduced next year to clean-up the bill, and Senator Beall is submitting a letter to Journal stating this intention and the intention that the amendments would not impact jobs at California ports. With that the bill was whisked through both houses, and sent to the Governor for consideration. It is unclear what if any role the Governor played in these negotiations, so it is unknown if the Governor will sign or veto this bill and any clean-up legislation.

Another stalemate was broken with Assemblyman Mullin's AB 1889. This bill was substantially redrafted in the Senate. AB 1889 was approved by Assembly Transportation late Wednesday afternoon, and subsequently approved by the Assembly. As sent to the Governor, AB 1889 allow for funds to be spent and the bookend projects to proceed.

Appropriating prior proceeds: On the final day of session, an agreement was announced by the Governor, Senate Pro Tem de Leon, and Speaker Rendon to appropriate \$900 million in cap-and-trade funds. This is much less than the \$1.2 billion originally proposed by the Senate in its effort to push negotiations forward. The funding plan has been amended into AB 1613 and SB 830, whereby both houses approved and sent AB 1613 to the Governor.

The compromise agreement settled on a lower appropriation in order to provide a reserve to cushion against continued poor auction returns. The lack of an agreement last year and failure to agree on an expenditure plan as part of the budget in June increased the pressure to get these funds on the streets before the end of session. AB 1613 would appropriate \$900 million of the \$1.4 billion in available auction revenue. This amount represents the 40% of auction revenue that is annually appropriated, with the 60% being continuously appropriated to the various transportation programs.

The agreement includes the following appropriations:

- \$135 million to the Transportation Agency for the Transit and Intercity Rail Program. *While these funds can be used for new projects, given the poor auction returns these funds will likely be used to keep the recent announcement awarding \$390 million to projects whole.*
- \$10 million to the Department of Transportation for the Active Transportation Program.
- \$368 million to the Air Resources Board, including:
 - \$133 million to the Clean Vehicle Rebate Program.
 - \$80 million to the Enhanced Fleet Modernization Program, Plus-Up Pilot Project and up to \$20 million of this amount may be used for other light-duty equity pilot projects
 - \$150 million for heavy-duty vehicles and off-road equipment investments. *These funds can be used to fund those projects approved by CARB contingent upon an appropriation. This includes a \$22 million project purchasing 20 fuel cell buses that will be split between AC Transit and Orange County Transit.*
 - \$5 million for black carbon wood smoke programs
- \$140 million to the Office of Planning and Research for the Strategic Growth Council to provide transformative climate communities grants. *This is a new program created by AB 2722 (Burke) that is also pending on the Governor's desk. The program does not identify specific projects or plans, but it would provide funding for neighborhood level projects that involve multiple stakeholders, reduce GHGs and benefit disadvantaged communities. This could include investments in transportation, transit, active transportation, housing, energy, water efficiency, and urban greening.*
- \$80 million to the Natural Resources Agency for the Urban Greening program. *This is another new program that would be implemented by provisions within SB 859, which is pending on the Governor's desk. This program would also fund a wide range of greening projects, but priority would be given to project that expand or provide recreational opportunities to underserved areas.*
- \$65 million to the Department of Food and Agriculture, including:
 - \$50 million for the early and extra methane emissions reductions from dairy and livestock operations.
- \$7.5 million for the Healthy Soils Program.
- \$7.5 for the State Water Efficiency and Enhancement Program (SWEEP).
- \$40 million to the Department of Forestry and Fire Protection, including:
 - \$25 million for the Healthy Forest Program.

- \$15 million for urban forestry programs.
- \$40 million to the Department of Resources Recycling and Recovery for waste diversion and greenhouse gas reduction financial assistance.
- \$20 million to the Department of Community Services and Development for weatherization and renewable energy projects.
- \$2 million to the Office of Planning and Research for the Strategic Growth Council to provide technical assistance to disadvantaged communities.

STA fix: The Legislature finally moved to the Governor the transportation budget trailer bill. The Senate approved SB 838, which is currently pending in the Governor's office. SB 838 contained numerous provisions necessary to implement the 2016-17 budget. This included the "time-out" language on the State Controller's Office (SCO) reinterpretation of how the revenue portion of STA funds is allocated.

The language would put a freeze on how the revenue portion of STA funds is allocated. The language would direct the Controller's Office to allocate the remaining 2015-16 funds (the 3rd and 4th quarter funds) and all of the 2016-17 and 2017-18 funds pursuant to the formula used to allocate the STA revenue funds in the 2014-15 fiscal year. This "timeout" would provide time for transit operators to work with the Controller on implementing any needed statutory changes next year. The California Transit Association has already commenced working on the "fixes" needed in anticipation of introducing legislation next year.

Transportation funding: The biggest disappointment from the last two-years was the inability to reach an agreement on transportation funding. However, we must applaud Senator Beall and Assemblyman Frazier on their tireless efforts to craft a proposal to address the dire funding outlook for transportation and transit projects.

While the regular session has ended, the special session called by the Governor to address transportation funding remains viable until the end of November. There is talk/hope that the Legislature will reconvene after the November elections in an effort to push through a funding package. The likelihood of them returning will largely depend on the outcome of the elections. If the Democrats in either house secure a 2/3 majority in either house, they will likely wait until the new session to start again on developing a consensus package.

During the final weeks of session, Senator Beall and Assemblyman Frazier released a joint proposal that would generate \$7.4 billion in revenue to repair and maintain our highways and local roads, invest in trade corridors, and support public transit and active transportation. Below is a summary from the authors' outlining this package. This proposal was amended into Senator Beall's SBX 1, and Assemblyman Frazier introduced ABX 26 -- both measures are identical. There are many similarities with prior proposals; however there are some key changes.

- \$200 million annually allocated to a State and Local Partnership Program that would be open to all existing and future transportation sales tax counties. The language specifies eligible matching sources include voter approved taxes or fees, including uniform developer fees dedicated to transportation improvements.
- \$150 million annually dedicated to Active Transportation Program projects. The language would allocate \$80 million from the Road Maintenance & Rehabilitation Program account and \$70 million from savings identified by Caltrans through operational efficiencies. These funds would be subject to annual budget act appropriations.
- \$900 million annually for goods movement investments derived from increasing and indexing the diesel fuel excise tax by 30 cent per gallon. The proposal updates the Trade Corridors Improvement Fund (TCIF) statutes, which would be how \$900 million is allocated.
- \$516 million annually for transit capital and operations. This total is a combination of revenue sources including an increase from 5% to 10% the amount of GGRF funds dedicated to the Low Carbon Transit Operations Program, and a 3.5% increase to the diesel fuel sales tax. The \$216 million generated by the sales tax increase must be used for capital projects, but transit operation is eligible if the service complements local transportation infrastructure improvements.
- \$534 million annually to regions to restore cuts to the STIP. These funds are partially the result of recapturing gasoline excise tax revenue sold for off highway uses.

Summary of Frazier/Beall transportation funding package: A \$7.4 billion annual funding package to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation.

- A \$706 million repayment of outstanding transportation loans for state and local roads.
- Eliminates the BOE “true up” that causes funding uncertainty and is responsible for drastic cuts to regional transportation projects.
- Indexes transportation taxes and fees to the California CPI to keep pace with inflation.
- Reforms and accountability for state and local governments to protect taxpayers.
- Streamlines transportation project delivery to help complete projects quicker and cheaper.
- Protects transportation revenue from being diverted for non-transportation purposes. ^{1 *}

^{1 *}These provisions will be in companion bills.

- Helps local governments raise revenue at home to meet the needs of their communities.*

New Annual Funding

- **State** -- \$2.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** -- \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** -- \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** -- \$516 million annually for transit capital projects and operations.
- **Freight** -- \$900 million annually for goods movement.
- **Active Transportation** -- \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.
- Constitutional amendment to help locals raise funding at home by lowering the voter threshold for transportation tax measures to 55 percent.*

Reforms and Accountability

- Restores the independence of the California Transportation Commission (CTC).
- Creates the Office of Transportation Inspector General to oversee all state spending on transportation.
- Increases CTC oversight and approval of the State Highway Operations and Protection (SHOPP) program.
- Requires local governments to report streets and roads projects to the CTC and continue their own funding commitments to the local system.

Streamlining Project Delivery

- Permanently extends existing CEQA exemption for improvements in the existing roadway.
- Permanently extends existing federal NEPA delegation for Caltrans.
- Creates an Advance Mitigation program for transportation projects to help plan ahead for needed environmental mitigation.

New Annual Funding Sources

- Gasoline Excise Tax -- \$2.5 billion (17 cents per gallon increase)
- End the BOE "true up" -- \$1.1 billion
- Diesel Excise Tax -- \$900 million (30 cents per gallon increase)
- Vehicle Registration Fee -- \$1.3 billion (\$38 per year increase)
- Zero Emission Vehicle Registration Fee -- \$16 million (\$165 per year starting in 2nd year)
- Truck Weight Fees -- \$1 billion (Return to transportation over five years)

- Diesel Sales Tax -- \$216 million (3.5% increase)
- Cap and Trade -- \$300 million (from unallocated C&T funds)
- Miscellaneous transportation revenues -- \$149 million

Keeping Promises and Protecting Revenues

- One-time repayment of outstanding loans from transportation programs over two years. (\$706 million)
- Return of truck weight fees to transportation projects over five years. (\$1 billion)
- Constitutional amendment to ensure new funding cannot be diverted for non-transportation uses.

Recommendation: Staff recommends a support position on SBX 1 and ABX 26. The Planning, Policy and Legislation Committee (PPLC) also recommended a support position at its September 12 meeting.

Cap-and-trade Program

Dismal cap-and-trade auction results: It was not shocking that the August 16th ca-and-trade auction resulted in a dismal return of only of \$8 million. This represents the sale of only 1% of the available allowances. The LAO states there are likely several factors for the poor results. These factors include the oversupply of allowances and the continued legal uncertainty of the auction as reasons for suppressing demand for allowances. The oversupply factor could continue to impact future auctions.

The past two auctions generated only \$18 million of an expected \$1 billion in auction revenue. This meager amount will impact programs. CalSTA recently awarded a multi-year allocation of Transit & Intercity Rail Program funds totaling \$390 million. This includes nearly \$200 million in auction revenue generated in 2015-16, but the balance is expected to come from auctions in 2016-17 fiscal year. In addition, these low auction returns will impact available funds for High Speed Rail, the Low Carbon Transit Operations Program, and the Sustainable Communities & Affordable housing program.

The future of cap and trade: SB 32 (Pavley) and AB 197 (Garcia, Eduardo) are heading to Governor Brown who has already vowed to sign them.

SB 32 was approved by the Assembly on a 48-31 vote, and the Senate's passage was by a strict party line vote. In the Assembly, Assemblywoman Catherine Baker was the lone Republican to vote in favor of SB 32. While Assemblywoman Baker abstained on the companion measure, AB 197, two other Republican Assembly members, Brian Dahle and David Hadley, voted for AB 197.

While SB 32 builds on the California Global Warming Solutions Act of 2006 (AB 32), it was scaled back from prior versions to provide the minimum authority needed for CARB to set emission reduction targets beyond 2020. SB 32 does not mention the cap-and-trade

program, nor does it address any of the legal uncertainty surrounding the cap-and-trade program. However, Governor Brown tried to insert language to shore-up the cap-and-trade program, but it was not included in the final passage of the bill. It is believed that even this scaled back version sends strong market signals that should help with future cap-and-trade auctions. As approved, SB 32 would simply require CARB to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.

In addition, there is widespread concern, particularly within the Assembly, on the broad authority AB 32 granted CARB. To take a step toward addressing these concerns and insert some legislative oversight and transparency into CARB's decisions, SB 32 was joined to AB 197. AB 197 was characterized as a first step toward providing greater legislative control. AB 197 does not go far enough for many, and several of the more moderate Democrats voted "No" or abstained on this bill.

AB 197 would create a legislative oversight committee, place 6 year terms (but no term limits) on CARB board members, and add two legislators to the Board as non-voting members. The bill requires CARB to prioritize regulations that result in direct emission reductions at large stationary, mobile, and other sources. In addition, AB 197 would require CARB to place on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants throughout the state broken down to a local and sub-county level for stationary sources and to at least a county level for mobile sources. Requires the emissions reported to include data on the emissions of criteria pollutants and toxic air contaminants emitted by stationary sources as provided to ARB by air districts. At a policy hearing prior to the Assembly Floor vote, oil industry representatives stated that AB 197 will result in certain litigation given the ambiguity of the language in the bill.

November 2016 Transportation Sales Tax Measures in California

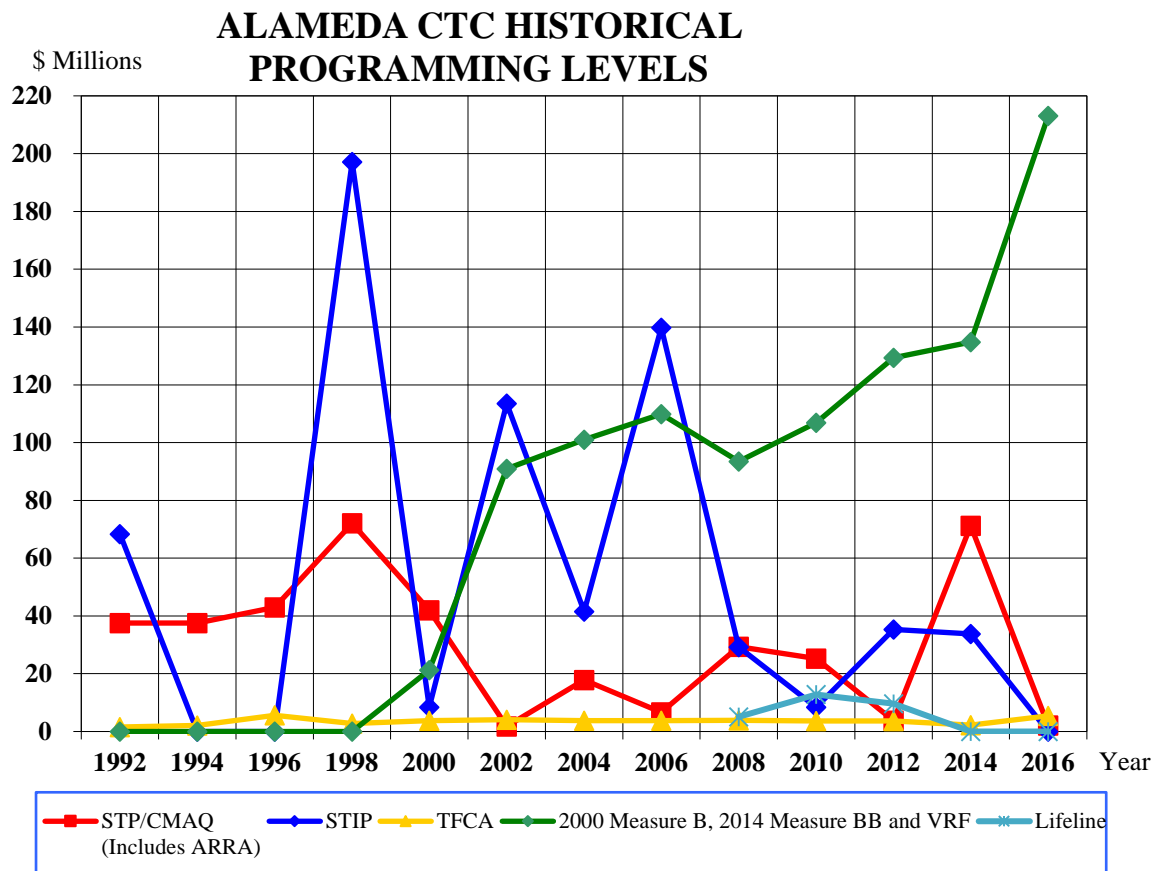
The following provides an informational update on transportation-related measures that will be on the ballot on November 8. The dollar amounts are based on 2016 estimates.

Expenditure Plan Info	Description	Term	Amount	Total
CCTA	Measure X : Contra Costa County sales tax measure to fund transportation improvements.	30 years	1/2 cent	\$2.9B
Metro	Measure M : Los Angeles County extension of half-cent sales tax measure to fund transportation projects and half-cent augmentation to improve light rail and subway lines.	No exp.	1 cent	\$3B/yr
PCTPA	Measure M : Placer County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$1.6B
Sacramento County	Measure B : Sacramento County half-cent augmentation of half-cent sales tax measure for regional bus and light rail projects.	30 years	1/2 cent	\$3.6B
SANDAG	Measure A : San Diego County sales tax measure to fund transportation projects.	40 years	1/2 cent	\$18.2B
San Luis Obispo County	Measure J-16 : San Luis Obispo County sales tax measure to fund transportation projects.	9 years	1/2 cent	\$225M
SCCRTC	Measure D : Santa Cruz County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$500M
StanCOG	Measure L : Stanislaus County sales tax measure to fund transportation projects.	25 years	1/2 cent	\$960M
Ventura County	Measure AA : Ventura County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$3.3B
VTA	Measure B : Santa Clara County sales tax measure to fund transportation projects.	30 years	1/2 cent	\$6.5B
TAMC	Measure X : Monterey County sales tax measure to fund transportation projects.	30 years	3/8 percent	\$600M
Total:				\$41.4B

Local Update

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

Fortunately, in Alameda County, voters have already supported Measure B, Measure BB, and Vehicle Registration Fee funding, while the State Transportation Improvement Program has decreased to almost zero.



If approved by voters on November 8, 2016, the following local measures will fund transportation operations and maintenance, capital improvements, streets and sidewalks, and pedestrian, bicycle, and traffic safety.

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

Recommendation: At its September 12 meeting PPLC recommended a support position on the local measures above, C1, RR, K1, P1, T1, and KK. Staff also recommends a support position on these local measures.

Statewide Propositions

In November 2016, 17 statewide propositions will be on the ballot for voters to consider regarding a variety of issues. One that affects transportation and infrastructure is Proposition 53.

Proposition 53, also known as the Cortopassi Initiative, would require voter approval before the state may issue over \$2 billion in bonds to finance a project. The initiative process that led to the Proposition was called the "No Blank Checks Initiative" and is intended to place more voter controls on long-term bond debt issuance for infrastructure improvements in the state. According to the Secretary of State website, Proposition 53 "Requires statewide voter approval before any revenue bonds can be issued or sold by the state for projects that are financed, owned, operated, or managed by the state or any joint agency created by or including the state, if the

bond amount exceeds \$2 billion. Prohibits dividing projects into multiple separate projects to avoid statewide voter approval requirement. "

Proposition 53 could negatively affect the state's ability to issue debt by requiring a statewide vote for infrastructure projects financed through revenue bonds, and could slow down much-needed transportation improvements. In addition, the proposition defines the "'State' as the State of California, any agency or department thereof, and any joint powers agency or similar body created by the State or in which the State is a member." While this definition does not include a city, county, city and county, school district, community college district, or special district, it does explicitly include joint powers authorities where the state is a partner. This could present a challenge for Alameda CTC and for transportation and infrastructure improvements in general where local agencies partner with state agencies to deliver infrastructure improvements.

A large number of agencies and organizations representing local governments, water providers, public safety, businesses, labor unions, agriculture, health and infrastructure have taken oppose positions on this initiative. Opponents to Proposition 53 include more than 200 organizations, including the League of California Cities, Self-Help Counties Coalition, and other transportation agencies across the state. Howard-Jarvis and many taxpayers associations have taken support positions on this proposition.

Recommendation: Staff recommends that Alameda CTC take an oppose position on Proposition 53. PPLC also recommended a support position at its September 12 meeting.

Local Actions

Alameda CTC has already taken the following actions to protect toll revenues, support goods movement with Fixing America's Surface Transportation (FAST) Act funding, and protect the efficiency of intelligent transportation systems in major corridors as well as Alameda CTC's ability to contract with design professionals for upfront legal defense costs against claims:

- Sent a letter to Governor Brown requesting his signature on AB 1919 (an Alameda CTC sponsored bill), which will make a critical change regarding financing transportation projects. As of August 22, 2016, this bill passed the Assembly and Senate and had been enrolled to go the Governor.
- Sent a letter to support AB 516, which will ensure all vehicles are equipped with a uniquely identifiable license plate at the point of sale to improve safety for vehicles involved in a crime or traffic accident and curb toll cheating by cars without plates, a rapidly growing problem. This bill was signed by the Governor and became law in late July.

- Sent a letter to support AB 2170, which specifies that FAST Act funds for freight projects be allocated through the Trade Corridor Improvement Fund (TCIF) and will allow state and local entities to build on the TCIF foundation and make needed improvements to our freight system. This bill was passed by the Senate and Assembly on the last day of session and sent to the Governor.
- Sent a letter to support AB 2289, which makes an important clarification that the operations of the state highway system including intelligent transportation systems may be included in the State Highway Operations & Protection Program. This bill became law in late July.
- Sent a letter to oppose SB 885, related to contract indemnity, which eliminates the ability of a public agency to contract with engineers and architects, known as design professionals, for upfront legal defense costs against claims related to a project's design work. This bill was pulled by the author and is now dead.

Attachment B provides information on activities and issues at the federal level from Alameda CTC's federal lobbyist, CJ Lake.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. Federal Update

Staff Contact

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

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2016 Alameda County Transportation Commission Legislative Program

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

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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

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

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

MEMORANDUM

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake, LLC

DATE: August 4, 2016

RE: Federal Legislative Update

Introduction

The month of July saw developments on a variety of fronts before both major parties held their national nominating conventions. Specifically, action was taken on opioid abuse prevention legislation, mental health reform, and an extension of policy and spending authority for the Federal Aviation Administration (FAA). The FY17 appropriation process stalled in the Senate, although there was progress made by the House.

This week, the House and Senate enter into their traditional August District/State work period and will resume legislative business after Labor Day. In the absence of direct legislative activity, we expect Members of Congress to make tours and visits in their Districts/States and to continue writing letters to support or oppose certain policy objectives. We will also continue to track federal regulatory activity as the executive branch will be publishing regulations during this time and announcing federal grant awards prior to the start of the new fiscal year on October 1. We also expect to see the 2016 election heat up as national candidates have been officially nominated, policy teams are assembled, and political statements are made.

Once Congress returns for legislative business, we expect further developments on appropriations legislation (most likely to include a continuing resolution that will start FY17 on October 1), the energy policy legislation conference, and the conference on the National Defense Authorization Act of FY17 with additional items expected if there is floor time available. After the legislative session in September, the Congress will engage in campaigning until the elections on November 8, followed by a lame duck session that will begin on November 14.

Budget and Appropriations

While July began with the House out of session for the Independence Day recess, the Senate hoped to move ahead in the appropriations process, specifically focused on the FY17 Military Construction-VA funding bill that included emergency funding to combat the Zika Virus. However, a procedural vote in the Senate failed when Democrats objected to the measure due to the inclusion of “poison pill” rider language. The controversial provisions included limits on family-planning services, a suspension of Clean Water Act rules on the use of some pesticides without the Environmental Protection Agency’s (EPA) approval, a funding level for the Department of Veterans Affairs that was \$500 million below what

the Senate passed, and the deletion of a provision sought by Democrats to prohibit the Confederate battle flag at veterans' cemeteries.

When both chambers returned from recess in the second week of July, the House began consideration of the FY17 Financial Services and General Government Appropriations Act, which had been previously delayed before the recess due to House Democrats' 25-hour sit-in to demand a vote on gun control legislation. The measure drew controversy due to provisions to cut funding for the Internal Revenue Service (IRS) and the Securities and Exchange Commission (SEC), but the House ultimately passed the spending bill in a largely party-line vote of 239-185. In total, the bill provides \$21.7 billion for various agencies and programs in FY17, which is \$1.5 billion less than the FY16 enacted level. The cut to IRS funding would be \$236 million, and the cut to SEC funding would be \$50 million. The bill also includes a number of provisions to place limits on the IRS, including a prohibition on regulations concerning the tax-exempt status of 501(c)(4) social welfare organizations. Instead of receiving funding directly from the Federal Reserve, the bill would also make the Consumer Financial Protection Bureau (CFPB) subject to annual appropriations. Finally, among dozens of considered amendments, the House included a measure to bar funds from being used to change the requirements for registration for the draft and to bar funds from being used to help "sanctuary cities." The Obama Administration has threatened to veto the bill because of its funding cuts to federal agencies and the policy riders.

At the committee level in the House, the House Appropriations Subcommittee on State and Foreign Operations passed their FY17 spending bill on July 6 by voice vote. The bill would provide \$37.1 billion in regular appropriations, which is a decrease of \$595 million from the current level. Multilateral assistance would be cut by \$877 million and funding for the State Department would be cut by \$182 million. The bill also blocks funds for the UN Human Rights Council, the UN Population Fund, and the Green Climate Fund.

The House Appropriations Subcommittee on Labor, Health and Human Services (HHS), and Education approved their FY17 appropriations bill on July 7. The \$16.1 billion spending bill then headed to full committee markup on July 13, before the House departed for their seven-week recess, which marked the official end of the committee's appropriations work. The spending bill reflects a \$569 million decrease in funding from the FY16 enacted level and \$2.8 billion below the President's budget request. Members of the Committee spent nearly 2 days voting on more than two dozen amendments to the bill. Partisan fights ensued within the Committee over ObamaCare, birth control coverage, cancer research funding, and the Zika virus. The bill also includes language blocking the Department of Labor from enforcing certain provisions of the April 2015 H-2B regulations, continuing the riders that were included in the House's FY16 funding measure. However, the legislation does provide a few bipartisan priorities, including a \$1.25 billion funding increase for the National Institutes of Health (NIH). Unlike the Senate's bipartisan version of the Labor/HHS/Education package, the House bill has numerous controversial provisions and a veto threat issued by the White House.

The Senate failed to move forward in the appropriations process again in the second week of July, blocking the FY17 Defense spending bill on a procedural vote of 50 to 44. Following the vote, Senate Democrats issued a statement that they would delay further action on any future bills to fund the

government if Republican leaders did not commit to adhering to the bipartisan budget framework agreed to last year.

Although the House has passed six of the 12 spending bills compared to the Senate's three, the overall lack of finalized appropriations bills will result in Congress passing a continuing resolution when they return in September and more than likely an omnibus spending package in December. The House has still not taken up its Transportation HUD appropriations bill; as a result this final bill will likely be packaged into a final omnibus bill in December.

Initial Review of FAST Act Implementation

The Senate Commerce, Science, and Transportation Committee met in July to explore the diverse stakeholder perspectives on the implementation of the FAST Act and its role in improving the nation's infrastructure, increasing safety, and enhancing economic growth. In addition, the Committee discussed emerging economic and policy opportunities and challenges for freight and passenger transportation providers, shippers, and transportation safety officials.

Among the witnesses sharing their stakeholder perspectives was CEO of the Kansas City Southern Railway Company Patrick Ottensmeyer, Arkansas Highway Police and President of the Commercial Vehicle Safety Alliance Major Jay Thompson, Supply Chain Manager of BASF David Eggermann, and Executive Vice President and Chief of NEC Business of Amtrak Stephen Gardner. A few of the programs that drew praise from the panel included the provisions to strengthen regulations for the transportation of hazardous materials, provisions designed to shorten the time it takes for otherwise lengthy reviews of rail expansion projects in ways that do not adversely affect the quality of those reviews, provisions addressing emergency response efforts, accident prevention, and rail liability. Witnesses also lauded the fact that passenger rail programs have been included in a comprehensive federal surface transportation bill for the first time.

The Executive Vice President of Amtrak Stephen Gardner joined in the praise of the FAST Act's implementation thus far, but offered a different perspective than the other stakeholders. Because the Act called for direct changes to Amtrak, the company has faced both benefits and challenges in meeting certain requirements. Several positive outcomes of implementing FAST Act changes include the alignment of Federal funding and Amtrak revenues into two separate national Network and NEC accounts to support their associated services and business activities that has increased transparency, the creation of a single funding authorization for each grant program account that has provided more flexibility to use federal dollars in supporting the network's most pressing needs, the changes to the Railroad Rehabilitation and Improvement Financing loan program, and the establishment of the State-Supported Route Committee that strengthens the cooperation between Amtrak, the Federal Railway Administration, and the States. The representative of Amtrak also offered support for continued and increased funding for the TIGER grant program and the Federal-State Partnership for the State of Good Repair program. Despite the benefits thus far, Mr. Gardner said that Amtrak has already faced and expects to continue to face the challenge of funding all of the requirements detailed in the FAST Act without funding support from the Federal government.

FY16 FASTLANE Awards

The Department of Transportation notified the authorizing committees the first week of July of the grants the department intends to award under the new Nationally Significant Freight and Highway Projects program, also known as the FASTLANE program. The FASTLANE program was created by the FAST Act, signed into law on December 4, 2015; the program is intended to provide financial assistance to nationally and regionally significant freight and highway projects that align with program goals. The act also required the Department to notify the authorizing committees of jurisdiction of projects being awarded under the program; the list of projects must then remain with the committee for a 60-day review period before awards can be issued. The department notified the committees on July 5 of 18 projects selected to receive a total of \$759 million in FY16. Although Alameda CTC's GOPort! proposal was not successful, staff plans to debrief with the Department on how the application can be improved and will begin working on a strategy for the coming year.

FY16 TIGER VIII Awards

The Department of Transportation officially announced the recipients of the TIGER VIII awards on July 29. Demand for the 2016 TIGER grant program continued to far exceed available funds; with the Department receiving 585 eligible applications collectively requesting over \$9.3 billion in funding. During the previous seven rounds, the Department received more than 7,300 applications requesting more than \$143 billion for transportation projects across the country. The Department ultimately awarded \$500 million to 40 recipients. Approximately two-thirds of the new TIGER grantees were repeat applicants that had been rejected in previous years. Although Alameda CTC's I-680 Sunol Northbound Express Lanes Project was not successful, Alameda CTC may want to request a debrief from DOT and decide whether to submit the same proposal next year.

ACTC Specifics:

- CJ Lake provided communication on FAST Act implementation, 2016 priorities, and legislative outlook for 2016.
- CJ Lake provided federal legislative update.
- CJ Lake worked with Alameda CTC staff regarding visit from Representative Swalwell's staff on August 31.



Memorandum

8.2

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DATE: September 15, 2016

SUBJECT: Affordable Student Transit Pass Pilot Program Update

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

Summary

The 2014 Transportation Expenditure Plan (TEP) includes implementation of an affordable student transit pass pilot program in Alameda County. Its purpose is to test and evaluate different pilot program designs of an affordable transit pass program over a three-year horizon to identify successful model programs that could be expanded and sustained with additional funding sources after the pilot program period.

In May 2016, the Commission approved the school sites for Year One of the program (2016-2017 school year), general program parameters for each site, and the shortlist of 36 schools which is the potential pool for additional school sites in year 2 of the pilot program if feasible and if funding is available. During summer 2016, the program parameters were refined in close coordination with each school site to support an effective pilot approach to meet the program goals, and staff entered into agreements and contracts with the applicable transit agencies and school districts. Pilot programs were launched at the school sites in Alameda County that are receiving transit passes.

Background

The Alameda County Transportation Commission (Alameda CTC) has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which it is piloting in middle schools and high schools in the four Alameda County planning areas starting this 2016-2017 school year. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a pass program. The program has developed passes that are being distributed or sold at a discount to Commission-approved school sites for use on the various transit systems that provide transit services near these schools. Students may also use the pass for any trip, including afterschool activities, school fieldtrips, and to access job locations in Alameda County. This pilot program is identified in the 2014 TEP and is funded by Measure BB. The TEP specifies that the funds will be used to implement "successful models aimed at

increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County." ¹

The Affordable STPP aims to do the following:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County's middle and high school students
- Build support for transit in Alameda County
- Develop effective three-year pilot programs (funding permitting)

Site Selection Background

In March 2016, the Commission approved frameworks to select model program sites in each of four planning areas in the county and to evaluate the effectiveness of each of the resulting model programs. In the spring, the program team solicited feedback from interested stakeholders, the Commission, and workshop participants. This process resulted in a short list of 36 schools as shown in Attachment A.

All model programs include the following characteristics:

- Information and training for students on using transit and the applicable passes
- All passes will be effective year-round, and not be limited by day or time, with the exception of BART Tickets which will be provided upon request. BART transit pass distribution will begin after the launch of bus transit passes.
- A designated on-site administrator at each school, who will receive training associated with the applicable pass program

The general program parameters being implemented and evaluated are shown in the following table.

¹ TEP, 2014

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	
	Flash pass			X	X
Applicability	Universal (all students)	X			X
	Specific grades		X	X	
Pass Cost	Free	X	X		X
	Discounted			X	X
	Information only	X			
Transit Service	AC Transit	X	X	X	
	BART	X	X	X	
	Union City Transit			X	
	LAVTA				X

The Year One Pilot sites are as follows:

North County – Two pilots are being implemented due to the number and diversity of schools. Programs will test utilization of free and universal passes, sustained impact of passes during transition from middle to high school, and effectiveness of information only programs in increasing transit ridership

- **Pilot Program A:** Free and universal (all students) pass on Clipper to be provided to two high schools and one middle school in Oakland with a feeder relationship to provide access to AC Transit's services: Fremont High School, Castlemont High School, and Frick Middle School.
- **Pilot Program B:** Informational program to be provided at a middle and high school in Berkeley with a feeder relationship. The program team will provide outreach and engagement activities to support transit use and share information about available services, including AC Transit and BART: Berkeley REALM Charter High School and Berkeley REALM Charter Middle School.

Central County – This pilot tests the effectiveness in selected grades (due to large school enrollment) and the sustainability of use during transition from middle to high school

- **Pilot Program C:** Free transit pass on Clipper, to provide access to AC Transit services, provided to select grades in one middle and one high school in San Leandro: San Leandro High School and John Muir Middle School.

South County – This pilot tests the use of different fare media on multiple transit agencies, and is limited to specific grades due to size of school enrollment

- **Pilot Program D:** Discounted transit passes available for use on either AC Transit and/or Union City Transit provided to select grades in one middle and one high school in Fremont: James Logan High School and Cesar Chavez Middle School

East County – This pilot tests a two tier subsidy using a universal pass with one tier for students who are eligible for free or reduced meal programs and the other offers reduced fare passes for all other students. The pilot tests the use of a flash pass on LAVTA/Wheels service since Clipper Cards are not available in East County during the first year of this pilot.

- **Program E:** Discounted, means-based flash pass available to all students at one middle and one high school for use on LAVTA/Wheels. Students who qualify for Free and Reduced Price Meals (FRPM) eligible to receive their transit pass for free: Livermore High School and East Avenue Middle School

Update on Implementation

After Commission approval in May, the program team spent the summer working with each Year One pilot school site and the transit agencies to refine the program parameters to fit the specific needs of each school and participating transit agency. During August, the program launched at all schools receiving transit passes.

Since the May update to the Commission the following activities have been completed:

- Finalized pass pricing and cost with participating transit agencies
- Entered into agreements with participating transit agencies and school districts
- Developed informational materials for students, including language translation, and distributed to schools
- Identified and trained on-site school administrators
- Designed, created, printed, and distributed passes
- Attended 25 orientations at schools in all planning areas
- Began process of gathering baseline data at recommended school sites
- Establish school site committees for ongoing outreach and communication
- Distributed passes to students (actual pass numbers will be presented at the meeting, as of this writing, passes are still being distributed)

Stakeholder Workshop

An update on the implementation process was presented to stakeholders at an Affordable STPP Workshop on July 20, 2016. Participants provided comments on the implementation of the program. Overall, participants were enthusiastic that the program is moving forward as promised for this 2016-17 school year. Some had questions about use of funds for other purposes.

Fiscal Impact: There is no fiscal impact. All funding for the ASTPP has been allocated by the Commission through previous Commission actions, including:

- October 2015: \$2 million was approved by the Commission to initiate the program and hire the consultant team in October 2015.

- May 2016: Authorization for allocation of the full Affordable Student Transit Pass program was included in the Comprehensive Investment Plan (CIP) and approved by the Commission in May 2016.

Attachments

- A. List of School Sites
- B. Affordable STPP Workshop Invite List
- C. Sign in Sheet for the Affordable Student Transit Pass Program Workshop on Wednesday, July 20, 2016

Staff Contact

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

[Cathleen Sullivan](#), Principal Planner

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ATTACHMENT A – Shortlisted Schools Following Phase I of the Site Selection Process

Tier I schools demonstrate a high level of student need, high presence of regular transit service within a quarter-mile of the school, and pairing with another Tier I school. Tier II schools demonstrate at least a moderate level of student need and transit service, and Tier III schools possess either lower student need, less transit service, or both.

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment	SR2S	+Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRMP eligible students)	# of Bus Routes	Phase I Tiering
1	North	Berkeley Unified	REALM Charter High	Traditional	Charter	High	9 - 12	361	No	Yes	Yes	74%	9	2
2	North	Berkeley Unified	REALM Charter Middle	Traditional	Charter	Middle	6 - 8	310	No	Yes	Yes	74%	9	2
3	North	Oakland Unified	Castlemont High	Traditional	Non-charter	High	9 - 12	505	No	Yes	Yes	89%	8	1
4	North	Oakland Unified	Fremont High	Traditional	Non-charter	High	9 - 12	811	No	Yes	Yes	76%	6	1
5	North	Oakland Unified	McClymonds High	Traditional	Non-charter	High	9 - 12	286	No	Yes	Yes	89%	6	2
6	North	Oakland Unified	Oakland High	Traditional	Non-charter	High	9 - 12	1515	No	Yes	Yes	88%	20	1
7	North	Oakland Unified	Roosevelt Middle	Traditional	Non-charter	Middle	6 - 8	526	No	Yes	Yes	95%	3	1
8	North	Oakland Unified	Westlake Middle	Traditional	Non-charter	Middle	6 - 8	524	Yes	Yes	Yes	93%	9	2
9	North	Oakland Unified	Bret Harte Middle	Traditional	Non-charter	Middle	6 - 8	538	No	Yes	Yes	83%	10	2
10	North	Oakland Unified	Aspire Berkley Maynard Academy	Traditional	Charter	Middle	K - 8	566	No	Yes	Yes	82%	4	3
11	North	Oakland Unified	Oakland Military Institute	Traditional	Charter	Middle/High	6 - 12	646	No	Yes	Yes	79%	19	2
12	North	Oakland Unified	Alliance Academy	Traditional	Non-charter	Middle	6 - 8	390	No	Yes	Yes	94%	1	3
13	North	Oakland Unified	Elmhurst Community Prep	Traditional	Non-charter	Middle	6 - 8	380	No	Yes	Yes	92%	1	3
14	North	Oakland Unified	Frick Middle	Traditional	Non-charter	Middle	6 - 8	241	No	Yes	Yes	94%	7	2
15	North	Oakland Unified	Urban Promise Academy	Traditional	Non-charter	Middle	6 - 8	323	No	Yes	Yes	70%	6	1
16	Central	San Leandro Unified	San Leandro High	Traditional	Non-charter	High	9 - 12	2601	Yes	Yes	Yes	72%	5	1
17	Central	San Leandro Unified	John Muir Middle	Traditional	Non-charter	Middle	6 - 8	962	Yes	Yes	Yes	64%	3	1
18	Central	Hayward Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	529	Yes	Yes	Yes	87%	5	2
19	Central	Hayward Unified	Bret Harte Middle	Traditional	Non-charter	Middle	7 - 8	504	Yes	Yes	Yes	69%	9	2
20	Central	Hayward Unified	Hayward High	Traditional	Non-charter	High	9 - 12	1644	No	Yes	Yes	74%	3	2
21	Central	San Lorenzo Unified	Bohannon Middle	Traditional	Non-charter	Middle	6 - 8	842	Yes	Yes	Yes	65%	4	2
22	Central	San Lorenzo Unified	San Lorenzo High	Traditional	Non-charter	High	9 - 12	1407	Yes	Yes	Yes	60%	2	3
23	South	New Haven Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	1283	Yes	Yes	Yes	51%	5	1
24	South	New Haven Unified	James Logan High	Traditional	Non-charter	High	9 - 12	3912	No	Yes	Yes	40%	16	1
25	South	Newark Unified	Newark Junior High	Traditional	Non-charter	Middle	7 - 8	906	No	Yes	Yes	54%	4	2
26	South	Newark Unified	Newark Memorial High	Traditional	Non-charter	High	9 - 12	1850	No	Yes	Yes	45%	8	2
27	South	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	990	No	Yes	Yes	51%	2	2

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment	SR2S	+Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRMP eligible students)	# of Bus Routes	Phase I Tiering
28	South	Fremont Unified	American High	Traditional	Non-charter	High	9 - 12	1985	Yes	Yes	Yes	19%	6	3
29	East	Dublin Unified	Wells Middle	Traditional	Non-charter	Middle	6 - 8	863	Yes	Yes	Yes	53%	2	2
30	East	Dublin Unified	Dublin High	Traditional	Non-charter	High	9 - 12	2062	Yes	Yes	Yes	10%	2	3
31	East	Livermore Valley Joint Unified	Del Valle Continuation High	Continuation	Non-charter	High	7 - 12	143	No	Yes	Yes	58%	2	2
32	East	Livermore Valley Joint Unified	East Avenue Middle	Traditional	Non-charter	Middle	6 - 8	624	Yes	Yes	Yes	33%	2	1
33	East	Livermore Valley Joint Unified	Livermore High	Traditional	Non-charter	High	9 - 12	1771	No	Yes	Yes	24%	4	1
34	East	Livermore Valley Joint Unified	Andrew N. Christensen Middle	Traditional	Non-charter	Middle	6 - 8	661	No	Yes	Yes	21%	1	3
35	East	Pleasanton Unified	Thomas S. Hart Middle	Traditional	Non-charter	Middle	6 - 8	1164	Yes	Yes	Yes	38%	5	1
36	East	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2127	Yes	Yes	Yes	5%	4	3

Student Transit Pass Program Contacts

8.2B

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Sandy	Eggert	Piedmont Unified School District
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Kevin	Johnson	Pleasanton Unified School District
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Lynn	Novak	Pleasanton Unified School District
Roseanne	Pryor	Pleasanton Unified School District
Mike	McLaughlin	San Leandro Unified School District
Fred	Brill	San Lorenzo Unified School District
Mo	Brosnan	San Lorenzo Unified School District
Linda	Freccero	San Lorenzo Unified School District
Janette	Hernandez	San Lorenzo Unified School District
Ammar	Saheli	San Lorenzo Unified School District
Molleen	Barnes	Sunol Glen Unified School District
Lowell	Hoxie	Sunol Glen Unified School District
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Tim	Sbranti	Dublin High School
Carol	Shimizu	Dublin High School
Darrel	Avilla	Livermore - Del Valle Continuation High School
Vicky	Scudder	Livermore - Livermore High School
Philip	Morales	Newark - Memorail High School
William	Chavarin	Oakland - Castlemont High School

Student Transit Pass Program Contacts

First Name	Last Name	Affiliation
Jorge	Wahner	Oakland - Castlemont High School
Steve	Henderson	Oakland - Castlemont High School
Karen	Seals	Oakland - Oakland High School
Johnna	Grell	Oakland - Oakland Military institute
Pamela	Watson	Oakland - Fremont High School
Ronald	Richardson	San Leandro - San Leandro High School
Dana	Wickner	San Lorenzo - San Lorenzo High School
James	Rardin	Union City - Logan High School
Middle Schools		
Lucy	Bryndza	Albany - Albany Middle School
Peter	Parenti	Albany - Albany Middle School
Marty	Place	Albany - Albany Middle School
Amber	Evans	Berkeley - King Middle School
Janet	Levenson	Berkeley - King Middle School
Ean	Ainsworth	Dublin - Wells Middle School
Charles	Patterson	Emeryville - Emery Secondary School
Louisa	Lee	Fremont - Centerville Junior High
Sherry	Strausbaugh	Fremont - Centerville Junior High
May	Miller	Fremont - William Hopkins Junior High
Lisa	Davies	Hayward - Bret Harte Middle School
Sean	Moffatt	Hayward - Cesar Chavez Middle School
Hellen	Gladden	Hayward - East Avenue Middle School
Pat	Avilla	Livermore - Christensen Middle School
Scott	Vernoy	Livermore - Junction Avenue K-8 School
Mireya	Casarez	New Haven - Cesar Chavez Middle School
Mark	Neal	Newark - Newark Junior High School
Jason	Stack	Oakland - Aspire Berkley Maynard Academy
Bianca	D'Allesandro	Oakland - Bret Harte Middle School

Student Transit Pass Program Contacts

First Name	Last Name	Affiliation
Carissa	Cooksey	Oakland - Elmhurst Middle School
Laura	Robell	Oakland - Elmhurst Middle School
Clifford	Hong	Oakland - Roosevelt Middle School
Terry	Conde	Pleasanton - Hart Middle School
Patty	Reichhorn	Pleasanton - Hart Middle School
Margaret	Arman	San Lorenzo - Bohannon Middle School
Elementary Schools		
Tess	Johnson	Dublin - Dublin Elementary
Lauren	McGovern	Dublin - Dublin Elementary
Lynn	Medici	Dublin - Kolb Elementary
Douglas	Whipple	Fremont - Gomes Elementary
Judy	Nye	Fremont - Grimmer Elementary
Julie	Asher	Fremont - Hirsch Elementary
Jennifer	Casey	Fremont - Hirsch Elementary
Mary Liu	Lee	Fremont - Leitch Elementary
Tammy	Eglinton	Fremont - Mattos Elementary
Jim	Hough	Fremont - Niles Elementary
Irma	Torres-Fitzsimons	Hayward - Burbank Elementary
Pete	Wilson	Hayward - Burbank Elementary
Irene	Preciado	Hayward - Cherryland Elementary
Juan	Flores	Hayward - Eden Gardens Elementary
Daisy	Palacios	Hayward - Longwood Elementary
Fernando	Yanez	Hayward - Longwood Elementary
Brian	White	Hayward - Southgate Elementary
Denise	Nathanson	Livermore - Emma C Smith Elementary

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Affordable Student Transit Pass Program Workshop

8.2

ROSTER OF ATTENDANCE
Wednesday, July 20, 2016, 3:30 to 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

NAME	JURISDICTION/ORGANIZATION	TELEPHONE	E-MAIL
1. <u>Bill WHITTON</u>	<u>Nemata USD</u>		
2. <u>James Perez Work</u>	<u>Safe Routes + Schools / Transform</u>		
3. <u>Christy Wegner</u>	<u>LAFTA</u>		
4. <u>Julie V. Kim</u>	<u>BART</u>		
5. <u>Doc Ramos</u>	<u>Transform</u>		
6. <u>Lana Adlawan</u>	<u>Oakland Public Library</u>		
7. <u>Pat Piras</u>	<u>Sierra Club</u>		
8. <u>Katey Lyons</u>	<u>Alta Planning + Design</u>		
9. <u>Serena DeTorres</u>	<u>GENESIS</u>		
10. <u>Mary Lim Lampe</u>	<u>GENESIS</u>		
11. <u>Gayle Eads</u>	<u>Genesis</u>		
12. <u>Jaymie Lollo</u>	<u>OUSSD - Frick</u>		
13. <u>Kimberly Roney</u>	<u>OUSSD / Transportation / Logistics</u>		
14. <u>Stephan GRANGER-BEVAN</u>	<u>—</u>		
15. <u>Juanita's Rivalcoba</u>	<u>—</u>		

	NAME	JURISDICTION/ORGANIZATION	TELEPHONE	E-MAIL
16.	BARBARA Halliday	City of Hayward		
17.	Tim Longyel			
18.	Cathleen Sullivan	AOTC		
19.	Richard Weiner	Nelson/Nyggaard		
20.	Calli Benital	Nelson/Nyggaard		
21.	Wilson Lee	Union City		
22.	Abhishak Parikh	City of Hayward		
23.	Jennifer Early	OUSD/Castlemont		
24.	Sheng Thao	Chen Thao Councilmember Kaplan		
25.	PAUL SAMFTNER	SUPERVISOR MILEY'S OFFICE		
26.	Scott Vernoy	Livermore VJUSD		
27.	Helen Gadden	Livermore School District		
28.	Nichole Laynes	Actransit		
29.				
30.				
31.				
32.				
33.				

	NAME	JURISDICTION/ORGANIZATION	TELEPHONE	E-MAIL
34.	Laurel Poeton	Alameda CTC		
35.	Sara Barr	City of Oakland		
36.	KRYSTIE PASCO	ALAMEDA CTC		
37.	STEVEN C JONES	Alameda Co. Supv. Wilma Chan		
38.	Bob Allen	Urban Habitat		
39.	Larisa Casillas	Urban Habitat		
40.	Christine Moley-Gruhl	ICTC		
41.	Victoria Einhaus	AC Transit		
42.	Paul J. Keener	Alameda County Public Works Agency		
43.	Dawn Argyle	Ala. Co Bos #1		
44.	Allan Zhao	"		
45.	Nancy George	NHUSD Cesar Chavez MS		
46.	Amy SHRAED	Sup. KEITH CARSON		
47.				
48.				
49.				
50.				
51.				

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