



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair

Supervisor Richard Valle, District 2

AC Transit

Director Elsa Ortiz

Alameda County

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

BART

Director Rebecca Saltzman

City of Alameda

Mayor Trish Spencer

City of Albany

Councilmember Peter Maass

City of Berkeley

Councilmember Kriss Worthington

City of Dublin

Mayor David Haubert

City of Emeryville

Vice Mayor John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember Dan Kalb

City of Piedmont

Mayor Bob McBain

City of Pleasanton

Mayor Jerry Thome

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 28, 2017, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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


Reminder

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

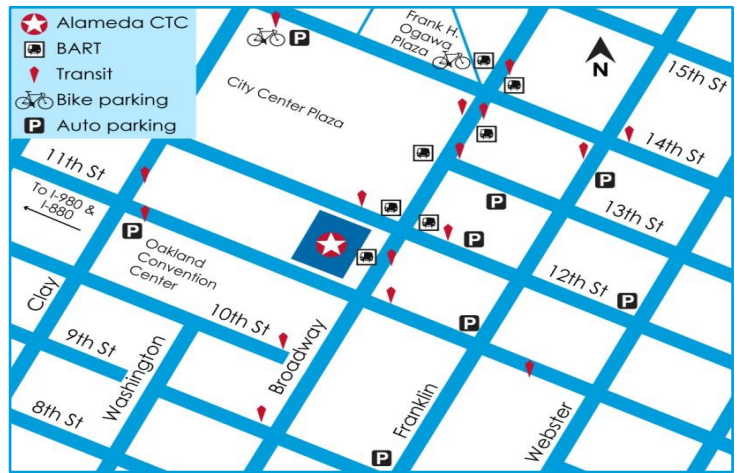
Glossary of Acronyms

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

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-208-7450 (Voice) or 1-800-855-7100 (TTY) five days in advance to request a sign-language interpreter.



Meeting Schedule

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

Paperless Policy

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



Commission Meeting Agenda

Thursday, September 28, 2017, 2 p.m.

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

Chair: Councilmember Rebecca Kaplan,
City of Oakland

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

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. Pledge of Allegiance
2. Roll Call
3. Public Comment
4. Chair and Vice Chair Report
5. Executive Director Report

Page A/I*

6. Approval of Consent Calendar

On September 11, 2017 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1.	Approval of the July 27, 2017 meeting minutes.	1	A
6.2.	I-580 Express Lanes (PN 1373.002): Monthly Operation Update.	7	I
6.3.	FY2016-17 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act.	17	I
6.4.	Approval of Alameda CTC FY16-17 Year-End Unaudited Investment Report.	21	A
6.5.	Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	39	I
6.6.	Approve and authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A16-0045 with Iteris, Inc. for an additional amount of \$500,000 for a total not-to-exceed amount of \$922,953 and a three-year time extension to provide Professional Services for Overall Multimodal System Monitoring and Modeling Services.	45	A
6.7.	Approve Alameda CTC's Transportation Technology Initiative and Matching Opportunity.	49	A
6.8.	Senate Bill 1 (SB 1) Programs update and approve the 2018 State Transportation Improvement Program (STIP) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list.	67	A
6.9.	Approve the Proposed 2017 Federal Earmark Repurposing Strategy.	83	A

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

6.10.	<u>I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide services for the Project Approval and Environmental Document (PA&ED) and Final Design Plans, Specifications and Estimates (PS&E) phases.</u>	93	A
6.11.	<u>I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project, (PN 1453.000): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.</u>	99	A
6.12.	<u>I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022): Approve and authorize the Executive Director to execute Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.</u>	105	A
6.13.	<u>I-680 Northbound Express Lane (PN 1369.000): Approve and authorize the Executive Director to execute Amendment No. 1, to Professional Services Agreement No. A15-0035 with WMH Corporation for an additional \$1,500,000 for a total not-to-exceed amount of \$11,725,405 and a two-year time extension to provide design services through the project completion.</u>	111	A
6.14.	<u>AC Transit Transbay Tomorrow Study Update.</u>	115	I
6.15.	<u>San Francisco County Transportation Authority Study of Transportation Network Company Activity.</u>	123	I

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

7.1.	<u>Bicycle and Pedestrian Advisory Committee</u> – Matthew Turner, Chair	129	I
7.2.	Independent Watchdog Committee (Verbal) – Murphy McCalley, Chair		I
7.3.	Paratransit Advisory and Planning Committee (Verbal) – Sylvia Stadmire, Chair		I

8. Finance and Administration Action Items

On September 11, 2017, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations:

- | | | | |
|---|--|-----|-----|
| 8.1. | <u>Discussion of Socially Responsible Investments.</u> | 137 | A/I |
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| 9. Planning, Policy and Legislation Action Items | | | |
| On September 11, 2017, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations: | | | |
| 9.1. | <u>Reaffirm Alameda CTC support position on SB 595, submit letters of support and receive an update on federal, state, and local legislative activities and state legislation.</u> | 155 | A |
| 9.2. | <u>Travel Demand Management (TDM) Update.</u> | 161 | I |
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| 10. Closed Session | | | A/I |
| 10.1. Closed Session - Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director. | | | |
| 10.2. Report on Closed Session | | | |

11. Member Reports

12. Adjournment

Next meeting: October 26 , 2017

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

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, July 27, 2017, 2 p.m.

6.1

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Haggerty, Commissioner Mei, Commissioner Haubert, Commissioner Saltzman, Commissioner Miley and Commissioner Maass.

Subsequent to the Roll call

Commissioner Haggerty and Commissioner Mei arrived during Item 4. Commissioner Haubert and Commissioner Saltzman arrived during item 5. Commissioner Miley arrived during item 8.1. Commissioner Freitas left before the vote on item 8.1. Commissioner Bauters, Commissioner Dutra-Vernaci, Commissioner Cutter, Commissioner Spencer, Commissioner Marchand, Commissioner Miley and Commissioner Haggerty left during Item 9.1.

3. Public Comment

There was a public comment made by Ken Bukowski regarding Commissioner Ortiz's comments regarding AC Transit at the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments Board (ABAG) meeting on July 26, 2017.

4. Chair/Vice-Chair Report

There were no Chair or Vice Chair reports.

5. Executive Director's Report

Art Dao stated that the Executive Director's report can be found in the Commissioners folder as well as on the Alameda CTC website. Mr. Dao provided brief information on the construction of the Route 84 expressway project, the I-680/Route 84 Interchange Project and the initiation of the San Pablo Avenue Multimodal Corridor Project. He also provided information on Regional Measure 3 (RM3) funding and the Independent Watchdog Committee's (IWC) Annual Report to the public. Mr. Dao conclude by noting that Alameda CTC planner Matthew Bomberg would be departing from the agency.

Tess Lengyel introduced new Alameda CTC staff members; Kristen Villanueva and Leslie Lara-Enriquez (Planning) and Minyoung Kim (Projects and Programming).

6. Consent Calendar

6.1. Approval of the June 22, 2017 meeting minutes.

6.2. Approve the release of a request for proposals to procure consultant services to perform the I-580 Express Lanes "Before and After" Study; and Authorize the Executive Director to negotiate a professional services agreement with the top-ranked firm.

6.3. Status update on the operation of the I-580 Express Lanes.

- 6.4. I-580 Express Lanes Toll Rate Plan Presentation.
- 6.5. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.
- 6.6. Metropolitan Transportation Commission Bay Area Infrastructure Update on I-680 Contra Costa and I-880 Express Lanes.
- 6.7. Allocate \$11.5 million in Measure BB to the I-80/Ashby Avenue (SR-13) Interchange Improvement and the I-680 Express Lanes from SR 84 to Alcosta Boulevard and expand the procurements for professional services to include subsequent phases.
- 6.8. Approve Administrative Amendments to Various Project Agreements (A10-0008, A11-0024, A10-0027) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

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

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

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2 Independent Watchdog Committee (IWC)

Herb Hastings, IWC Vice-Chair, stated that the Committee met on July 10, 2017. The committee held annual officers elections and approved the IWC annual report publications and costs.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Planning Policy and Legislation Committee Action Items

8.1. Update on federal, state, and local legislative activities and State legislation.

Ms. Lengyel provided an update on state, regional, local and federal legislative activities and state legislation. Ms. Lengyel provided a brief update on SB 1 funding and discretionary grant opportunities. She then updated the Commission on RM3 and she provided a detailed review of Alameda CTC's proposed changes to projects on the RM3 expenditure plan list.

Ms. Lengyel then recommended that the Commission approve a support and seek amendments position on SB 595 (Beall) to: Incorporate redline markups on the SB 595 expenditure plan bill text; support MTC's recommendations to increase funding by an additional \$20m in project capacity "priority should be given to bridge corridors

where current investment levels are lower on a per toll payer basis" and, provide flexibility on timing to go to the ballot.

Chair Kaplan asked why we are not attempting to increase the dollar amount for regional Express bus funding. Mr. Dao stated that the intent is to remain as close to the expenditure plan framework as possible and the 16% of total operating funds that is listed is the maximum that staff could negotiate. Ms. Lengyel noted that RM2 funding does not sunset and is also available to use on top of the proposed RM3 funding.

Commissioner Cutter wanted to know who pays into the bridge tolls. Mr. Dao stated that all seven state owned bridges pay into the toll except the Golden Gate Bridge. Mr. Dao noted that three of the bridges are in Alameda County and those bridges produce 54% of all toll revenue.

Commissioner Spencer asked if the allocation is permanent and wanted to know an estimated timeframe for when the projects on the list will be completed. Ms. Lengyel stated that the Measure does not have a sunset date and MTC will have to determine the allocation process. Mr. Dao stated that project completion depends on how well the projects are defined and project readiness.

Commissioner Kalb asked where the additional funding that will be needed to fund the list of projects will come from. Ms. Lengyel stated that MTC has identified \$20m dollars of funding that could be used to fund projects on the list.

Commissioner Valle asked when AC Transit and BART boards will take a position on the list. Commissioner Saltzman stated that BART does not plan to take an additional vote on this item and Commissioner Ortiz stated that AC Transit does not plan to take a vote but has been following staff's recommendations.

Commissioner Ortiz stated that BART and Muni got funding for additional cars but AC Transit did not; which is why core capacity funding is especially important to AC Transit.

Commissioner Spencer requested information on annual funding allocations and a project delivery schedule for the projects Alameda CTC is proposing.

Commissioner Bauters thanked staff for their hard work on the bill specifically on the East Bay Greenway project.

Commissioner Saltzman stated that she will be unable to vote on the item because of core capacity issues and the effect of the bill on BART.

Commissioner Dutra-Vernaci commented on MTC's discussion and vote on the plan.

Commissioner Mei stated that project readiness will be the key aspect that needs to be considered when funding projects under this bill.

Commissioner Haggerty stated that Alameda CTC and Contra Costa will be meeting to discuss funding and suggested that the Commissioners should reach out to legislators to support projects in the plan.

Chair Kaplan stated that Alameda CTC would create a subcommittee to discuss RM3. Membership would include Commissioner Haggerty as the Chair and Commissioner's Kaplan, Valle, Dutra-Vernaci, Ortiz, Carson and Cutter.

There were two public comments on this item:

Ken Bukowski stated that the Commission needs to focus on what the voters will vote for. Dave Campbell provided Bike East Bay's comments on the plan, specifically support on both BART and AC Transit's asks in the plan.

Commissioner Bauters moved to approve the item as recommended by staff. Commissioner Haggerty seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Valle, Ortiz, Haggerty, Campbell-Washington, Miley, Carson, Saltzman, Spencer, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci

No: None

Abstain: None

Absent: Maass, Freitas

9. Programs and Projects Action Items

9.1. Update on the Environmental Phase progress for the East Bay Greenway (Lake Merritt to South Hayward) Project.

Trinity Nguyen provided a brief overview of the East Bay Greenway Project including the project's history and a description of the initial project concept. She stated that the project is seeking to clear both the state and federal environmental requirements in order to compete for federal funding. Ms. Nguyen then introduced Minyoung Kim, Project Manager, who provided a project status and reviewed a map of the project corridor. Ms. Kim also provided information on the project strategy which includes two options (Rail-to-Trail and Rail-with-Trail) and detailed next steps for the project.

Commissioner Haggerty asked why the Oakland subdivision is listed as non-operational when the ACE Forward report has an option to use the Oakland subdivision. Ms. Lengyel stated that the portion of the greenway described in the presentation does not use the Oakland subdivision. Mr. Dao noted that there are two options and the Rail-with-trail assumes that the full Union Pacific Rail Road (UPRR) right of way is not acquired.

Commissioner Cutter wanted to know if there was a timeline for getting UPRR clearance. Ms. Nguyen stated that although there is no date on UPRR clearance, the Rail-with-Trail option is a feasible option that could proceed while UPRR clearance is pursued.

Commissioner Halliday wanted to know what communications the agency has had with UPRR for the project. Ms. Lengyel stated that Alameda CTC is working on the rail strategy and is actively working with UPRR on the rail right- of-way.

This item was for information only.

10. Member Reports

10.1. Niles Canyon Trail Project Update

Commissioner Valle and Robert Stevens of Alameda County District 2, provided an update on the Niles Canyon Trail project.

Thomas Blalock from BART presented Alameda CTC with awards from BART on the opening of the BART to Warm Springs project.

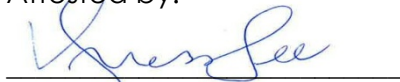
11. Adjournment

The next meeting is:

Date/Time: Thursday, September 28, 2017 at 2:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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DATE: September 21, 2017

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

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

Summary

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

The June and July 2017 operations report indicates that the new express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds up to 27 mph greater than the average speeds in the general purpose lanes, along with lesser average lane densities than the general purpose lanes, in the most congested segments of the corridor.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. See Attachment A for express lane operation limits. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

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

June/July 2017 Operations Update: Over 732,000 express lane trips were recorded during operational hours in June, an average of approximately 33,300 daily trips. There were nearly 652,000 express lane trips recorded in July, or 32,600 average daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel; these percentages have remained consistent for the last six months. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to either assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips	
		June	July
By Type	HOV-eligible with FasTrak flex tag	39%	39%
	SOV with FasTrak standard or flex tag	40%	39%
	No valid toll tag in vehicle	21%	22%
By Direction	Westbound	46%	47%
	Eastbound	54%	53%

Express lane users generally experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst). Table 2 summarizes the average speed differentials and LOS at four locations in each of the westbound and eastbound directions during respective commute hours for June and July. The table provides an overall snapshot of the express lane benefits for each month during commute hours.

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

(Isabel Avenue to Hacienda Road) during the morning commute hours. By comparison, the general purpose lanes experienced speeds as low as 42 mph and LOS D throughout several sections of the corridor. During the evening commute, the westbound lanes reflect a small period of reverse-commute congestion between Hacienda Road and San Ramon Road from 5 pm to 6 pm, though the express lane continued to operate at LOS A or better during this time. Outside of the commute hours, express lane users experience average speeds of 70 mph or higher and average LOS A.

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

	Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
June	Westbound Morning Commute: 5 am – 11 am	North First Street	6 - 7	7	A	C
		North Livermore Ave	3 - 5	4	B	C
		Fallon Road	3 - 13	9	C	D
		Santa Rita Road	8 - 18	12	B	C
	Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	22 - 27	25	C	E
		Airway Blvd	7 – 11	9	B	C
		North Livermore Ave	8 – 12	10	B	C
		North First Street	10 - 30	19	B	D
July	Westbound Morning Commute: 5 am – 11 am	North First Street	5 - 8	6	A	C
		North Livermore Ave	1 - 6	4	B	C
		Fallon Road	4 - 11	8	B	C
		Santa Rita Road	8 - 16	11	B	C
	Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	20 - 25	23	C	E
		Airway Blvd	6 – 10	8	B	C
		North Livermore Ave	7 – 12	9	A	C
		North First Street	12 - 25	17	B	C

In the eastbound direction, average express lane speeds from February 2017 through July 2017 ranged from 25 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day

exceeded 70 mph. Most of the express lane corridor operates at LOS C better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 5 pm and at the eastern terminus between 4 pm and 6 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lane during the evening commute hours.

Table 4 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users, for June and July 2017.

Table 4. Toll Rate Data for June and July 2017

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
June	Westbound	\$10.25 (2 of 22 days)	\$2.32
	Eastbound	\$9.00 (21 of 22 days)	\$3.04
July	Westbound	\$11.50 (1 of 20 days)	\$2.22
	Eastbound	\$9.00 (18 of 20 days)	\$2.93

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

During Fiscal Year 2016-17, the I-580 Express Lanes have recorded over 7.8 million total trips. Total gross revenues received include \$10.1 million in toll revenues and \$3.1 million in violation fees and penalties. Gross revenues in July 2017 include \$720,000 in toll revenues and \$370,000 in fees and penalties.

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

Fiscal Impact: There is no fiscal impact.

Attachments

- A. I-580 Corridor Express Lane Location Map
- B. I-580 Corridor Heat Maps January 2017 – June 2017

Staff Contacts

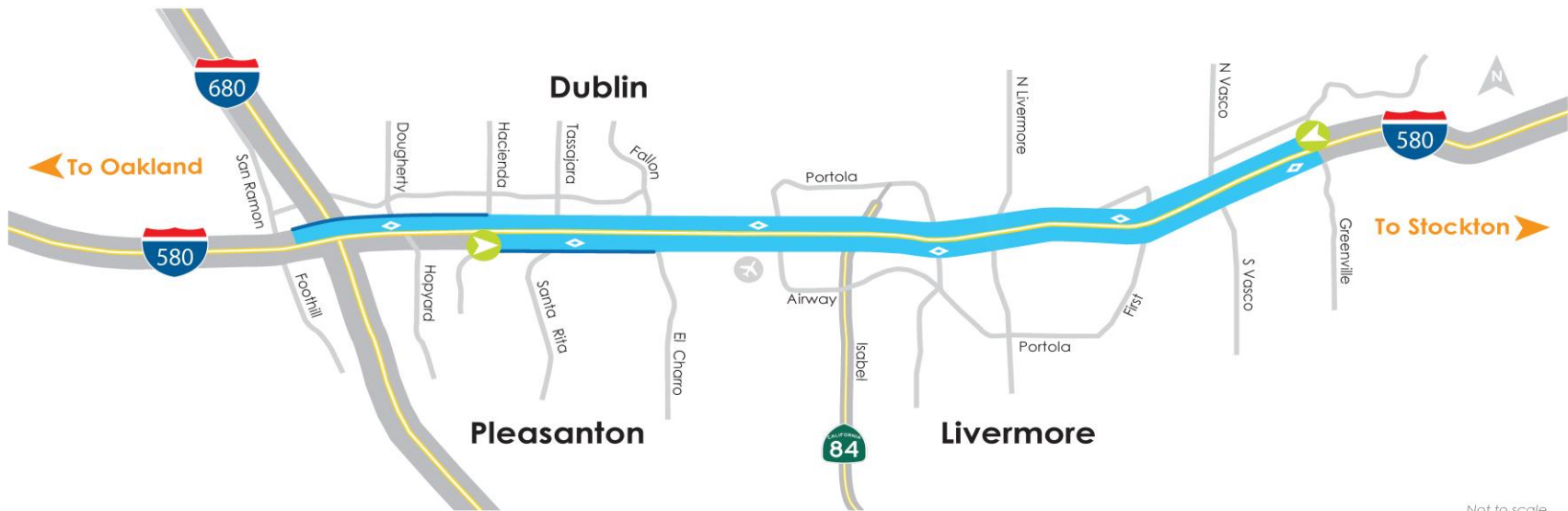
[Liz Rutman](#), Director of Express Lanes Implementation and Operations

[Ashley Tam](#), Assistant Transportation Engineer



I-580 Express Lanes Project Location Map

6.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

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

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



One Westbound Express Lane

Lane begins at Greenville

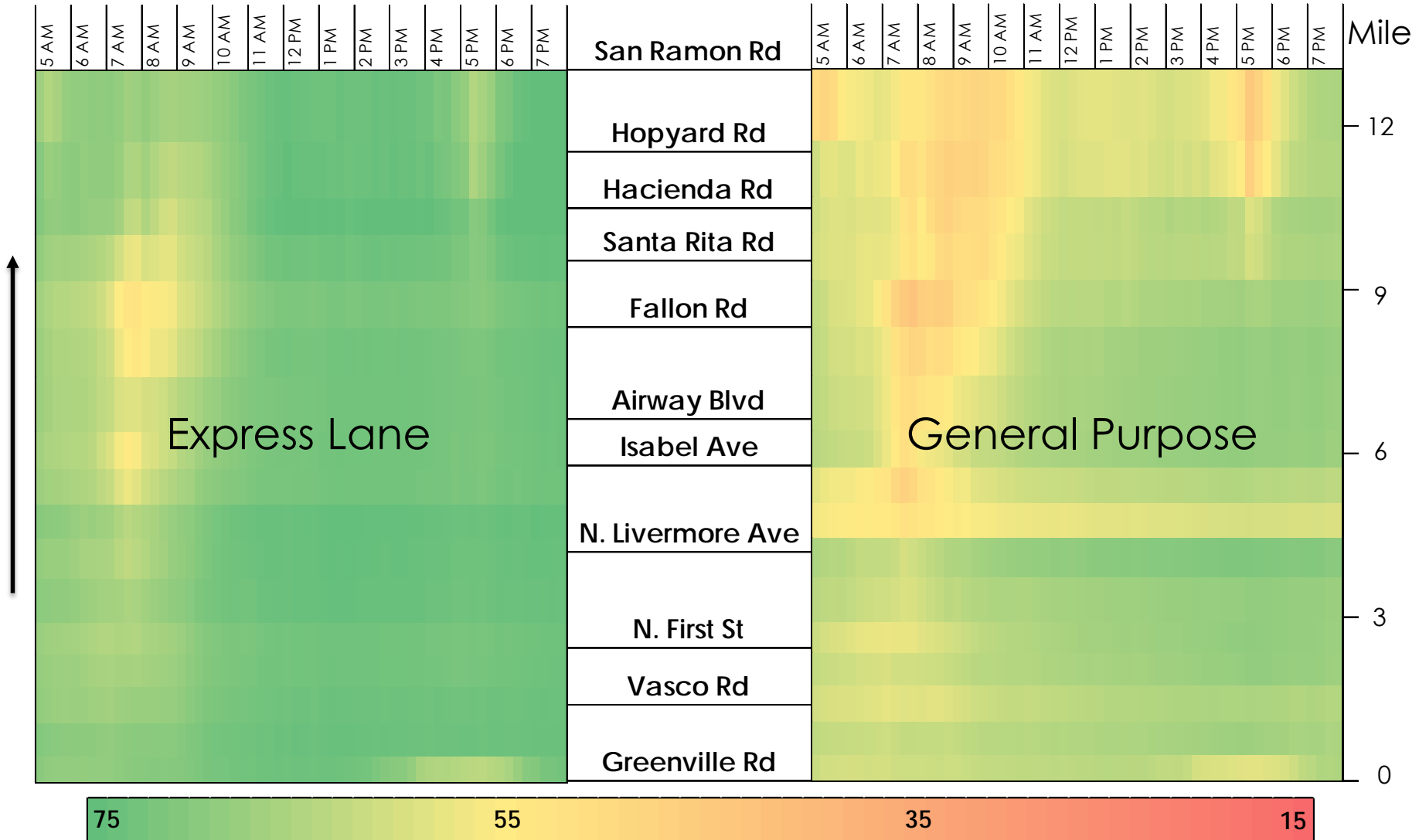
No entry/exit from westbound express lane from Hacienda to end.

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

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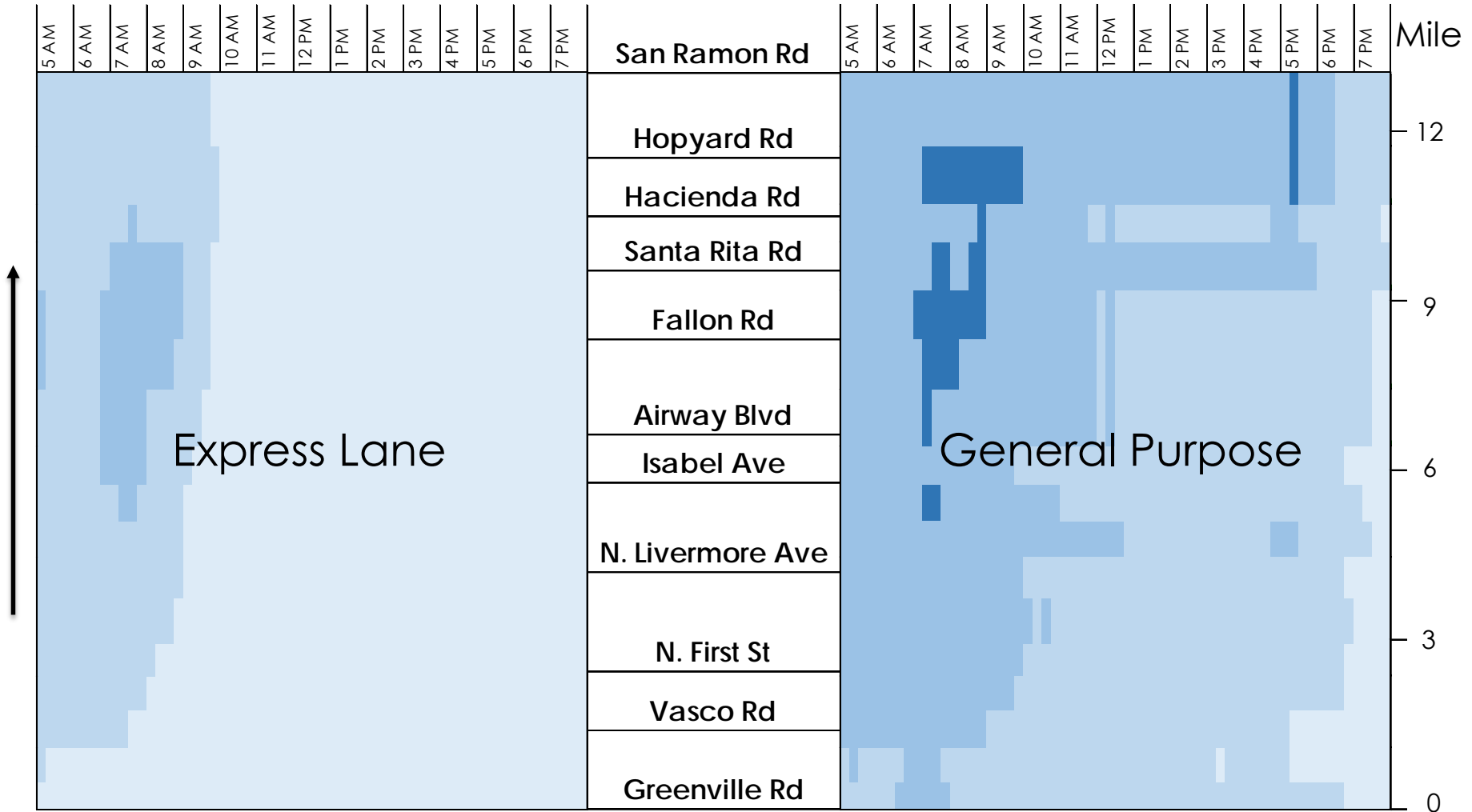
Westbound I-580 Corridor Speed Heat Maps 6.2B

Monday-Friday, January 2017 – June 2017



Westbound I-580 Corridor Density Heat Maps

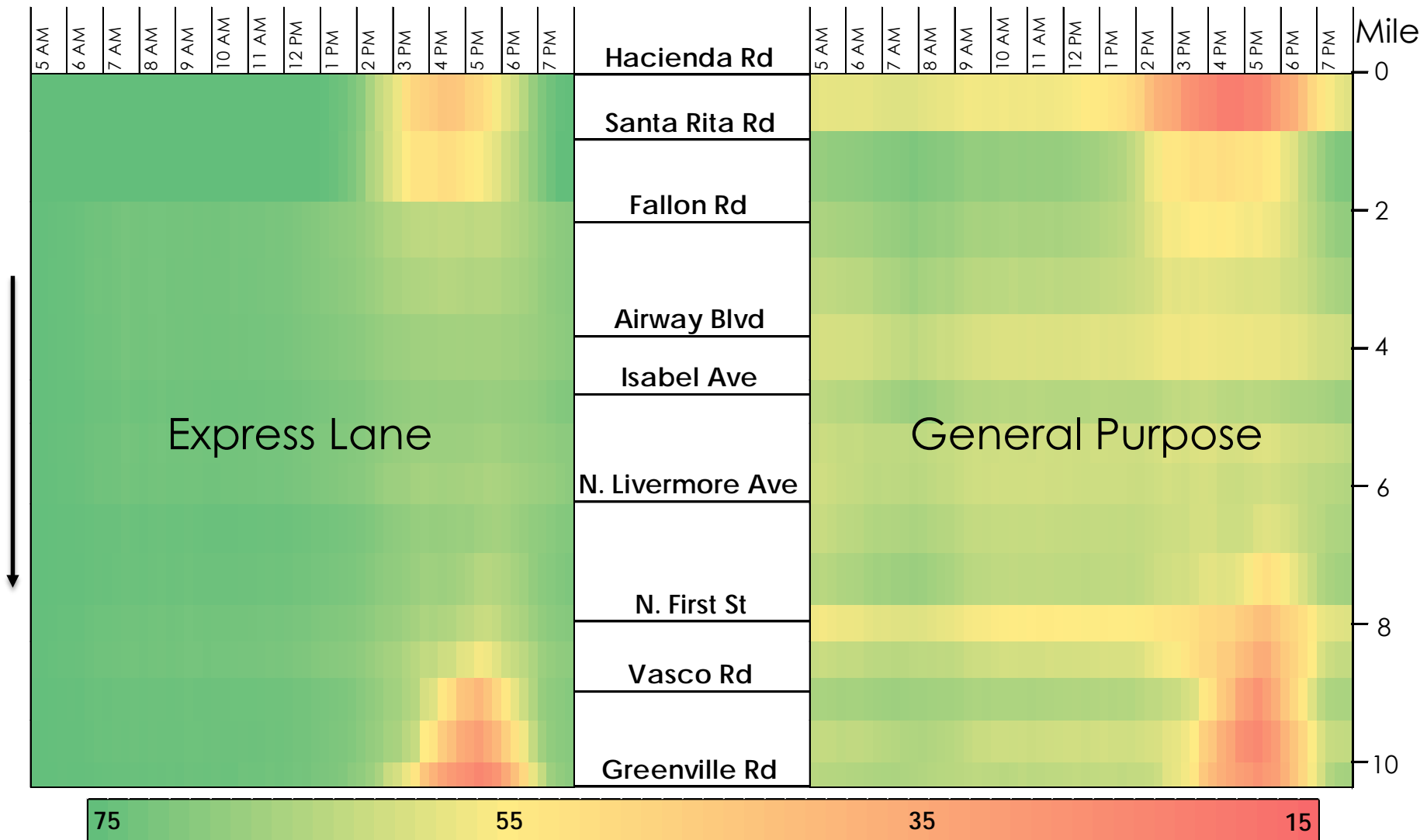
Monday-Friday, January 2017 – June 2017



LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
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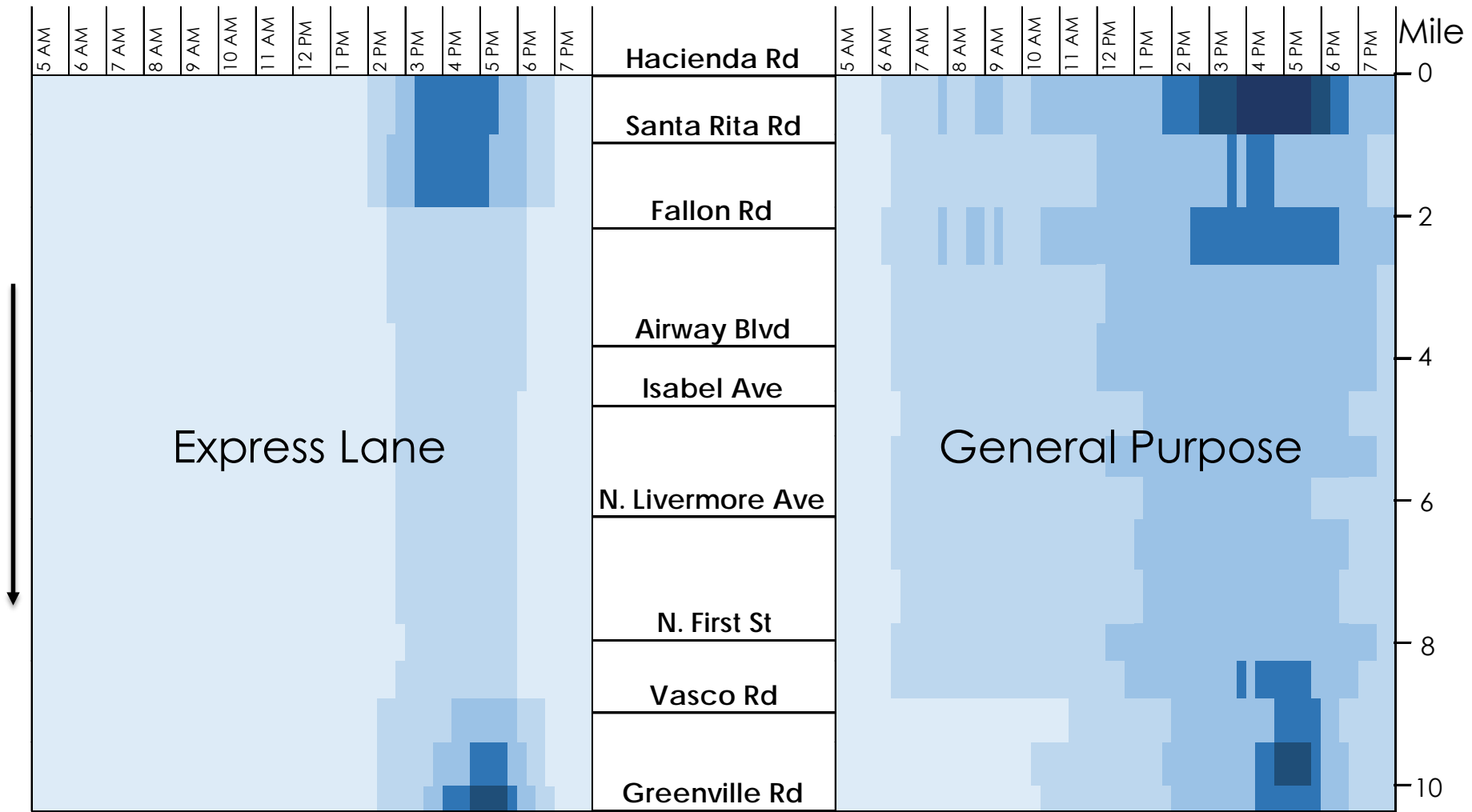
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, February 2017 – July 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, January 2017 – June 2017





Memorandum

6.3

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DATE: September 21, 2017

SUBJECT: FY2016-17 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act

RECOMMENDATION: Receive the FY2016-17 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act.

Summary

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

California Government Code section 935.4 states:

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

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

Background

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

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Report on Claims Acted Upon by Staff under the Government Claims Act
April 1, 2017 – June 30, 2017

Staff Contact

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

**Claims Acted Upon by Staff Under the Government Claim Act
April 1, 2017 - June 30, 2017**

Claimant	Submitted By	Received Date	Amount	Action Taken	Date	Notes
Allison F. Walton	Jenny & Jenny, LLP	June 14, 2017	\$9,986.90	Claim Rejected due to insufficient information.	June 27, 2017	Claim failed to identify a specific date of the occurrence giving rise to the claim or to identify a place of the occurrence as required by the Government Claims Act. Caltrans is carrying out this project, not Alameda CTC.

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Memorandum

6.4

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

DATE: September 21, 2017

SUBJECT: Alameda CTC FY2016-17 Year-End Unaudited Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2016-17 Year-End Unaudited Investment Report.

Summary

Alameda CTC's investments are in compliance with the Agency's investment policy and the portfolios have met the benchmark goals on a yield to maturity basis for the quarter. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

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, 2017. The report also shows balances as of June 30, 2016 for comparison purposes. The *Portfolio Review for Quarter Ending June 30, 2017* (Attachment B), prepared by GenSpring, provides a review and outlook of current market conditions, an investment strategy to maximize return without compromising safety and liquidity, and an overview of the strategy used to develop the bond portfolios.

Portfolio Highlights

The following are key highlights of cash and investment information as of June 30, 2017:

- As of June 30, 2017, total cash and investments held by the Alameda CTC was \$460.1 million, an increase of \$41.1 million or 9.8 percent over June 30, 2016 mostly related to Measure BB sales tax collections.
- Compared to prior year-end balances:
 - The 1986 Measure B investment balance decreased \$4.1 million or 3.0 percent due to capital projects expenditures.
 - The 2000 Measure B investment balance increased \$5.5 million or 3.5 percent, in large part due to an accumulation of sales tax revenues primarily in the debt service fund which has been set aside to pay the principal and interest payments due on outstanding bonds in September 2017 and March 2018.

- The 2014 Measure BB investment balance increased \$32.5 million or 49.4 percent mostly due to the accumulation of funds as Alameda CTC continues efforts to finalize contracts for construction projects in addition to working with member agencies to put required agreements in place for Measure BB discretionary projects.
- The Non-Sales Tax investment balance increased \$7.2 million or 12.3 percent primarily due to the reimbursement of grant funds which outpaced expenditures during the third quarter as non-sales tax capital projects wind down.

Investment yields have decreased slightly with the approximate average return on investments through the fourth quarter at 0.46 percent compared to the prior year's average return of 0.52 percent. This decrease is due to a significant negative GASB 31 adjustment required at year-end which is not a realized loss. Return on investments were projected for the FY2016-17 budget year at varying rates ranging from 0.2 - 0.7 percent depending on investment type.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of June 30, 2017
- B. Portfolio Review for Quarter Ending June 30, 2017 (provided by GenSpring)
- C. Fixed Income Portfolio as of June 30, 2017

Staff Contacts

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

[Lily Balinton](#), Director of Finance

[Yoana Navarro](#), Accounting Manager

Alameda CTC Consolidated Investment Report As of June 30, 2017							
1986 Measure B	Un-Audited		Interest Earned			FY 2015-2016	
			As of June 30, 2017			Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	\$ 1,408,153	\$ 3,139	0.22%			\$ 2,924,961	8,766
State Treasurer Pool (LAIF) ⁽¹⁾	8,870,047	60,947	0.69%			11,813,529	66,495
Investment Advisor ^{(1) (2)}	114,869,946	440,961	0.38%			114,550,807	848,350
Loan to Non-Sales Tax General Fund	10,000,000	-	-			10,000,000	-
1986 Measure B Total	\$ 135,148,145	\$ 505,047	0.37%	\$ 210,000	\$ 295,047	\$ 139,289,297	\$ 923,611
						<i>Approx. ROI</i>	<i>0.66%</i>
2000 Measure B	Un-Audited		Interest Earned			FY 2015-2016	
			As of June 30, 2017			Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	\$ 10,111,276	\$ 6,716	0.07%			\$ 6,165,527	\$ 15,678
State Treasurer Pool (LAIF) ⁽¹⁾	30,080,706	150,261	0.50%			29,950,590	125,025
Investment Advisor ^{(1) (2)}	105,179,502	524,229	0.50%			96,790,098	559,614
2014 Series A Bond Project Fund ⁽¹⁾	1,157	2,294	0.10%			5,779,115	28,731
2014 Series A Bond Interest Fund ⁽¹⁾	3,523,504	29,420	0.83%			9,183,098	82,602
2014 Series A Bond Principal Fund ⁽¹⁾	7,154,278	38,315	0.54%			-	-
Project Deferred Revenue ^{(1) (3)}	5,084,680	46,023	0.91%			7,757,967	36,354
2000 Measure B Total	\$ 161,135,104	\$ 797,258	0.49%	\$ 440,000	\$ 357,258	\$ 155,626,395	\$ 848,003
						<i>Approx. ROI</i>	<i>0.54%</i>
2014 Measure BB	Un-Audited		Interest Earned			FY 2015-2016	
			As of June 30, 2017			Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	\$ 7,207,912	\$ 10,950	0.15%			\$ 12,751,139	\$ 33,307
State Treasurer Pool (LAIF) ⁽¹⁾	61,126,500	317,549	0.52%			53,076,601	133,117
Investment Advisor ^{(1) (2)}	30,036,879	119,911	0.40%			-	-
2014 Measure BB Total	\$ 98,371,291	\$ 448,409	0.46%	\$ 220,000	\$ 228,409	\$ 65,827,740	\$ 166,424
						<i>Approx. ROI</i>	<i>0.25%</i>
Non-Sales Tax	Un-Audited		Interest Earned			FY 2015-2016	
			As of June 30, 2017			Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	\$ 7,411,637	\$ 17,508	0.24%			\$ 20,552,837	\$ 34,696
State Treasurer Pool (LAIF) ⁽¹⁾	46,456,536	295,646	0.64%			33,621,829	132,922
California Asset Management Program (CAMP)	14,014,683	14,683	0.10%			-	-
Project Deferred Revenue ^{(1) (4)}	7,586,899	59,757	0.79%			14,133,566	68,462
Loan from 1986 Measure B	(10,000,000)	-	-			(10,000,000)	-
Non-Sales Tax Total	\$ 65,469,754	\$ 387,594	0.59%	\$ 105,000	\$ 282,594	\$ 58,308,232	\$ 236,079
						<i>Approx. ROI</i>	<i>0.40%</i>
Alameda CTC TOTAL	\$ 460,124,294	\$ 2,138,309	0.46%	\$ 975,000	\$ 1,163,309	\$ 419,051,665	\$ 2,174,117

Notes:

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

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***Alameda County Transportation Commission
Portfolio Review for the Quarter Ending
June 30, 2017***

Fixed Income Market Review and Outlook

U.S. economic data progressively firmed, rebounding from the softness of the first quarter of 2017. Most of the labor-related indicators, including the unemployment rate and weekly initial jobless claims, continued to hover near their lowest of the cycle.

The Federal Reserve raised its target overnight rate in June by 0.25%—its third quarter-point move since December—yet yields were down over that span.

The 10-year US Treasury yield ended June at 2.30%, up for the month though nearly all of it came in the last week. Yields for shorter maturities also rose, such as the 2-year US Treasury, while yields for the longer maturities fell for a third straight month.

Higher quality bonds suffered during June with US core bonds down modestly, while corporate and high yield bonds outperformed. Yet, most bond indices notched solid returns for the second quarter of 2017. Non-US bonds were also down modestly during June, but had a strong second quarter.

Portfolio Allocation

As of the end of the quarter, the consolidated Alameda CTC portfolio consisted of 38.2% US Government Agency securities, 37.6% US Treasury securities, 23.6% High Grade Corporate Bonds and 0.6% of cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending June 30, 2017 the Alameda CTC portfolio continues to have one compliance item of note which is expected to remain through the maturity of the bond in July 2017;

Anheuser Busch bonds were purchased for both the 1986 Measure B and the 2000 Measure B investment portfolios in May of 2015. The invested amounts are \$3,000,000 in each account. The security has a maturity date of 7/15/17. The credit ratings at the time of purchase were A2/A by Moody's and S&P, respectively. In part due to a proposed merger, the security's credit rating was downgraded to A3 by Moody's and A- by S&P. Based on the

credit outlook and strong fundamentals, we recommend that Alameda CTC continue to hold the security, and the Alameda CTC investment officer agreed.

Budget Impact

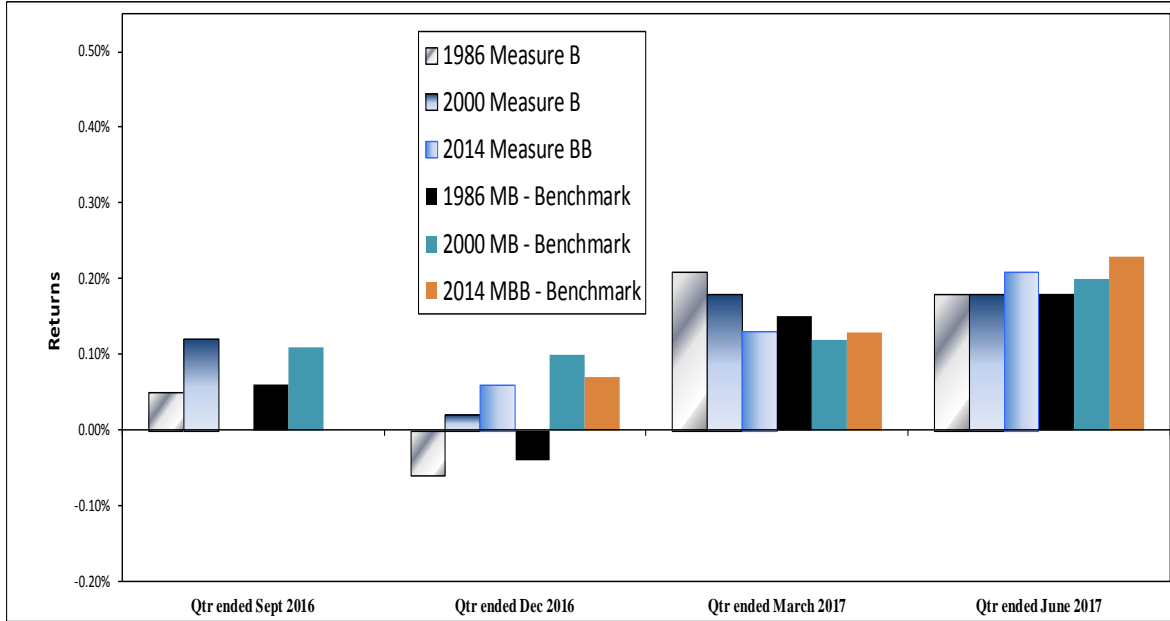
The portfolio's performance is reported on a total return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. For the quarter ending June 30, 2017, the 1986 Measure B portfolio returned **0.18%**. This compares to the benchmark return of **0.18%**. For the quarter ending June 30, 2017, the 2000 Measure B portfolio returned **0.18%**. This compares to the benchmark return of **0.20%**. For the quarter ending June 30, 2017, the 2014 Measure BB portfolio returned **0.21%**. This compares to the benchmark return of **0.23%**. 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, 2017, the 1986 Measure B portfolio's yield to maturity or call was **1.33%**. The benchmark's yield to maturity was **1.22%**. For the quarter ending June 30, 2017, the 2000 Measure B portfolio's yield to maturity or call was **1.14%**. The benchmark's yield to maturity was **1.13%**. For the quarter ending June 30, 2017, the 2014 Measure BB portfolio's yield to maturity or call was **1.18%**. The benchmark's yield to maturity was **1.06%**.

Alameda CTC

Quarterly Review - Account vs. Benchmark

Rolling 4 Quarters



Trailing 12 Months	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Trailing 12 Months
MONTHLY PERFORMANCE DATA													
1986 Measure B	0.02%	-0.02%	0.05%	0.03%	-0.15%	0.06%	0.12%	0.08%	0.01%	0.09%	0.08%	0.01%	0.38%
2000 Measure B	0.04%	0.03%	0.05%	0.04%	-0.08%	0.06%	0.10%	0.07%	0.01%	0.08%	0.06%	0.04%	0.50%
2014 Measure BB					0.00%	0.06%	0.09%	0.04%	0.00%	0.07%	0.07%	0.07%	0.40%
Benchmark - 1986 MB ¹	0.01%	-0.05%	0.10%	0.01%	-0.10%	0.05%	0.11%	0.07%	-0.03%	0.09%	0.06%	0.03%	0.35%
Benchmark - 2000 MB ²	0.03%	-0.01%	0.09%	0.04%	0.01%	0.05%	0.10%	0.06%	-0.04%	0.08%	0.04%	0.08%	0.53%
Benchmark - 2014 MBB ³					0.02%	0.05%	0.07%	0.06%	0.00%	0.08%	0.06%	0.09%	0.43%

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

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

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

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

Bond Portfolios

The Bond portfolios, including the Interest, Project and Principal Funds, were originally invested by buying allowable high grade fixed income securities. As of June 30, 2017 the average life of the cash flows for the Interest Fund was roughly 0.20 years, the average life of the cash flows of the Project Fund was anticipated to be approximately 1 week, and the average life of the cash flows of the Principal Fund was 0.50 years.

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 **1.14%**, the Project Fund portfolio's yield to maturity was **0.86%** (the current money market fund yield), and the Principal Fund portfolio's yield to maturity was **0.91%**. By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the month would yield approximately **1.00%**, **0.70%**, and **1.11%** respectively.

For the quarter ending June 30, 2017, the Alameda CTC Series 2014 Bonds Interest Fund, Project Fund, and Principal Fund portfolios were invested in compliance with Section 5.11 of the Bond Indenture dated February 1, 2014.

GenSpring has prepared this customized report regarding your portfolio based on sources we believe to be reliable and accurate. We have relied upon and assumed without independent verification, the accuracy and completeness of all information from public sources. This report is not intended to replace your custodial statements, which should be considered your official record for all pertinent account information. While this report is provided in a different format from your custodian, and may vary in content and scope, you should compare the asset information to that of your custody statement. The data herein is unaudited. Views and opinions are current as of the date of the report and are subject to change. Past performance is not indicative of future results.

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
June 30, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,169,529.03		1,169,529.03		1,169,529.03	1.02		0.0
	pendingcash	PENDING SETTLEMENT				1,385.66		1,385.66		1,385.66	0.00		0.0
						1,170,914.69		1,170,914.69		1,170,914.69	1.02		0.0
CORPORATE BONDS													
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE	A3	A-	100.78	3,023,430.00	99.99	2,999,739.00	19,020.83	3,018,759.83	2.61	1.57	0.0
		1.375% Due 07-15-17											
1,000,000.0000	911312ap1	UNITED PARCEL SERVICE INC	A1	A+	100.33	1,003,320.00	99.94	999,386.00	2,812.50	1,002,198.50	0.87	1.36	0.3
		1.125% Due 10-01-17											
2,500,000.0000	713448db1	PEPSICO INC	A1	A+	100.05	2,501,250.00	99.89	2,497,317.50	5,416.67	2,502,734.17	2.17	1.37	0.3
		1.000% Due 10-13-17											
2,500,000.0000	458140a4	INTEL CORP	A1	A+	100.55	2,513,750.00	99.98	2,499,387.50	1,500.00	2,500,887.50	2.18	1.40	0.5
		1.350% Due 12-15-17											
1,700,000.0000	05531fam5	BB&T CORPORATION	A2	A-	99.52	1,691,806.00	99.95	1,699,126.20	11,571.81	1,710,698.01	1.48	1.55	0.5
		1.450% Due 01-12-18											
1,000,000.0000	166764av2	CHEVRON CORP NEW	AA2	AA-	99.72	997,200.00	99.97	999,744.00	4,512.08	1,004,256.08	0.87	1.40	0.7
		1.365% Due 03-02-18											
2,500,000.0000	594918as3	MICROSOFT CORP	AAA	AAA	99.70	2,492,500.00	99.70	2,492,585.00	4,166.67	2,496,751.67	2.17	1.36	0.8
		1.000% Due 05-01-18											
2,000,000.0000	037833aj9	APPLE INC	AA1	AA+	99.75	1,994,940.00	99.64	1,992,750.00	3,222.22	1,995,972.22	1.73	1.43	0.8
		1.000% Due 05-03-18											
1,000,000.0000	58933yag0	MERCK & CO INC	A1	AA	100.05	1,000,510.00	99.90	998,950.00	1,552.78	1,000,502.78	0.87	1.42	0.9
		1.300% Due 05-18-18											
2,000,000.0000	717081dw0	PFIZER INC	A1	AA	99.92	1,998,360.00	99.81	1,996,260.00	2,000.00	1,998,260.00	1.74	1.41	0.9
		1.200% Due 06-01-18											
1,000,000.0000	89236tcp8	TOYOTA MOTOR CREDIT CORP	AA3	AA-	100.08	1,000,807.00	100.17	1,001,744.00	7,233.33	1,008,977.33	0.87	1.38	1.0
		1.550% Due 07-13-18											
1,000,000.0000	478160br4	JOHNSON & JOHNSON	AAA	AAA	99.64	996,390.00	99.47	994,743.00	3,750.00	998,493.00	0.87	1.44	1.6
		1.125% Due 03-01-19											
1,000,000.0000	06406hcr8	BANK NEW YORK MTN BK ENT	A1	A	100.85	1,008,470.00	100.68	1,006,809.00	7,150.00	1,013,959.00	0.88	1.79	1.6
		2.200% Due 03-04-19											
2,000,000.0000	084664cg4	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	100.29	2,005,840.00	100.24	2,004,754.00	10,011.11	2,014,765.11	1.75	1.56	1.7
		1.700% Due 03-15-19											
2,000,000.0000	191216bv1	COCA COLA CO	AA3	AA-	99.85	1,997,040.00	99.61	1,992,120.00	2,368.06	1,994,488.06	1.73	1.58	1.9
		1.375% Due 05-30-19											
						26,225,613.00		26,175,415.20	86,288.06	26,261,703.26	22.79	1.47	0.8
GOVERNMENT BONDS													
3,000,000.0000	912828tg5	UNITED STATES TREAS NTS	AAA	AA+	99.93	2,997,890.64	99.97	2,999,115.00	6,256.91	3,005,371.91	2.61	0.84	0.1
		0.500% Due 07-31-17											
2,000,000.0000	3130a6sw8	FEDERAL HOME LOAN BANKS	AAA	AA+	99.97	1,999,340.00	99.91	1,998,234.00	666.67	1,998,900.67	1.74	1.19	0.5
		1.000% Due 12-19-17											
3,000,000.0000	912828hr4	UNITED STATES TREAS NTS	AAA	AA+	105.50	3,164,882.82	101.41	3,042,195.00	39,666.67	3,081,861.67	2.65	1.23	0.6
		3.500% Due 02-15-18											
2,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP	AAA	AA+	99.52	1,990,460.00	99.74	1,994,822.00	5,541.67	2,000,363.67	1.74	1.25	0.7
		0.875% Due 03-07-18											
3,000,000.0000	912828qb9	UNITED STATES TREAS NTS	AAA	AA+	104.16	3,124,921.89	101.17	3,035,157.00	21,802.08	3,056,959.08	2.64	1.30	0.7
		2.875% Due 03-31-18											

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
June 30, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
2,500,000.0000	3130a4gj5	FEDERAL HOME LOAN BANKS 1.125% Due 04-25-18	AAA	AA+	100.02	2,500,500.00	99.89	2,497,267.50	5,156.25	2,502,423.75	2.17	1.26	0.8
6,000,000.0000	912828xa3	UNITED STATES TREAS NTS 1.000% Due 05-15-18	AAA	AA+	100.48	6,029,062.50	99.76	5,985,468.00	7,663.04	5,993,131.04	5.21	1.28	0.9
5,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	100.20	5,010,000.00	99.66	4,982,900.00	4,861.11	4,987,761.11	4.34	1.26	0.9
2,500,000.0000	912828qq6	UNITED STATES TREAS NTS 2.375% Due 05-31-18	AAA	AA+	103.19	2,579,687.50	100.96	2,524,022.50	5,112.85	2,529,135.35	2.20	1.32	0.9
5,000,000.0000	3137eabp3	FEDERAL HOME LN MTG CORP 4.875% Due 06-13-18	AAA	AA+	106.92	5,346,000.00	103.37	5,168,415.00	12,187.50	5,180,602.50	4.50	1.31	0.9
5,000,000.0000	3135g0e33	FEDERAL NATL MTG ASSN 1.125% Due 07-20-18	AAA	AA+	100.57	5,028,500.00	99.80	4,989,900.00	25,156.25	5,015,056.25	4.34	1.32	1.0
3,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	2,989,500.00	99.22	2,976,744.00	7,500.00	2,984,244.00	2.59	1.34	1.1
2,500,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	101.40	2,535,066.98	100.23	2,505,665.00	12,533.97	2,518,198.97	2.18	1.30	1.1
5,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	5,104,000.00	100.62	5,031,220.00	26,822.92	5,058,042.92	4.38	1.36	1.2
5,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	5,059,001.10	100.04	5,001,955.00	17,281.42	5,019,236.42	4.35	1.34	1.2
3,000,000.0000	3137eacd7	FEDERAL HOME LN MTG CORP 0.875% Due 10-12-18	AAA	AA+	99.85	2,995,620.00	99.39	2,981,712.00	5,760.42	2,987,472.42	2.60	1.36	1.3
3,000,000.0000	3136g0x22	FEDERAL NATL MTG ASSN 1.000% Due 10-29-18	AAA	AA+	100.06	3,001,740.00	99.55	2,986,485.00	5,166.67	2,991,651.67	2.60	1.34	1.3
4,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	101.77	4,070,625.00	100.56	4,022,344.00	11,793.48	4,034,137.48	3.50	1.33	1.3
1,970,000.0000	313376br5	FEDERAL HOME LOAN BANKS 1.750% Due 12-14-18	AAA	AA+	100.85	1,986,745.00	100.54	1,980,614.36	1,627.99	1,982,242.35	1.72	1.37	1.4
1,300,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	1,300,000.00	99.85	1,298,070.80	710.38	1,298,781.18	1.13	1.35	1.4
1,590,000.0000	912828b33	UNITED STATES TREAS NTS 1.500% Due 01-31-19	AAA	AA+	100.38	1,596,024.61	100.20	1,593,229.29	10,003.75	1,603,233.04	1.39	1.37	1.6
1,950,000.0000	912828c24	UNITED STATES TREAS NTS 1.500% Due 02-28-19	AAA	AA+	100.66	1,962,796.88	100.21	1,954,036.50	9,776.49	1,963,812.99	1.70	1.37	1.6
1,500,000.0000	912828sh4	UNITED STATES TREAS NTS 1.375% Due 02-28-19	AAA	AA+	100.13	1,501,933.59	100.01	1,500,175.50	6,893.68	1,507,069.18	1.31	1.37	1.6
5,000,000.0000	912828sn1	UNITED STATES TREAS NTS 1.500% Due 03-31-19	AAA	AA+	100.29	5,014,453.15	100.24	5,011,915.00	18,852.46	5,030,767.46	4.36	1.36	1.7
3,500,000.0000	912828st8	UNITED STATES TREAS NTS 1.250% Due 04-30-19	AAA	AA+	99.89	3,496,308.59	99.75	3,491,390.00	7,413.19	3,498,803.19	3.04	1.39	1.8
4,000,000.0000	3130abf92	FEDERAL HOME LOAN BANKS 1.375% Due 05-28-19	AAA	AA+	99.96	3,998,360.00	99.89	3,995,720.00	7,486.11	4,003,206.11	3.48	1.43	1.9
2,000,000.0000	3137eacb1	FEDERAL HOME LN MTG CORP 0.875% Due 07-19-19	AAA	AA+	98.91	1,978,200.00	98.81	1,976,166.00	7,875.00	1,984,041.00	1.72	1.47	2.0
						88,361,620.25		87,524,938.45	291,568.92	87,816,507.37	76.19	1.31	1.2
TOTAL PORTFOLIO						115,758,147.94		114,871,268.34	377,856.97	115,249,125.31	100.00	1.33	1.1

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
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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				250,907.99		250,907.99		250,907.99	0.24		0.0
	pendingcash	PENDING SETTLEMENT				1,396.61		1,396.61		1,396.61	0.00		0.0
						252,304.60		252,304.60		252,304.60	0.24		0.0
CORPORATE BONDS													
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE	A3	A-	100.78	3,023,430.00	99.99	2,999,739.00	19,020.83	3,018,759.83	2.85	1.57	0.0
		1.375% Due 07-15-17											
1,000,000.0000	48126eaa5	JPMORGAN CHASE & CO	A3	A-	100.77	1,007,690.00	100.07	1,000,710.00	7,555.56	1,008,265.56	0.95	1.42	0.1
		2.000% Due 08-15-17											
1,500,000.0000	06406hce7	BANK NEW YORK MTN BK ENT	A1	A	100.29	1,504,380.00	99.93	1,498,980.00	8,450.00	1,507,430.00	1.43	1.42	0.6
		1.300% Due 01-25-18											
1,500,000.0000	459200hk0	INTERNATIONAL BUSINESS MACHS	A1	A+	100.03	1,500,390.00	99.96	1,499,430.00	7,447.92	1,506,877.92	1.43	1.31	0.6
		1.250% Due 02-08-18											
1,500,000.0000	36962g6w9	GENERAL ELEC CAP CORP MTN BE	A1	AA-	100.35	1,505,235.00	100.16	1,502,326.50	6,026.04	1,508,352.54	1.43	1.42	0.7
		1.625% Due 04-02-18											
2,000,000.0000	68389xac9	ORACLE CORP	A1	AA-	104.21	2,084,120.00	103.17	2,063,492.00	24,277.78	2,087,769.78	1.96	1.69	0.8
		5.750% Due 04-15-18											
3,000,000.0000	037833aj9	APPLE INC	AA1	AA+	99.75	2,992,410.00	99.64	2,989,125.00	4,833.33	2,993,958.33	2.84	1.43	0.8
		1.000% Due 05-03-18											
2,000,000.0000	89236tcp8	TOYOTA MOTOR CREDIT CORP	AA3	AA-	100.15	2,002,900.00	100.17	2,003,488.00	14,466.67	2,017,954.67	1.90	1.38	1.0
		1.550% Due 07-13-18											
1,000,000.0000	084664by6	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	101.50	1,015,000.00	100.48	1,004,814.00	7,555.56	1,012,369.56	0.96	1.57	1.1
		2.000% Due 08-15-18											
1,000,000.0000	25468pdd5	DISNEY WALT CO MTNS BE	A2	A+	100.67	1,006,670.00	99.99	999,891.00	4,333.33	1,004,224.33	0.95	1.51	1.2
		1.500% Due 09-17-18											
1,000,000.0000	07330nad7	BB&T BRH BKG & TR CO GLOBAL BK	A1	A	101.67	1,016,700.00	100.64	1,006,364.00	4,855.56	1,011,219.56	0.96	1.80	1.3
		2.300% Due 10-15-18											
1,000,000.0000	291011ax2	EMERSON ELEC CO	A2	A	108.13	1,081,300.00	104.41	1,044,115.00	11,083.33	1,055,198.33	0.99	1.78	1.2
		5.250% Due 10-15-18											
2,000,000.0000	191216bf6	COCA COLA CO	AA3	AA-	100.58	2,011,540.00	100.25	2,004,910.00	5,500.00	2,010,410.00	1.91	1.46	1.3
		1.650% Due 11-01-18											
1,000,000.0000	594918bf0	MICROSOFT CORP	AAA	AAA	99.93	999,280.00	99.84	998,411.00	2,094.44	1,000,505.44	0.95	1.42	1.3
		1.300% Due 11-03-18											
2,000,000.0000	69353rch9	PNC BK N A PITTSBURGH PA	A2	A	100.72	2,014,360.00	100.54	2,010,762.00	18,700.00	2,029,462.00	1.91	1.85	1.5
		2.200% Due 01-28-19											
1,500,000.0000	713448de5	PEPSICO INC	A1	A+	100.15	1,502,295.00	99.86	1,497,841.50	8,062.50	1,505,904.00	1.42	1.59	1.6
		1.500% Due 02-22-19											
						26,267,700.00		26,124,399.00	154,262.85	26,278,661.85	24.84	1.54	0.9
GOVERNMENT BONDS													
4,000,000.0000	3135g0zl0	FEDERAL NATL MTG ASSN	AAA	AA+	100.32	4,012,960.00	99.97	3,998,980.00	10,444.44	4,009,424.44	3.80	1.10	0.2
		1.000% Due 09-27-17											
5,000,000.0000	3137eadl0	FEDERAL HOME LN MTG CORP	AAA	AA+	100.32	5,015,900.00	99.98	4,998,825.00	12,777.78	5,011,602.78	4.75	1.09	0.2
		1.000% Due 09-29-17											
5,000,000.0000	912828m72	UNITED STATES TREAS NTS	AAA	AA+	99.99	4,999,414.05	99.90	4,994,800.00	3,705.60	4,998,505.60	4.75	1.12	0.4
		0.875% Due 11-30-17											
2,000,000.0000	3137eadx4	FEDERAL HOME LN MTG CORP	AAA	AA+	100.35	2,007,000.00	99.92	1,998,472.00	888.89	1,999,360.89	1.90	1.17	0.5
		1.000% Due 12-15-17											

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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	912828ue8	UNITED STATES TREAS NTS 0.750% Due 12-31-17	AAA	AA+	99.84	4,992,187.50	99.80	4,989,975.00	104.17	4,990,079.17	4.74	1.15	0.5
2,500,000.0000	912828pt1	UNITED STATES TREAS NTS 2.625% Due 01-31-18	AAA	AA+	100.95	2,523,632.83	100.83	2,520,712.50	27,373.96	2,548,086.46	2.40	1.20	0.6
3,000,000.0000	3135g0tg8	FEDERAL NATL MTG ASSN 0.875% Due 02-08-18	AAA	AA+	99.80	2,993,970.00	99.81	2,994,150.00	10,427.08	3,004,577.08	2.85	1.20	0.6
1,200,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AA+	105.50	1,265,953.13	101.41	1,216,878.00	15,866.67	1,232,744.67	1.16	1.23	0.6
3,000,000.0000	313378a43	FEDERAL HOME LOAN BANKS 1.375% Due 03-09-18	AAA	AA+	100.35	3,010,350.00	100.10	3,003,003.00	12,833.33	3,015,836.33	2.86	1.23	0.7
2,000,000.0000	912828q45	UNITED STATES TREAS NTS 0.875% Due 03-31-18	AAA	AA+	100.20	2,003,984.38	99.72	1,994,300.00	4,398.91	1,998,698.91	1.90	1.26	0.7
4,900,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	101.95	4,995,320.34	101.17	4,957,423.10	35,610.07	4,993,033.17	4.71	1.30	0.7
1,525,000.0000	912828qg8	UNITED STATES TREAS NTS 2.625% Due 04-30-18	AAA	AA+	101.66	1,550,376.96	101.09	1,541,619.45	6,744.40	1,548,363.85	1.47	1.31	0.8
4,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	99.90	3,996,036.00	99.66	3,986,320.00	3,888.89	3,990,208.89	3.79	1.26	0.9
2,000,000.0000	3137eabp3	FEDERAL HOME LN MTG CORP 4.875% Due 06-13-18	AAA	AA+	106.92	2,138,400.00	103.37	2,067,366.00	4,875.00	2,072,241.00	1.97	1.31	0.9
2,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	1,993,000.00	99.22	1,984,496.00	5,000.00	1,989,496.00	1.89	1.34	1.1
4,000,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	100.83	4,033,209.84	100.23	4,009,064.00	20,054.35	4,029,118.35	3.81	1.30	1.1
3,000,000.0000	313375k48	FEDERAL HOME LOAN BANKS 2.000% Due 09-14-18	AAA	AA+	101.15	3,034,449.00	100.74	3,022,248.00	17,833.33	3,040,081.33	2.87	1.38	1.2
2,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	2,041,600.00	100.62	2,012,488.00	10,729.17	2,023,217.17	1.91	1.36	1.2
3,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	3,035,400.66	100.04	3,001,173.00	10,368.85	3,011,541.85	2.85	1.34	1.2
4,000,000.0000	3135g0e58	FEDERAL NATL MTG ASSN 1.125% Due 10-19-18	AAA	AA+	99.79	3,991,720.00	99.69	3,987,560.00	9,000.00	3,996,560.00	3.79	1.37	1.3
3,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	102.00	3,059,892.87	100.56	3,016,758.00	8,845.11	3,025,603.11	2.87	1.33	1.3
3,750,000.0000	912828wd8	UNITED STATES TREAS NTS 1.250% Due 10-31-18	AAA	AA+	100.32	3,762,031.26	99.88	3,745,612.50	7,897.42	3,753,509.92	3.56	1.34	1.3
3,500,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	3,500,000.00	99.85	3,494,806.00	1,912.57	3,496,718.57	3.32	1.35	1.4
3,000,000.0000	3135g0h63	FEDERAL NATL MTG ASSN 1.375% Due 01-28-19	AAA	AA+	100.23	3,006,858.00	99.99	2,999,589.00	17,531.25	3,017,120.25	2.85	1.38	1.5
2,250,000.0000	3135g0za4	FEDERAL NATL MTG ASSN 1.875% Due 02-19-19	AAA	AA+	101.36	2,280,559.50	100.77	2,267,428.50	15,468.75	2,282,897.25	2.16	1.39	1.6
						79,244,206.32		78,804,047.05	274,579.98	79,078,627.03	74.92	1.26	0.9
TOTAL PORTFOLIO						105,764,210.92		105,180,750.65	428,842.83	105,609,593.48	100.00	1.33	0.9

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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				44,523.48		44,523.48		44,523.48	0.15		0.0
	pendingcash	PENDING SETTLEMENT				438.57		438.57		438.57	0.00		0.0
						44,962.05		44,962.05		44,962.05	0.15		0.0
CORPORATE BONDS													
600,000.0000	713448cw6	PEPSICO INC	A1	A+	100.12	600,720.00	99.99	599,964.00	3,075.00	603,039.00	2.00	1.25	0.0
		1.125% Due 07-17-17											
600,000.0000	89233p6s0	TOYOTA MTR CRD CORP MTN BE	AA3	AA-	100.14	600,864.00	99.98	599,886.00	1,791.67	601,677.67	2.00	1.32	0.3
		1.250% Due 10-05-17											
600,000.0000	68389xan5	ORACLE CORP	A1	AA-	100.14	600,852.00	99.95	599,700.00	1,520.00	601,220.00	2.00	1.37	0.3
		1.200% Due 10-15-17											
600,000.0000	594918ap9	MICROSOFT CORP	AAA	AAA	99.99	599,952.00	99.86	599,169.60	670.83	599,840.43	1.99	1.24	0.4
		0.875% Due 11-15-17											
600,000.0000	478160b17	JOHNSON & JOHNSON	AAA	AAA	100.17	601,008.00	99.93	599,583.60	750.00	600,333.60	2.00	1.30	0.4
		1.125% Due 11-21-17											
600,000.0000	458140a14	INTEL CORP	A1	A+	100.18	601,074.00	99.98	599,853.00	360.00	600,213.00	2.00	1.40	0.5
		1.350% Due 12-15-17											
600,000.0000	037833bn9	APPLE INC	AA1	AA+	100.10	600,594.00	99.96	599,781.60	2,773.33	602,554.93	2.00	1.36	0.6
		1.300% Due 02-23-18											
600,000.0000	084664ce9	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	100.21	601,230.00	100.04	600,235.80	2,755.00	602,990.80	2.00	1.39	0.7
		1.450% Due 03-07-18											
600,000.0000	191216ba7	COCA COLA CO	AA3	AA-	99.92	599,532.00	99.82	598,935.60	1,725.00	600,660.60	1.99	1.39	0.7
		1.150% Due 04-01-18											
300,000.0000	89236tcx1	TOYOTA MOTOR CREDIT CORP	AA3	AA-	99.89	299,655.00	99.80	299,414.40	850.00	300,264.40	1.00	1.46	0.8
		1.200% Due 04-06-18											
300,000.0000	68389xac9	ORACLE CORP	A1	AA-	104.21	312,618.00	103.17	309,523.80	3,641.67	313,165.47	1.03	1.69	0.8
		5.750% Due 04-15-18											
600,000.0000	17275rau6	CISCO SYS INC	A1	AA-	100.29	601,734.00	100.20	601,191.00	440.00	601,631.00	2.00	1.44	0.9
		1.650% Due 06-15-18											
						6,619,833.00		6,607,238.40	20,352.50	6,627,590.90	22.00	1.37	0.5
GOVERNMENT BONDS													
1,500,000.0000	3137eadv8	FEDERAL HOME LN MTG CORP	AAA	AA+	100.08	1,501,170.00	99.99	1,499,856.00	5,218.75	1,505,074.75	4.99	0.99	0.0
		0.750% Due 07-14-17											
1,500,000.0000	3137eadj5	FEDERAL HOME LN MTG CORP	AAA	AA+	100.28	1,504,155.00	100.00	1,499,947.50	6,375.00	1,506,322.50	4.99	1.04	0.1
		1.000% Due 07-28-17											
1,000,000.0000	912828nr7	UNITED STATES TREAS NTS	AAA	AA+	101.34	1,013,359.38	100.11	1,001,149.00	9,906.77	1,011,055.77	3.33	1.02	0.1
		2.375% Due 07-31-17											
1,000,000.0000	912828tg5	UNITED STATES TREAS NTS	AAA	AA+	99.93	999,257.81	99.97	999,705.00	2,085.64	1,001,790.64	3.33	0.84	0.1
		0.500% Due 07-31-17											
1,500,000.0000	3135g0mz3	FEDERAL NATL MTG ASSN	AAA	AA+	99.97	1,499,620.50	99.97	1,499,500.50	4,484.38	1,503,984.88	4.99	1.08	0.2
		0.875% Due 08-28-17											
800,000.0000	3133edxa5	FEDERAL FARM CR BKS	AAA	AA+	100.40	803,176.20	100.02	800,125.60	2,070.00	802,195.60	2.66	1.09	0.3
		1.150% Due 10-10-17											
1,500,000.0000	912828f54	UNITED STATES TREAS NTS	AAA	AA+	100.18	1,502,636.72	99.94	1,499,077.50	2,770.83	1,501,848.33	4.99	1.08	0.3
		0.875% Due 10-15-17											
1,500,000.0000	3130a6lz8	FEDERAL HOME LOAN BANKS	AAA	AA+	99.92	1,498,731.00	99.85	1,497,739.50	1,692.71	1,499,432.21	4.99	1.09	0.3
		0.625% Due 10-26-17											

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700,000.0000	3135g0pq0	FEDERAL NATL MTG ASSN 0.875% Due 10-26-17	AAA	AA+	100.16	701,127.00	99.93	699,505.80	1,105.90	700,611.70	2.33	1.09	0.3
1,000,000.0000	912828pfl	UNITED STATES TREAS NTS 1.875% Due 10-31-17	AAA	AA+	101.18	1,011,796.88	100.25	1,002,506.00	3,158.97	1,005,664.97	3.34	1.12	0.3
1,250,000.0000	912828m72	UNITED STATES TREAS NTS 0.875% Due 11-30-17	AAA	AA+	100.08	1,250,976.56	99.90	1,248,700.00	926.40	1,249,626.40	4.16	1.12	0.4
1,250,000.0000	3130a3hf4	FEDERAL HOME LOAN BANKS 1.125% Due 12-08-17	AAA	AA+	100.31	1,253,875.00	99.97	1,249,630.00	898.44	1,250,528.44	4.16	1.19	0.4
1,150,000.0000	3137eadx4	FEDERAL HOME LN MTG CORP 1.000% Due 12-15-17	AAA	AA+	100.16	1,151,828.50	99.92	1,149,121.40	511.11	1,149,632.51	3.83	1.17	0.5
1,250,000.0000	912828n55	UNITED STATES TREAS NTS 1.000% Due 12-31-17	AAA	AA+	100.15	1,251,855.48	99.92	1,249,021.25	33.97	1,249,055.22	4.16	1.16	0.5
1,000,000.0000	912828pt1	UNITED STATES TREAS NTS 2.625% Due 01-31-18	AAA	AA+	101.36	1,013,632.81	100.83	1,008,285.00	10,949.59	1,019,234.59	3.36	1.20	0.6
1,000,000.0000	912828h94	UNITED STATES TREAS NTS 1.000% Due 02-15-18	AAA	AA+	99.96	999,609.38	99.86	998,596.00	3,756.91	1,002,352.91	3.32	1.22	0.6
1,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP 0.875% Due 03-07-18	AAA	AA+	99.77	997,745.00	99.74	997,411.00	2,770.83	1,000,181.83	3.32	1.25	0.7
1,500,000.0000	912828uz1	UNITED STATES TREAS NTS 0.625% Due 04-30-18	AAA	AA+	99.50	1,492,441.40	99.47	1,492,032.00	1,579.48	1,493,611.48	4.97	1.27	0.8
2,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	99.66	1,993,232.00	99.66	1,993,160.00	1,944.44	1,995,104.44	6.64	1.26	0.9
						23,440,226.62		23,385,069.05	62,240.11	23,447,309.16	77.85	1.13	0.4
TOTAL PORTFOLIO						30,105,021.67		30,037,269.50	82,592.61	30,119,862.11	100.00	1.18	0.4

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Interest Fund
Account # N001UNB2
June 30, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				286,580.72		286,580.72		286,580.72	8.12		0.0
	pendingcash	PENDING SETTLEMENT				180.75		180.75		180.75	0.01		0.0
						286,761.47		286,761.47		286,761.47	8.13		0.0
CORPORATE BONDS													
950,000.0000	478160aq7	JOHNSON & JOHNSON 5.550% Due 08-15-17	AAA	AAA	115.02	1,092,709.00	100.48	954,575.20	19,918.33	974,493.53	27.06	1.65	0.1
GOVERNMENT BONDS													
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	AA+	98.58	1,518,163.28	99.94	1,539,037.50	3,217.05	1,542,254.55	43.62	0.99	0.2
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	AA+	98.00	734,970.70	99.70	747,712.50	1,880.10	749,592.60	21.19	1.21	0.7
						2,253,133.98		2,286,750.00	5,097.15	2,291,847.15	64.82	1.06	0.3
TOTAL PORTFOLIO						3,632,604.45		3,528,086.67	25,015.48	3,553,102.15	100.00	1.14	0.2

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Project Fund
Account # N001UNB3
June 30, 2017

<u>Quantity</u>	<u>Security Symbol</u>	<u>Security</u>	<u>Moody</u>	<u>S & P</u>	<u>Unit Cost</u>	<u>Total Cost</u>	<u>Price</u>	<u>Market Value</u>	<u>Accrued Interest</u>	<u>Total Market Value</u>	<u>Pct Assets</u>	<u>Yield To Mat</u>	<u>Dur-ation</u>
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,157.45		1,157.45		1,157.45	99.93		0.0
	pendingcash	PENDING SETTLEMENT				0.76		0.76		0.76	0.07		0.0
						1,158.21		1,158.21		1,158.21	100.00		0.0
TOTAL PORTFOLIO						1,158.21		1,158.21	0.00	1,158.21	100.00	0.00	0.0

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Alameda CTC 2014 Principal
Account # N001UNB5
June 30, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,786,485.47		1,786,485.47		1,786,485.47	24.98		0.0
	pendingcash	PENDING SETTLEMENT				497.42		497.42		497.42	0.01		0.0
						1,786,982.89		1,786,982.89		1,786,982.89	24.99		0.0
GOVERNMENT BONDS													
2,000,000.0000	3135g0tg8	FEDERAL NATL MTG ASSN	AAA	AA+	99.82	1,996,422.00	99.81	1,996,100.00	6,951.39	2,003,051.39	27.92	1.20	0.6
		0.875% Due 02-08-18											
3,372,000.0000	912828h94	UNITED STATES TREAS NTS	AAA	AA+	99.95	3,370,306.41	99.86	3,367,265.71	12,668.29	3,379,934.00	47.09	1.22	0.6
		1.000% Due 02-15-18											
						5,366,728.41		5,363,365.71	19,619.68	5,382,985.39	75.01	1.22	0.6
TOTAL PORTFOLIO						7,153,711.30		7,150,348.60	19,619.68	7,169,968.28	100.00	0.91	0.5

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Memorandum

6.5

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

DATE: September 21, 2017

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

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

Summary

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

Since the last update on July 10, 2017, Alameda CTC reviewed one NOP. Comments were submitted on this document and are included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Response to the Revised Notice of Preparation (NOP) of an Environmental Impact Report for the Alameda Marina Master Plan

Staff Contacts

[Saravana Suthanthira](#), Principal Transportation Planner

[Chris G. Marks](#), Associate Transportation Planner

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August 16, 2017

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

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

Dear Mr. Thomas,

Thank you for the opportunity to comment on the Revised Notice of Preparation (NOP) of the Environmental Impact Report for the Alameda Marina Master Plan. The revised NOP increases the number of planned residential units from 670 to 760 (569 rental and 191 for-sale units) and decreases the amount of core commercial space from 250,000 to 153,000 sq. ft. compared to the earlier NOP dated October 30, 2016. The project site is located in the north central portion of Alameda at 1815 Clement Avenue. The site is approximately 44 acres, 26.5 of which are on land and 17.5 submerged. It is bordered by the Oakland-Alameda Estuary to the north, the Alameda Power Service Center and Fortman Marina to the west, the Naval and Marine Reserve Training Center to the east, and a mix of light industrial, retail, and residential uses across Clement Street to the south. The site currently contains approximately 250,000 sq. ft. of maritime, commercial and retail, warehouse and dry storage use across 37 buildings. The proposed project would consist of approximately 153,000 sq. ft. of commercial space, with 53,000 dedicated to maritime use and the other 78,000 sq. ft. for office and retail use in addition to 760 residential units.

The Alameda County Transportation Commission respectfully reaffirms the previous NOP response letter dated November 30, 2016, which is attached for reference.

Thank you for the opportunity to comment on this Revised NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Saravana Suthanthira", written over a horizontal line.

Saravana Suthanthira
Principal Transportation Planner

Enclosures: Attachment A – Response to Notice of Preparation (NOP) of an Environmental Impact Report for the Alameda Marina Master Plan (Dated November 30, 2016)

cc: Chris G. Marks, Associate Transportation Planner



November 30, 2016

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

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

Dear Mr. Thomas,

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

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

Basis for Congestion Management Program (CMP) Review

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

Use of Countywide Travel Demand Model

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

Impacts

- The EIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - In Alameda: Park Street, SR-61 (Encinal Avenue), Tilden Way, Webster Street, Webster Street/Posey Tunnels
 - In Oakland: Fruitvale Avenue, Interstate 880, 29th Avenue, 23rd Avenue.
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of the 2015 CMP for more information).
- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.
- The EIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Countywide bicycle facilities in the project area include:
 - Planned extension of the San Francisco Bay Trail on Buena Vista Avenue
 - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.
- The EIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
 - The Project overlaps with an Area of Countywide Pedestrian Significance:
 - The site is located within a 1/2 mile of a transit corridor
 - Proximity to the Park Street Central Business District
 - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

Mitigation Measures

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

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

- The EIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The EIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2015 CMP).

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

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

file: R:\Planning_Policy_Public_Affairs\Planning\CMP\LUAP\2016\November



Memorandum

6.6

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

DATE: September 21, 2017

SUBJECT: Overall Monitoring and Modeling Services: Approval of Contract Amendment No. 1 to Professional Services Agreement A16-0045 with Iteris, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A16-0045 with Iteris, Inc. for an additional amount of \$500,000 for a total not-to-exceed amount of \$922,953 and a three-year time extension to provide Professional Services for Overall Multimodal System Monitoring and Modeling Services.

Summary

As required by the Congestion Management Program (CMP) legislation, Alameda County Transportation Commission (Alameda CTC) must update its CMP every two years to address the following five elements of the CMP: level of service standards, multi-modal performance, travel demand management, land use analysis including developing and maintaining a countywide travel demand model, and development of a Capital Improvement Program. Alameda CTC entered into a contract with Iteris, Inc. after a competitive bid process on February 1, 2016 for an amount of \$422,953 covering analytical services to implement the CMP, specifically for the performance monitoring and travel modeling components through January 31, 2018, unless extended by contract amendment. To meet the legislative requirement, Alameda CTC is required to perform level of service and multi-modal performance monitoring of the countywide transportation network in 2018 and is also required to update and maintain the countywide travel demand model to incorporate the newly adopted Plan Bay Area 2040 to support planning work of Alameda CTC and its member agencies. The consultant has been performing quality services and this recommendation is to exercise the extension option for the contract, not to exceed a five-year allowable contract term. The estimated cost for an extension of this work for the next CMP monitoring cycle is \$500,000 and would authorize the contract through January 31, 2021.

Background

As the county's congestion management agency, Alameda CTC is responsible for updating the CMP and implementing its five elements. Two of the elements that involve performance monitoring – LOS Monitoring and Multimodal Performance Measurement - require substantial data collection and analytical services for a comprehensive performance measurement of Alameda County's multimodal transportation system. These efforts are required on a biennial basis for level of service and multimodal monitoring and annual basis for the Multimodal Performance Reporting. Additionally, Alameda CTC is required to develop and maintain a countywide travel demand model to assess land development impacts on the countywide transportation system as well as for any planning analysis. The model is required to incorporate the most recently adopted regional land use and transportation investments, in our case Plan Bay Area 2040. Since February 1, 2016, performance monitoring and travel demand modeling services have been included in a single contract with Iteris, Inc. Alameda CTC is utilizing federal funding from MTC Planning Funds to fund the monitoring and modeling services required by the CMP and to fulfill Alameda CTC's responsibility as the planning agency for Alameda County.

Iteris, Inc. team with Iteris Inc. as the prime and Kittelson & Associates Inc. and WILTEC as sub-consultants was selected by Alameda CTC to provide overall monitoring and modeling services under a competitive selection process in 2016, with the contract period ending on January 31, 2018, unless extended. Continuation of the tasks originally scoped in 2016, as well as strategic updates to the monitoring efforts based on the outcome of the countywide multimodal plans, are required for on-going implementation of the CMP.

The proposed amendment will provide professional services and support for continuation of efforts in the following areas, reflecting CMP requirements and strategic updates for the next overall monitoring cycle:

1. Travel Model Maintenance and Support: the consultant team will update the county's travel model to incorporate the most recently adopted Plan Bay Area 2040 regarding the land use and transportation investments assumptions and will provide on-going travel model services through the duration of the contract.
2. Level of Service and Multimodal Performance Monitoring: the consultant team will conduct the following:
 - Perform level of service monitoring in spring 2018 on an expanded CMP roadway network in the county for the 2018 LOS Monitoring Report. As identified in the 2015 CMP, based on the countywide Modal Plans, an additional 220 miles of arterials will be monitored for LOS performance.
 - Implement a new monitoring effort in spring 2018 on bus transit performance on the county's major transit corridors for the 2018 Monitoring Report, as identified in the 2015 CMP.

- Continue to collect bicycle and pedestrian counts in fall 2018 at 150 key locations throughout the county.

The additional effort covered under this Amendment 1 of the contract will be funded by Measure BB funds.

The proposed amendment is for a value of \$500,000 for a contract total not-to-exceed amount of \$922,953. Since the original contract was funded by federal funds, with the proposed modifications, the contract would continue to meet the federal contract goals set forth in the original contract.

Staff has negotiated the contract amendment with Iteris, Inc. based on the level of effort anticipated to be required to conduct the additional work scope. Table A below summarizes the contract actions related to Agreement No. A16-0045.

Table A: Summary of Agreement No. A16-0045 including Proposed Amendment			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Iteris, Inc. (A16-0045) February 2016	Travel Model Maintenance and Support, Auto Level of Service Monitoring, Bicycle and Pedestrian Count Program	\$422,953	\$422,953
Proposed Amendment No. 1 September 2017 (This Agenda Item)	Provide additional budget and 36 month time extension to January 21, 2021 to complete the project	\$500,000	\$500,000
Total Amended Contract Not-to-Exceed Amount			\$922,953

Levine Act Statement: Iteris Inc. and their sub-consultants (Kittelson Associates, WILTEC and W&S Solutions) did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$500,000 for a not to exceed contract of \$922,953. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2017-2018 Budget and in the 2018 CIP.

Staff Contacts

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

[Saravana Suthanthira](#), Principal Transportation Planner

[Kristen Villanueva](#), Senior Transportation Planner

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2017

SUBJECT: Transportation Technology Matching Opportunity

RECOMMENDATION: Approve Alameda CTC's Transportation Technology Initiative and Matching Opportunity.

Summary

Alameda CTC has been a pioneer in promoting innovative transportation solutions. Some of the early initiatives, such as the I-680 Express Lane demonstration project and Safe Routes to School programs, were embraced by the region and helped lead to the development of the Bay Area Express Lanes network and regional funding for many local Safe Routes to School programs. Continuing in this tradition, Alameda CTC's 2014 voter approved Measure BB Transportation Expenditure Plan identifies funding for "Technology and Innovation." The recent rapid advancement in transportation technologies has resulted in myriad new and evolving opportunities in the areas of shared mobility and connected and autonomous technologies, as well as further advancement of existing technologies such as intelligent transportation systems (ITS), signal systems, and real-time information sharing. In addition, new innovative approaches to data collection and analysis are continually reshaping how transportation monitoring and performance evaluation are being performed.

Alameda CTC is proposing to launch a three-pronged Technology Initiative. The Initiative would provide matching funds for a specific grant opportunity currently available to all member agencies, as well as seek letters of interest to gain a better understanding of specific technology initiatives member agencies are interested in pursuing and receive information from data collection vendors to assess any appropriateness for partnerships. This approach allows Alameda CTC to advance technology solutions while at the same time gather information from our partners to help inform a larger technology approach suitable for Alameda County.

- **Matching Funds:** The Metropolitan Transportation Commission (MTC) currently has a call open for an Innovative Deployment to Enhance Arterials (IDEA) grant (Attachment A). Alameda CTC will provide matching funds to support member agencies that are successful in obtaining the IDEA grant.

Applications are due to MTC on September 29, 2017 for Category 1 and November 17, 2017 for Category 2 projects. The matching funds would be paid for with Measure BB Technology and Innovation funding currently allocated to Alameda CTC to develop pilot projects.

- Letter of Interest – Technology Solutions: Alameda CTC will develop and release a letter of interest to identify member agencies that are engaged or interested in implementing potential technology solutions to address local transportation issues. Alameda CTC would then work with member agencies to identify ways to assist and support advancement of promising efforts.
- Letter of Interest – Data: Alameda CTC would develop and release a letter of interest focused on data collection and analysis technology vendors (including the private sector, educational and non-profit entities, and public agencies) who can help investigate and validate new data collection methods that are enabled by emerging technologies and provide robust and current or real time data on the county's multimodal infrastructure performance.

While the matching funds for the IDEA grant will need to be committed in February 2018, the other efforts will occur in spring 2018. The Commission is requested to approve the funding support for matching funds for successful IDEA grant applications from Alameda County local jurisdictions and transit agencies. Staff will bring the information on any successful Alameda County applicant(s) for the IDEA grant to the Commission.

Background

Alameda County is supported by a robust multimodal transportation network. Despite this, the county's central location in the region results in persistent congestion impacts throughout the county. With a mature roadway network, Alameda CTC has engaged in implementing innovative projects focused on operational improvements for multimodal mobility. Some of these projects and programs include:

- San Pablo Avenue Smart Corridor Project
- I-80 Integrated Corridor Management
- I-680 Express Lane Demonstration Program
- I-580 Express Lanes with continuous access

Recent technological advancements provide opportunities to facilitate enhancing the efficiency of the existing county infrastructure, improve safety, and provide more travel options, leading to overall improved multimodal mobility. Foreseeing these opportunities, the Transportation Expenditure Plan for the voter approved Measure BB identified funding for "Technology and Innovation."

A Purposeful Three-Pronged Approach

Alameda CTC's approach to countywide technology solutions is to engage in purposeful and effective applications of advanced technologies to address transportation issues by working with the jurisdictions and transit agencies. As an initial step, a panel discussion and presentation was held at the November 2016 Commission Retreat presenting several areas of technological advancement – connected infrastructure, connected and autonomous vehicles, and shared mobility. An Information Exchange Forum has been established as part of the Alameda County Technical Advisory Committee (ACTAC) to facilitate on-going knowledge sharing based on local, regional and broader experience on transportation technology deployment. Alameda CTC also supported the Cities of Oakland and Fremont in their applications for the federal 2015 Smart City grant challenge.

To better understand and identify the specific needs across the county for strategic application of technologies and to support local initiatives, Alameda CTC is proposing to launch a three-pronged approach that will 1) support goal oriented local technology initiatives by local jurisdictions and transit agencies that are applying for grant opportunities; 2) better understand and identify the transportation issues and appropriate technology solutions that can be strategically supported; and 3) develop a process for identifying and potentially facilitating data collection and analysis with technology vendors who can provide robust and current/real time data and analysis of the county's multimodal infrastructure to provide improved understanding of the system performance and hotspots in more real time.

1. Matching grant for successful Alameda County Jurisdictions and Transit Agencies in MTC's IDEA Grant Funding

MTC has released call for applications (included Attachment A) for a new regional initiative called the Innovative Deployments to Enhance Arterials (IDEA). Of the two categories of IDEA grant, Category 1 focuses on deployment of mature, commercially-available advanced technologies and Category 2 looks to improve the operations of arterial roads that will enhance the readiness of the Bay Area for connected and automated vehicle technologies. The application requires a local match of 15% in funding and 10% in-kind. Alameda CTC proposes to support successful grant application(s) from Alameda CTC jurisdictions and transit operators with a focus on Category 2 projects by providing funding towards the 15% funding match. This will also bolster the existing purposeful efforts by the member agencies.

The goals of IDEA grant align with Alameda CTC's multimodal efforts:

- Improve multimodal travel time and travel time reliability along arterials;
- Improve safety of motorists, transit riders, bicyclists, and pedestrians;
- Decrease motor vehicle emissions and fuel consumption; and

- Improve knowledge of and proficiency in the use of advanced technologies for arterial operations.

The IDEA grant has a maximum grant award of \$3 million per project and per applicant. The total amount available for matching projects awarded to Alameda County jurisdictions and transit agencies would be \$600,000. Alameda CTC staff would determine the amount provided to each project once MTC makes its award decisions, with a priority going to support the Category 2 applications.

Timeline: MTC grant award is scheduled in November 2017 and February 2018. If approved, Alameda CTC will enter into an agreement with selected successful member agencies to provide the local match in February/March 2018 after MTC announces final award decisions.

2. Letters of Interest for New Technology Initiatives

Given the exponential growth in transportation technology, many potential projects and initiatives are at various stages of readiness for deployment. Alameda CTC seeks to identify technologies that are available and appropriate for addressing existing transportation issues. To identify local transportation issues and appropriate technology solutions that can be potentially and strategically supported, Alameda CTC will release a Letter of Interest (LOI) to member agencies seeking the following information:

1. Needs or challenges that can be addressed through technology solutions that the member agency is interested to work on.
2. Efforts the local agencies have already initiated regarding identifying technological solutions including research or private partnerships, working with potential vendors, seeking funding and defining suitable technology/strategy.

Based on responses received, discussions will be held with member agencies to identify a subset of initiatives to partner on that can help inform how Alameda CTC defines a process for advancing locally supportive technology solutions.

Timeline: Release LOI in winter 2017

3. Data Collection Technology Pilots

The need for robust data on the county's transportation infrastructure is paramount to better understand performance and improvement needs and support informed and effective investment decisions. New funding opportunities have brought an increased need for multimodal performance measurement for the countywide transportation system and at the same time there is a new generation of technologies that enable dynamic data collection and analysis. For improved understanding of the system performance and hotspots in more real time, Alameda

CTC will release an LOI to the private sector, educational, non-profit, and public agencies to help investigate and validate new data collection methods that are enabled by emerging technologies. The LOI will inform subsequent actions for funding or partnerships for testing new data collection methods.

Timeline: Release LOI in spring 2018

Fiscal Impact: The not-to-exceed amount of \$600,000 towards local matching funds for projects awarded a grant through MTC's IDEA grant program was approved in the 2018 CIP and will be included in the Fiscal Year 2017-18 budget.

Attachment

A. Innovative Deployment to Enhance Arterials - Grant Program guidelines

Staff Contacts

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

[Saravana Suthanthira](#), Principal Transportation Planner

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Innovative Deployments to Enhance Arterials (IDEA) Challenge Grant Program

Program Overview

The Metropolitan Transportation Commission (MTC) invites eligible Bay Area public agencies to submit applications for consideration under a new regional initiative called the Innovative Deployments to Enhance Arterials (IDEA). MTC's interest is to not only continually advance innovation to help us further improve the operations of our arterials systems, but also to enhance the readiness of the Bay Area for connected and automated vehicle technologies.

The Bay Area has over 33,000 directional miles of arterials and local streets and approximately 11,000 traffic signals. Some of the region's major arterials carry heavy traffic and experience significant congestion during the weekday peak periods. This congestion can lead to loss of productive time, unreliable travel for autos and transit vehicles, and increased safety issues for bicyclists and pedestrians.

IDEA is designed to provide a funding opportunity to support cities, counties and transit agencies to deploy advanced technologies along their arterials to enhance mobility, sustainability and safety across all modes. Public agencies may opt to deploy mature, commercially-available technologies on their own or integrated with newer, higher-risk connected and automated vehicle technologies. Agencies may also choose to support regional readiness for future connected/automated vehicle on arterials by deploying pilot concept projects using cutting-edge connected/automated vehicle technologies.

Federal funds available through IDEA are designed to assist agencies with project implementation through capital support and consultant technical assistance. Services to be performed by the consultants will be defined by MTC, in coordination with the grant recipients.

Program Goals

The core goals of IDEA are to:

- 1) Improve travel time and travel time reliability along arterials for autos and transit vehicles;
- 2) Improve safety of motorists, transit riders, bicyclists, and pedestrians;
- 3) Decreasing motor vehicle emissions and fuel consumption; and
- 4) Improve knowledge of and proficiency in the use of advanced technologies for arterial operations.

Eligible Projects

Eligible projects under IDEA must support the Program goals. A total of \$13 million in federal funds is available. Grant funds will be directed towards Category 1 projects (i.e., uses mature, commercially-available advanced technologies) and Category 2 projects (i.e., uses connected/automated vehicle technologies); funding distribution for each category will depend on the pool of candidate projects. Refer to [Attachment A](#) for additional details and example projects within each category.

Project Category	Brief Description
Project Category 1: Mature, Commercially-available Advanced Technologies	
Signal System Improvements	These projects improve traffic signal systems and the management of arterial operations to provide better mobility along the corridor. Example projects: Automated Traffic Signal Performance Measures implementation, adaptive signal control technology deployments, etc.
Bicycle/Pedestrian Improvements	These projects make operational improvements to bicycle/pedestrian infrastructure to encourage active modes of transportation. Example projects: bicycle/pedestrian detection, bicycle green waves, etc.
Transit Improvements	These projects improve existing transit systems along high-demand transit routes to encourage mode shifting. Example projects: Transit Signal Priority (TSP) expansion, queue jump lanes, etc.
Other Improvements	These projects include improvements to arterial operations that are not necessarily covered in the categories above. Example projects: Emergency Vehicle Pre-emption (EVP) expansion, dynamic lane assignment, coordination of arterial signals with ramp metering, etc.
Project Category 2: Connected/Automated Vehicle Technologies	
Bicycle/Pedestrian Improvements	These projects or project elements would incorporate dynamic messaging between bicyclists/pedestrians, vehicles and infrastructure to enhance arterial operations. Example projects: Active signal priority systems for bicyclists and pedestrians, vulnerable road user protection through transmission of surrogate Personal Safety Messages to vehicles, etc.
Multi-Modal Intelligent Transportation Signal Systems (MMITSS)	These projects would utilize the open source code for MMITSS as well as advanced communications and detection technologies to optimize signal operations by incorporating data from connected vehicles. Example projects: Any of the US Department of Transportation-defined MMITSS applications, e.g., TSP, PREEMPT (advanced EVP), Intelligent Traffic Signal System (ISIG), etc.
Driving Optimization	These projects would utilize messaging between signal infrastructure and vehicles to affect driver behavior, which can lead to environmental improvements. Example project: Eco-Approach and Departure at Signalized Intersections application.

Eligible Applicants

Public agencies (cities, counties, and transit agencies) are eligible to apply for grant funding under IDEA. While all these public agencies are eligible to apply, projects that meet the minimum requirements below, for each project category, will receive funding priority:

Project Category	Minimum Requirement for Funding Priority
Project Category 1: Mature, Commercially-available Advanced Technologies	
Signal System Improvements	<ul style="list-style-type: none"> For adaptive signal projects: <ul style="list-style-type: none"> - Refer to Attachment B to first determine whether the corridor is a good candidate for an adaptive system - Arterial is currently operating on a central signal system For all other projects: <ul style="list-style-type: none"> - Arterials with basic communications to signals
Bicycle/Pedestrian Improvements	<ul style="list-style-type: none"> Corridors or locations with high (or the potential for high) bicycle or pedestrian demand Arterials with basic communications to signals
Transit Improvements	<ul style="list-style-type: none"> Transit Signal Priority already in place Corridors serving at least two transit routes Arterials with moderate to high levels of congestion
Other Improvements	<ul style="list-style-type: none"> See above
Project Category 2: Connected/Automated Vehicle Technologies	
Bicycle/Pedestrian Improvements	<ul style="list-style-type: none"> Corridors or locations with high (or the potential for high) bicycle or pedestrian demand Arterials with basic communications to signals
Multi-Modal Intelligent Transportation Signal Systems (MMITSS)	<ul style="list-style-type: none"> Arterials with moderate to high levels of congestion Arterials with basic communications to signals Arterials regularly carrying traffic from a controlled or specific fleet of vehicles (e.g., transit routes, other publicly owned-vehicles, serving a large employer who is included within the project)
Driving Optimization	<ul style="list-style-type: none"> Arterials with moderate to high levels of congestion Arterials with basic communications to signals Arterials regularly carrying traffic from a controlled or specific fleet of vehicles (e.g., transit routes, other publicly owned-vehicles, serving a large employer who is included within the project)

Project Delivery and Partnerships

Procurements

MTC shall play an active role in delivering all project work by co-managing and providing input on the scope of work and reviewing deliverables. Depending on the type of project it is possible, even likely, that the procurement of professional services, such as for the delivery of systems engineering deliverables, would be done using MTC procurement procedures designed for this purpose, with the public agency project sponsor(s) as partners. The procurements of capital improvements, hardware and software, however, would likely be conducted by the public infrastructure owner operator and reimbursed via a funding agreement with MTC. Deviations from this general pattern would be approved by MTC on a case-by-case basis.

Combining Technologies and Funding Categories

Applicants are allowed to request funding for a single project that combines a project listed in Attachment A under Project Category 1 and one listed under Project Category 2, if and only if:

- The Category 1 project constitutes a separate improvement that can be judged on its own merits;
- The Category 1 project is delivered in an earlier phase of the project than the Category 2 project; and
- The applicant demonstrates, within the project description deployment plan and evidence of project management capacity that the project team can avoid delay in delivering the Category 1 project.

MTC reserves the right to request changes to the scope of work and selectively fund certain project elements.

Call for Public-Private Partnerships

Applicable to Category 2 projects *only*, public agencies are encouraged to partner with the private sector to pilot advanced technologies that support connected and automated vehicles. MTC supports partnerships with firms to deliver the innovative elements under Category 2 because these may require specific, and less common, expertise with these newer technologies in an early phase of planning a project. Private firms may help shape the scope of work for the project proposal and play a role in project delivery.

The private sector partner must make a specified financial contribution (not just in-kind) to the overall project cost which will be assessed by MTC in light of the overall project costs and benefits. All applications, regardless of the type of work, must meet the Caltrans State and Local Assistance guidelines pertinent to federal funding and sourcing. MTC can address questions about the federal requirements for these partnerships at the August and September workshops; although, requirements for specific projects may need to be handled on a case-by-case basis, prior to the application deadline.

Grant Funding / Match

	Category 1	Category 2
Total Grant Funds Available	TBD	TBD
Minimum Grant Awards	\$0.25 million	
Maximum Grant Awards	\$3 million	
Minimum Local Cash Match (% of total project cost)	15%*	
Minimum In-Kind Match (% of total project cost)	10%	

* For projects with private sector participation, of the total 15% cash match requirement, a private sector partner must provide at least a third of this requirement (i.e., 5% of the total project cost as cash).

How to Calculate Match

The match is based on **total project cost**, not the amount of the grant. See example below:

Total Project Cost = \$350,000
 Grant Amount = \$262,500
 Minimum Local Cash Match = \$52,500 (15% of \$350,000)
 Minimum In-Kind Match = \$35,000 (10% of \$350,000)

The sources for these competitive grants are federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. All projects must meet CMAQ eligibility and requirements. Following project selection, MTC will apply to Caltrans Local Assistance to complete the E-76 process on behalf of project sponsors. However, agencies are expected to comply with federal-aid requirements, as applicable. More information on CMAQ requirements can be found here:

http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm.

Application and Evaluation Process

All applications for eligible projects received by the due date will be reviewed by an evaluation committee convened by MTC. See Attachment C for project application. MTC reserves the right to reject any incomplete application, i.e., an application that does not include sufficient information that will enable the evaluation committee to adequately score the application based on the criteria described below.

Completed applications must be submitted via email to Linda Lee, Arterial Operations Program Manager, at lee@mtc.ca.gov.

EVALUATION CRITERIA (100 points total)

The following evaluation criteria will be used to score each completed application:

- **Project Concept (25 points)**
 - Clarity of project or project concept, i.e., deployment project or project concept addresses demonstrated needs
 - Plan utilizes innovative technologies in an appropriate fashion (for Category 2 projects)
- **Implementation (30 points)**
 - Ability to implement project within two to three years upon receipt of grant funding
 - Commitment of specific and sufficient staff
 - Demonstrated project management capacity
 - Demonstration of support from relevant stakeholders, partners or decision-makers
- **Project Impact (30 points)**
 - Potential to reduce GHG and other types of emissions (this could be through mode shift, decreased travel time, reduced vehicle idling/braking, reduced VMT, etc.)
 - Potential to provide regional or corridor-level benefits
 - Potential to provide benefits to a large number of users (outreach area)
- **Match (10-15 points)**
 - 10 points will be given for meeting minimum match requirements (cash and in-kind)
 - Up to 5 additional points will be given for any match over the minimum

Timeline

Due to the recognized complexity of Category 2 projects, additional time will be provided to potential applicants to develop the scope of these projects. Applications that include only Category 1 projects will be due first; however, MTC reserves the right to the award some Category 1 projects at a later date, depending upon the strength of the submittals for Category 1 and Category 2 projects.

Activity	Date
MTC Issues Call for Projects	July 17, 2017
Round 1 Regional Workshops for potential applicants	August 21 and August 23, 2017 See "Regional Workshops" below for details.
Round 2 Regional Workshops (focus on Category 2 projects)	September 2017 (dates TBD)
For applications that include only Category 1 Projects:	
Applications Due	September 29, 2017 at 4:00pm
Evaluation panel completes review of applications and recommends grant awards	October 2017 (tentative)
Committee/Commission Approvals of Grant Awards	November 2017 (tentative)
For all other applications*:	
Applications Due	November 17, 2017 at 4:00pm
Evaluation Committee completes review of applications and recommends grant awards	January 2018 (tentative)
Committee/Commission Approval of Grant Awards	February 2018 (tentative)

* Includes Category 2-only projects and combination of Category 1 and Category 2 projects.

Regional Workshops

MTC will be hosting the following three workshops to provide prospective applicants with an overview of the IDEA Challenge Grant Program and to answer any questions applicants may have. Additional workshops that will primarily focus on Category 2 project applications will be held in September – specific dates will be determined and announced later. Please check MTC’s website for updates.

<p style="text-align: center;">Workshop #1</p> <p style="text-align: center;">Monday, August 21, 2017 2:00pm to 4:00pm</p> <p style="text-align: center;">Alameda County Transportation Commission (ACTC) Room B and Room C 1111 Broadway, Suite 800 Oakland, CA 94607</p>	<p style="text-align: center;">Workshop #2</p> <p style="text-align: center;">Tuesday, August 23, 2017 10:00am to 12:00pm</p> <p style="text-align: center;">Sonoma County Transportation Authority (SCTA) STCA Large Conference Room 490 Mendocino Ave #206 Santa Rosa, CA 95401</p> <p style="text-align: center;"><i>Space for this event is limited, please register here:</i> https://goo.gl/forms/rKBxcmgcE3LmFI022</p>	<p style="text-align: center;">Workshop #3</p> <p style="text-align: center;">Wednesday, August 23, 2017 2:00pm to 4:00pm</p> <p style="text-align: center;">San Mateo County Transit District (SamTrans) 2nd floor Auditorium 1250 San Carlos Avenue San Carlos, CA 94070</p>
<p style="text-align: center;">Workshop #4 (specific to Category 2)</p> <p style="text-align: center;">Thursday, September 7, 2017 1:00pm to 3:00pm</p> <p style="text-align: center;">Contra Costa Transportation Authority (CCTA) 2999 Oak Road, Suite 110 Walnut Creek, CA 94597</p>	<p style="text-align: center;">Workshop #5 (specific to Category 2)</p> <p style="text-align: center;">September (TBD)</p> <p style="text-align: center;">Santa Clara Valley Transportation Authority</p> <p style="text-align: center;">(contact Robert Rich to be added to notification list for this event)</p>	

Contact Information

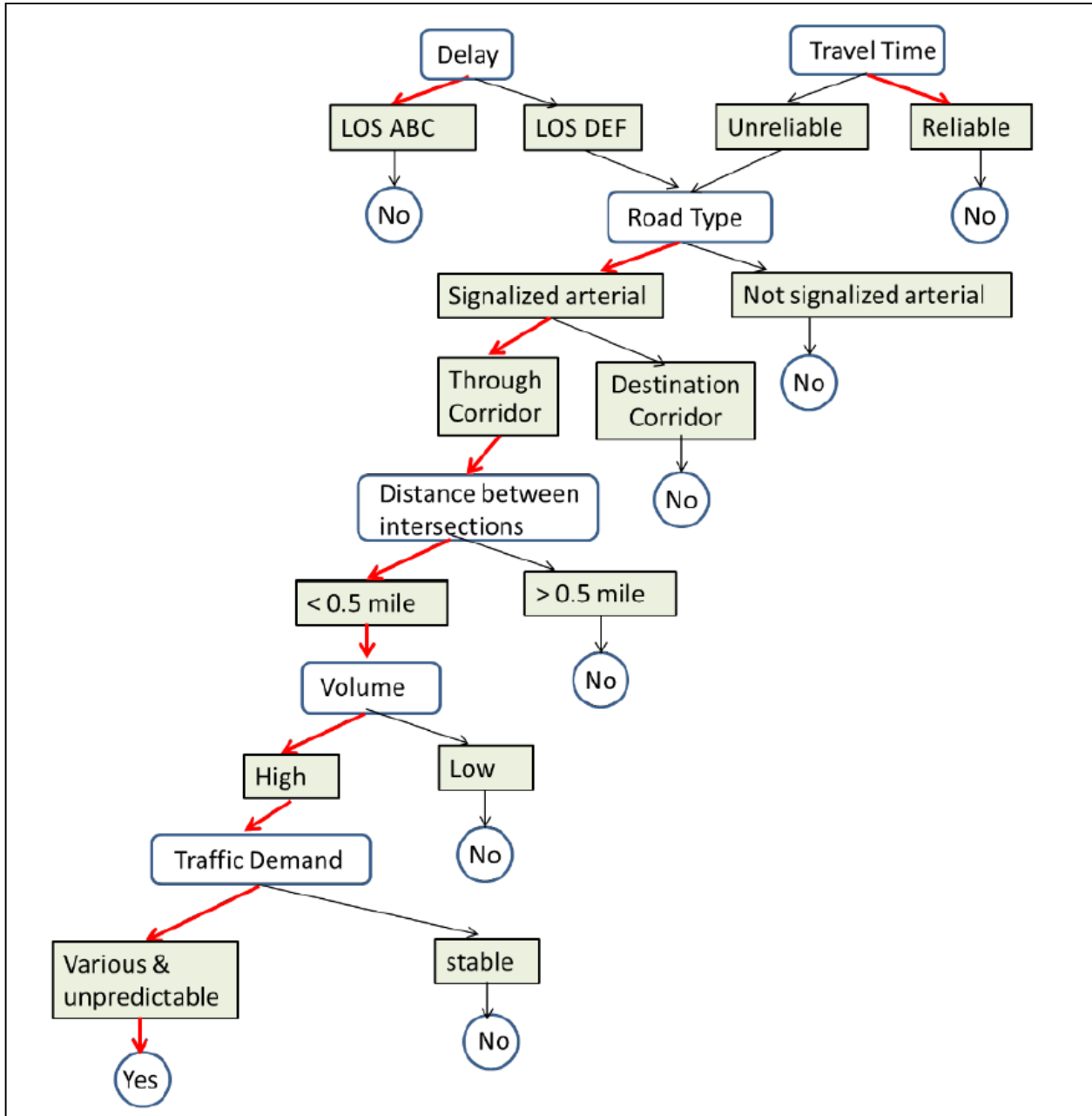
For general questions about grant application requirements, please contact Linda Lee. To discuss potential project ideas in advance of submitting an application, please contact the following MTC staff:

<p style="text-align: center;">Project Category 1 Linda Lee Arterial Operations Program Manager 415.778.5225 llee@mtc.ca.gov</p>	<p style="text-align: center;">Project Category 2 Robert Rich Connected/Automated Vehicle Program Manager 415.778.6621 rrich@mtc.ca.gov</p>
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ATTACHMENT A
INNOVATIVE DEPLOYMENTS TO ENHANCE ARTERIALS (IDEA)
ELIGIBLE PROJECTS

**ATTACHMENT B
DECISION TREE FOR ADAPTIVE SIGNAL**

Note to applicants for an adaptive signal system project: This decision tree is to be used to determine whether or not a corridor is a good candidate for an adaptive signal system. If it is, applicant will be required to provide information/data to support the questions asked in the decision tree.



**ATTACHMENT C
 INNOVATIVE DEPLOYMENTS to ENHANCE ARTERIALS (IDEA)
 GRANT APPLICATION**

Application deadlines:

Category 1 only projects: Friday, September 29, 2017, 4:00 p.m.

All other applications: Friday, November 17, 2017, 4:00 p.m.

Please review the IDEA Program Guidelines for additional information.

PART 1: GENERAL INFORMATION	
a) Project Sponsor	
Lead Applicant (Agency)	Click here to enter text.
Project Manager (name and title)	Click here to enter text.
Contact Information (email and phone)	Click here to enter text.
b) Project Partners [please list all project partners (i.e., public agencies/businesses/organizations) that will be involved, and their role in the project]; use additional sheets of paper, if needed. (Detailed description of roles in the project to be provided in Section 5c.)	
1. Agency/Business/Organization	Click here to enter text.
Contact Name	Click here to enter text.
Contact Information (email and phone)	Click here to enter text.
Role in Project (brief)	Click here to enter text.
2. Agency/Business/Organization	Click here to enter text.
Contact Name	Click here to enter text.
Contact Information (email and phone)	Click here to enter text.
Role in Project (brief)	Click here to enter text.
c) Consent: Consent to share project data and cooperate with any future MTC effort to evaluate project performance, if selected.	<input type="checkbox"/> Yes <input type="checkbox"/> No (please explain) Click here to enter text.
PART 2: PROJECT CATEGORY	
a) Grant Program	<input type="checkbox"/> Category 1: Mature, Commercially-available Advanced Technologies [complete b] <input type="checkbox"/> Category 2: Connected/Automated Vehicle Technologies [complete c] <input type="checkbox"/> Combination of Category 1 and Category 2 [complete b and c]
b) Project Category 1	<input type="checkbox"/> Signal System Improvements <input type="checkbox"/> Bicycle/Pedestrian Improvements <input type="checkbox"/> Transit Improvements <input type="checkbox"/> Other
c) Project Category 2	<input type="checkbox"/> Bicycle/Pedestrian Improvements <input type="checkbox"/> Multi-Modal Intelligent Transportation Signal Systems <input type="checkbox"/> Driving Optimization <input type="checkbox"/> Other

PART 3: BRIEF PROJECT DESCRIPTION	
a) Project Title	Click here to enter text.
b) Brief Project Description and Purpose	Click here to enter text.
c) Project Location	Click here to enter text.
PART 4: COST AND FUNDING	
a) Total Project Cost [b+c+d+e]	Click here to enter text.
b) Total Grant Request from MTC	Click here to enter text.
c) Local Cash Match	Click here to enter text.
d) Private sector cash match (if applicable)	Click here to enter text.
e) In-Kind Match	Applicants must also provide a basis for the valuation of their in-kind match, which can include goods and/or services. Click here to enter text.
PART 5: NARRATIVE/COST PROPOSAL	
a) Detailed description of project (describe the project and services being requested) Click here to enter text.	
b) Project justification and needs (justify the project by describing what the agency needs are and how this project will meet those needs) Click here to enter text.	
c) Project roles, for both lead agency and partners (i.e., other agencies, businesses, organizations, etc.) Click here to enter text.	
d) Agency resources (describe the resources the sponsor agency will dedicate for the successful completion of the project) Click here to enter text.	
e) Project readiness (describe the readiness of the project, and any factors (e.g., construction projects) that may influence the project schedule in any way) Click here to enter text.	
f) Detailed project cost proposal (include breakdown of costs for capital, construction, consultants, etc.) <i>Include as an attachment, if needed.</i> Click here to enter text.	
g) Vicinity map <i>Include as an attachment</i>	
h) Letter of support from each partner agencies <i>Include as an attachment</i>	
i) Other information (provide any other relevant information not provided above) Click here to enter text.	

PART 6: CORRIDOR INFORMATION

To the extent possible, please submit the following information/data for each signal within the project corridor (click [here](#) for template)

- Project intersection name (major & minor street)
- Traffic signal owner and operator
- Existing communications (e.g., interconnect, fiber, wireless, none, etc.)
- Controller information (i.e., type, firmware, and date of last firmware upgrade)
- Type of detection (i.e., technology type, at stop bar and/or advance, lane-by lane, speed)
- Any existing advanced technologies at intersection
- Type of existing timing plans
- Intersection lane configurations
- Distances between adjacent signals along project corridor
- Corridor transit service information (e.g., operator, route numbers, and headways)
- On one of the CMA's Route of Regional Significance? (Y/N)
- Operates on a reliever route (list the freeway)
- Traffic volume, i.e., ADT, weekday peak hour turning movement counts
- Contains bicycle facilities (e.g., lane, sharrows, protected lane, none)
- Other volumes (e.g., bicycle or pedestrian), if applicable



Memorandum

6.8

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

DATE: September 21, 2017

SUBJECT: Senate Bill 1 - Road Repair and Accountability Act of 2017

RECOMMENDATION:

1. Receive an update on Senate Bill 1 (SB 1) Programs
2. Approve the 2018 State Transportation Improvement Program (STIP) Principles and Programming Schedule for the development of the Alameda County 2018 STIP project list.

Summary

In April 2017, the California Legislature approved Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) known as the "Road Repair and Accountability Act of 2017". SB 1 represents the first significant increase in state transportation funding in more than two decades that is dedicated towards the repair and maintenance of local roadways, state highways, public transit, and active transportation programs. The California Transportation Commission (CTC) is responsible for the administration of the SB 1 revenues and for the development the policy framework and guidelines for programs funded through SB 1. This item includes an update on the various funding programs under SB 1 (Attachment A).

The State Transportation Improvement Program (STIP) falls under the purview of SB 1 funding programs. Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from \$0 to \$200 million. (Attachment B). The passage of SB 1 provides a more stable funding stream for the STIP program. The 2018 STIP will cover Fiscal Years (FY) 2018-19 through 2022-23. Typically, Alameda County's shares represent the amount of new STIP funding made available in the last two years of a given STIP period. Alameda County's share of the State's 2018 STIP Fund Estimate is \$48.8 million.

As part of the overall STIP programming process, the Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2018 Regional STIP program (2018 RTIP). Once included, the MTC forwards a Regional program of projects to the CTC.

It is recommended the Commission approve a set of principles to be used for the development of the Alameda County 2018 STIP project list. The proposed 2018 STIP Principles are included as Attachment C.

Background

Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) known as the "Road Repair and Accountability Act of 2017" provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the CTC in a number of existing programs, and created new transportation funding programs for the CTC to oversee. A summary of various funding programs included under SB 1 programs is summarized below.

1. Local Streets and Roads Program

SB 1 provides an increase of \$1.5 billion annually, beginning in November 2017. This funding will be used by local governments to maintain and rehabilitate existing transportation infrastructure. Funding from this program will be distributed by the State Controller using existing statutory formulas based on factors such as population and number of registered vehicles. Prior to SB 1, the CTC had no role in the Local Streets and Roads apportionment program. SB 1 creates new responsibilities for the CTC relative to this funding, including the review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects. Guidelines for the Local Streets and Roads Program were adopted by the CTC in August 2017.

2. Local Partnership Program

This program is funded with \$200 million annually from the Road Maintenance and Rehabilitation Program funds. These funds are set aside to match voter approved taxes or developer fees dedicated to transportation improvements. Fifty percent of the funds are proposed to be distributed through a formulaic program and the remaining fifty percent are proposed to be available through a competitive program.

3. Trade Corridors Enhancement Account

SB 1 created this new \$300 million per year account to fund corridor-based freight projects nominated by local agencies and the State.

4. Solutions for Congested Corridors Program

This program provides \$250 million funding annually on a competitive basis to the California Department of Transportation (Caltrans) and regional agencies for priority projects that will improve traffic flow and mobility along the state's most congested corridors while also seeking to improve air quality and health.

5. Active Transportation Program

SB 1 provides an increase of \$100 million annually for the existing Active Transportation (ATP) Program. This represents an 80% increase in the size of this on-going program. The funding for FY 17-18 is being used to augment the ATP Cycle 3 program and prioritize projects that were not funded through Cycle 3. A programming decision on the ATP Cycle 3 Augmentation funds is anticipated in fall 2017. The programming process for ATP Cycle 4 is expected in late spring /early summer 2018.

6. State Highway Operations and Protection Program (SHOPP)

SB 1 provides an increase of approximately \$1.9 billion annually, beginning in November 2017, to fund maintenance and operations of the State Highway System. Alameda CTC is actively engaged with Caltrans on the timing of SHOPP investments in Alameda County to ensure projects on the State Highway System are coordinated with Alameda CTC's highway delivery priorities and to identify opportunities for funding partnerships.

7. State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other State and federal funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to the local level and allows the Congestion Management Agencies (CMAs) to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a program of STIP projects to the MTC for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, the MTC is responsible for developing the regional priorities for the RTIP. The MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

Development of the 2018 STIP

2018 STIP Fund Estimate

The biennial State Transportation Improvement Program (STIP) programming process begins with the development of the STIP Fund Estimate, which is approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from highs in the \$200 million range to \$0. The passage of SB 1 adds stability to the STIP program.

The CTC approved the 2018 STIP Fund Estimate in August 2017. The 2018 STIP cycle will cover FY 2018-19 through FY 2022-23. Alameda County's share of the State's 2018 STIP Fund Estimate is \$48.8 million and represents the amount of new programming capacity that will be available for Alameda County projects in the 2018 STIP cycle.

The 2018 STIP Fund Estimate includes a total of about \$48.8 million RTIP funds for Alameda County. Based on MTC's Draft Regional 2018 STIP policy (and existing regional commitments), the Alameda CTC will have about \$41.7 M available to program. The MTC Region 2018 STIP Policy is scheduled to be approved on October 25, 2017.

\$48.8 M	2018 Fund Estimate for Alameda County
\$ 2.0 M	ARRA Backfill (Caldecott Tunnel)
\$ 3.1 M	Bike Ped Connectivity to SFOBB (Alameda County share of Region)
\$ 0.5 M	Less STIP Administration funds for MTC
\$ 1.5 M	Less STIP Administration funds for Alameda CTC
\$41.7 M	2018 STIP Funds Available to Program

2018 STIP Principles

In preparation of the development the Alameda County STIP project list, the Commission is requested to approve a set of principles by which the Alameda County share of the 2018 STIP will be programmed (Attachment C). The proposed principles for the development of the 2018 STIP are intended to be consistent with the goals and objectives of the Countywide Transportation Plan and the Comprehensive Investment Plan, the Alameda CTC's near-term strategic planning and programming documents.

Additionally, the proposed principles consider previously approved Alameda County STIP programming and commitments dating from the 2008 STIP cycle. These commitments included funding for projects identified in MTC Resolution 3434 along with funds required to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 million of state funded projects.

During the 2016 STIP programming process, the CTC amended the 2016 STIP Fund Estimate with a lower Price-Based Excise Tax Rate, resulting in a decreased statewide STIP capacity of approximately \$754 million over the Fund Estimate period. As a result, the MTC had to delay \$71.3 million in projects regionally, to an unfunded future year of the STIP. Out of these, two projects were included within the 2016 Alameda RTIP; BART Station Modernization Program (\$3.726 M) and Improved Bike/Ped Connectivity to East Span SFOBB project(\$3.063 M).

A summary of the previously approved STIP commitments is provided as Attachment D. The summary reflects the status of the remaining commitments for consideration in the upcoming 2018 STIP cycle.

In addition to the attached Alameda CTC 2018 STIP Principles, it is proposed that the following MTC regional policies be applied to the development of the 2018 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans is to notify the region's CMAs and MTC of any anticipated cost increases to currently-programmed STIP projects in the same time frame as the new project applications.

Next Steps

Per the proposed 2018 STIP Development Schedule (Attachment E), the Commission is scheduled to approve Alameda County's 2018 STIP program in October 2017 in order to meet MTC's November 1, 2017 deadline for the county STIP project lists. In addition to a Commission-approved 2018 STIP project list, the documentation required for each project proposed for STIP funding may include: MTC Complete Streets Checklist, STIP Project Programming Request (PPR) form, project performance measures analysis, Final Project Study Report (PSR) (or PSR Equivalent), Resolution of Local Support, and STIP Certification of Assurances. The MTC region's proposed STIP (i.e. the MTC-approved RTIP) is due to the CTC in December 2017 and final 2018 STIP is scheduled to be adopted by the CTC in April 2018.

Fiscal Impact: There is no fiscal impact at this time.

Attachments

- A. CTC's SB 1 Implementation Schedule
- B. Alameda CTC STIP Programming Levels
- C. Draft Principles for the Development of the 2018 STIP Project List
- D. Alameda County Existing STIP Commitments
- E. 2018 STIP Development Schedule

Staff Contacts

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

[Jacki Taylor](#), Senior Program Analyst

SB 1 Programs – Implementation Schedule

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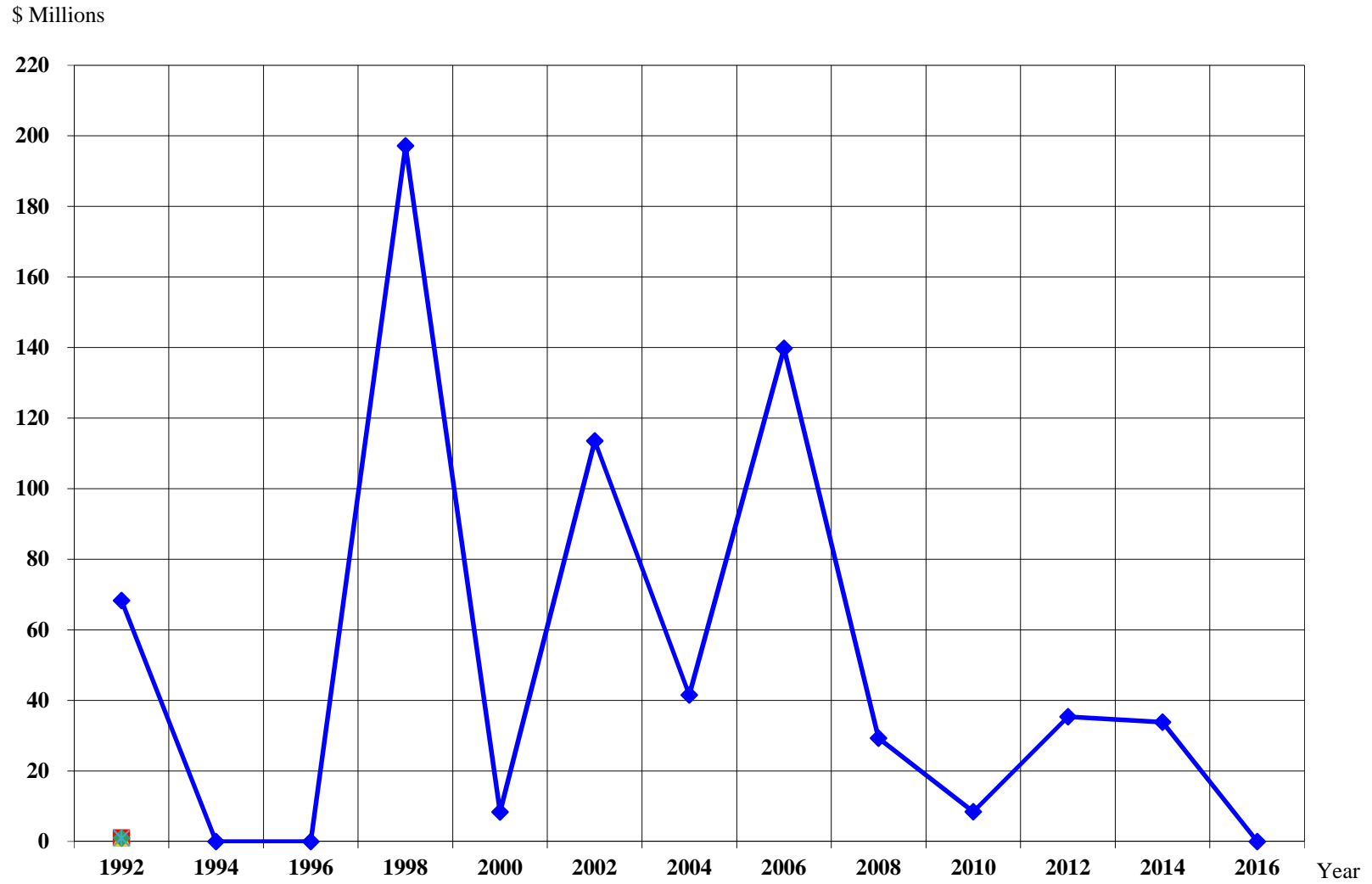
New SB 1 Programs					
Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Local Streets and Roads	<ul style="list-style-type: none"> July 18th - Sacramento 	June 30, 2017	August 16-17, 2017	Sept. – Oct. 2017	October 18-19, 2017 (Adopt Eligibility List and Submit to Controller)
Solutions for Congested Corridors	<ul style="list-style-type: none"> June 28th - Sacramento July 21st - Los Angeles August 7th - Oakland September 8th - Sacramento November 17th – Stockton December 6th - Riverside 	October 18-19, 2017	December 6-7, 2017	February 2018	May 2018
Trade Corridor Enhancement	<ul style="list-style-type: none"> July 17th - Sacramento August 8th - Oakland September 25th – Sacramento October 24th – Los Angeles 	December 6-7, 2017	January 2018	March 2018	May 2018
Local Partnership	<ul style="list-style-type: none"> July 11th - Sacramento July 21st - Los Angeles August 7th - Oakland September 8th – Sacramento September 25th – Sacramento 	August 16-17, 2017	October 18-19, 2017	March 2018	June 2018

SB 1 Programs – Implementation Schedule

Existing Commission Programs					
Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Active Transportation	<ul style="list-style-type: none"> June 23, 2017 June 28, 2017 	June 26, 2017	June 28, 2017	August 2017	October 18-19, 2017 (Statewide & Urban/Small Rural Components) December 6-7, 2017 (MPO Component)
State Highway Operation and Protection Program (SHOPP)	<ul style="list-style-type: none"> May 17th – San Diego June 9th - Sacramento TBD in early 2018 – North and South hearings on Proposed 2018 SHOPP 	May 17, 2017 Presented Draft Interim SHOPP Guidelines to Commission	June 28, 2017 Adopted Interim SHOPP Guidelines	January 2018 (Caltrans submits proposed SHOPP)	March 2018
Transportation Asset Management*	<ul style="list-style-type: none"> May 17th – San Diego June 9th - Sacramento 	May 17, 2017 Presented Draft Transportation Asset Management Plan (TAMP) Guidelines to Commission	June 28, 2017 Adopted TAMP Guidelines	N/A	N/A
State Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> July 17th - Sacramento October 19th - Modesto October 24th – Los Angeles 	June 28, 2017	August 16-17, 2017	October 15, 2017 (Draft ITIP due from Caltrans) December 15, 2017 (Final RTIPs & ITIP due)	March 2018

* The TAMP Guidelines inform the Department’s development of the Transportation Asset Management Plan which prioritizes investments for projects funded from the SHOPP. The Department’s completed Transportation Asset Management Plan must be submitted to the Commission by July 2020.

ALAMEDA COUNTY STIP HISTORICAL PROGRAMMING LEVELS



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Draft Principles for the Development of the Alameda County 2018 STIP Project List

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - Projects that can leverage funds from other SB1 programs
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan;
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

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Alameda County STIP Program – Existing Commitments

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Index #	Project	Original Commitment Amount (\$ x 1,000)	Remaining Commitment Amount (\$ x 1,000)	Notes
1	Alameda County I-Bond Projects	8,000	0	<ul style="list-style-type: none"> • \$8M of local funds approved by Alameda CTC July 2012. • Prioritized programming included in previous Alameda County Congestion Management Agency Board actions.
2	Route 24 Corridor – Caldecott Settlement Projects	8,000	2,000	<ul style="list-style-type: none"> • \$2M fulfilled in STIP 2008. • \$2M fulfilled in STIP 2010. • \$2M fulfilled in STIP 2014.
3	Dumbarton Rail Project	91,000	0	<ul style="list-style-type: none"> • \$91M included with Resolution 08-018, Dec. 2008. • No priority for future capital funding is identified in the long range plan. •
4	BART Warm Springs Extension	69,000	0	<ul style="list-style-type: none"> • \$69M included with Resolution 08-018, Dec. 2008. • The capital phase of the Warm Springs Extension Project (WSX) fully funded and completed with existing sources.
5	AC Transit Bus Rapid Transit Project	40,000	13,125	<ul style="list-style-type: none"> • \$40M included with Resolution 08-018, Dec. 2008. • \$23.125 remaining per Revised Resolution 14-007. • \$10M fulfilled through Measure BB Allocation.
6	I-880 Broadway/Jackson Interchange	3,000	500	<ul style="list-style-type: none"> • \$3M included with Resolution 08-018, Dec. 2008. • \$2.5M fulfilled in 2012 STIP.
7	I-880 Corridor Project	1,900	900	<ul style="list-style-type: none"> • \$1.9M included with Resolution 08-018, Dec. 2008. • \$1M fulfilled in 2012 STIP.
8	I-880/Mission Blvd. (SR 262) Landscaping	3,500	0	<ul style="list-style-type: none"> • \$3.5M included with Resolution 08-018, Dec. 2008. • \$3.5M fulfilled in 2012 STIP.
9	Station Enhancement project in FY 17/18 (San Mateo- CCAG)	200	0	<ul style="list-style-type: none"> • 2008 STIP TE-Reserve Exchange payback. • \$0.2M fulfilled in 2014 STIP.

Alameda County STIP Program – Existing Commitments

Index #	Project	Original Commitment Amount (\$ x 1,000)	Remaining Commitment Amount (\$ x 1,000)	Notes
10	BART Station Modernization	3,726	3,726	<ul style="list-style-type: none"> • \$3.726M represents Alameda County portion of multi-county STIP project. • Project was moved out of the 2016 STIP period due to a negative fund estimate.
11	Improved Bike/Ped Connectivity to East Span SFOBB (BATA)	3,063	3,063	<ul style="list-style-type: none"> • \$3.063M represents Alameda County portion of regional STIP project. • Project was moved out of the 2016 STIP period due to a negative fund estimate.
12	Caldecott ARRA Payback	2,000	2,000	<ul style="list-style-type: none"> • Project was moved out of the 2016 STIP period due to a negative fund estimate.
	Total		25,341	

2018 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
	May 2017	<ul style="list-style-type: none"> • CTC approves final STIP Fund Estimate Assumptions
	June 2017	<ul style="list-style-type: none"> • CTC releases draft STIP Fund Estimate and Guidelines
	August 2017	<ul style="list-style-type: none"> • CTC adopts final STIP Fund Estimate and Guidelines
<ul style="list-style-type: none"> • Approve 2018 STIP Principles 	September 2017	
<ul style="list-style-type: none"> • 2018 STIP to Alameda CTC Committees and Commission 	October 2017	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies and Procedures • Final 2018 STIP Project Lists from Region's CMAs due to MTC by 11/1/17 (Note 1)
	December 2017	<ul style="list-style-type: none"> • MTC approves Regional 2018 STIP Program (2018 RTIP) • 2018 RTIP due to CTC
	March 2018	<ul style="list-style-type: none"> • CTC adopts 2018 STIP

Notes:

1. In addition to a Commission-approved 2018 STIP project list, the following project documentation is due to MTC by November 1, 2017: MTC Complete Streets Checklists, STIP Project Programming Request (PPR) forms, project performance measures analysis, Final PSR (or PSR Equivalent), Resolution of Local Support, and STIP Certification of Assurances.

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Memorandum

6.9

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PH: (510) 208-7400

www.AlamedaCTC.org

DATE: September 21, 2017

SUBJECT: 2017 Federal Earmark Repurposing

RECOMMENDATION: Approve the Proposed 2017 Federal Earmark Repurposing Strategy

Summary

The 2017 Consolidated Appropriations Act provides for the repurposing of certain federal earmarks with remaining available balances to other qualifying projects. It is recommended the Commission approve the repurposing of approximately \$561,304 in available earmark balances from the three projects detailed in Table 1, to the Dublin Boulevard Extension to North Canyons Parkway Project (\$539,940) and the 7th Street Grade Separation and Port Arterial Improvements/Global Opportunities at the Port of Oakland (Go Port) Project (\$21,364).

Federalizing these two projects during the Environmental phase is desired to facilitate obtaining National Environmental Policy Act (NEPA) clearance so that the projects will be eligible to apply for future federal funding opportunities. Alameda CTC has obtained concurrence from the cities of Dublin, San Leandro, and Hayward and the Port of Oakland regarding this proposal.

Background

The 2017 Consolidated Appropriations Act includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2006 and are completed and closed. Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 100 miles of the original earmark designation in the State. Once the earmark funds are repurposed onto a new project, they cannot be repurposed again.

On July 18, 2017, Caltrans posted the official list of earmarks eligible for repurposing, including the fund balance available on each earmark. Within Alameda County, there are three projects with a total of approximately \$561,304 in unspent earmark obligation authority that is readily available for repurposing, as noted in Table 1.

Sponsor	Earmark Description	Balance	Notes
Alameda CTC	Install emergency vehicle preemption equipment along major arterials in the I-880 corridor.	\$20,975	Project completed and closed.
Hayward	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	\$389	Project completed and closed.
Alameda CTC/ San Leandro	Replace 880 overpass at Davis St. in San Leandro	\$539,940	Earmark is not yet obligated.
Total:		\$561,304	Available for repurposing.

An item on the 2017 earmark repurposing effort was presented on July 26, 2017 to the Metropolitan Transportation Commission (MTC) (Attachment A), which confirmed the above projects have earmark balances available for repurposing. In response, Alameda CTC staff recommends repurposing the above earmark funds to the following two projects: (1) Dublin Boulevard Extension to North Canyons Parkway, and (2) 7th Street Grade Separation and Port Arterial Improvements/Global Opportunities at the Port of Oakland (GoPort) projects. For reference, project maps are included as Attachment B.

Both projects are of regional significance and will provide benefits for congestion relief, goods movement, and associated employment and economic benefits. They are recommended for the available federal funding because federalizing the projects during the Environmental phase is necessary to obtain federal NEPA clearance, which in turn will allow project sponsors to pursue federal funding opportunities for future phases. From a readiness perspective, both projects are currently in the Environmental phase and are ready to start the NEPA process during FY 2017-18. Regarding eligibility for repurposing, both projects are within the vicinity of the three original earmarks, are eligible for STBGP funding, and are able to obligate the repurposed funds by the September 2020 deadline.

The current and proposed programming for the Dublin Boulevard Extension to North Canyons Parkway project is detailed in Tables 2 and 3.

Project/Phase	Federal Earmark	Local Match	Measure BB	Total
I-880 Davis Street I/C (PS&E, CON)	\$539,940	\$135,000	-	\$674,940
Dublin Blvd. Extension (PS&E)	-	\$1,043,000	\$5,914,000	\$6,957,000
Total	\$539,940	\$1,178,000	\$5,914,000	\$7,631,940

Table 3 - Proposed Programming				
Project/Phase	Federal Earmark	Local Match	Measure BB	Total
I-880 Davis Street I/C (PS&E, CON)	-	\$135,000	\$539,940	\$674,940
Dublin Blvd. Extension (PS&E)	\$539,940	\$1,043,000	\$5,374,060	\$6,957,000
Total	\$539,940	\$1,178,000	\$5,914,000	\$7,631,940

The remaining \$21,364 available is proposed to be reprogrammed to the 7th Street Grade Separation and Port Arterial Improvements/GoPort project. Staff from the cities of Dublin, San Leandro, and Hayward and the Port of Oakland have concurred with this proposal.

Next Steps

Project sponsors will need to submit required forms to Caltrans in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2020. MTC will be coordinating with Caltrans throughout the repurposing process, which is scheduled to be approved by the State in mid-September.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC 2017 Earmark Repurposing Item, dated July 26, 2017
- B. Dublin Boulevard Extension and 7th Street Grade Separation and Port Arterial Improvements/GoPort Project maps

Staff Contacts

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

[Jacki Taylor](#), Senior Program Analyst

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METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
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Memorandum

TO: Commission

DATE: July 26, 2017

FR: Executive Director

RE: Federal Earmark Repurposing

Background

At the July Programming and Allocations Committee meeting, Commissioners received an information item describing a provision included in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 that enables States to repurpose unspent earmark balances.

As described in the Committee summary sheet (Attachment 1), to be eligible for repurposing to another project, an earmark must be at least ten years old and either less than 10% obligated or completed and closed out. Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds, and within 100 miles of the originally designated earmark.

Updated Information and Recommendation

On July 18, 2017 Caltrans posted the official list of earmarks eligible for repurposing, including the fund balance available on each earmark. Within the Bay Area, there is approximately \$2.8 million in unspent earmark apportionment and obligation authority that are readily available for repurposing, as noted in the table below.

Earmarks Available for Repurposing

Sponsor	Earmark Description	Balance Available	Notes
ACTC	Install emergency vehicle preemption equipment along major arterials in the I- 880 corridor, Alameda County	\$20,975	Project completed and closed.
ACTC/San Leandro	Replace 880 overpass at Davis St. in San Leandro	\$539,940	Earmark has not yet obligated, and is eligible for repurposing. MTC staff is working with project sponsors to discuss status of the project.

Earmarks Available for Repurposing (Continued)

Sponsor	Earmark Description	Balance Available	Notes
Hayward	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	\$389	Project completed and closed.
Menlo Park	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	\$14,126	Project completed and closed.
SFDPW	Implement SFgo Van Ness Corridor Improvements	\$561	Project completed and closed.
San Jose	Coyote Creek Trail Project- Story Road to Montague Expressway	\$1,799,800	Earmark has not yet obligated, and is eligible for repurposing. MTC staff is working with project sponsor to discuss status of the project.
Santa Clara County	Oregon-Page Mill expressway Improvements between U.S. 101 and SR 82, Palo Alto	\$33,754	Project completed and closed.
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	\$424,212	Project completed and closed.
Total Available for Repurposing:		\$2,833,756	

Caltrans has requested that Regional Transportation Planning Agencies (RTPAs) throughout the State coordinate with project sponsors to develop and submit a regional repurposing recommendation by August 18, 2017.

Given the extremely short timeline, as well as a consideration that the two incomplete Bay Area projects appear to be active and moving forward, staff recommends that the Commission authorize the Executive Director to coordinate with project sponsors and the relevant Congestion Management Agencies to develop a repurposing recommendation for the region, and submit the recommendation to Caltrans no later than August 18, 2017. It is ultimately the State’s decision on how to repurpose the earmarks.



 Steve Heminger

Attachments: Attachment 1. Federal Earmark Repurposing, PAC Agenda Item 2h

Metropolitan Transportation Commission
Programming and Allocations Committee

July 12, 2017

Agenda Item 2h

Federal Earmark Repurposing

Subject: Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Background: Section 422 of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 (P.L. No. 115-31) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2006 and are completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 100 miles of the original earmark designation in the State.

Bay Area Repurposed Earmarks (the “*from*” list)

At this time, MTC has not received a list of potential eligible earmarks for repurposing. We expect to receive guidance and a potential project list from Caltrans within the next couple weeks. Upon receipt of this list, Staff will work with project sponsors and Caltrans to identify specific earmarked funds to be repurposed. It is expected that the list will be much shorter than the 2016 list as most large projects/balances were considered then; however that cannot be confirmed until we receive the list.

Bay Area Projects to Receive Repurposed Funds (the “*to*” list)

For the next step in the process, Caltrans requests regions to submit a recommended list of projects to receive repurposed funds (or the projects *to* which the earmark funds will be directed). Staff will work with project sponsors to develop this list.

Depending on when MTC receives the “*from*” list from Caltrans, both of these lists may be presented to the Commission at the July 26, 2017 meeting for review and approval. After approval, staff will forward the lists to Caltrans to be included in the State’s submission to FHWA. The final complete list of projects is due to FHWA Headquarters by September 12, 2017.

Issues: (1) **Regional Role:** Although staff will work closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

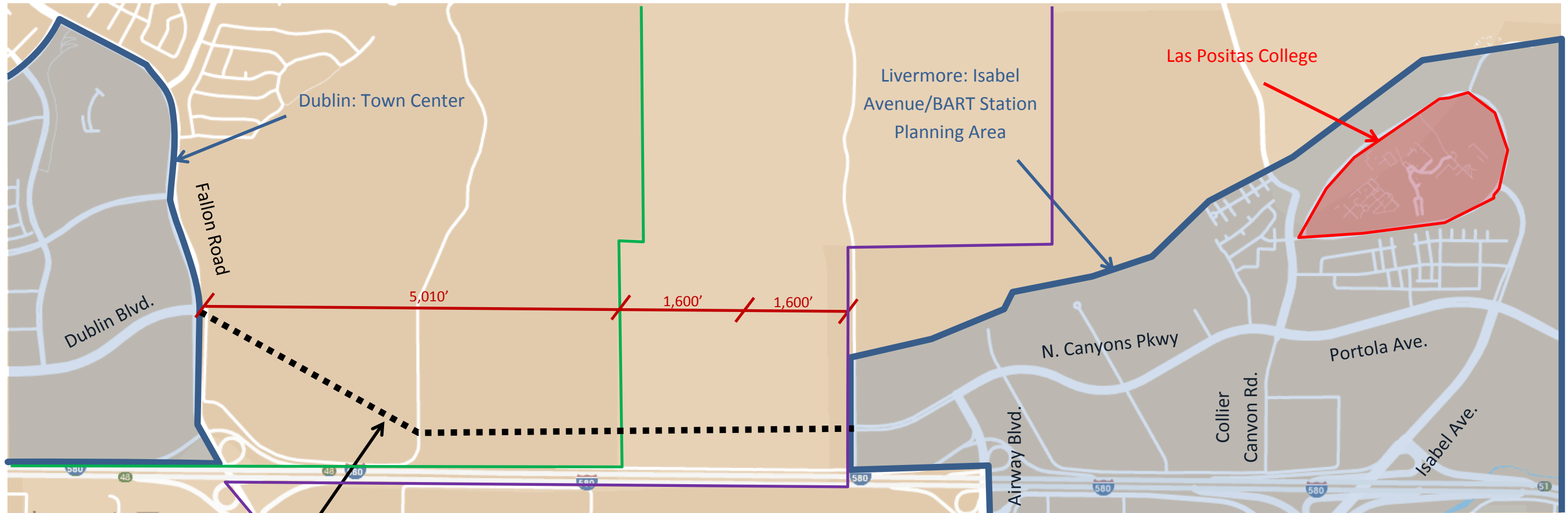
(2) **Implementation Issues:** Project sponsors must submit required forms to Caltrans by a yet-to-be-announced date, in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2020. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation: None. Information only.

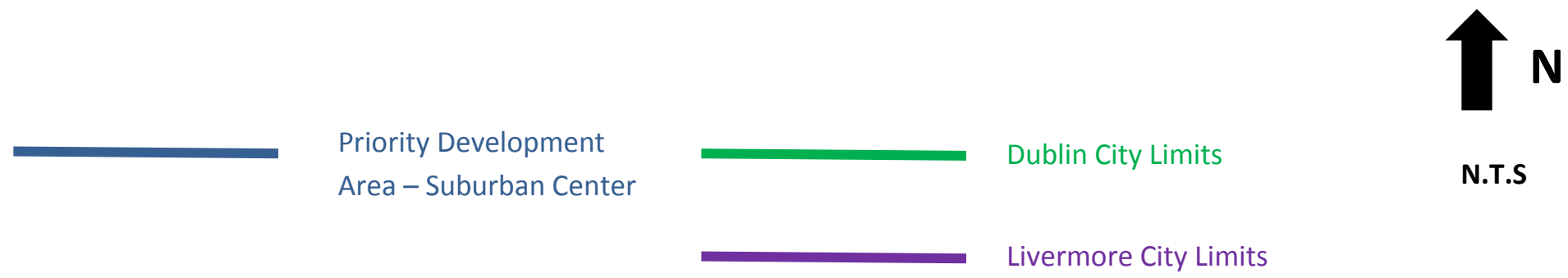
Attachments: None

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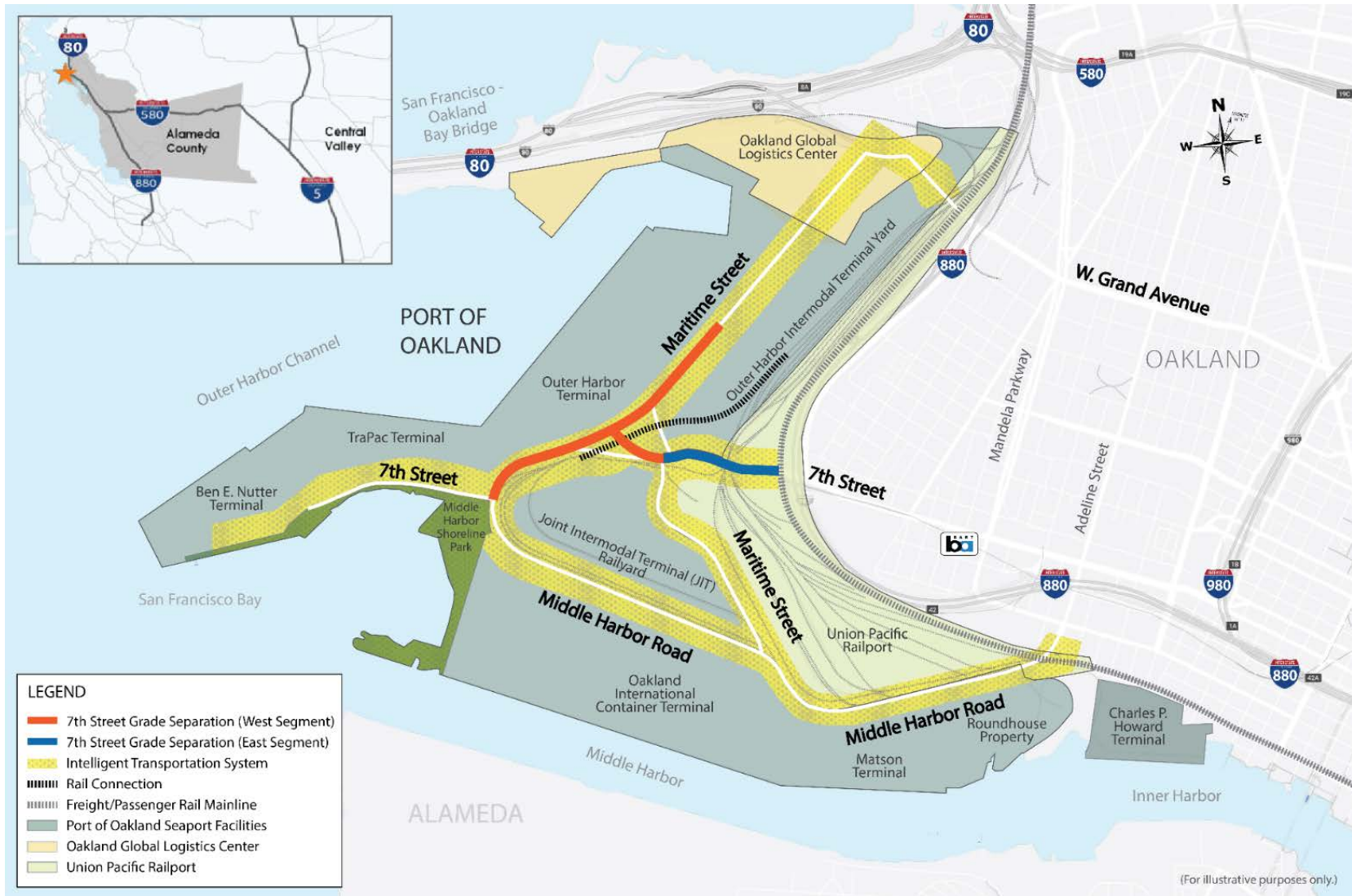
Proposed Extension of Dublin Boulevard to North Canyons Parkway



Proposed Extension of Dublin Blvd.



Proposed 7th Street Grade Separation and Port Arterial Improvements Project/GoPort Project



Location	Length
Primary Freight Network System intermodal connectors:	
1) Port of Oakland (CA32P) – Maritime Street (W. Grand Avenue to 7th Street), W. Grand Avenue (I-880 to Maritime Street), and 7th Street (I-880 to Maritime Street)	1) 1.96 miles
2) Oakland Railyard (CA62R) – Middle Harbor Road (7th Street to I-880)	2) 1.18 miles



Memorandum

6.10

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• www.AlamedaCTC.org

DATE: September 21, 2017

SUBJECT: I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000): Approval of Professional Services Agreement A18-0001 with T.Y. Lin International

RECOMMENDATION: Approve and authorize the Executive Director to execute Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide services for the Project Approval and Environmental Document (PA&ED) and Final Design Plans, Specifications and Estimates (PS&E) phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000) in the Cities of Emeryville and Berkeley. The project is in the 2014 Transportation Expenditure Plan (TEP No. 030) and proposes to provide a direct connection between westbound I-80 and Emeryville by way of Shellmound Street and will include bridge replacement, a roundabout interchange, and provisions for bicycle and pedestrian access to create a connection from Emeryville to the San Francisco Bay Trail.

In June 2017, the request for proposal (RFP) R18-0001 was released for project delivery services for the PA&ED and PS&E phases. Proposals were received from four firms, and an independent selection panel composed of representatives from the City of Emeryville and Alameda CTC reviewed the proposals. All four firms were invited to interview. The interviews were conducted on August 24, 2017, and at the conclusion of the evaluation process, Alameda CTC selected T.Y. Lin International as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide professional services for the Project Approval and Environmental Document (PA&ED) and Final Design Plans, Specifications and Estimates (PS&E) phases. The estimated duration to complete the services is 48 months. Should T.Y. Lin International become the Design Engineer of Record for the project, an amendment will be required to provide additional budget and time for design support services through construction once the project is in a position to be advertised.

Background

Alameda CTC is the project sponsor and implementing agency for the I-80/Ashby Avenue (SR-13) Interchange Improvements Project (PN 1445.000) in the Cities of Emeryville and Berkeley. The project is in the 2014 Transportation Expenditure Plan (TEP No. 030) and proposes to reconstruct the Ashby Avenue Interchange, which is bordered by Frontage Road and San Francisco Bay to the west, a mixed use section of Emeryville which includes industrial, commercial, and residential to the southeast, and Berkeley's Aquatic Park to the northeast.

The existing I-80/Ashby-Shellmound interchange does not provide access to or from westbound I-80 and Shellmound Street in the City of Emeryville and all westbound traffic to access Emeryville must use the Powell Street interchange. The scoping/feasibility study completed in July 1999 and updated in September 2006 identified alternatives that would provide a direct connection between westbound I-80 and Emeryville by way of Shellmound Street and include a new bridge to replace existing bridges, a roundabout interchange, and provisions for bicycle and pedestrian access to create a connection from Emeryville to the San Francisco Bay Trail. Improved mobility, reduced congestion on Ashby Avenue at the I-80/Powell Street interchange and at the intersection of Ashby Avenue and 7th Street, safe access for pedestrians and bicyclists to connect across I-80, and linking the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park are benefits of the project.

The next phase of the project is to perform environmental services. During the process of initial scoping and risk management, it was identified that due to the limited project design alternatives and limited technical risk factors, concurrently implementing the environmental and design phase activities would benefit the project. This approach is expected to advance the project construction readiness between six months to a year and also reduce costs through gained efficiencies.

In June 2017, the request for proposal (RFP) R18-0001 was released for project delivery services for the PA&ED and PS&E phases. A pre-proposal meeting was held on July 18, 2017 and was attended by 48 firms. Alameda CTC received four proposals on August 8, 2017 from the following firms:

- AECOM Technical Services, Inc.
- Kimley-Horn and Associates
- Parsons Transportation Group
- T.Y. Lin International

An independent selection panel composed of representatives from the City of Emeryville and Alameda CTC reviewed the proposals and offered the opportunity to proceed to the interview stage to all four firms. Consultant interviews were conducted on August 24, 2017. Proposers were scored on the following criteria: knowledge and understanding, management approach and staffing plan, qualifications, and interview effectiveness. At

the conclusion of the evaluation process, Alameda CTC selected T.Y. Lin International as the top-ranked firm.

Based upon the review of T.Y. Lin International's cost proposal, Alameda CTC's independent cost estimate, and the initial discussions with T.Y. Lin International, the not-to-exceed contract amount of \$7,500,000 will provide for the services necessary to complete the PA&ED and PS&E phases of the project. Staff anticipates that a contract will be ready for execution in October 2017.

T.Y. Lin International is a well-established local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0001 with T.Y. Lin International for a not-to-exceed amount of \$7,500,000 to provide services to complete the PA&ED and PS&E Phases. The estimated duration required to complete these services is 48 months. Should T.Y. Lin International become the Design Engineer of Record for the project, an amendment will be required to provide additional budget and time for design support services through construction once the project is in a position to be advertised.

The I-80/Ashby Avenue (SR-13) Interchange Improvements project is in the 2014 Transportation Expenditure Plan (TEP No. 030) and \$9.6 million in Measure BB funds has been allocated for the PA&ED and PS&E phases.

Levine Act Statement: The T.Y. Lin International Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$7,500,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2017-18 Capital Program Budget.

Attachment

- A. I-80/Ashby Avenue (SR-13) Interchange Improvements Project Fact Sheet

Staff Contact

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

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Interstate 80/Ashby Avenue (SR-13) Interchange Improvements

AUGUST 2017

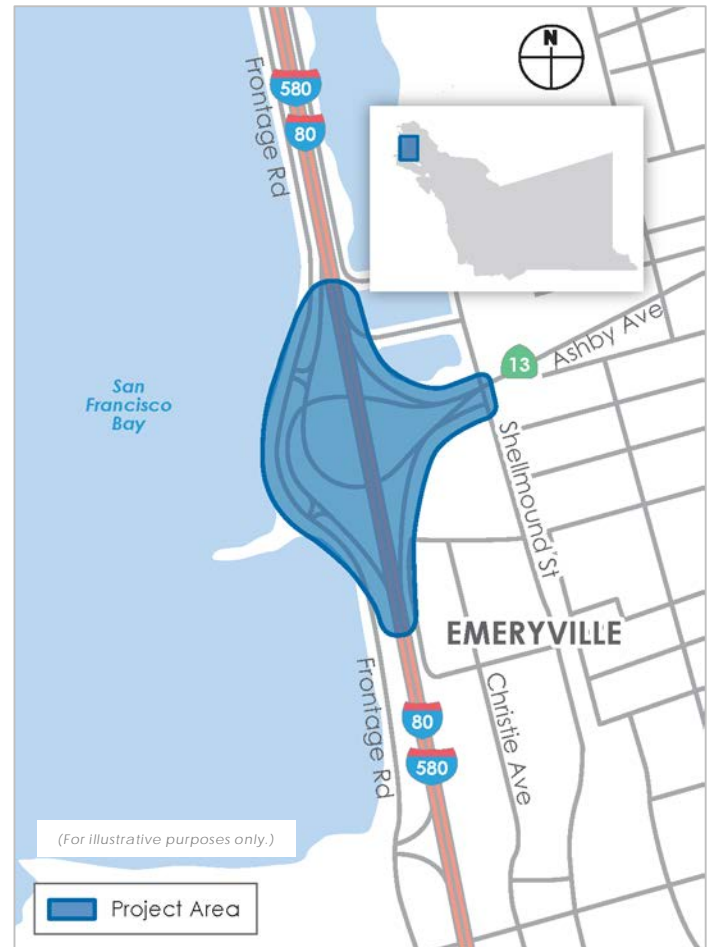
PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Emeryville, proposes to reconstruct the Ashby Avenue interchange, which is bordered by Frontage Road and San Francisco Bay to the west, an industrial/commercial/residential section of Emeryville to the southeast and Berkeley's Aquatic Park to the northeast. Construction on this project to provide a direct connection between westbound Interstate 80 (I-80) and Emeryville by way of Shellmound Street will include:

- A new bridge to replace existing bridges
- A roundabout interchange
- Provision of bicycle and pedestrian access over the I-80 freeway at the Ashby Avenue-Shellmound Street interchange

PROJECT NEED

- The existing I-80/Ashby-Shellmound interchange does not provide access to or from westbound I-80 and Shellmound Street in the City of Emeryville.
- All westbound traffic to access Emeryville must use the Powell Street interchange.

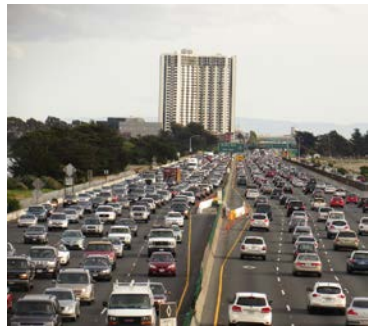


PROJECT BENEFITS

- Improves mobility and reduces congestion on Ashby Avenue at the I-80/Powell Street interchange and at the intersection of Ashby Avenue and 7th Street
- Provides safe access for pedestrians and bicyclists to connect across I-80, linking the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park



I-80/Ashby Avenue interchange from Google Maps.



I-80 freeway looking south approaching the Ashby Avenue exit.



I-80 eastbound Eastshore Freeway approach at the Ashby Avenue exit.

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$	4,000
Final Design (PS&E)	\$	5,500
Right-of-Way/Utility	\$	1,500
Construction	\$	41,000
Total Expenditures	\$	52,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$	23,000
Federal	\$	TBD
State	\$	TBD
Local	\$	TBD
TBD	\$	28,700
Total Revenues	\$	52,000

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- A scoping/feasibility study was completed by the City of Emeryville.
- A request for proposals (RFP) for Project Approval and Environmental Document/Plans, Specifications and Estimates (PA&ED/PSE) is anticipated for release in July 2017.
- Consultant is anticipated to be on board by fall 2017.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the cities of Emeryville and Berkeley

Note: Information on this fact sheet is subject to periodic updates.

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2017	Fall 2019
Final Design	Spring 2019	Winter 2020
Right-of-Way	Spring 2019	Winter 2020
Construction	Summer 2021	Winter 2024

Note: Schedule subject to funding availability.



Memorandum

6.11

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DATE: September 21, 2017

SUBJECT: I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project, (PN 1453.000): Approval of Professional Services Agreement A18-0002 with Mark Thomas, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project (PN 1453.000) in the City of Hayward. The project is comprised of two components in the 2014 Transportation Expenditure Plan (TEP No. 038 and No. 039). Improvements are proposed to the interchanges along I-880 at Whipple Road/Industrial Parkway Southwest and Industrial Parkway West ranging from operational improvements to the ramps to complete replacement of the undercrossing/overcrossing structures to relieve freeway and interchange congestion, enhance safety, improve business access and provide new shared pedestrian and bicycle paths along the north and south side of the crossing structures.

In June 2017, the request for proposal (RFP) R18-0002 was released for project delivery services for the Scoping and PA&ED phases. Proposals were received from three firms, and an independent selection panel composed of representatives from the City of Hayward and Alameda CTC reviewed the proposals. All three firms were invited to interview. The interviews were conducted on August 23, 2017, and at the conclusion of the evaluation process, Alameda CTC selected Mark Thomas, Inc. as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide professional services for the Scoping and PA&ED phases. The estimated duration to complete the services is 42 months.

Background

Alameda CTC is the project sponsor and implementing agency for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project (PN 1453.000) in the City of Hayward. The project is comprised of two components in the 2014 Transportation Expenditure Plan: Whipple Road/Industrial Parkway Southwest Interchange improvements (TEP No. 038) and I-880 Industrial Parkway Interchange Improvements (TEP No. 039). These two interchanges in Hayward are approximately one mile apart. Due to their close proximity, these projects are being combined for project development.

The improvements proposed range from operational improvements to the ramps to complete replacement of the undercrossing/overcrossing structures to relieve freeway and interchange congestion, enhance safety, improve business access and provide new shared pedestrian and bicycle paths along the north and south side of the crossing structures.

A feasibility study was prepared for the Whipple Road/Industrial Parkway Southwest Interchange in May 2016. The next phase of the project will expand upon the feasibility study and prepare a scoping document acceptable to Caltrans for both locations and concurrently begin work to support the environmental process.

In June 2017, the request for proposal (RFP) R18-0002 was released for project delivery services for the Scoping and PA&ED phases. A pre-proposal meeting was held on July 18, 2017 and was attended by 30 firms. Alameda CTC received three proposals on August 8, 2017 from the following firms:

- BKF Engineers
- HDR
- Mark Thomas, Inc.

An independent selection panel composed of representatives from the City of Hayward and Alameda CTC reviewed the proposals and offered the opportunity to proceed to the interview stage to all three firms. Consultant interviews were conducted on August 23, 2017. Proposers were scored on the following criteria: knowledge and understanding, management approach and staffing plan, qualifications, and interview effectiveness. At the conclusion of the evaluation process, Alameda CTC selected Mark Thomas, Inc. as the top-ranked firm.

Based upon the review of Mark Thomas, Inc.'s cost proposal, Alameda CTC's independent cost estimate, and the initial discussions with Mark Thomas, Inc., the not-to-exceed contract amount of \$5,000,000 will provide for the services necessary to complete the Scoping and PA&ED phases of the project. Staff anticipates that a contract will be ready for execution in October 2017.

Mark Thomas, Inc. is a well-established local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0002 with Mark Thomas, Inc. for a not-to-exceed amount of \$5,000,000 to provide services to complete the Scoping and PA&ED phases. The estimated duration required to complete these services is 42 months.

I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) project is in the 2014 Transportation Expenditure Plan (TEP No. 038 and No. 039) and \$11.25 million in Measure BB funds has been allocated for the Scoping and PA&ED phases.

Levine Act Statement: The Mark Thomas, Inc. Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$5,000,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2017-18 Capital Program Budget.

Attachment

- A. I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project Fact Sheet

Staff Contact

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

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Interstate 880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

AUGUST 2017

PROJECT OVERVIEW

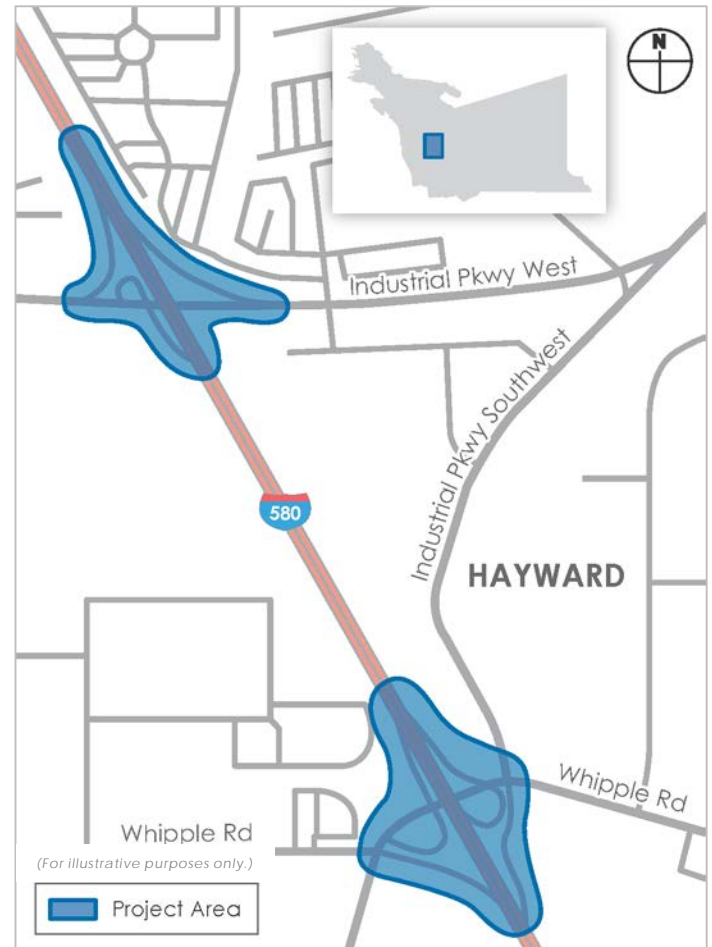
The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), will implement full interchange improvements at the Interstate 880 (I-880)/Whipple Road interchange, including:

- A northbound off-ramp
- A southbound high occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp
- Bridge reconstruction over I-880
- Surface street improvements and realignment

Due to their close proximity to the I-880/Industrial Parkway West Interchange, these projects are being combined for project development.

PROJECT NEED

- I-880/Whipple Road ramp intersections currently operate at or over capacity, with a few movements experiencing high delay during a.m. and p.m. peak hours.
- Observed queues for the northbound off-ramp approach at Whipple Road occasionally extend to the mainline.
- The Whipple Road–Industrial Parkway South West interchange was identified by the cities of Union City and Hayward as needing bicycle and pedestrian improvements to enhance the connectivity between the east and west sides of I-880.
- There is no designated bicycle facility along Whipple Road or Industrial Parkway at I-880, and the sidewalk along the north side of Whipple Road is narrow.
- The pavement condition of Whipple Road within the Caltrans right-of-way is degraded and is in need of major rehabilitation.



PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Enhances safety
- Improves local business access along Whipple Road
- Improves bicycle and pedestrian access across the interchange
- Improves transit access to and from the I-880 freeway



Renderings of the project areas for the Feasibility Study.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping

- Feasibility Study was completed in May 2016.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, and the cities of Hayward and Union City

COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$ 1,750
PE/Environmental	\$ 9,500
Final Design (PS&E)	\$ 15,000
Right-of-Way	\$ 15,000
Construction	\$ 110,000
Total Expenditures	\$ 151,250

Note: Construction estimate is projected to the mid-year of construction – 2025.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$ 1,750
Federal	\$ TBD
State	\$ TBD
Local	\$ TBD
TBD	\$ 149,500
Total Revenues	\$ 151,250

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2017	Summer 2018
Preliminary Engineering/ Environmental	Summer 2018	Summer 2021
Final Design	Fall 2021	Winter 2023
Right-of-Way	Winter 2021	Winter 2023
Construction	Summer 2024	Winter 2026

Note: Information on this fact sheet is subject to periodic updates.



Memorandum

6.12

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

DATE: September 21, 2017

SUBJECT: I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022): Approval of Professional Services Agreement A18-0003 with AECOM Technical Services, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide services for the Scoping and Project Approval and Environmental Document (PA&ED) phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022) which passes through the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Transportation Expenditure Plan (TEP No. 035) and proposes to construct a 10-mile segment (one express lane in both the northbound and southbound direction) to complete the Express Lane Network through Alameda County. Anticipated benefits include improved efficiency of the transportation system on northbound I-680 between SR-237 and SR-84 to accommodate the current and future traffic demand, improved travel time and travel reliability for all users, including High Occupancy Vehicle and transit users, and optimization of freeway system management and traffic operations.

In June 2017, the request for proposal (RFP) R18-0003 was released for project delivery services for the Scoping and PA&ED phases. Proposals were received from three firms, and an independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposals. All three firms were invited to interview. The interviews were conducted on August 23, 2017, and at the conclusion of the evaluation process, Alameda CTC selected AECOM Technical Services, Inc. as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide professional services for the Scoping and PA&ED phases. The estimated duration to complete the services is 42 months.

Background

Alameda CTC is the project sponsor and implementing agency for the I-680 Express Lanes from SR-84 to Alcosta Boulevard Project (PN 1468.022) which passes through the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Transportation Expenditure Plan (TEP No. 035) and proposes to construct a 10-mile segment (one express lane in both the northbound and southbound direction) to complete the Express Lane Network through Alameda County.

With the completion of this 10-mile segment, the public would have over 40 miles of continuous express lane facility and unlock more widespread benefits such as improved efficiency of the transportation system on NB I-680 between SR-237 and SR-84 to accommodate current and future traffic demand, improved travel time and travel reliability for all users, including High Occupancy Vehicle and transit users, and optimization of freeway system management and traffic operations.

Based on the size and estimated cost of the project, it is likely that a phasing or segmentation strategy will be required. During the Scoping and PA&ED phases, options to segment and/or phase the project will be examined. The project will also take advantage of the lessons learned and the deliverables prepared from the two adjacent projects. The SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements project is currently in the environmental phase and has a target to achieve federal clearance by June 2018. The I-680 Sunol Express Lanes –Phase 1 is presently being advertised and an award is anticipated by October 2017.

In June 2017, the request for proposal (RFP) R18-0003 was released for project delivery services for the Scoping and PA&ED phases. A pre-proposal meeting was held on July 18, 2017 and was attended by 36 firms. Alameda CTC received three proposals on August 8, 2017 from the following firms:

- AECOM Technical Services, Inc.
- HDR
- WMH Consulting

An independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposals and offered the opportunity to proceed to the interview stage to all three firms. Consultant interviews were conducted on August 23, 2017. Proposers were scored on the following criteria: knowledge and understanding, management approach and staffing plan, qualifications, and interview effectiveness. At the conclusion of the evaluation process, Alameda CTC selected AECOM Technical Services, Inc. as the top-ranked firm.

Based upon the review of AECOM Technical Services, Inc.'s cost proposal, Alameda CTC's independent cost estimate, and the initial discussions with AECOM Technical Services, Inc., the not-to-exceed contract amount of \$5,500,000 will provide for the services necessary to

complete the Scoping and PA&ED phases of the project. Staff anticipates that a contract will be ready for execution in October 2017.

AECOM Technical Services, Inc. is a well-established local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A18-0003 with AECOM Technical Services, Inc. for a not-to-exceed amount of \$5,500,000 to provide services to complete the Scoping and PA&ED phases. The estimated duration required to complete these services is 42 months.

The I-680 Express Lanes from SR-84 to Alcosta Boulevard Project is in the 2014 Transportation Expenditure Plan (TEP No. 035) and \$7.5 million in Measure BB funds has been allocated for the Scoping and PA&ED phases.

Levine Act Statement: The AECOM Technical Services, Inc. Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$5,500,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY2017-18 Capital Program Budget.

Attachment

- A. The I-680 Express Lanes from SR-84 to Alcosta Boulevard Project Fact Sheet

Staff Contact

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

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I-680 Express Lanes from SR-84 to Alcosta Boulevard

JUNE 2017

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard Project, which passes through the community of Sunol and the cities of Dublin and Pleasanton, proposes to construct a 10-mile segment to complete the Express Lane Network through Alameda County.

The Alameda County Transportation Commission (Alameda CTC) has begun initial project scoping and seeks to obtain environmental clearance for the project to enable the project to pursue funding for subsequent phases as part of the project delivery. It is anticipated that the project will be delivered in phases:

Phase 1 will construct southbound high-occupancy vehicle (HOV)/express lanes on I-680 from Alcosta to north of Koopman Road.

Phase 2 will construct northbound (NB) HOV/express lanes on I-680 from SR-84 to Alcosta Boulevard.

Concurrent projects in the area include:

- [SR 84 Widening \(Pigeon Pass to I-680\) and SR 84/I-680 Interchange Improvements](#)
- [I-680 Sunol Express Lanes \(Phase 1\)](#)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a 10-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic from the Central Valley to Silicon Valley, especially in the morning peak period, results in gridlock conditions that last several hours.



PROJECT BENEFITS

- Increases the efficiency of the transportation system on NB I-680 between SR-237 and SR-84 to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



I-680 northbound approaching the Calaveras Road off-ramp.



I-680 northbound approaching the SR-84 off-ramp in Sunol.

COST ESTIMATE BY PHASE (\$ x 1,000)

	Phase 1	Phase 2
Planning/Scoping	\$1,000 ¹	See footnote
PE/Environmental	\$6,500 ¹	See footnote
Final Design (PS&E)	\$15,000	\$12,000
Right-of-Way	\$6,500	\$4,000
Construction	\$241,000 ¹	\$194,000
Total Expenditures	\$270,000	\$210,000

¹ Combined cost estimate for Phase 1 and Phase 2; construction cost estimate for Phase 1 assumes cost of some infrastructure scope elements to accommodate Phase 2 implementation. Construction estimate is projected to the mid-year of construction — 2024.

FUNDING SOURCES (\$ x 1,000)

	Phase 1	Phase 2
Measure BB	\$20,000	TBD
Federal	TBD	TBD
State	TBD	TBD
Local	TBD	TBD
TBD	\$250,000	\$210,000
Total Revenues	\$270,000	\$210,000

STATUS

Implementing Agency: Alameda CTC

Current Phase: Scoping — Project Study Report-Project Delivery Support (PSR-PDS)

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, community of Sunol and cities of Dublin and Pleasanton

Note: Information on this fact sheet is subject to periodic updates.

SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Summer 2018
Preliminary Engineering/ Environmental	Fall 2017	Fall 2020
Final Design	Spring 2020	Summer 2023
Right-of-Way	Spring 2020	Summer 2023
Construction	Fall 2022	Fall 2026

Note: The schedule is contingent upon funding availability. The schedule for Phase 2 is to be determined.



Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 21, 2017

SUBJECT: I-680 Northbound Express Lane (PN 1369.000): Approval of Contract Amendment No. 1 to Professional Services Agreement A15-0035 with WMH Corporation

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A15-0035 with WMH Corporation for an additional \$1,500,000 for a total not-to-exceed amount of \$11,725,405 and a two-year time extension to provide design services through the project completion.

Summary

The Alameda CTC is the implementing agency for the project development phases of the I-680 Northbound Express Lane project. This project proposes to widen I-680 to construct a Northbound HOV/Express Lane from SR-237 to SR-84 in Santa Clara and Alameda Counties. The project is being implemented with a phased approach focused on providing immediate operational benefits within current funding availability. The I-680 Northbound Express Lane – Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR-84. Phase 1 is funded by a combination of State and Sales Tax Measure funds. Alameda CTC retained WMH Corporation (WMH) in December 2015 to prepare the civil design plans for Phase 1.

The California Department of Transportation (Caltrans) is responsible to advertise, award, and administer the civil construction of Phase 1. Phase 1 was advertised on August 14, 2017, with bid opening scheduled on October 3, 2017, and an award by the end of October 2017. As the Engineer of Record, WMH's services will be required to provide design support during construction (DSDC), be available for transition support to the system integration team, and upon completion of the project, prepare the as-built plans. The estimated cost for this effort is \$1,500,000.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and authorize a two-year time extension to June 30, 2021 to provide DSDC (Engineer of Record) services through the completion of Phase 1.

Background

I-680 from SR-237 to SR-84 is the one of the most congested freeways in the San Francisco Bay Area. With the recent economic boom which has revitalized the commute and goods movement in this corridor, the level of traffic congestion and delays within the corridor has increased. Traffic forecasts for the project indicate that traffic congestion is expected to worsen in coming years.

The I-680 Southbound HOV/Express Lane was opened to the public in 2010, and since its opening has reduced the traffic congestion and provided travel reliability for motorists traveling the corridor during the morning commute hours. Currently, heavy afternoon traffic congestion exists on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that the congestion is caused by two bottlenecks: the first near Washington Boulevard and the second at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The I-680 Northbound HOV/Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a 14-mile long northbound HOV/Express Lane in the corridor. The project is being implemented with a phased approach focusing on providing immediate operational benefits within current funding availability. The I-680 Northbound Express Lane – Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR84.

To avoid multiple construction contracts, minimize extended inconvenience to the traveling public, and achieve maximum cost efficiency, in addition to the new High Occupancy Vehicle (HOV)/express lane from south of Auto Mall Parkway to SR-84, Alameda CTC and Caltrans have partnered to include as part of the Phase 1 construction package (1) modification of the current limited access toll lanes along the southbound corridor from Andrade Road to SR-262/Mission to be converted to continuous access toll; (2) rehabilitation improvements along northbound I-680 between Auto Mall Parkway and Koopman Road; and (3) components to support the integration of the southbound and northbound toll collection system.

Caltrans is responsible to advertise, award, and administer the civil construction of Phase 1. Phase 1 was advertised on August 14, 2017. Bid opening is scheduled for October 3, 2017 and an award is anticipated by the end of October 2017. Lane Opening target is 2020.

In 2015, under a competitive selection process, Alameda CTC selected WMH to prepare the civil design plans for Phase 1. Due to the complexity of the project, budget for design services from construction through project completion were not included in the contract and deferred until Phase 1 was in a position to be advertised. As the Engineer of Record, WMH's services will be required to provide design support during construction, be available for transition support to the system integration team, and upon completion of the project, prepare the final as-built plans and closeout documentation in 2021. At the time of procurement of professional services for the design phase (original contract), the scope and

duration of design services anticipated during construction was not well defined. Unplanned and unexpected changes occur during the multiyear design and award process that impact the final estimated level of design support needed during the advertisement, award and construction period. With design now complete, the scope and duration of design support anticipated during construction has been estimated to match the project scope and need.

The estimated cost for this effort is \$1,500,000 and will be authorized on a time and materials basis. The Phase 1 project funding plan includes budget from a combination of state TCRP, Measure B, and Measure BB funds to fund design services.

The proposed amendment is for a value of \$1,500,000 for a contract total not-to-exceed amount of \$11,725,405 and a two-year time extension to June 30, 2021. Table A below summarizes the contract actions related to Agreement No. A15-0035.

Table A: Summary of Agreement No. A15-0035			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with WMH (A15-0035) March 2016	Plans, Specifications & Estimate (PS&E) Phase	NA	\$10,225,405
<i>Proposed Amendment No. 1 September 2017 (This Agenda Item)</i>	Provide additional budget and two-year time extension to June 30, 2021 to complete the project	\$1,500,000	\$11,725,405
Total Amended Contract Not-to-Exceed Amount			\$11,725,405

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

Fiscal Impact: The fiscal impact of approving this item is \$1,500,000. The action will authorize Measure BB funds to be used for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY2017-18 Capital Program Budget.

Staff Contact

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

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Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2017

SUBJECT: AC Transit Transbay Tomorrow Study Update

RECOMMENDATION: Receive an update on the AC Transit Transbay Tomorrow Study

Summary

AC Transit has embarked on a Comprehensive Operations Analysis study for its Transbay Bay Bridge services. The study, publicly referred to as "Transbay Tomorrow," kicked off in February 2017 and stems from the initial findings of the MTC Core Capacity Transit Study. The Study will ultimately develop recommendations for: 1) Service, 2) Fares, and 3) Capital Projects. The Committee received a brief introduction to the study at the June meeting.

AC Transit has completed its existing conditions analysis and two survey efforts, an on-board survey and an operator survey, both of which collected data on different types of changes and improvements. These results, along with initial concepts for recommendations, will be presented to the Committee at the September meeting.

Additional information about the study can be accessed on the study's website <http://www.actransit.org/transbaytomorrow/>.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Cathleen Sullivan](#), Principal Planner

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Transbay Tomorrow



September 11, 2017
Alameda CTC Transit Committee



What is Transbay Tomorrow?

Evaluation of Existing Transbay Service

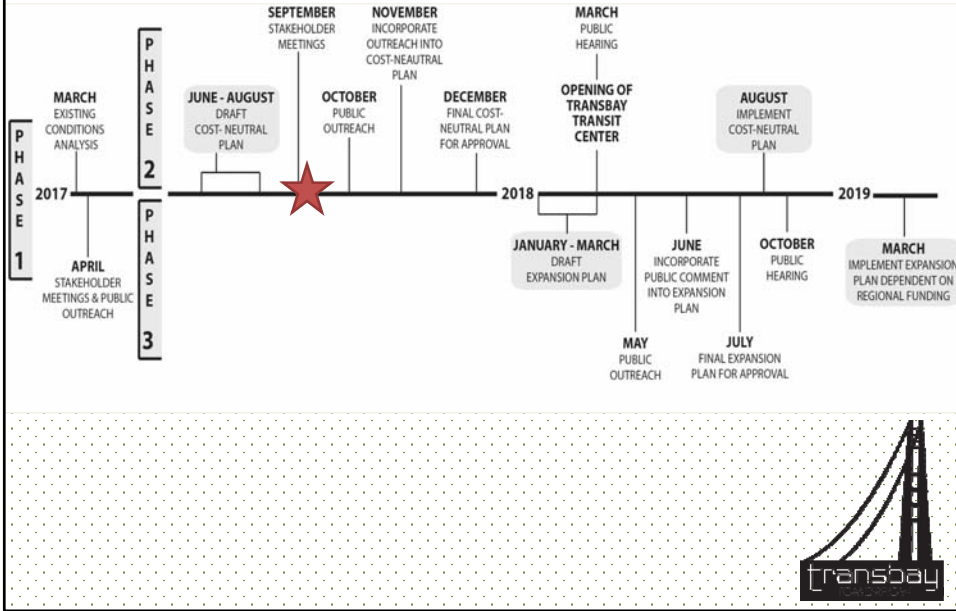
- Routing
- Scheduling (runtimes and frequencies)
- Stops
- Fares

Three Phases

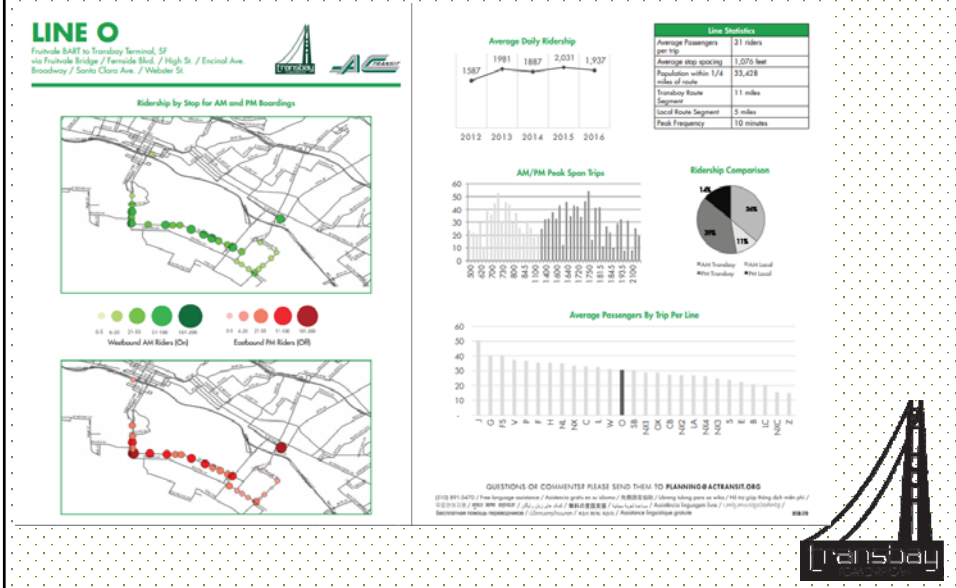
- Existing Conditions (complete)
- Cost-Neutral Plan & Fare Policy (ongoing)
- Expansion Plan (2018)



Timeline



Existing Conditions



Characteristics of Productive Service

- **Direct routes**

Lines operate on one or two urban corridors.

- **Short local street segments**

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

- **High Population Density**

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



Major Issues

- Overcrowding
- Speed
- Reliability
- Productivity

Recommendations will focus on:

- Service Structure
- Fare Structure
- Infrastructure



Outreach

- Regional Transit and City TACs
- Passenger Survey
- Operator Survey
- Public Meetings
- Guerilla Outreach



Passenger Survey Key Findings

- *Fares*
 - 93% on Clipper
- *Why do you ride Transbay*
 - Stops located near home/work
 - Likely to get a seat
- *Improvements*
 - Focus on reliability and higher frequencies
- *Tradeoffs*
 - Willing to walk further for faster/more frequent service
 - Not willing to transfer for faster/more frequent service
- *Reliability*
 - Noticeable difference between AM/PM



Operator Survey Key Findings

- too many stops along most lines
- local boardings affect efficient operations
- in favor of having few central stops
- different routes may be less congested



Next Steps

- Present Guiding Principles/Existing Conditions/Outreach to Board
- Finalize draft cost neutral plan and consult TACs and Board Liaison
- Conduct outreach for draft cost neutral plan
- Finalize plan based on feedback
- Request setting public hearing





Questions?





Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 21, 2017

SUBJECT: SFCTA Study of Transportation Network Company Activity

RECOMMENDATION: Receive an update on the SFCTA Study entitled "TNCs Today: A Profile of San Francisco Transportation Network Company Activity"

Summary

Transportation network companies (TNCs) such as Uber and Lyft are an increasingly visible presence on streets throughout the Bay Area, but there has been no comprehensive data source to help the public and decision-makers understand how many TNC trips occur, how much vehicle travel they generate, and their potential effects on transportation system performance. Although the California Public Utilities Commission (CPUC) regulates and requires data reporting by TNCs, these data are not shared with local jurisdictions and the public.

In order to help inform the San Francisco Board of Supervisors, other local policy-makers, and the general public on the size, location and time-of-day characteristics of the TNC market in San Francisco, the San Francisco County Transportation Authority (SFCTA) established a collaboration with researchers at Northeastern University. These researchers gathered data from the Application Programming Interfaces (APIs) of Uber and Lyft from mid-November to mid-December of 2016, and SFCTA staff cleaned and analyzed the data to develop a profile of TNC demand within San Francisco. The SFCTA released its *TNCs Today* report documenting the results in June of 2017.

The *TNCs Today* report indicates that there are a significant number of TNC trips occurring within San Francisco, primarily in the most congested parts of the city, at the most congested times of day. On a typical weekday, TNCs account for approximately 170,000 intra-SF trips, generating at least 570,000 daily vehicle miles travelled. Note that while the *TNCs Today* report provides a broad range of descriptive information about TNC trips, it does not evaluate the effects of these TNC trips on the performance of the San Francisco transportation system, such as the extent to which TNCs affect congestion. This and other research questions such as

the effects of TNCs on transit ridership, transit operations and equity will be addressed in subsequent SFCTA research efforts.

The *TNCs Today* report can be found at www.sfcta.org/tncstoday. In addition, an interactive data visualization can be explored at tncstoday.sfcta.org.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Cathleen Sullivan](#), Principal Planner

TNCs Today: A Profile of San Francisco Transportation Network Company Activity



Alameda County Transportation Commission
September 11, 2017

Motivations, Purpose & Methodology

- ▶ SF as ground zero for “emerging mobility services and technologies”
- ▶ Perception of great number of TNC vehicles on SF streets, but no data
- ▶ Provide information on number, location, time-of-day in SF
 - ▶ Drivers and vehicles
 - ▶ Trips
 - ▶ VMT (includes in-service and out-of-service)
- ▶ Data
 - ▶ Gathered by Northeastern University
 - ▶ All SF, every 5 seconds for 6 weeks
- ▶ Limitations
 - ▶ Imputed trips: Not directly observed
 - ▶ Intra-SF trips only



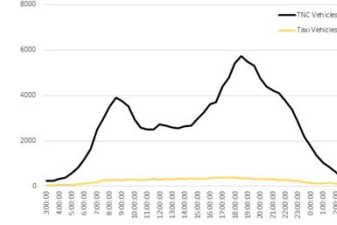
How many TNCs operate in San Francisco today?

- ▶ 45,000 drivers contacted by City
- ▶ 21,000 complied with license registration
 - ▶ Only 29% are SF residents.
- ▶ At peak, approx. 5,700-6,500 vehicles on the road
- ▶ 15 times the number of taxis

Estimated SF-Registered TNC Businesses

	%
Alameda	21%
Contra Costa	12%
Marin	2%
Napa	0%
San Francisco	29%
San Mateo	16%
Santa Clara	6%
Solano	2%
Sonoma	1%
Outside Bay Area	10%
Total	100%

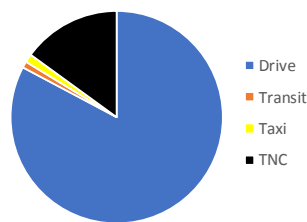
TNC Vehicles on Street by Time-of-Day (Weekday)



How many TNC trips are occurring in San Francisco?

- ▶ 170,000 TNC intra-SF vehicle trips on typical weekday
- ▶ 15% of intra-SF vehicle trips
- ▶ At least 9% of intra-SF person trips
- ▶ Conservative estimate (excludes trips with an end outside SF)

Vehicle Trips by Mode

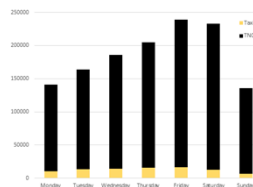


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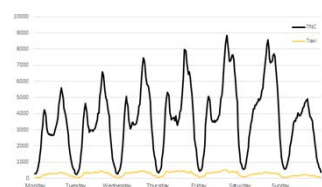
When are TNC trips occurring in San Francisco?

- ▶ Varies by day-of-week
 - ▶ 222,500 trips on Friday
 - ▶ 129,000 trips on Sunday
- ▶ Varies by time-of-day
 - ▶ During peak when congestion is greatest

Intra-SF TNC Trips by Day-of-Week



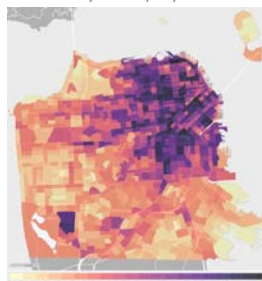
Intra-SF TNC Trips by Time-of-Day and Day-of-Week



Where are TNC trips occurring in San Francisco?

- ▶ Concentrated in the densest and most congested parts of San Francisco
- ▶ At peak periods, TNCs comprise ~25% of vehicle trips in South of Market.

Daily TNC Trips by TAZ



Daily TNC Trip Hotspots



Daily TNC % of Vehicle Trips By Supervisorial District

DIST	AM %	PM %
1	8%	7%
2	20%	17%
3	19%	20%
4	4%	3%
5	14%	13%
6	25%	26%
7	5%	4%
8	10%	8%
9	10%	9%
10	7%	7%
11	3%	2%

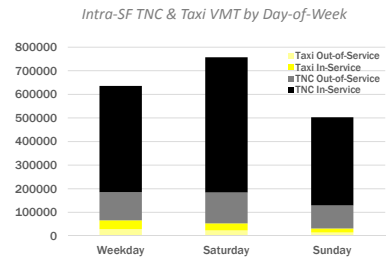
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How many vehicle miles traveled (VMT) do TNCs generate within San Francisco?

- ▶ Intra-SF TNC trips generate at least 570,000 VMT on a typical weekday
 - ▶ 20% of intra-SF weekday VMT
 - ▶ 6.5% of total weekday VMT
- ▶ Primarily during peaks

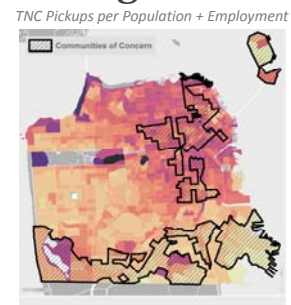
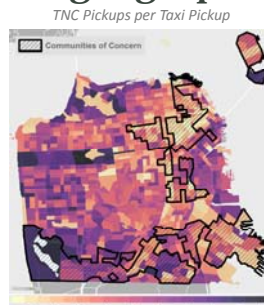
Intra-SF TNC & Taxi Trip Lengths

	TNCs	Taxis
Trips	170,400	14,400
VMT	569,700	65,900
Average Total Trip Length	3.3	4.6
Average In-service Trip Length	2.6	2.6
Average Out-of-Service Trip Length	0.7	2.0
% Out-of-Service Trips Length	21.0%	43.6%



Do TNCs provide a high degree of geographic coverage throughout the entire City?

- ▶ Broader coverage across the city than taxis.
- ▶ Fewer trips per population and employment in southern and southeastern areas of the city



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Future Research & Costs

- ▶ **Research**
 - ▶ **TNCs and Safety:** How do TNCs affect the safety of people who use the roads, including transit riders, bicyclists and pedestrians?
 - ▶ **TNCs and Transit Demand:** How do TNCs complement, compete with, or otherwise affect transit ridership?
 - ▶ **TNCs and Transit Operations:** How do TNCs affect transit service operations?
 - ▶ **TNCs and Congestion:** How do TNCs affect roadway congestion, delay, and travel time reliability?
 - ▶ **TNCs and Disabled Access:** To what extent do TNCs serve people with disabilities?
 - ▶ **TNCs and Equity:** Can TNCs be accessed by all San Francisco residents including communities of concern?
 - ▶ **TNCs and Air Quality:** How do TNCs affect air quality emissions?
 - ▶ **TNC Policies:** What is the role of government in regulating TNCs?
 - ▶ **TNC Best Practices:** What potential impacts of TNCs have other agencies identified, and what policies have they enacted in response?
- ▶ **Costs**
 - ▶ Northeastern University collected data and shared with SFCTA at no cost
 - ▶ SFCTA staff time for TNC Today report approx. \$30K

6

Questions?

Project Manager: Joe Castiglione,
joe.castiglione@sfcta.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, May 4, 2017, 5:30 p.m.

7.1

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

1. Welcome and Introductions

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:30 p.m. A roll call was conducted and all members were present with the exception of Liz Brisson, Preston Jordan and Diane Shaw.

Subsequent to the roll call:

Liz Brisson arrived during agenda item 5.

2. Public Comment

There were no public comments.

3. Approval of February 9, 2017 Minutes

A correction was requested to change "sebsequent" to "subsequent" and to change the last sentence on page 1 from "...connections in Fremont and Newark..." to "...connections between Fremont and Newark that were..."

Kristi Marleau moved to approve this item with the above corrections. Jeremy Johansen seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Hill, Johansen, Marleau, Murtha, Schweng, Tabata, Turner

No: None

Abstain: None

Absent: Brisson, Jordan, Shaw

4. Transportation Development Act Article 3 Project Nominations

Chair Turner moved this item after agenda item 5. Matt Bomberg said that Countywide BPAC is responsible for reviewing and providing input on Transportation Development Act (TDA) Article 3 projects in Alameda County. As in the past, the BPAC is being requested to review six projects being submitted by local jurisdictions that have elected to use the Alameda CTC BPAC as a review body for funding in fiscal year 2017-2018. Matt introduced Paul Keener with the Alameda County Public Works Agency (ACPWA) that is responsible for administering the TDA Article 3 funding.

Paul presented the TDA Article 3 projects for the ACPWA, the City of Hayward, the City of Newark and the City of Piedmont.

Feliz Hill asked how many pedestrian ramps will be installed in Hayward and Newark. Paul said that normally at an intersection four to eight ramps are installed and the cost is approximately \$2,500 per ramp.

Ben Schweng stated that the City of Hayward regularly spends its TDA Article 3 funds on curb ramps but from his perspective it appears that ADA ramps already exists citywide.

Feliz Hill asked what community outreach is conducted for the projects. Paul responded that community outreach may involve running newspaper ads, websites and participating in community meetings.

Ben Schweng asked if the detectable warning surfaces will be changed. Paul responded that the technology is evolving for the detectable warning surfaces. As better technology comes along the cities/county will look into using it in projects.

Feliz Hill asked what efforts are in place to partner with organizations such as Bike East Bay as part of the ACPWA bicycle safety education program. Paul said there are a variety of programs within the community. Alameda County and Alameda CTC's focus has been with the schools whereas Bike East Bay education programs focus mainly on adults. He said that "swag bags" are passed out during bike to school week that feature interactive educational items as well as items such as tire repair kits that are useful for safety.

Feliz Hill asked if any surveys have been conducted to find out what students need to increase walking and biking. Paul responded that as part of the Safe Routes to Schools Program (SR2S) student tallies and parent surveys are conducted that include these types of questions.

Dave Murtha asked if the SR2S surveys asks how many kids ride home. Paul responded that the survey looks at to/from school trips.

5. East Bay Greenway: Lake Merritt BART to South Hayward BART Concept Plan Review

Matt Bomberg stated that in December 2016 the committee received a high level overview of the East Bay Greenway: Lake Merritt BART to South Hayward project. Since that time, Matt noted that the project team has developed concept plans for two design options. He introduced Chwen Siripocanont the project manager of this project and she reviewed the project development process and discussed with the committee the rail-to-trail and rail-with-trail options.

Midori Tabata asked if the project implementation is dependent on Union Pacific (UP). Chwen responded yes for a trail-like facility.

Feliz Hill asked what is involved to get UP Right-of-Way (R/W). Chwen responded that per UP's policy, there should not be a trail in their R/W.

Liz Brisson asked if the environmental documents are single or combined. Chwen said the documents are separate and that the California Environmental Quality Act (CEQA) lead agency is Alameda CTC while the National Environmental Policy Act (NEPA) is Caltrans.

Jeremy Johansen asked if the environmental document will cover both options in one document. Chwen said yes; however, she reminded the committee that the document will describe bookend options, not two distinct alternatives.

Liz Brisson asked if elected officials are involved. Carolyn Clevenger stated that Alameda CTC is working with partner agencies to determine the best level to engage UP.

Matt Turner stated that Assemblymember Bill Quirk is not a fan of rail-to-trail conversions.

David Fishbaugh asked if BART's R/W ownership will cause future issues with trails. Chwen said that in some portions of the R/W BART has a joint use easement with UP. BART has interest in the UP R/W near the Bayfair station. Carolyn noted that BART is a member of the Project Development Team that consists of all relevant agency stakeholders.

Liz Brisson asked if the cities are supportive of taking on operations and maintenance. Chwen responded that Alameda CTC is beginning to introduce the concept of a Memorandum of Understanding at a staff level on this topic.

Midori Tabata asked who has the ownership of the Bay Trail and Ohlone Greenway. Matt Bomberg said that the cities generally own the right-of-way that these facilities are built on.

Jeremy Johansen asked for additional information on trail interactions with BART stations for both design options. Matt Bomberg said it differs from station-to-station and noted that rail-with-trail station area circulation is generally more complicated.

David Fishbaugh asked if there are any portions of the 16 miles that are less complicated and could proceed in the short term. Chwen said that for the rail-with-trail, 6 of 12 miles where UP is present in the corridor will still require UP R/W and the goal is to implement the segments that do not need UP R/W.

David Fishbaugh asked if implementation is done incrementally, will there be ways for cyclists and pedestrians who get to the end of a segment to take another path to the next segment. Chwen responded that the project will use the local street network to make interim connections.

Midori Tabata asked for clarification on the northern portion of the rail-with-trail and rail-to-trail options. Matt Bomberg said that for the northern 3.5 miles, (Lake Merritt to 47th Avenue), the design is the same for the rail-to-trail and rail-with-trail.

Midori Tabata requested clarification on the rail-to-trail and rail-with-trail segment configurations. She asked if the sections are multipurpose for bicycles and pedestrians. Matt Bomberg said the rail-with-trail option is a shared use path throughout. In some sections, the rail-to-trail option provides separate bicycle and pedestrian facilities.

Dave Murtha requested clarification regarding how the trail interacts with local networks and what types of users are expected to use the trail. He suggested that showing the existing bicycle routes on the plan that intersect would be helpful. Chwen said that the routes are not shown on the plan presented; however, during the development of the plans, adjacent land use and local networks were taken into consideration. Matt Bomberg responded that he would expect use for transportation purposes (in addition to recreational use) given the number of BART stations, downtown areas with job centers and schools along the corridor.

Ben Schweng asked if this concept will alleviate congestion on BART and I-880. He stated that it would be better if the Oakland segment alignment was near Bancroft Street. Ben expressed that the rail divides the community for the southern Hayward section and a connection is needed to get across the tracks.

Dave Murtha asked for clarification on trail routes already approved before UP took over. Chwen responded that many trails in UP R/W may have been approved by predecessor companies that merged to form or were acquired by UP.

Midori Tabata asked how the project team will get around Fruitvale BART. Matt Bomberg noted that in the Fruitvale area, the concept plans propose to route through cyclists via East 12th Street and cyclists and pedestrians destined for the BART station via the existing plaza.

Midori Tabata asked how the project team will deal with the 105th Avenue undercrossing. Matt Bomberg said that north of 98th Avenue in the rail-with-trail there is space to build trail on the far side of the BART column from the UP tracks. At 98th Avenue there is an undercrossing the trail must cross to the other side of the BART column to get around the undercrossing; at this point the trail is in UP R/W.

Midori Tabata asked about the San Leandro Tech Campus trail. Matt Bomberg said developer of the San Leandro Tech Campus agreed to construct a trail from Davis Street to Thornton as a condition of approval, and that the rail-with-trail option would utilize this trail. The city and the developer are working on getting at-grade crossing at the station concourse.

6. AC Transit Multimodal Design Guidelines

Matt Bomberg introduced Sean Co with Toole Design Group that is contracted to develop multimodal design guidelines on behalf of AC Transit. Sean presented the design guidelines, which are intended to support the planning and design of bicycle facilities in corridors that also feature bus service and will accommodate AC Transit's plans to enhance bus service. He provided an overview of examples of design guides and bus/bicycle treatments from other areas as well as draft typologies that characterize different situations of bus/bicycle shared corridors.

The committee discussed the various typologies and illustrations with Sean. The committee noted that the illustrated designs are vastly superior to the current situation of buses blocking bicycle lanes and any design that improves upon that would be great. The committee also pointed out the need to consider sight lines and user security in any designs involving bus shelters.

7. Repaving Subcommittee Report-out

Matt Bomberg stated that the Street Repaving subcommittee met on Monday, April 17, 2017. Liz Brisson reported to the full BPAC on the meeting outcomes. She stated that the subcommittee reviewed Metropolitan Transportation Commission's role, Alameda CTC's role and the local perspectives to pavement management. Ultimately, the subcommittee concluded that Alameda CTC and the BPAC are not the right entity to address the issue; the issue is best addressed directly with MTC since they are responsible for the pavement management program requirements. Liz also noted that Alameda CTC's role is to provide Direct Local Distribution funds to local jurisdictions for use at their local discretion.

8. Staff Reports

8.1. Caltrans District 4 Bicycle Plan

Matt Bomberg stated that Caltrans District 4 Bicycle Plan is moving forward. He noted that the first round of workshops/open houses are scheduled in May in San Francisco County, Solano County and Santa Clara County. Matt stated that the project coordinator at Caltrans District 4 will visit BPAC during the fall. He stated that open houses are scheduled in Alameda County in the second round of workshops. Matt said that Caltrans has an online survey webpage with interactive mapping function where you can provide input.

8.2. 2018 Comprehensive Investment Plan (CIP)

Matt Bomberg informed the committee that the Commission approved the 2018 Comprehensive Investment Plan (CIP), which is a document that Alameda CTC consolidates the programming and allocation for fund sources that are under Alameda CTC's purview. Matt noted that a number of bicycle and pedestrian as well as local streets and roads projects with bicycle and pedestrian components were recommended in the 2018 CIP. He said that he will email the committee the staff report that went to the Commission in April.

8.3. Countywide Bicycle and Pedestrian Plans Update

Matt Bomberg stated that its time to update the Countywide Bicycle and Pedestrian Plans. Currently, the agency is securing procurement and the goal is to have a contract to begin the updates in the June/July timeframe.

8.4. Senate Bill 1

Matt Bomberg informed the committee that SB 1 was approved on April 6, 2017 and he said that this is the first time in 25 years that California raised the gas tax. Matt stated that SB 1 will increase the Active Transportation Program by approximately \$100 million a year.

8.5. 2016 Performance Report/Bicycle and Pedestrian Count Program

Matt Bomberg said that the 2016 Performance Report will be ready soon and he will send the link to the committee when it's done.

9. BPAC Member Reports

9.1. BPAC Calendar

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

The committee said that Bike to Work Day is Thursday, May 11, 2017.

Dave Fishbaugh said that due to the wet winter there are many road closures. He said that it is impacting recreational cycling events.

9.2. BPAC Roster

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

10. Meeting Adjournment

The meeting adjourned at 7:55 p.m. The next meeting is scheduled for May 26, 2017 at the Alameda CTC offices.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2017-2018**

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

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Memorandum

8.1

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

DATE: September 21, 2017

SUBJECT: Socially Responsible Investments

RECOMMENDATION: Socially responsible investment discussion regarding the investment strategy of the Alameda CTC.

Summary

At its meeting in May 2017, the Finance and Administration Committee (FAC) expressed the desire to receive information regarding socially responsible investments (SRI) in order to support a discussion regarding whether socially responsible investments should be incorporated into the investment strategy of the Alameda CTC.

At its meeting in September 2017, the FAC agreed that a full SRI program would not be feasible for Alameda CTC, but had extensive discussion regarding the banning of industries or specific corporate bonds from Alameda CTC's investment policy. It was determined that banning industries would be a complex and complicated process for the Commission to decide and a costly venture. However there were various suggestions discussed regarding the banning of specific corporate bonds including FAC members creating lists of corporations they would like to ban and coming back to the FAC to discuss those lists and create a master list for the agency, and moving the item to the Commission to provide input and make a decision on corporations to ban from the Alameda CTC investment policy.

The final approved recommendation by the FAC was to move the item to the full Commission to provide direction to FAC regarding whether or not specific corporate bonds should be banned from Alameda CTC's investment policy, and if so, how to determine which corporations to ban.

SRI, or social investment, also known as sustainable, socially conscious, "green" or ethical investment, is any investment strategy which seeks to consider both financial return and social good to bring about social change. In general, the intent of socially responsible investors is to encourage corporate practices that promote environmental stewardship, consumer protection, human rights, and diversity. Some avoid businesses involved in alcohol, tobacco, fast food, gambling, pornography, weapons, fossil fuel production, the military and various others. The areas of concern recognized by SRI practitioners are sometimes summarized under the heading of Environment, Social justice, and corporate

Governance (ESG). SRI also is used more broadly to include proactive practices such as impact investing, shareholder advocacy and community investing.

Options for Alameda CTC:

1. Incorporate a full SRI investment program into the Alameda CTC investment strategy;
2. Ban specific corporate investments based on the Commission's priorities until the investment policy is reviewed in 2018; then review specific bans on corporate investments to ensure priorities have not changed; or
3. Do not incorporate SRI or ban industries and/or specific corporate bonds from allowable investments in the Alameda CTC investment policy.

Based on the research completed by staff, staff recommends that the Commission choose option number 3 above for the following reasons:

SRI:

- There is no standard definition for SRI,
- A lack of guidance from regulators,
- Companies are not required to disclose environmental, social, or governance behaviors and associated risks,
- There is no audit system to assess what companies report as sustainable,
- There is a lack of long term performance data available, and
- There is continued debate amongst scholars and practitioners as to the benefits, effectiveness and consequences of SRI.

If industries were banned:

- Costs for investment advisor research would be prohibitive and significantly affect return on investment.

If specific corporate bonds were banned:

- There would be controversy due to the varying priorities of Commissioners,
- It would be inconsistent with the intent of Alameda CTC's enabling legislations,
- There would be a negative impact on return on investments,
- It would hinder the diversification of the portfolio, and
- The agency would incur litigation risk.

Background

At the direction of the FAC, staff surveyed many governmental agencies including Alameda CTC's member agencies, the State of California, Metropolitan Transportation Commission, and other transportation authorities in the bay area to see if SRI has been incorporated into their investment strategies, and if so, how this was accomplished. The results show that very few of the governmental agencies surveyed have incorporated SRI into their investment strategies, and the few that have incorporated SRI have varying priorities and have done so only as negative screening or by banning specific corporate

investments or industries such as fossil fuel companies and gun manufacturers, as opposed to a full SRI program.

In addition, staff worked with our investment advisor to identify corporate securities that would be considered socially responsible in the market place and also allowed in the agency's portfolio and/or available within the confines and requirements of the California Government Code and Alameda CTC's investment policy. What we found at the time of this writing was that there were no short-term corporate bond funds available which would fit within these requirements. Therefore, implementing an SRI program would severely limit the corporate securities available for investment in our portfolio, hinder the ability for the portfolio to remain diversified, and have a negative impact on the return on investment (ROI) of the portfolio. Mutual funds are the fastest growing investment segment in the SRI space, but many of them are not rated and therefore not allowed as an investment in the agency's portfolio per the California Government Code. The agency would be forced to put much of the investment portfolio into US Treasuries, especially based on the short term nature of the portfolio, forgoing an average of 30 to 50 basis points in return on each investment.

Questions about SRI remain in the absence of guidance from regulators because there is no standardized definition for SRI, companies aren't required to disclose environmental /social/governance behaviors and associated risks, and there is no audit system to assess what companies report as sustainable. Another challenge facing the practice is the lack of long-term performance data. While the concept of SRI evolves, there is continued debate amongst scholars and practitioners as to the benefits, effectiveness and consequences of SRI.

- In a 2016 Wall Street Journal article, anonymous February 28, 2016, *Does Socially Responsible Investing make Financial Sense*, "Alex Edmans, a professor of finance at London Business School, argues that it does. David J. Vogel, a professor at the Haas School of Business, counters that in most cases it doesn't."

- In a 2015 article from CNBC, Woods, Jennifer September 24, 2015, *Doing well while doing good: Socially responsible investing*, it states, "Jury's still out - Opinions are mixed about the impact of SRI strategies on performance. However, David Kathman, a mutual fund analyst with Morningstar, said that based on numerous academic studies, the general consensus is that there will be times when a social screening will hurt you and times when it will help you, but over time it doesn't make a difference."

Recently, the City of Portland gave up on investing in corporate securities completely after months of activists urging them to divest from one company or another. They want to avoid having to continually decide which corporations they should consider "bad actors." However, Mayor Ted Wheeler believes the hit will be too hard and expressed his concerns about the financial impact and his ability to deliver on his campaign promises.

SRI is a noble concept which has grown ten-fold over the last 10 years, and is rooted in making positive change in our communities. The Alameda CTC supports positive change in our communities in all of its endeavors including: the Safe Routes to School Program and Student Youth Pass Program, congestion management capital projects, and the Paratransit Program to name a few. Many reports and research papers have been written on the topic of SRI, and for the most part, however, they all conclude that more research and information is needed on the topic. In a white paper from the University of Oxford, Daggars, J.; Nicholls, A. 2016, titled *The Landscape of Social Impact Investment Research: Trends and Opportunities*, the authors discuss the lack of data available in the field and the need for more academic research as opposed to practitioner and policy oriented research. The Commission may want to give the practice of SRI time to evolve and become more definitive before deciding if an SRI program is right for the Alameda CTC.

While the integration of an SRI program into Alameda CTC's investment strategy could allow the agency to invest funds in companies that the Commission may agree to support based on 22 varying opinions and priorities, there is concern that there could be controversy in the decision making process and it could divide the Commission in its quest to come to agreement on those priorities. In addition, incorporating SRI could increase risk for the agency as some governmental agencies have been sued for banning and or restricting specific investments (e.g. the City of Oakland was sued by the federal government after passing the Nuclear Free Zone Ordinance and banning investments in Treasury securities).

Alameda CTC has a very, focused mission – improving transportation in Alameda County and providing funds to the projects and programs specified in the Transportation Expenditure Plans adopted in 1986 and 2000 for Measure B and 2014 for Measure BB. The primary objectives for the Alameda CTC investment portfolio is to safeguard the assets, provide adequate liquidity to meet the agency's needs, and achieve a market rate of return on investments as required per California Government Code Section 53600.5. The Public Utilities Code Local Transportation Authority Improvement Act states in Section 130001(c), "Recognizing the scarcity of resources available for all transportation development, the commissions shall give priority to low-cost highway and transit improvements, and shall work toward maximizing the effectiveness of existing resources available to the commissions." In addition, the practice of disallowing specific investments or investment types will increase the cost for the management of the agency's portfolio, further reducing ROI and increasing risk in the portfolio, which is in direct contrast to the primary objectives of the agency's portfolio as defined in the California Government Code.

Fiscal Impact: There will be no fiscal impact if the Commission decides to maintain the status quo and not incorporate SRI into the investment strategy of the Alameda CTC (option 3). If the Commission decides they would like to implement a full SRI program or establish SRI screens on specific investments (options 1 and 2 respectively), there will be a fiscal impact due to increased portfolio management costs as well as an anticipated

reduction in ROI, which our investment advisors predict will be from 30 to 50 basis points on each untapped corporate investment.

Staff Contact

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

Attachments

- A. Fixed Income Portfolio as of August 31, 2017

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FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
 August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				185,016.50		185,016.50		185,016.50	0.15		0.0
	pendingcash	PENDING SETTLEMENT				3,222.00		3,222.00		3,222.00	0.00		0.0
						188,238.50		188,238.50		188,238.50	0.15		0.0
CORPORATE BONDS													
1,000,000.0000	911312ap1	UNITED PARCEL SERVICE INC	A1	A+	100.33	1,003,320.00	99.99	999,900.00	4,687.50	1,004,587.50	0.80	1.20	0.1
		1.125% Due 10-01-17											
2,500,000.0000	713448db1	PEPSICO INC	A1	A+	100.05	2,501,250.00	99.96	2,498,965.00	9,583.33	2,508,548.33	2.00	1.32	0.1
		1.000% Due 10-13-17											
2,500,000.0000	458140a4	INTEL CORP	A1	A+	100.55	2,513,750.00	100.00	2,499,902.50	7,125.00	2,507,027.50	2.00	1.35	0.3
		1.350% Due 12-15-17											
1,700,000.0000	05531fam5	BB&T CORPORATION	A2	A-	99.52	1,691,806.00	100.00	1,699,915.00	3,355.14	1,703,270.14	1.36	1.45	0.4
		1.450% Due 01-12-18											
1,000,000.0000	166764av2	CHEVRON CORP NEW	AA2	AA-	99.72	997,200.00	99.99	999,855.00	6,787.08	1,006,642.08	0.80	1.39	0.5
		1.365% Due 03-02-18											
2,500,000.0000	594918as3	MICROSOFT CORP	AAA	AAA	99.70	2,492,500.00	99.78	2,494,510.00	8,333.33	2,502,843.33	1.99	1.33	0.7
		1.000% Due 05-01-18											
2,000,000.0000	037833aj9	APPLE INC	AA1	AA+	99.75	1,994,940.00	99.76	1,995,100.00	6,555.56	2,001,655.56	1.60	1.36	0.7
		1.000% Due 05-03-18											
1,000,000.0000	58933yag0	MERCK & CO INC	A1	AA	100.05	1,000,510.00	99.91	999,136.00	3,719.44	1,002,855.44	0.80	1.42	0.7
		1.300% Due 05-18-18											
2,000,000.0000	717081dw0	PFIZER INC	A1	AA	99.92	1,998,360.00	99.84	1,996,806.00	6,000.00	2,002,806.00	1.60	1.41	0.7
		1.200% Due 06-01-18											
1,000,000.0000	89236tcp8	TOYOTA MOTOR CREDIT CORP	AA3	AA-	100.08	1,000,807.00	100.05	1,000,493.00	2,066.67	1,002,559.67	0.80	1.49	0.9
		1.550% Due 07-13-18											
1,000,000.0000	478160br4	JOHNSON & JOHNSON	AAA	AAA	99.64	996,390.00	99.60	996,044.00	5,625.00	1,001,669.00	0.80	1.39	1.5
		1.125% Due 03-01-19											
1,000,000.0000	06406hcr8	BANK NEW YORK MTN BK ENT	A1	A	100.85	1,008,470.00	100.69	1,006,852.00	10,816.67	1,017,668.67	0.81	1.73	1.5
		2.200% Due 03-04-19											
2,000,000.0000	084664cg4	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	100.29	2,005,840.00	100.29	2,005,702.00	15,677.78	2,021,379.78	1.60	1.51	1.5
		1.700% Due 03-15-19											
2,000,000.0000	459200je2	INTERNATIONAL BUSINESS MACHS	A1	A+	100.49	2,009,800.00	100.36	2,007,256.00	10,400.00	2,017,656.00	1.61	1.58	1.7
		1.800% Due 05-17-19											
2,000,000.0000	191216bv1	COCA COLA CO	AA3	AA-	99.85	1,997,040.00	99.87	1,997,360.00	6,951.39	2,004,311.39	1.60	1.45	1.7
		1.375% Due 05-30-19											
1,000,000.0000	06406hcw7	BANK NEW YORK MTN BK ENT	A1	A	101.23	1,012,340.00	101.00	1,009,973.00	10,861.11	1,020,834.11	0.81	1.79	2.0
		2.300% Due 09-11-19											
1,000,000.0000	17275rbg6	CISCO SYS INC	A1	AA-	99.60	995,950.00	99.65	996,542.00	6,261.11	1,002,803.11	0.80	1.57	2.0
		1.400% Due 09-20-19											
2,000,000.0000	90331hml4	US BANK ASSN CINCINNATI OH MTN	A1	AA-	100.82	2,016,400.00	100.84	2,016,756.00	14,520.83	2,031,276.83	1.61	1.73	2.1
		2.125% Due 10-28-19											
						29,236,673.00		29,221,067.50	139,326.94	29,360,394.44	23.37	1.46	1.0
GOVERNMENT BONDS													
2,000,000.0000	3130a6sw8	FEDERAL HOME LOAN BANKS	AAA	AA+	99.97	1,999,340.00	99.98	1,999,542.00	4,000.00	2,003,542.00	1.60	1.06	0.3
		1.000% Due 12-19-17											
3,000,000.0000	912828hr4	UNITED STATES TREAS NTS	AAA	AA+	105.50	3,164,882.82	101.06	3,031,938.00	4,666.67	3,036,604.67	2.42	1.14	0.5
		3.500% Due 02-15-18											

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
2,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP 0.875% Due 03-07-18	AAA	AA+	99.52	1,990,460.00	99.85	1,997,046.00	8,458.33	2,005,504.33	1.60	1.16	0.5
3,000,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	104.16	3,124,921.89	100.98	3,029,304.00	36,177.08	3,065,481.08	2.42	1.19	0.6
2,500,000.0000	3130a4gj5	FEDERAL HOME LOAN BANKS 1.125% Due 04-25-18	AAA	AA+	100.02	2,500,500.00	99.95	2,498,695.00	9,843.75	2,508,538.75	2.00	1.20	0.6
6,000,000.0000	912828xa3	UNITED STATES TREAS NTS 1.000% Due 05-15-18	AAA	AA+	100.48	6,029,062.50	99.85	5,991,096.00	17,771.74	6,008,867.74	4.79	1.21	0.7
5,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	100.20	5,010,000.00	99.75	4,987,700.00	12,152.78	4,999,852.78	3.99	1.21	0.7
2,500,000.0000	912828qq6	UNITED STATES TREAS NTS 2.375% Due 05-31-18	AAA	AA+	103.19	2,579,687.50	100.84	2,520,897.50	15,008.68	2,535,906.18	2.02	1.25	0.7
5,000,000.0000	3137eabp3	FEDERAL HOME LN MTG CORP 4.875% Due 06-13-18	AAA	AA+	106.92	5,346,000.00	102.81	5,140,650.00	52,812.50	5,193,462.50	4.11	1.25	0.8
5,000,000.0000	3135g0e33	FEDERAL NATL MTG ASSN 1.125% Due 07-20-18	AAA	AA+	100.57	5,028,500.00	99.89	4,994,600.00	6,406.25	5,001,006.25	3.99	1.24	0.9
3,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	2,989,500.00	99.42	2,982,558.00	1,250.00	2,983,808.00	2.39	1.25	0.9
2,500,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	101.40	2,535,066.98	100.23	2,505,762.50	103.59	2,505,866.09	2.00	1.27	1.0
5,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	5,104,000.00	100.64	5,031,790.00	42,447.92	5,074,237.92	4.02	1.26	1.0
5,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	5,059,001.10	100.11	5,005,665.00	28,927.60	5,034,592.60	4.00	1.27	1.1
3,000,000.0000	3137eaed7	FEDERAL HOME LN MTG CORP 0.875% Due 10-12-18	AAA	AA+	99.85	2,995,620.00	99.54	2,986,122.00	10,135.42	2,996,257.42	2.39	1.29	1.1
3,000,000.0000	3136g0x22	FEDERAL NATL MTG ASSN 1.000% Due 10-29-18	AAA	AA+	100.06	3,001,740.00	99.63	2,989,038.00	10,166.67	2,999,204.67	2.39	1.31	1.1
4,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	101.77	4,070,625.00	100.56	4,022,500.00	23,586.96	4,046,086.96	3.22	1.26	1.1
1,970,000.0000	313376br5	FEDERAL HOME LOAN BANKS 1.750% Due 12-14-18	AAA	AA+	100.85	1,986,745.00	100.53	1,980,372.05	7,373.82	1,987,745.87	1.58	1.33	1.3
1,300,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	1,300,000.00	99.96	1,299,542.40	3,463.11	1,303,005.51	1.04	1.28	1.3
1,590,000.0000	912828b33	UNITED STATES TREAS NTS 1.500% Due 01-31-19	AAA	AA+	100.38	1,596,024.61	100.28	1,594,471.08	2,053.75	1,596,524.83	1.28	1.30	1.4
1,950,000.0000	912828c24	UNITED STATES TREAS NTS 1.500% Due 02-28-19	AAA	AA+	100.66	1,962,796.88	100.28	1,955,483.40	80.80	1,955,564.20	1.56	1.31	1.5
1,500,000.0000	912828sh4	UNITED STATES TREAS NTS 1.375% Due 02-28-19	AAA	AA+	100.13	1,501,933.59	100.12	1,501,758.00	56.98	1,501,814.98	1.20	1.30	1.5
5,000,000.0000	912828sn1	UNITED STATES TREAS NTS 1.500% Due 03-31-19	AAA	AA+	100.29	5,014,453.15	100.32	5,016,015.00	31,557.38	5,047,572.38	4.01	1.29	1.5
3,500,000.0000	912828st8	UNITED STATES TREAS NTS 1.250% Due 04-30-19	AAA	AA+	99.89	3,496,308.59	99.90	3,496,325.00	14,704.86	3,511,029.86	2.80	1.31	1.6
4,000,000.0000	3130abf92	FEDERAL HOME LOAN BANKS 1.375% Due 05-28-19	AAA	AA+	99.96	3,998,360.00	100.05	4,001,896.00	16,652.78	4,018,548.78	3.20	1.34	1.7
4,000,000.0000	912828xv7	UNITED STATES TREAS NTS 1.250% Due 06-30-19	AAA	AA+	99.82	3,992,656.24	99.87	3,994,688.00	8,559.78	4,003,247.78	3.19	1.32	1.8
2,000,000.0000	3137eabeb1	FEDERAL HOME LN MTG CORP 0.875% Due 07-19-19	AAA	AA+	98.91	1,978,200.00	99.06	1,981,296.00	2,041.67	1,983,337.67	1.58	1.38	1.9

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
 August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
3,000,000.0000	912828lj7	UNITED STATES TREAS NTS 3.625% Due 08-15-19	AAA	AA+	104.61	3,138,398.43	104.42	3,132,540.00	5,023.78	3,137,563.78	2.51	1.33	1.9
4,000,000.0000	3130a9ep2	FEDERAL HOME LOAN BANKS 1.000% Due 09-26-19	AAA	AA+	99.13	3,965,240.00	99.15	3,965,976.00	17,222.22	3,983,198.22	3.17	1.42	2.0
						96,460,024.28		95,635,266.93	392,706.85	96,027,973.78	76.48	1.27	1.1
TOTAL PORTFOLIO						125,884,935.78		125,044,572.93	532,033.79	125,576,606.72	100.00	1.31	1.1

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,400,366.21		1,400,366.21		1,400,366.21	1.21		0.0
	pendingcash	PENDING SETTLEMENT				3,281.14		3,281.14		3,281.14	0.00		0.0
						1,403,647.35		1,403,647.35		1,403,647.35	1.22		0.0
CORPORATE BONDS													
1,500,000.0000	06406hce7	BANK NEW YORK MTN BK ENT	A1	A	100.29	1,504,380.00	99.93	1,498,953.00	1,950.00	1,500,903.00	1.30	1.46	0.4
		1.300% Due 01-25-18											
1,500,000.0000	459200hk0	INTERNATIONAL BUSINESS MACHS	A1	A+	100.03	1,500,390.00	99.91	1,498,630.50	1,197.92	1,499,828.42	1.30	1.45	0.4
		1.250% Due 02-08-18											
1,500,000.0000	36962g6w9	GENERAL ELEC CAP CORP MTN BE	A1	AA-	100.35	1,505,235.00	100.17	1,502,484.00	10,088.54	1,512,572.54	1.30	1.33	0.6
		1.625% Due 04-02-18											
2,000,000.0000	68389xac9	ORACLE CORP	A1	AA-	104.21	2,084,120.00	102.55	2,050,956.00	43,444.44	2,094,400.44	1.78	1.61	0.6
		5.750% Due 04-15-18											
3,000,000.0000	037833aj9	APPLE INC	AA1	AA+	99.75	2,992,410.00	99.76	2,992,650.00	9,833.33	3,002,483.33	2.59	1.36	0.7
		1.000% Due 05-03-18											
2,000,000.0000	89236tcp8	TOYOTA MOTOR CREDIT CORP	AA3	AA-	100.15	2,002,900.00	100.05	2,000,986.00	4,133.33	2,005,119.33	1.73	1.49	0.9
		1.550% Due 07-13-18											
1,000,000.0000	084664by6	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	101.50	1,015,000.00	100.48	1,004,841.00	888.89	1,005,729.89	0.87	1.48	0.9
		2.000% Due 08-15-18											
1,000,000.0000	25468pdd5	DISNEY WALT CO MTNS BE	A2	A+	100.67	1,006,670.00	99.99	999,927.00	6,833.33	1,006,760.33	0.87	1.50	1.0
		1.500% Due 09-17-18											
1,000,000.0000	07330nad7	BB&T BRH BKG & TR CO GLOBAL BK	A1	A	101.67	1,016,700.00	100.69	1,006,934.00	8,688.89	1,015,622.89	0.87	1.67	1.1
		2.300% Due 10-15-18											
1,000,000.0000	291011ax2	EMERSON ELEC CO	A2	A	108.13	1,081,300.00	104.03	1,040,316.00	19,833.33	1,060,149.33	0.90	1.60	1.1
		5.250% Due 10-15-18											
2,000,000.0000	191216bf6	COCA COLA CO	AA3	AA-	100.58	2,011,540.00	100.33	2,006,580.00	11,000.00	2,017,580.00	1.74	1.36	1.1
		1.650% Due 11-01-18											
1,000,000.0000	594918bf0	MICROSOFT CORP	AAA	AAA	99.93	999,280.00	99.94	999,448.00	4,261.11	1,003,709.11	0.87	1.34	1.2
		1.300% Due 11-03-18											
1,000,000.0000	69353ret1	PNC BK N A PITTSBURGH PA	A2	A	100.31	1,003,120.00	100.20	1,002,040.00	5,800.00	1,007,840.00	0.87	1.62	1.2
		1.800% Due 11-05-18											
3,000,000.0000	478160bg8	JOHNSON & JOHNSON	AAA	AAA	100.55	3,016,590.00	100.31	3,009,372.00	11,825.00	3,021,197.00	2.61	1.40	1.2
		1.650% Due 12-05-18											
2,000,000.0000	69353rch9	PNC BK N A PITTSBURGH PA	A2	A	100.72	2,014,360.00	100.67	2,013,336.00	4,033.33	2,017,369.33	1.75	1.71	1.4
		2.200% Due 01-28-19											
1,500,000.0000	713448de5	PEPSICO INC	A1	A+	100.15	1,502,295.00	100.00	1,499,967.00	562.50	1,500,529.50	1.30	1.50	1.5
		1.500% Due 02-22-19											
						26,256,290.00		26,127,420.50	144,373.96	26,271,794.46	22.65	1.48	0.9
GOVERNMENT BONDS													
4,000,000.0000	3135g0zl0	FEDERAL NATL MTG ASSN	AAA	AA+	100.32	4,012,960.00	100.00	3,999,984.00	17,111.11	4,017,095.11	3.47	0.96	0.1
		1.000% Due 09-27-17											
5,000,000.0000	3137eadl0	FEDERAL HOME LN MTG CORP	AAA	AA+	100.32	5,015,900.00	100.00	5,000,005.00	21,111.11	5,021,116.11	4.33	0.96	0.1
		1.000% Due 09-29-17											
5,000,000.0000	912828m72	UNITED STATES TREAS NTS	AAA	AA+	99.99	4,999,414.05	99.95	4,997,450.00	11,116.80	5,008,566.80	4.33	1.08	0.2
		0.875% Due 11-30-17											
2,000,000.0000	3137eadx4	FEDERAL HOME LN MTG CORP	AAA	AA+	100.35	2,007,000.00	99.98	1,999,672.00	4,222.22	2,003,894.22	1.73	1.04	0.3
		1.000% Due 12-15-17											

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
5,000,000.0000	91282ue8	UNITED STATES TREAS NTS 0.750% Due 12-31-17	AAA	AA+	99.84	4,992,187.50	99.88	4,994,080.00	6,354.17	5,000,434.17	4.33	1.11	0.3
2,500,000.0000	91282pt1	UNITED STATES TREAS NTS 2.625% Due 01-31-18	AAA	AA+	100.95	2,523,632.83	100.61	2,515,340.00	5,706.52	2,521,046.52	2.18	1.14	0.4
3,000,000.0000	3135g0tg8	FEDERAL NATL MTG ASSN 0.875% Due 02-08-18	AAA	AA+	99.80	2,993,970.00	99.87	2,996,193.00	1,677.08	2,997,870.08	2.60	1.16	0.4
1,200,000.0000	91282hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AA+	105.50	1,265,953.13	101.06	1,212,775.20	1,866.67	1,214,641.87	1.05	1.14	0.5
3,000,000.0000	313378a43	FEDERAL HOME LOAN BANKS 1.375% Due 03-09-18	AAA	AA+	100.35	3,010,350.00	100.11	3,003,258.00	19,708.33	3,022,966.33	2.60	1.16	0.5
2,000,000.0000	912828q45	UNITED STATES TREAS NTS 0.875% Due 03-31-18	AAA	AA+	100.20	2,003,984.38	99.83	1,996,560.00	7,363.39	2,003,923.39	1.73	1.17	0.6
4,900,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	101.95	4,995,320.34	100.98	4,947,863.20	59,089.24	5,006,952.44	4.29	1.19	0.6
1,525,000.0000	912828qg8	UNITED STATES TREAS NTS 2.625% Due 04-30-18	AAA	AA+	101.66	1,550,376.96	100.92	1,539,058.98	13,488.79	1,552,547.77	1.33	1.23	0.7
4,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	99.90	3,996,036.00	99.75	3,990,160.00	9,722.22	3,999,882.22	3.46	1.21	0.7
2,000,000.0000	3137eabp3	FEDERAL HOME LN MTG CORP 4.875% Due 06-13-18	AAA	AA+	106.92	2,138,400.00	102.81	2,056,260.00	21,125.00	2,077,385.00	1.78	1.25	0.8
2,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	1,993,000.00	99.42	1,988,372.00	833.33	1,989,205.33	1.72	1.25	0.9
4,000,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	100.83	4,033,209.84	100.23	4,009,220.00	165.75	4,009,385.75	3.48	1.27	1.0
3,000,000.0000	313375k48	FEDERAL HOME LOAN BANKS 2.000% Due 09-14-18	AAA	AA+	101.15	3,034,449.00	100.76	3,022,761.00	27,833.33	3,050,594.33	2.62	1.26	1.0
2,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	2,041,600.00	100.64	2,012,716.00	16,979.17	2,029,695.17	1.74	1.26	1.0
3,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	3,035,400.66	100.11	3,003,399.00	17,356.56	3,020,755.56	2.60	1.27	1.1
4,000,000.0000	3135g0e58	FEDERAL NATL MTG ASSN 1.125% Due 10-19-18	AAA	AA+	99.79	3,991,720.00	99.81	3,992,480.00	16,500.00	4,008,980.00	3.46	1.29	1.1
3,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	102.00	3,059,892.87	100.56	3,016,875.00	17,690.22	3,034,565.22	2.61	1.26	1.1
3,750,000.0000	912828wd8	UNITED STATES TREAS NTS 1.250% Due 10-31-18	AAA	AA+	100.32	3,762,031.26	99.98	3,749,268.75	15,794.84	3,765,063.59	3.25	1.27	1.1
3,000,000.0000	3135g0yt4	FEDERAL NATL MTG ASSN 1.625% Due 11-27-18	AAA	AA+	100.46	3,013,740.00	100.41	3,012,420.00	12,729.17	3,025,149.17	2.61	1.28	1.2
3,500,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	3,500,000.00	99.96	3,498,768.00	9,323.77	3,508,091.77	3.03	1.28	1.3
3,000,000.0000	912828n63	UNITED STATES TREAS NTS 1.125% Due 01-15-19	AAA	AA+	99.81	2,994,257.82	99.79	2,993,673.00	4,402.17	2,998,075.17	2.59	1.28	1.4
3,000,000.0000	3135g0h63	FEDERAL NATL MTG ASSN 1.375% Due 01-28-19	AAA	AA+	100.23	3,006,858.00	100.07	3,001,974.00	3,781.25	3,005,755.25	2.60	1.32	1.4
2,250,000.0000	3135g0za4	FEDERAL NATL MTG ASSN 1.875% Due 02-19-19	AAA	AA+	101.36	2,280,559.50	100.76	2,267,052.75	1,406.25	2,268,459.00	1.96	1.35	1.4
3,000,000.0000	313378qk0	FEDERAL HOME LOAN BANKS 1.875% Due 03-08-19	AAA	AA+	100.89	3,026,550.00	100.77	3,023,118.00	27,031.25	3,050,149.25	2.62	1.36	1.5
						88,278,754.14		87,840,756.88	371,489.71	88,212,246.58	76.14	1.20	0.8

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
 August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
TOTAL PORTFOLIO						115,938,691.49		115,371,824.73	515,863.67	115,887,688.39	100.00	1.25	0.8

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Interest Fund
Account # N001UNB2
 August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				2,810,959.35		2,810,959.35		2,810,959.35	78.96		0.0
	pendingcash	PENDING SETTLEMENT				660.39		660.39		660.39	0.02		0.0
						2,811,619.74		2,811,619.74		2,811,619.74	78.97		0.0
GOVERNMENT BONDS													
750,000.0000	912828ur9	UNITED STATES TREAS NTS	AAA	AA+	98.00	734,970.70	99.81	748,537.50	15.54	748,553.04	21.03	1.14	0.5
		0.750% Due 02-28-18											
TOTAL PORTFOLIO						3,546,590.44		3,560,157.24	15.54	3,560,172.78	100.00	0.24	0.1

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Project Fund
Account # N001UNB3
August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,159.14		1,159.14		1,159.14	99.92		0.0
	pendingcash	PENDING SETTLEMENT				0.93		0.93		0.93	0.08		0.0
						1,160.07		1,160.07		1,160.07	100.00		0.0
TOTAL PORTFOLIO						1,160.07		1,160.07	0.00	1,160.07	100.00	0.00	0.0

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
2014 Measure BB
Account # N001UNB4
August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,921,317.24		1,921,317.24		1,921,317.24	4.80		0.0
	pendingcash	PENDING SETTLEMENT				2,878.75		2,878.75		2,878.75	0.01		0.0
						1,924,195.99		1,924,195.99		1,924,195.99	4.80		0.0
CORPORATE BONDS													
600,000.0000	89233p6s0	TOYOTA MTR CRD CORP MTN BE	AA3	AA-	100.14	600,864.00	100.00	600,012.00	3,041.67	603,053.67	1.50	1.19	0.1
		1.250% Due 10-05-17											
600,000.0000	68389xan5	ORACLE CORP	A1	AA-	100.14	600,852.00	99.98	599,898.00	2,720.00	602,618.00	1.50	1.30	0.1
		1.200% Due 10-15-17											
600,000.0000	594918ap9	MICROSOFT CORP	AAA	AAA	99.99	599,952.00	99.89	599,335.20	1,545.83	600,881.03	1.50	1.39	0.2
		0.875% Due 11-15-17											
600,000.0000	478160b17	JOHNSON & JOHNSON	AAA	AAA	100.17	601,008.00	99.97	599,816.40	1,875.00	601,691.40	1.50	1.24	0.2
		1.125% Due 11-21-17											
600,000.0000	458140a14	INTEL CORP	A1	A+	100.18	601,074.00	100.00	599,976.60	1,710.00	601,686.60	1.50	1.35	0.3
		1.350% Due 12-15-17											
1,000,000.0000	90331hmu4	US BANK ASSN CINCINNATI OH MTN	A1	AA-	100.09	1,000,860.00	100.01	1,000,142.00	1,288.89	1,001,430.89	2.50	1.40	0.4
		1.450% Due 01-29-18											
600,000.0000	037833bn9	APPLE INC	AA1	AA+	100.10	600,594.00	100.04	600,210.00	173.33	600,383.33	1.50	1.22	0.5
		1.300% Due 02-23-18											
1,000,000.0000	532457bk3	LILLY ELI & CO	A2	AA-	100.00	999,970.00	99.93	999,270.00	6,250.00	1,005,520.00	2.49	1.39	0.5
		1.250% Due 03-01-18											
600,000.0000	084664ce9	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	100.21	601,230.00	100.01	600,033.00	4,205.00	604,238.00	1.50	1.43	0.5
		1.450% Due 03-07-18											
600,000.0000	191216ba7	COCA COLA CO	AA3	AA-	99.92	599,532.00	99.87	599,202.00	2,875.00	602,077.00	1.50	1.37	0.6
		1.150% Due 04-01-18											
300,000.0000	89236tcx1	TOYOTA MOTOR CREDIT CORP	AA3	AA-	99.89	299,655.00	99.87	299,609.40	1,450.00	301,059.40	0.75	1.41	0.6
		1.200% Due 04-06-18											
300,000.0000	68389xac9	ORACLE CORP	A1	AA-	104.21	312,618.00	102.55	307,643.40	6,516.67	314,160.07	0.77	1.61	0.6
		5.750% Due 04-15-18											
600,000.0000	36962g3u6	GENERAL ELEC CAP CORP MTN BE	A1	AA-	103.08	618,480.00	102.72	616,335.00	11,250.00	627,585.00	1.54	1.50	0.7
		5.625% Due 05-01-18											
600,000.0000	69353rem6	PNC BK N A PITTSBURGH PA	A2	A	100.10	600,612.00	100.08	600,453.00	2,400.00	602,853.00	1.50	1.49	0.7
		1.600% Due 06-01-18											
1,100,000.0000	17275rau6	CISCO SYS INC	A1	AA-	100.25	1,102,709.00	100.18	1,101,927.20	3,831.67	1,105,758.87	2.75	1.42	0.8
		1.650% Due 06-15-18											
500,000.0000	478160au8	JOHNSON & JOHNSON	AAA	AAA	103.49	517,470.00	103.18	515,886.00	3,290.28	519,176.28	1.29	1.46	0.9
		5.150% Due 07-15-18											
						10,257,480.00		10,239,749.20	54,423.33	10,294,172.53	25.56	1.38	0.5
GOVERNMENT BONDS													
2,000,000.0000	912828ts9	UNITED STATES TREAS NTS	AAA	AA+	99.94	1,998,828.12	99.97	1,999,340.00	5,259.56	2,004,599.56	4.99	1.03	0.1
		0.625% Due 09-30-17											
800,000.0000	3133edxa5	FEDERAL FARM CR BKS	AAA	AA+	100.40	803,176.20	100.00	800,033.60	3,603.33	803,636.93	2.00	1.08	0.1
		1.150% Due 10-10-17											
1,500,000.0000	912828f54	UNITED STATES TREAS NTS	AAA	AA+	100.18	1,502,636.72	99.98	1,499,679.00	4,958.33	1,504,637.33	3.74	1.02	0.1
		0.875% Due 10-15-17											
1,500,000.0000	3130a6lz8	FEDERAL HOME LOAN BANKS	AAA	AA+	99.92	1,498,731.00	99.93	1,498,926.00	3,255.21	1,502,181.21	3.74	1.07	0.2
		0.625% Due 10-26-17											

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
2014 Measure BB
Account # N001UNB4
August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
700,000.0000	3135g0ppq0	FEDERAL NATL MTG ASSN 0.875% Due 10-26-17	AAA	AA+	100.16	701,127.00	99.97	699,785.10	2,126.74	701,911.84	1.75	1.05	0.2
1,000,000.0000	912828pf1	UNITED STATES TREAS NTS 1.875% Due 10-31-17	AAA	AA+	101.18	1,011,796.88	100.13	1,001,316.00	6,317.93	1,007,633.93	2.50	1.07	0.2
1,250,000.0000	912828m72	UNITED STATES TREAS NTS 0.875% Due 11-30-17	AAA	AA+	100.08	1,250,976.56	99.95	1,249,362.50	2,779.20	1,252,141.70	3.12	1.08	0.2
1,250,000.0000	3130a3hf4	FEDERAL HOME LOAN BANKS 1.125% Due 12-08-17	AAA	AA+	100.31	1,253,875.00	100.01	1,250,183.75	3,242.19	1,253,425.94	3.12	1.06	0.3
1,150,000.0000	3137eadx4	FEDERAL HOME LN MTG CORP 1.000% Due 12-15-17	AAA	AA+	100.16	1,151,828.50	99.98	1,149,811.40	2,427.78	1,152,239.18	2.87	1.04	0.3
1,250,000.0000	912828n55	UNITED STATES TREAS NTS 1.000% Due 12-31-17	AAA	AA+	100.15	1,251,855.48	99.96	1,249,541.25	2,139.95	1,251,681.20	3.12	1.11	0.3
2,000,000.0000	313313rx8	FEDL FARM CRED BK CONS DISC NT 0.000% Due 01-17-18	AAA	AA+	99.53	1,990,553.34	99.59	1,991,796.00	0.00	1,991,796.00	4.97	1.07	0.4
1,000,000.0000	912828pt1	UNITED STATES TREAS NTS 2.625% Due 01-31-18	AAA	AA+	101.36	1,013,632.81	100.61	1,006,136.00	2,282.61	1,008,418.61	2.51	1.14	0.4
1,000,000.0000	912828h94	UNITED STATES TREAS NTS 1.000% Due 02-15-18	AAA	AA+	99.96	999,609.38	99.94	999,366.00	461.96	999,827.96	2.49	1.14	0.5
1,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP 0.875% Due 03-07-18	AAA	AA+	99.77	997,745.00	99.85	998,523.00	4,229.17	1,002,752.17	2.49	1.16	0.5
2,000,000.0000	912828q45	UNITED STATES TREAS NTS 0.875% Due 03-31-18	AAA	AA+	99.82	1,996,406.26	99.83	1,996,560.00	7,363.39	2,003,923.39	4.98	1.17	0.6
1,500,000.0000	912828uz1	UNITED STATES TREAS NTS 0.625% Due 04-30-18	AAA	AA+	99.50	1,492,441.40	99.61	1,494,141.00	3,158.97	1,497,299.97	3.73	1.22	0.7
2,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	99.66	1,993,232.00	99.75	1,995,080.00	4,861.11	1,999,941.11	4.98	1.21	0.7
1,000,000.0000	313373uu4	FEDERAL HOME LOAN BANKS 2.750% Due 06-08-18	AAA	AA+	101.24	1,012,400.00	101.14	1,011,422.00	6,340.28	1,017,762.28	2.52	1.25	0.8
1,000,000.0000	912828vk3	UNITED STATES TREAS NTS 1.375% Due 06-30-18	AAA	AA+	100.12	1,001,210.94	100.11	1,001,090.00	2,353.94	1,003,443.94	2.50	1.24	0.8
1,000,000.0000	3134g92h9	FEDERAL HOME LN MTG CORP 0.850% Due 07-27-18	AAA	AA+	99.60	996,044.00	99.63	996,346.00	802.78	997,148.78	2.49	1.25	0.9
1,000,000.0000	912828qy9	UNITED STATES TREAS NTS 2.250% Due 07-31-18	AAA	AA+	100.96	1,009,648.44	100.89	1,008,906.00	1,956.52	1,010,862.52	2.52	1.27	0.9
1,000,000.0000	912828vq0	UNITED STATES TREAS NTS 1.375% Due 07-31-18	AAA	AA+	100.14	1,001,445.31	100.10	1,001,020.00	1,195.65	1,002,215.65	2.50	1.26	0.9
						27,929,200.34		27,898,364.60	71,116.59	27,969,481.19	69.64	1.13	0.4
TOTAL PORTFOLIO						40,110,876.33		40,062,309.79	125,539.92	40,187,849.71	100.00	1.14	0.4

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Alameda CTC 2014 Principal
Account # N001UNB5
August 31, 2017

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				11,622.42		11,622.42		11,622.42	0.11		0.0
	pendingcash	PENDING SETTLEMENT				624.46		624.46		624.46	0.01		0.0
						12,246.88		12,246.88		12,246.88	0.11		0.0
GOVERNMENT BONDS													
4,900,000.0000	3135g0tg8	FEDERAL NATL MTG ASSN 0.875% Due 02-08-18	AAA	AA+	99.83	4,891,904.00	99.87	4,893,781.90	2,739.24	4,896,521.14	45.53	1.16	0.4
5,847,000.0000	912828h94	UNITED STATES TREAS NTS 1.000% Due 02-15-18	AAA	AA+	99.94	5,843,633.56	99.94	5,843,293.00	2,701.06	5,845,994.06	54.36	1.14	0.5
						10,735,537.56		10,737,074.90	5,440.30	10,742,515.20	99.89	1.15	0.4
TOTAL PORTFOLIO						10,747,784.44		10,749,321.78	5,440.30	10,754,762.08	100.00	1.15	0.4

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DATE: September 21, 2017

SUBJECT: September Legislative Update

RECOMMENDATION: Reaffirm Alameda CTC support position on SB 595, submit letters of support and receive an update on federal, state, and local legislative activities and state legislation.

Summary

The September 2017 legislative update provides information on federal and state legislative activities and updates on the state budget and state legislation, a regional measure, and Alameda CTC's advocacy efforts. At the Planning, Policy and Legislation Committee meeting on September 11, 2017, the committee recommended a reaffirmation of Alameda CTC's support for SB 595 (Beall) and directed staff to send a letters of support for the bill.

Background

The Commission approved the 2017 Legislative Program in December 2016. The final 2017 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

Alameda CTC staff will provide a verbal update on federal legislative activities if there are pertinent activities to report.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following updates on state legislative activities, the state budget, and transportation and housing funding.

While it has been a busy year with the passage of Senate Bill 1 (SB 1) and the reauthorization of the cap and trade program, there are still a few major items to address. These include adopting an expenditure plan for the auction revenue generated in the current fiscal year, passage of a legislative package to address affordable housing, a park and water bond, and for the Bay Area enacting Senate Bill 595, which would allow for a toll increase to be placed on the ballot next year. In past years, resolution of many of these items would not occur until the final nights of session, but now all bills must be in print for at least 72 hours before either floor can vote on them. The last day of session is September 15th, making September 12th the last day for bills to be in print and posted on the website.

Budget

The Department of Finance released its monthly Finance Bulletin covering July receipts, which showed positive returns. July revenue was \$190 million above projections. This includes income tax revenue exceeding estimates by \$34 million and sales tax revenue climbing above projections by \$136 million.

SB 1 Repeal and Implementation

Assemblyman Travis Allen (R-Huntington Beach) submitted language for an initiative to repeal SB 1 and the transportation revenue it generated. The Attorney General's office has completed its review, provided a title and summary, and has cleared the initiative for circulation. Assemblyman Allen and the proponents now have until January 8, 2018 to collect 365,880 signatures.

However, Assemblyman Allen has filed a lawsuit challenging the Attorney General's title because he claims it is misleading, because it does not use the word tax or fee in the title. The official title for this initiative is, "Eliminates Recently Enacted Road Repair and Transportation Funding by Repealing Revenues Dedicated for This Purposes." The lawsuit challenging the title was filed in Sacramento Superior Court. The title appears accurate, and it is unclear how much time will be wasted trying to change it.

Meanwhile, SB 1 implementation continues. For the latest information, visit <http://www.catc.ca.gov/activities/sb1/>

Cap-and-trade Program

With the lawsuits resolved and the auction program re-enacted with a two-thirds vote, there were high expectations for the quarterly auction on August 15th, which came in higher than expected.

The auction results will influence the content of the 2017-18 expenditure plan. Governor Brown opposed appropriating auction revenue for the current fiscal year unless the auction program was reauthorized with a two-thirds vote. With the reauthorization done, the legislature focused on crafting an expenditure plan during the final month of session.

The Governor's budget proposal estimated that \$2.2 billion in auction revenue will be available for expenditure in 2017-18. Of this amount \$900 million is automatically appropriated to High Speed Rail, Low Carbon Transit Operations (LCTOP), Transit & Intercity Rail Capital (TIRCP), and the Affordable Housing and Sustainable Communities programs. The remaining \$1.2 billion consists of \$500 million in reserves and about \$750 million in 2017-18 auction proceeds.

Although Senator Beall's hands have been full this year with SB 1 and SB 595, he led an effort to direct more auction revenue toward public transit. Senator Beall proposed doubling the amount of auction revenue allocated to LCTOP, increasing it from 5 percent to 10 percent, and the TIRCP, increasing it from 10 percent to 20 percent. Staff will provide an update on the outcomes of the Cap and Trade negotiations.

Regional Measure 3

Alameda CTC has been actively engaged in development of Regional Measure 3 (RM3) and its authorizing bill SB595 (Beall). SB 595, if signed by the Governor, would allow voters to approve a toll increase to fund congestion-relief projects and improve mobility in the bridge corridors. SB 595 was approved by the Assembly on September 13 and the Senate on September 14. The bill has been enrolled to go to the Governor who has until October 15, 2017 to sign or veto bills.

The following summarizes many of Alameda CTC actions on SB 595:

Alameda CTC adopted a list of candidate projects in January 2017 and submitted them to MTC. In April 2017, SB 595 was introduced as the placeholder bill for Regional Measure 3. Alameda CTC took a support position on SB 595 in May 2017. In June 2017, MTC developed a proposed framework for RM3 including a \$3 bridge toll increase and a draft set of projects and operational categories.

The Senate passed SB 595 on May 31, and the Assembly amended the bill on July 3 and July 19 and referred it to the Assembly Committee on Appropriations.

The bill was set for its first hearing at the Assembly Committee on Appropriations on August 23 and was placed on the suspense file. The Assembly Committee on Appropriations meets again on August 30 and SB 595 was moved off suspense and to the Assembly Floor. SB 595 was amended two times before being approved on the Assembly floor on September 13. Thereafter, it moved to the Senate floor and was approved on September 14. The Governor has until October 15 to sign or veto bills.

RM3 AD HOC Committee: At the Alameda CTC Commission meeting in July, the chair designated an RM3 Ad Hoc Committee to address RM3 issues as they would arise over the month of August when the Alameda CTC is on recess.

Ad hoc committee members included Commissioner Haggerty as Chair, Commissioners Kaplan, Valle, Carson, Ortiz, Dutra-Vernaci and Cutter. The committee met two times: August 24 to discuss the bill, but no action was taken; and on September 1 when the committee approved Commissioners Haggerty and Ortiz to represent ACTC's position on SB 595, including meeting with Senator Beall on September 1 to negotiate language in the bill to support Alameda County projects. This successful meeting resulted in Senator Beall agreeing to all the bill language changes and for an additional \$185 million in new funding for Alameda County projects.

SB 595 bill language can be found here:

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB595

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2017 Legislative Program

Staff Contact

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



2017 Alameda County Transportation Commission Legislative Program

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding. • Support new funding sources for transportation. • Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles. • Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).

Issue	Priority	Strategy Concepts
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support innovative financing opportunities to fund TOD and PDA implementation. • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation that improves the efficiency and connectivity of the goods movement system. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Memorandum

9.2

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DATE: September 21, 2017

SUBJECT: Update on Transportation Demand Management (TDM)

RECOMMENDATION: Receive an update on Alameda CTC's TDM efforts.

Summary

Many of the activities, projects, and programs undertaken by the Alameda CTC contribute to the agency's overall transportation demand management goal of supporting travel during non-peak periods and by modes other than driving alone. Alameda CTC also manages a specific Transportation Demand Management (TDM) Program, which brings together program specific strategies and efforts that complement our broader planning and projects portfolio in order to ensure coordinated and efficient delivery of TDM strategies. Alameda CTC is working to unite current activities into a comprehensive TDM program with an enhanced focus on the following major work areas: communications and promotion, regional coordination, and employer and local government outreach and engagement. Bringing various efforts together as part of one coordinated program allows Alameda CTC to identify synergies between efforts that most efficiently deliver these programs throughout the county. Alameda CTC approaches TDM as a way to leverage the multimodal infrastructure investments being made throughout the county. Staff will present an update on our comprehensive TDM activities and efforts that have been identified for future implementation.

Background

Transportation Demand Management (TDM) strategies have historically included a disparate collection of activities, including promotion, incentives, and education to encourage and support ridesharing, bicycling, walking, taking public transit, telecommuting, and flex work schedules, as well as parking management. This multi-pronged approach allows residents, employees, and visitors to Alameda County to have a wide range of choices for travel. There are several TDM efforts currently managed by the Alameda CTC that are designed to support travel during non-peak periods and by modes other than driving alone; they include:

- Guaranteed Ride Home (GRH) Program
- Countywide Bicycle Safety Education Program

- Bike Month Visual Promotion Campaign, currently known as IBike (runs in conjunction with Bike to Work Day)
- Commute Choices website
- Safe Routes to School Program
- Affordable Student Transit Pass Pilot Program
- Travel Training for Seniors and People with Disabilities (through the Paratransit Program)
- Countywide Carpool Promotion Program (also known as Commute Alternatives Program)
- Coordination with regional partners

In addition, Alameda CTC plans, funds, and delivers multimodal infrastructure needed to support safe and convenient travel by all modes. Alameda CTC approaches TDM as a way to leverage the multimodal infrastructure investments being made throughout the county. Some of these efforts include:

- Alameda CTC's Countywide Transit, Bicycle, Pedestrian, Multimodal Arterial, and Goods Movement Plans
- Alameda CTC's Multimodal Corridor Studies
- Construction and operations of Express Lanes (I-580 and I-680 Express Lanes)
- Public transit operations funding
- Public transit infrastructure investments
- Bicycle and pedestrian Direct Local Distribution (DLD) funding to cities

In order to ensure comprehensive and efficient delivery of TDM strategies, Alameda CTC is working to unite current activities into a comprehensive TDM program with an enhanced focus on the following major work areas: communications and promotion, regional coordination, and employer and local government outreach and engagement. Staff will present an update on our comprehensive TDM approach, current TDM activities, and efforts that have been identified for future implementation.

TDM Program Updates

TDM Program Delivery

In order to ensure coordinated and efficient delivery of Alameda CTC's TDM strategies, the agency is planning to bring on board a consultant to manage the various Alameda CTC TDM efforts. The major programs that will be implemented and administered by the consultant include the Guaranteed Ride Home (GRH) Program, the Countywide Bicycle Safety Education Program, and the Bike Month Visual Promotion Campaign (currently known as IBike). The consultant will also coordinate with Alameda CTC's Communications Team on any program communications, establish and monitor performance measures, conduct program evaluation, and provide technical assistance as needed. The Request for Proposals (RFP) was released on Thursday, August 17, 2017 and proposals are due mid-September 2017.

Share Your Ride Week

In coordination with the Contra Costa Transportation Authority (CCTA) and 511 Contra Costa, Alameda CTC is launching Share Your Ride Week (SYRW) from October 2-6, 2017 during California's Rideshare Week. By promoting Share Your Ride Week, Alameda CTC is encouraging commuters, who typically drive to work alone, to take alternative modes of travel including carpool, vanpool, and public transit. The educational campaign will focus on motivating audiences to change their commute trip at least once a week or once a month to impact congestion. Planned activities include regional coordination, targeted messaging, earned and paid media strategies, outreach to commuters, students, and employers/employees, and social media messaging. Share Your Ride Week will serve as a kick off for Alameda CTC's overall 2017 commute alternatives educational campaign. Data gathered from Share Your Ride Week will be used to inform future TDM marketing and outreach activities.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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[Cathleen Sullivan](#), Principal Transportation Planner

[Krystle Pasco](#), Assistant Program Analyst

[Heather Barber](#), Communications Manager, Consultant

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