



Meeting Notice

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

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City of Oakland

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City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, September 24, 2015, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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


Reminder

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

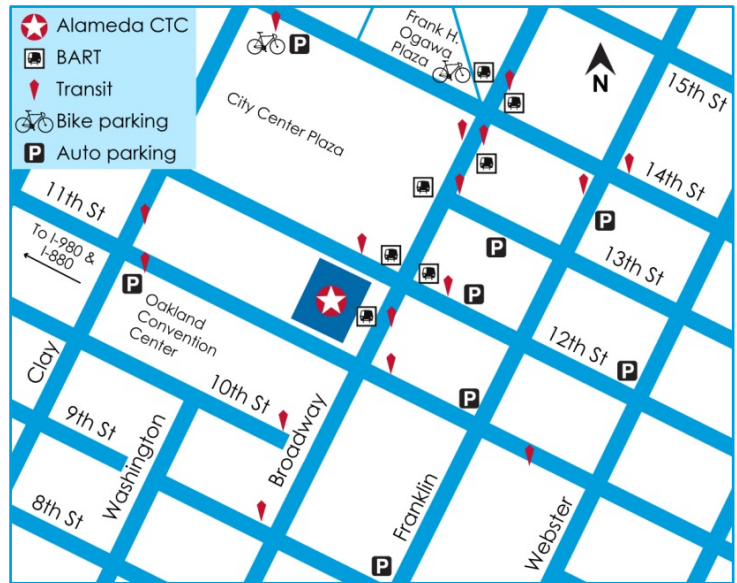
Glossary of Acronyms

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

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda

Thursday, September 24, 2015, 2 p.m.

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

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

	Page	A/I*
6. Approval of Consent Calendar		
On September 14, 2015 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.		
6.1. Approval of July 23, 2015 Meeting Minutes	1	A
6.2. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report	5	I
6.3. I-580 Express Lane Projects (PN 720.4/724.5): Update on Hours of Operations	33	I
6.4. I-580 Express Lanes: Approval of Express Lane Toll Policy	39	A
6.5. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	45	I
6.6. California Transportation Commission August 2015 Meeting Summary	51	I
6.7. Transportation Fund for Clean Air Program (TFCA): Approval of TFCA Extension Requests for projects 11ALA01, 11ALA02 and 11ALA07 and Amendment to Master Program Funding Agreement with the Air District	55	A
6.8. One Bay Area Grant (OBAG) Cycle 2 Update	65	I
6.9. Measure BB Community Development Investments Program (MBB 045/PN 1460.000): Program Development Overview	77	I
6.10. East Bay Greenway – Lake Merritt to South Hayward (PN 1457.001): Approval of Professional Services Agreement A15-0030 with HNTB	91	A

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

[Corporation to provide services for the Project Approval and Environmental Document Phase of the Project](#)

6.11.	I-580 Westbound HOV Lane – East Segment (PN 1372.004): Approval of Cooperative Agreement Amendment with California Department of Transportation (Caltrans) for Construction of the Project	95	A
6.12.	Approval of Administrative Amendments to Various Project Agreements (2003-02, A07-0058, A08-0045, A11-0039, A14-0026)	105	A
6.13.	Alameda CTC 2014 Annual Report Recommendation: Approve the Alameda CTC 2014 annual report.	109	A
6.14.	Alameda CTC FY2014-15 Year-End Investment Report Recommendation: Approve the FY2014-15 year-end investment report.	131	A
6.15.	Socially Responsible Investments	153	A
6.16.	Revised Alameda CTC Organizational Structure for FY2015-16 Recommendation: Approve the Revised Alameda CTC Organizational Structure and Associated Annual Salary Ranges for New Positions.	157	A
6.17.	Approval of the Alameda CTC Community Advisory Appointments	165	

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

7.1.	Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair	169	I
7.2.	Independent Watchdog Committee – Deborah Taylor- Interim Chair	177	I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	185	I

8. Planning, Policy and Legislation Committee Action Items

On September 14, 2015, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

8.1.	Legislative Update and Approval of bill positions	195	A
8.2.	July 2015 Commission Retreat Summary	227	I
8.3.	Countywide Transportation Plan: Regional Transportation Plan (RTP) Draft Project and Program List for Submittal to Metropolitan Transportation Commission (MTC) and Update on MTC RTP Development Recommendation: (1) Approve the draft lists of regional, committed, county-level projects and programs for submittal to the Regional Transportation Plan. (2) Direct staff to forward both the draft lists to MTC by September 30, 2015.	247	A

9. Finance and Administration Committee Action Items

On September 14, 2015, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

9.1. [FY2015-16 Community Advisory Committee Bylaws](#)

273 A

Recommendation: Approve the FY2015-16 Community Advisory Committee bylaws.

10. Closed Session

10.1. Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director

10.2. Report on Closed Session

I/A

11. Member Reports

12. Adjournment

Next meeting: October 22, 2015

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

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Alameda County Transportation Commission Meeting Minutes Thursday, July 23, 2015, 2:00 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 Valle, Commissioner Miley and Commissioner Carson.

Commissioner Wieler was present as an alternate for Commissioner Fujioka.
Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.
Commissioner Biddle was present as an alternate for Commissioner Haubert.

Subsequent to the roll call:

Commissioner Carson arrived during Item 4.
Commissioner Miley arrived during Item 10.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Vice Chair Kaplan thanked staff and the Commission for the work that was done at the July 17, 2015 Commission Retreat and Legislative Reception.

5. Executive Director Report

Art Dao informed the Commission that the Executive Directors report could be found in the Commissioners' folders as well as on the Alameda CTC website. Art thanked the Commission for setting the partnership direction for Measure BB implementation at the Commission retreat. He also updated the Commission on State and Federal level transportation proposals and staffing changes at the agency.

6. Closed Session

6.1. Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Potential exposure to litigation; one potential action.

6.2. Report on Closed Session

Zack Wasserman reported that there was no action taken in Closed Session.

7. Approval of Consent Calendar

7.1. Approval of June 25 , 2015 meeting minutes

- 7.2. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report
- 7.3. I-580 Express Lane Projects (PN 720.4/724.): Approval of Contract Amendments to Professional Services Agreements A09-007 and A13-0092 with Electronic Transaction Consultants Corporation and Authorize Construction Change Orders
- 7.4. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 7.5. Countywide Goods Movement Plan Contract Augmentation: Authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A13-0026 with Cambridge Systematics, Inc. for an additional \$50,000 for a total not-to-exceed amount of \$1,450,000.
- 7.6. California Transportation Commission June 2015 Meeting Summary
- 7.7. Alameda CTC Contracting Process
- 7.8. I-680 Northbound Express Lane Project(PN 721.0): Approval of Professional Services Agreement A15-0035 with WMH Corporation to provide services for the Final Design/ Plans, Specifications and Estimates Phase; and Right-of-Way Activities to Support Project Delivery
- 7.9. I-80 Gilman Interchange Improvement Project (PN 765.0): Approval of Professional Services Agreement A15-0034 with Parsons Transportation Group to provide services for the Project Approval and Environmental Document (PA/ED) Phase
- 7.10. I-580 Westbound HOV Lane Project (PN 724.4 & 724.5): Approval of Amendment No. 7 to Professional Services Agreement A07-011.BKFP2 with BKF Engineers to provide services for Design Services During Construction
- 7.11. East Bay Greenway Project, Segment 7A (PN 635.1): Approval of Amendment No. 4 to Professional Services Agreement No. A10-0026 with HQE and Associates to provide services for Closeout and Maintenance Phases of Segment 7A
- 7.12. Approval of Administrative Amendments to Various Project Agreements (A11-0033, A13-0061 and A07-007 Ph3)
- 7.13. Community Advisory Appointment: Approval of the Alameda CTC Community Advisory Appointments.

Commissioner Marchand moved to approve the Consent Calendar. Commissioner Kaplan seconded the motion. The motion passed unanimously (Miley and Valle absent).

8. Community Advisory Committee Reports

8.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, Chair of BPAC, stated that BPAC met on July 9, 2015. The committee reviewed Fruitvale Live Gap Closure Improvement project documents, held annual elections, and reviewed the bylaws as amended.

8.2. Independent Watchdog Committee (IWC)

Deborah Taylor, Vice-chair of the IWC, stated that James Paxson resigned from the CWC and thanked him for his service. She also stated that the IWC met on July 13, 2015 and held a public meeting on their annual report. The committee also reviewed proposed bylaws revisions and expressed the need for clarification on the roles of the committee.

8.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the committee will meet on July 27, 2015 and will review an update on the bylaws. She stated that immediately following that meeting, the Alameda CTC will host a Paratransit Strategic Workshop. Sylvia concluded by reviewing vacancies that need to be filled on the committee.

9. I-580 Express Lane Policy Committee Action Items

9.1. I-580 Express Lanes: Toll Enforcement Ordinance

Neal Parish recommended that the Commission conduct a second reading by title only and adopt "Alameda County Transportation Commission Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes" *Commissioner Atkin moved to approve this item. Commissioner Capitelli seconded the motion. The motion passed unanimously (Miley and Valle absent).*

10. Planning, Policy and Legislation Committee Action Items

10.1. Legislative Update

Tess Lengyel updated the Commission on state and federal legislative initiatives. On the state side she provided information on the budget as well as the special session for transportation infrastructure. On the federal side, Tess updated the committee on MAP-21 Reauthorization and recommended that the Commission take a support position on the following bills: ABX 1-7, ABX 1-8, SBX 1-7, and SBX 1-8.

Commissioner Kaplan requested that staff provide the Commission with a supplemental write-up if bills are introduced for approval after the packet is distributed. Commissioner Kaplan also wanted to make sure the Commission reiterated its opposition to the Caltrans relinquishment proposal.

Commissioner Kaplan moved to approve this item. Commissioner Ortiz seconded the motion. Commissioner Atkin objected to the motion. The motion passed with one objection by Commissioner Atkin (Valle absent).

10.2. Overview of the 2016 Alameda Countywide Transportation Plan (CTP) and Approval of Vision and Goals: Approval of the 2016 CTP Vision and Goals.

Tess Lengyel recommended that the Commission approve the 2016 CTP vision and goals. She stated that the primary purpose of the CTP is to identify the long-range transportation needs in Alameda County. As part of the process, performance-based evaluations will be conducted to evaluate projects and programs against the

adopted plan goals. The CTP will form the basis for transportation priorities that the can assist the Commission in defining projects and programs implementation in Alameda County. The performance measures used for this evaluation are grounded in the vision and goals. Tess stated that given the extensive process conducted in 2012, and the fact that the modal plans have each based their goals development on this adopted 2012 CTP vision and goals, staff recommends that the Commission simply reaffirm and approve the 2012 CTP vision and goals to be used as the vision and goals for the 2016 CTP.

Commissioner Kalb asked if the Commission retreat sparked any new information that could be incorporated into the vision and goals for the CTP. Art stated that the requested adoption is specific to the development of the countywide plan. The goal of the retreat was to develop priorities for policies, partnerships and communications for local, state and federal advancement of transportation projects and progress to strategically move the agency forward.

Commissioner Cutter moved to approve this item. Commissioner Kaplan seconded that motion. The motion passed unanimously (Valle absent).

11. MemberReports

Art stated that the Commission will have the chance to review a new agency organization chart will in September.

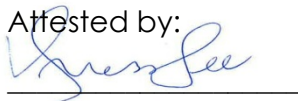
12. Adjournment

The next meeing is:

Date/Time: September 23, 2015 @ 2:00 p.m.

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

Attested by:





Memorandum

6.2

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

DATE: September 17, 2015

SUBJECT: I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report

RECOMMENDATION: Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle/Express Lane Projects.

Summary

The Alameda CTC is the project sponsor of the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley. The Eastbound I-580 Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from Greenville Road to San Ramon Road/Foothill Road.

Construction of the express lane civil infrastructure for both eastbound and westbound I-580 express lane projects is being implemented through multiple contract change orders (CCO's) on multiple on-going construction contracts in the I-580 corridor. The express lane civil infrastructure includes both overhead and roadside signs, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and pavement striping.

The originally planned opening date for the new express lane facilities was late 2015. Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Construction of the toll system has started and will install the required communication equipment and toll hardware to integrate the toll subsystems and software. Coordination with regional agencies and California Toll Operators Committee is crucial for implementing express lanes on I-580.

Attachments A through E of this report provide detailed information on project funding, schedule and status of each corridor project, including the Eastbound HOV Lane Project - Segment 3 Auxiliary Lanes, the Westbound HOV Lane Project (Segments 1 and 2), the Eastbound I-580 Express Lane Project, Westbound I-580 Express Lane Project and Toll System Integration activities.

Background

The projects in the I-580 Corridor will provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, California Highway Patrol, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and will be completed by late 2015 (weather dependent), including the civil infrastructure required for express lane implementation.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one express lane construction project. The civil infrastructure components of this combined project are being constructed via CCO's which have been issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). The benefit of implementing CCO's is to avoid working in the environmentally sensitive areas, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Specific items included as CCO's are:

- Electrical Conduit – across and along I-580
- Service and controller cabinets
- Striping – stripe to final express lane configuration
- Install K-rail along median at sign locations
- Median concrete barrier
- Fiber Optics Cable
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

Development of system integration is complete and toll system installation has begun. Due to the complexity of coordinating multiple construction work activities at overlapping

locations, construction completion of the above referenced express lane support infrastructure has continued to experience delays. Additionally, these civil roadway construction contracts also include rehabilitation of existing roadway that require road paving at nights when multiple lanes can be closed. Because of the stringent temperature requirements involving both rubberized and open-graded asphalt products, paving operations were delayed until summer 2015. All three roadway paving constructors secured the supply of rubberized and open-graded asphalt from the same plant, all but eliminating work windows for the express lane contractor this summer, and thus extending construction delays. Completion of commercial power sources required for express lane implementation is also behind schedule. These delays have had direct impact on toll system installation and the planned opening of express lanes. Staff have been conducting several meetings with roadway and system contractors, Caltrans and PG&E to coordinate scheduling issues and assess their impacts, in order to minimize construction and lane opening delays. Staff will provide an update to the Commissioners at the meeting.

Interface with the regional customer service center will have to be completed and tested prior to opening the toll lanes to the public.

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

Attachments

- A. I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 1368.004)
- B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 1372.004/1372.005)
- C. I-580 Eastbound Express Lane Project Monthly Progress Report (PN 1373.000)
- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 1373.001)
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

[Kanda Raj](#), Express Lanes Program Manager

[Stefan Garcia](#), Construction Manager

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ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 1368.004)
Monthly Progress Report
July-August 2015

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project is completing one final construction segment, Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road. The Project scope includes:

- Construction of auxiliary lanes from Isabel Avenue to First Street;
- Pavement width necessary for a double express (high occupancy toll lane facility);
- Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
- The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and
- The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in the rehabilitation of the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane support infrastructure has experienced delays. The project team is attempting to make up lost time by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for this project include:

- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will keep the single HOV lane open until the double lane HOV/express lane facility is completed

- Paving work in the I-580 corridor is sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. Additionally, the impact of early delays to the HOV project work pushed some of the production paving planned for the 2014 season into the 2015 season. The combined effect has created a major asphalt supply issue for completing corridor paving work in the summer of 2015. The corridor contractors have sequenced a plan that keeps paving activity going throughout the 2015 season, but every unplanned delay or plant closure has a domino effect on the entire delivery schedule.
- Pavement products have tight restrictions on the placement temperatures to ensure a lasting, quality pavement; when combined with lane closure restrictions on the corridor, paving work must occur at night during the summer. Lane closures for the express lane civil infrastructure are also required for the work and are often in conflict with paving operations, requiring the express lane activities to be deferred until paving is completed.
- Significant delays in the completion of 17 new PG&E power sites necessary for the operation of the new express lane tolling system
- Delays in the completion of fiber optics communication trunk throughout the corridor
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.
- Bird Nesting on structures and in adjacent field areas

Completed Activities – 84% of the contract work was completed as of 07/20/15

Construction activities began in April 2013. Work completed to date includes:

- Construction of auxiliary lanes from Isabel Ave. to First St.
- Las Positas Creek (EB and WB) bridge widenings
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities; Creek diversion is removed and area restored
- All sound walls and retaining walls on the freeway corridor
- Pavement widening necessary for a double express lane (high occupancy toll lane facility)

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

- Install Lighting and Traffic Operation Systems
- Complete the installation of infrastructure to support express lane operations by early September 2015.
- Complete fiber optic trunk line on south side of I-580 from Hacienda Dr. to Greenville Rd. by early September 2015.

- Open graded asphalt concrete will be placed on main line I-580 between Hacienda Dr. and Greenville Rd. until early September 2015
- Maintain HOV lane operation with temporary delineation until Express Lane “Go Live!” date
- Final striping and sign modifications to open Express Lane facility just prior to the “Go Live!” date.
- Open Express Lane facility

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds.

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ million)						Total
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	
PA&ED						0.02	0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct	17.87	2.20	0.14		4.69	6.57	31.47
Cap							
Construct	2.53	1.12	0.10			0.71	4.46
Sup							
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in late 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service, now anticipated in early 2016 (weather dependent).

The originally planned opening date for the new express lane facilities was late 2015. Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	November 2015 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 1372.004/1372.005)
Monthly Progress Report
July-August 2015

PROJECT DESCRIPTION

The Westbound (WB) I-580 HOV Lane Project includes three segments:

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the Eastbound (EB) HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane supporting infrastructure has experienced delays. The project team is attempting to make up lost time by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for the project include:

SEGMENT 1 (Eastern Segment)

- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently.
- Additional widening of the North Livermore Avenue structure to accommodate express lane width requirements
- Paving work in the I-580 corridor is sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the

required products. Additionally, the impact of early delays to the HOV project work pushed some of the production paving planned for the 2014 season into the 2015 season. The combined effect has created a major asphalt supply issue for completing corridor paving work in the summer of 2015. The corridor contractors have sequenced a plan that keeps paving activity going throughout the 2015 season, but every unplanned delay or plant closure has a domino effect on the entire delivery schedule.

- Pavement products have tight restrictions on the placement temperatures to ensure a lasting, quality pavement; when combined with lane closure restrictions on the corridor, paving work must occur at night during the summer. Lane closures for the express lane civil infrastructure are also required for the work and are often in conflict with paving operations, requiring the express lane activities to be deferred until paving is completed.
- Significant delays in the completion of 17 new PG&E power sites necessary for the operation of the new express lane tolling system
- Delays in the completion of fiber optics communication trunk throughout the corridor
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

SEGMENT 2 (Western Segment)

- Installation of future express lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently
- Paving work in the I-580 corridor is sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. Additionally, the impact of early delays to the HOV project work pushed some of the production paving planned for the 2014 season into the 2015 season. The combined effect has created a major asphalt supply issue for completing corridor paving work in the summer of 2015. The corridor contractors have sequenced a plan that keeps paving activity going throughout the 2015 season, but every unplanned delay or plant closure has a domino effect on the entire delivery schedule.
- Pavement products have tight restrictions on the placement temperatures to ensure a lasting, quality pavement; when combined with lane closure restrictions on the corridor, paving work must occur at night during the summer. Lane closures for the express lane civil infrastructure are also required for the work and

are often in conflict with paving operations, requiring the express lane activities to be deferred until paving is completed.

- Significant delays in the completion of 17 new PG&E power sites necessary for the operation of the new express lane tolling system
- Delays in the completion of fiber optics communication trunk throughout the corridor
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.
- Elimination of a retaining wall to reduce project cost
- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

Completed Activities

Construction activities began in March 2013. Work completed to date includes:

SEGMENT 1 (Eastern Segment) – 82% of the contract work was completed as of 07/20/15

- North Livermore Avenue bridge widening
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Excavate and construct retaining walls and soil nail walls
- Median barrier reconfiguration
- Soundwall construction at Vasco Road
- Paving of ramp

SEGMENT 2 (Western Segment) – 92% of the contract work was completed as of 07/20/15

- Median widening from Airway Boulevard to Hacienda Drive
- Median widening and barrier reconfiguration
- Bridge widening and gore areas
- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage
- Pavement widening necessary for conversion of existing HOV lane to an express lane (high occupancy toll lane facility)
- at Dougherty Undercrossing near Dublin BART station
- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- Retaining walls
- Outside widening from Airway Boulevard to Hacienda Drive

- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage
- Pavement widening necessary for conversion of existing HOV lane to an express lane (high occupancy toll lane facility)

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment)

- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Complete the installation of infrastructure to support express lane operations by early September 2015.
- Final pavement layers will be placed on main line I-580 between Greenville Road and Airway Boulevard through October 2015
- Maintain HOV lane closed to traffic with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "Go Live!" date.
- Open Express Lane facility

SEGMENT 2 (Western Segment)

- Install Lighting and Traffic Operation Systems
- Complete the installation of infrastructure to support express lane operations by early September 2015.
- Final asphalt paving and striping between Airway Boulevard and Hacienda Drive is complete; concrete pavement placement will be completed by September.
- Maintain HOV lane closed to traffic with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "Go Live!" date.
- Open Express Lane facility

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state and local funds available for the I-580 Corridor. The total project cost is \$143.9M, comprised of programmed (committed) funding from federal, state and local sources.

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.53	0.04					0.57
PA&ED		4.38						4.38
PS&E		2.29	0.11	0.15		1.69	0.42	4.66
ROW		1.16				0.04		1.20
Utilities		0.32						0.32
Const Cap	35.34		5.92	6.19	13.54	1.60		62.59
Const. Sup	6.52		1.59			1.08		9.19
Total	41.86	8.68	7.66	6.34	13.54	4.41	0.42	82.91
Total Project Cost: \$82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.36	0.02					0.38
PA&ED		2.92						2.92
PS&E		1.53	0.07	0.10		1.12	0.28	3.10
ROW		0.77				0.03		0.80
Utilities		0.21						0.21
Const Cap	33.73		2.49		9.61	0.10	0.30	46.23
Const. Sup	6.75					0.58		7.33
Total	40.48	5.79	2.58	0.10	9.61	1.83	0.58	60.97
Total Project Cost: \$61.0M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in early 2016, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service, now anticipated in early 2016 (weather dependent).

The originally planned opening date for the new express lane facilities was late 2015. Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	February 2016 (T)

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in fall 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service, now anticipated in early 2016 (weather dependent).

The originally planned opening date for the new express lane facilities was late 2015. Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	October 2015 (T)

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ATTACHMENT C
I-580 Eastbound Express Lane Project
Progress Report
July-August 2015

PROJECT DESCRIPTION

The Eastbound I-580 Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility, for, a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- Civil design is complete. The civil construction component is being implemented through the Contract Change Orders (CCOs) process under the three I-580 HOV lane projects currently in construction: the I-580 Westbound HOV Lane - West Segment Project; the I-580 Westbound HOV Lane - East Segment Project and the I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and are being actively coordinated with Caltrans construction management staff and the contractors
- Electronic toll system design development is complete
- The Caltrans encroachment permit has been secured and field toll system installation activities are progressing

RECENT ACTIVITIES

- Construction activities are progressing (see Attachment A for details)
- Construction coordination meetings held to ease construction sequencing between the civil and systems construction projects and mitigate civil construction delays
Public outreach activities are progressing
- Toll system and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Civil construction activities and installation of toll system (see Attachment A for details)
- Toll system and outreach activities will continue (see Attachment E for details)

POTENTIAL ISSUES/RISKS

Civil construction activities were initially scheduled to be completed in summer 2015 to allow for subsequent electronic toll system installation so that the express lane facility can be opened in fall 2015. The original construction schedule was very aggressive. Delays have been experienced in completing the civil infrastructure required for the toll

system installation and lane opening. Therefore, the express lanes cannot be opened to the public in late 2015 as originally planned. Staff is assessing the schedule delays to minimize the delays in lane opening.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

Project Approval	March 2014 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil Infrastructure for Toll Lanes)	December 2015 (T)
End System Integration and Open Express Lanes	Early 2016

ATTACHMENT D
I-580 Westbound Express Lane Project
Progress Report
July-August 2015

PROJECT DESCRIPTION

The I-580 Westbound Lane Project will convert the planned westbound HOV lane (currently in construction), to a single express lane facility, from Greenville Road in Livermore to San Ramon Road / Foothill Road in Dublin / Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

- Civil design is complete. Civil construction is being implemented through the Contract Change Order (CCO) process under the I-580 HOV lane projects currently in construction: I-580 Westbound HOV Lane - West Segment Project; I-580 Westbound HOV Lane - East Segment Project and I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and actively coordinated with Caltrans construction management staff and the contractors
- Electronic toll system design development complete
- Caltrans encroachment permit secured, field toll system installation activities are progressing

RECENT ACTIVITIES

- Construction activities are progressing (see Attachment B for details)
- Construction coordination meetings were held to ease construction sequencing between the civil and toll systems construction projects and to mitigate civil construction delays
- Public outreach activities are progressing
- Toll system and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Coordinate civil construction activities to install toll system (see Attachment B for details)
- Toll system and outreach activities will continue (see Attachment E for details)

POTENTIAL ISSUES/RISKS

Civil construction activities were initially scheduled to be completed in summer 2015 to allow for subsequent electronic toll system installation so that the express lane facility can be opened in fall 2015. The original construction schedule was very aggressive. Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Therefore, the express lanes cannot be opened to the public in late 2015 as originally planned. Staff is assessing the schedule delays to minimize the delays in lane opening.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

Project Approval	August 2013 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil Infrastructure for Toll Lane)	December 2015 (T)
End System Integration and Open Express Lane	Early 2016

ATTACHMENT E
I-580 Express Lanes System Integration
Progress Report
July-August 2015

PROJECT DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary civil infrastructure to implement the express lanes on I-580. Civil items include signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping. The System Integration component of the project includes communication and tolling hardware design, software development, and factory testing of toll system equipment, hardware installation and toll system integration. Field testing the toll equipment and all subsystems, including the interfaces to the Bay Area Toll Authority (BATA)- Regional Customer Service Center and Caltrans, prior to implementing the new express lanes is also included under the System Integration contract. Implementation of express lane projects involves emerging technologies and is still a relatively new concept to Bay Area commuters. For this reason, Alameda CTC embarked on a robust education and outreach campaign in February 2015, to inform the public of the new facility and how to use the lanes.

Detailed Discussion

System integration improvements along the I-580 corridor include the most recent congestion management hardware, software and traffic detection technologies to efficiently manage current and forecasted traffic congestion to optimize existing corridor capacity. The system integrator will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software and services.

The project will include "near continuous" type access configuration to provide additional access opportunities through the express lane facility, while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, the near continuous access configuration looks and feels similar to a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity through the corridor.

Real-time traffic and travel conditions (traffic speed and volume data) will be gathered through traffic monitoring devices at various stations throughout the facility. Demand-based toll rates will be calculated utilizing a dynamic pricing model algorithm. Travelers will be informed of the calculated toll rates ahead of express lane entry locations on Dynamic Message Signs (DMSs). The DMSs are expected to display two rates, the first rate is for travel within the current or immediately downstream zone (typically the next interchange) and the second rate is for travel to a major destination within the corridor (determined as the end of the line in the I-580 Corridor).

To support this near continuous access configuration, the electronic toll system has been developed to implement zone tolling and automated toll evasion violation enforcement which involves a license plate image capture and review process. Closely spaced toll antennas and readers will be placed approximately at 3/4-mile intervals to effectively read FasTrak® / FasTrak flex® (aka switchable) transponders. A transponder will be read once within a toll zone by a toll reader; which will charge a flat fee for use of the lane within that zone. The Toll Enforcement Ordinance was adopted by the Commission in July 2015 and will enable Alameda CTC to enforce automated toll evasion violation through the use of license plate image capture and review process. The registered owners of vehicles without a valid FasTrak® account will be issued a toll evasion violation notice, following a procedure, similar to the current procedure employed throughout the San Francisco Bay Area on the toll bridges.

In addition, staff has been working closely with BATA to finalize the interface between the toll system, regional customer service center operations, and the distribution of the FasTrak flex® (aka switchable) transponders. The FasTrak flex® transponders became available to the general public in July 2015.

Since express lanes involve new and emerging technologies and are a relatively new concept to Bay Area commuters, a comprehensive education and outreach effort is underway to inform motorists about the benefits of the new lanes, how to use them, and how to obtain the required FasTrak® or FasTrak flex® toll tags. An I-580 Express Lanes education and outreach campaign is being implemented within the project area and throughout the I-580 travel sheds, which include San Joaquin, Stanislaus and Contra Costa Counties.

PROJECT STATUS

ETCC has completed software and hardware development consistent with the project concepts presented during the I-580 Workshops held in 2013. Zone tolling and automated toll evasion violation enforcement are part of the design development and includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

Toll system installation has been progressing, however, due to delays experienced during the construction of the civil infrastructure elements and the installation schedule of commercial power sources (by PG&E), sequencing ETCC's field installation has become challenging. Staff has increased their field coordination efforts, including targeted coordination with the on-going Caltrans construction projects to revise the toll system installation sequence. As discussed at the July 2015 meeting, ETCC will be provided with the required additional traffic control and remobilization to support revised installation sequencing activities. A summary of approved change orders to date are included in Table A.

TABLE A. Toll System Construction Contract Change Orders:

CCO	Total CCO Budget	Description of CCO	CCO Amount	Revised CCO Budget
Budget approved in July 2015	\$936,000			
No. 1		Additional scope and budget for ETCC to remobilize and provide increased traffic control to manage toll system installation	\$113,400	\$822,600

Staff is working closely with all parties involved to minimize the lane opening delays.

A comprehensive education and outreach effort is underway within the project area and throughout the I-580 travel shed to inform motorists about the benefits of the new express lanes, how to use them, and how to obtain the required FasTrak® and FasTrak® flex toll tags. The outreach effort is focusing on educating the public that a FasTrak® toll tag is required to use the I-580 Express Lanes. Carpool vehicles and other eligible motorcycles and clean air vehicles travel toll free with a FasTrak flex® toll tag. FasTrak flex® toll tags are now available online at www.bayareafastrak.org and at Costco, Safeway and Walgreens stores throughout the commute shed. The public is obtaining them at a good rate both online and at the retail stores. FasTrak® representatives are joining Alameda CTC at events throughout the commute shed this fall to assist with the distribution of FasTrak® and FasTrak flex® tags.

Key Recent Activities

- July 28 presentation to the Dublin Rotary Club
- August 5 presentation to the Livermore Valley Chamber of Commerce
- Articles in Dublin Business Newsletter, District 1 E-Newsletter and on San Joaquin County's Commute Connection and 511 Rideshare websites
- Attendance at public outreach events
 - August 2: Taste of Downtown Livermore (with FasTrak representatives)
 - August 5: First Wednesdays in Pleasanton (with FasTrak representatives)
 - August 15: Mountain House Music in the Park

Key Upcoming Activities

- Develop "how-to" video
- Presentations to Rotary Clubs and Chambers of Commerce
- Attendance at public outreach events in Tri-Valley, Contra Costa and San Joaquin Counties including

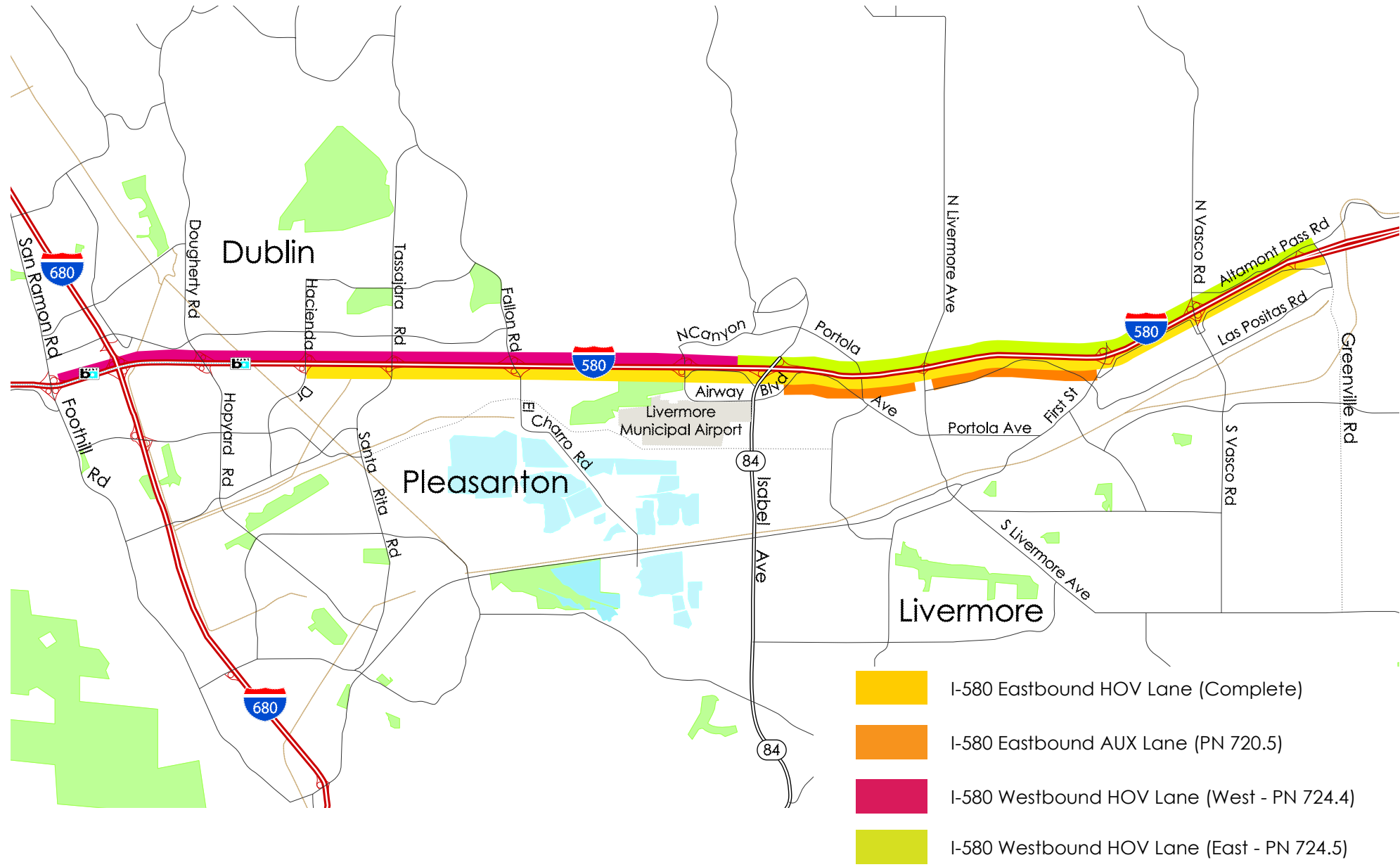
- October 3-4: Manteca Pumpkin Fair
- Continued outreach to employers within commute shed
- Placement of informational posters and over-the-road banners in Tri-Valley and on WHEELS buses.

Staff will continue to bring outreach and education updates to the I-580 Express Lane Policy Committee and Commission including an update on launch activities.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined Eastbound and Westbound I-580 Express lane project is \$55 million, and is fully funded with a combination of federal, regional and local fund sources.

I-580 Corridor HOV Lane Projects - Location map

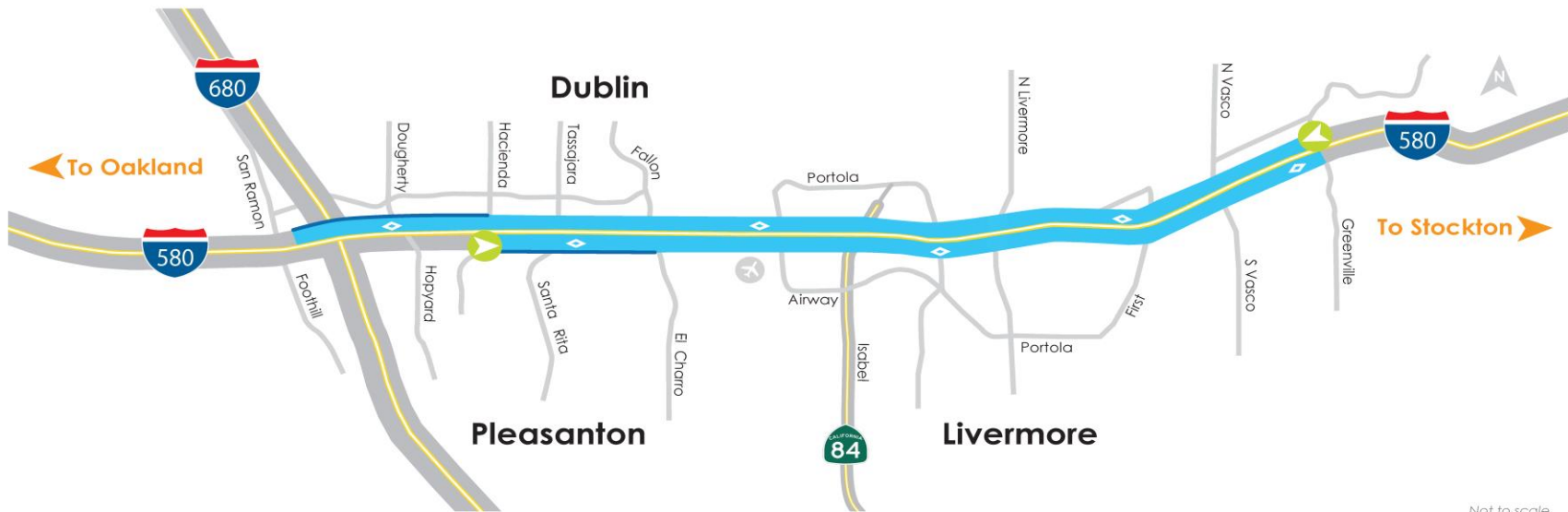


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I-580 Express Lanes Project Location Map

6.2G



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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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 17, 2015

SUBJECT: I-580 Express Lanes: Update on Hours of Operation

RECOMMENDATION: Receive an update on Hours of Operation necessary for express lane implementation.

Summary

The I-580 Express Lanes project ("Project") will implement high occupancy vehicle (HOV)/express lanes on Interstate 580 (I-580) from Hacienda Drive to Greenville Road in the eastbound direction, and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, as shown in Attachment A - Project Location Map. The Project is part of an overall 550-mile Bay Area express lane network that will employ emerging technologies, such as real-time congestion pricing and automated toll violation enforcement, to expand commuter choices and maximize efficiency of the highly congested I-580 corridor.

At the April 2015 I-580 Express Lane Policy Committee meeting (I-580 EL PC), staff provided an update to the committee regarding the status of the ongoing hours of operation discussions with the HOV Lane Committee. As previously reported, California Vehicle Code Sections 21655.5 (a) & (b) and 21655.6 (a) require the State Department of Transportation (Caltrans) to study and designate the hours of operation after consulting the Regional Transportation Planning Agency (RTPA) and California Highway Patrol (CHP). Staff has been working with the HOV Lane Committee, comprised of these three agencies to extend the current HOV hours and/or to determine the hours of operation for the Project to effectively manage traffic congestion in the corridor. Following an impasse on discussions among the HOV Lane Committee members, the issue was elevated to the Freeway Management Executive Committee (FMEC).

The FMEC met on July 7, 2015 and approved the hours of operations from 5:00 a.m. to 8:00 p.m., Monday through Friday, similar to current I-680 Southbound Express Lane hours of operations. Alameda CTC received a letter from FMEC, dated July 8, 2015, included as Attachment B to this staff report.

Background

Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments to manage congestion in this corridor, Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express

lanes will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee, if they choose to use the lanes.

As discussed at the I-580 EL PC Meeting in February 2015 (Item 4.2: Business Rules Update), Section 149.5 of California Streets and Highway Code stipulates that the express lanes operate within the HOV hours of operation without degrading the operation of the general purposes lanes. Furthermore, Sections 21655.5 (a) & (b) and 21655.6 (a) of the California Vehicle Code provide the authority to Caltrans for studying, designating occupancy and selecting the hours of operations of the lane; in cooperation with the RTPA, which in the case of the San Francisco Bay Area region, is the Metropolitan Transportation Commission (MTC).

An HOV Lane Committee comprised of Caltrans, MTC and CHP staff periodically meets to discuss the hours of operation and recommend changes to the Bay Area HOV Lane Network. Since last year, the Alameda CTC staff have been in discussions with Caltrans regarding operational requirements necessary to efficiently manage the current and forecasted traffic demand. Based on the Department's initial review of the Alameda CTC's request, Caltrans requested that Alameda CTC perform additional traffic analysis to demonstrate the benefits of extending the HOV/express lane hours of operation beyond the current HOV lane hours. On March 10, 2015, a formal request from Alameda CTC was forwarded to the full HOV Lane Committee to review the results of the traffic analysis and consider revising the hours of operation. The HOV Lane Committee met on April 21, 2015 and reviewed the operational needs of the project. Based on the request from MTC for additional review time, the Committee met again on May 6, 2015 to discuss the operational hours. The HOV Lane Committee failed to reach an agreement, and the issue was elevated by the group to the executive level, to be decided at the FMEC.

The FMEC met on July 7, 2015 and authorized Alameda CTC to operate the I-580 HOV/Express Lanes from 5:00 a.m. to 8:00 p.m., Monday through Friday with the caveat that Alameda CTC commit to work with Caltrans to set the toll rates for the mid-day (off-peak hour) operation. The hours are similar to the operational hours of the I-680 Southbound HOV/Express Lane.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Project Location Map
- B. FMEC Letter, dated July 8, 2015

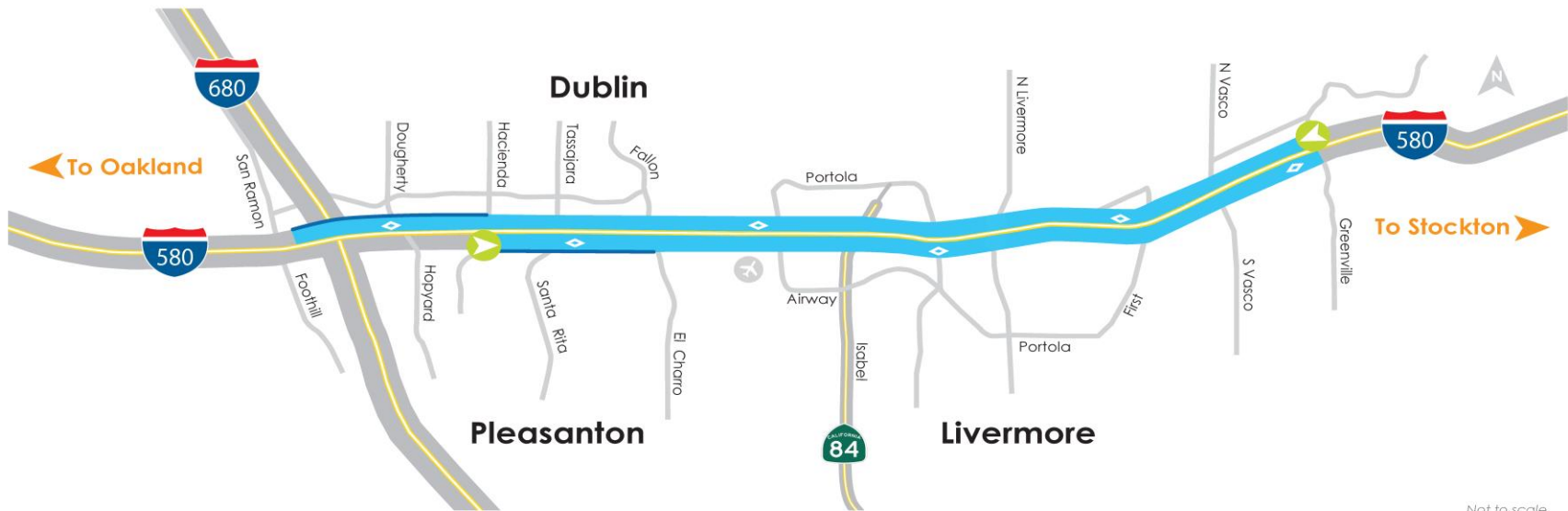
Staff Contact

[Kanda Raj](#), Express Lanes Program Manager



I-580 Express Lanes Project Location Map

6.3A



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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METROPOLITAN
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6.3B

July 8, 2015

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

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Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: I-580 Express Lanes Hours of Operation

Dear Mr. Dao:

The Freeway Management Executive Committee discussed the topic of I-580 Express Lanes hours of operations at the July 7, 2015 meeting. The Committee, comprised of representatives from Caltrans, California Highway Patrol, and Metropolitan Transportation Commission, collaborates and addresses issues related to the freeway infrastructure, operation and management.

At the meeting, the Committee approved hours of operation from 5AM to 8PM during weekdays for the Alameda I-580 Express Lanes, with a commitment to work with the Alameda California Transportation Commission as it sets tolls for the mid-day period.

If you have any questions about the project, please contact me at 510.817.5840.

Sincerely,

Andrew B. Fremier
Deputy Executive Director, Operations

ABF: kc

CC: Dan McElhinney, Paul Fontana, Daryl Halls, Randy Iwasaki, John Ristow

J:\SECTION\EXEC\EO\Andrew Fremier\Correspondence_2015\Dao_Fremier_I580 Express Lanes_July 2015.docx

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: September 17, 2015

SUBJECT: I-580 Express Lanes: Approval of Express Lane Toll Policy

RECOMMENDATION: Approve toll policy necessary for the express lane implementation.

Summary

The I-580 Express Lanes project ("Project") will implement high occupancy vehicle (HOV)/express lanes on Interstate 580 (I-580) from Hacienda Drive to Greenville Road in the eastbound direction, and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, as shown in Attachment A - Project Location Map. The Project is part of an overall 550-mile Bay Area express lane network that will employ emerging technologies, such as real-time congestion pricing and automated toll violation enforcement, to expand commuter choices and maximize efficiency of the highly congested I-580 corridor.

The Project will utilize real-time value pricing strategies (toll rates will change dynamically, based on real-time traffic congestion in general purposes and express lanes) to optimize the use of existing roadway capacity. Section 149.5 of California Streets and Highway Code authorized Alameda CTC, the administrative agency of I-580 Express Lanes to adopt a fee structure to manage traffic congestion. Toll policy, presented in this staff memorandum for adoption will help optimize the use of existing facility, thereby optimize the traffic throughput without impeding the benefits of HOV lanes, including the reduction of greenhouse gas emission.

Background

Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments to manage congestion in this corridor, Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express lanes will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee, if they choose to use the lanes.

The Project will implement real-time value pricing strategies, utilizing technology-software development to assess real-time traffic congestion in the corridor (analyze traffic volume and speed in general purposes and express lanes), price value of time, display the price to the

patrons, enable these SOV drivers to access the lanes when time saving is a value to them without compromising acceptable levels of service and/or the benefits of the HOV lane. HOV and HOV eligible users will continue to access the lane for free, provided they carry FasTrak flex (switchable) transponders and self-declare vehicle occupancy. As provided in Agenda Item 4.2, the Project's hours of operation will be from 5:00 a.m. to 8:00 p.m., Monday through Friday.

Section 149.5 (a) (2) of California Streets and Highway Code authorized the Alameda CTC, the administrative agency of I-580 Express Lanes to adopt a fee structure to manage traffic congestion. Toll policy requested for adoption below will help optimize the use of existing facility, thereby optimize the traffic throughput and reduce traffic congestion without compromising the benefits of HOV lanes.

Parameters of Toll Policy:

Pricing	Dynamic	1. To provide real-time value pricing
Minimum toll rate*	\$0.30	1. Implement within the hours of operation
Maximum toll rate	No maximum	1. Implement within hours of operation to optimize corridor capacity, without degrading the operation of HOV and GP Lanes 2. Cap the maximum initial dynamic pricing at \$15 3. Authorize the Executive Director to adjust the toll rate, within approved toll parameters to optimize corridor throughput, based on changing traffic conditions 4. Maintain incremental toll rate increases within a \$2 - \$5 range 5. Report back to Commission when toll rates are revised, within the approved Min/Max parameters
Toll rate during "HOV ONLY" Operation	\$30	1. Authorize the Executive Director to adjust the rate to deter illegal use of HOV lane
Toll Waiver/Reduction		1. Authorize the Executive Director to plan and execute a toll waiver/reduction plan

*-Alameda CTC is committed to work with Caltrans to alley its concerns regarding general purposes lanes operation, during the off-peak hours. Any required change to toll rate, resulting from these discussions will be brought back to the Commission for its consideration.

The toll policy listed above for implementation on I-580 is consistent with the toll policy implemented on the other AB2032 authorized express lane, the I-680 Southbound Express Lane.

Staff recommends that the Commission approves the toll policy, enabling the implementation of value pricing on the I-580 Express Lane to provide 1) traffic congestion relief, 2) travel reliability and 3) transit benefits.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Project Location Map

Staff Contact

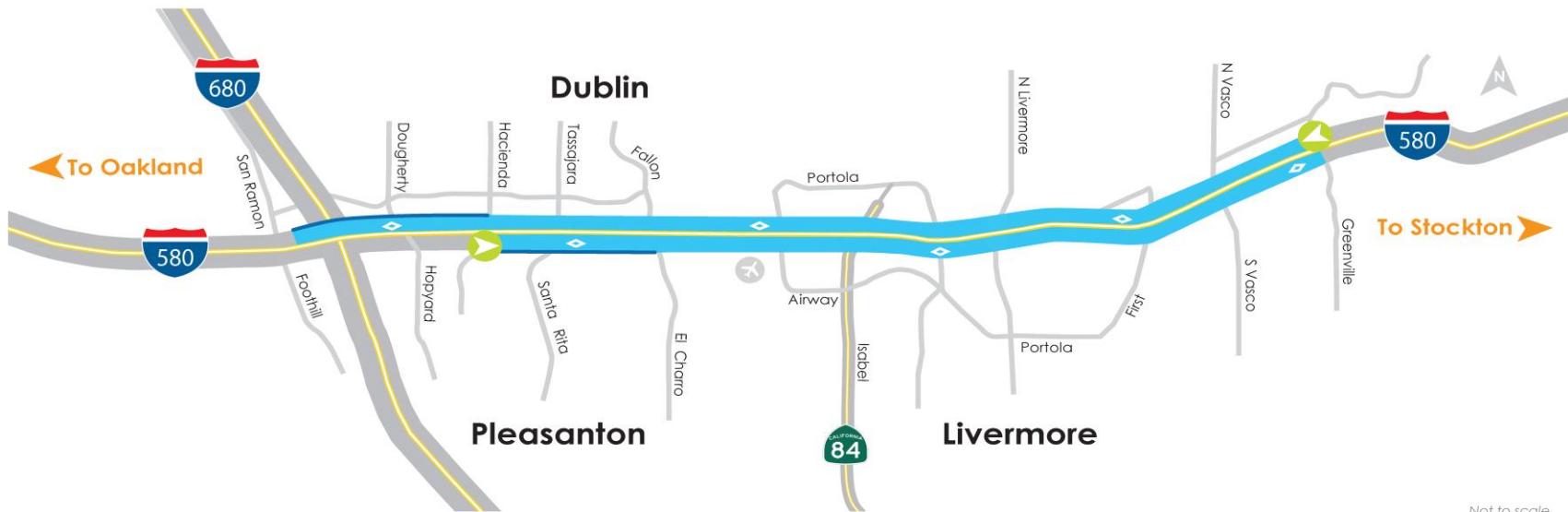
[Kanda Raj](#), Express Lanes Program Manager

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I-580 Express Lanes Project Location Map

6.4A



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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Memorandum

6.5

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

DATE: September 17, 2015

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

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

Summary

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

Since the last update on July 13, 2015, the Alameda CTC reviewed one General Plan Amendment (GPA) and one Final Environmental Impact Report (FEIR). Comments were submitted on these documents and the comment letters are included as Attachments A and B.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to City of Livermore General Plan Amendment for the Central Crossing Project
- B. Response to the Final Environmental Impact Report for San Leandro Shoreline Development Project

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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August 10, 2015

Benjamin Murray
Senior Planner
City of Livermore
1052 South Livermore Avenue
Livermore, CA 94550

SUBJECT: Response to City of Livermore General Plan Amendment for the Central Crossing Project
(SUB15-004)

Dear Mr. Murray,

Thank you for the opportunity to comment on the Central Crossing project. The 5-acre project site is bounded on the west by Central Avenue, on the east by Northfront Road, 160 feet south of Flora Common, and just north of 5888 Northfront Road. The proposed project would consist of a 47-unit residential neighborhood (41 detached homes and 6 duets).

We have reviewed the project and determined that it is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation expected from the existing land uses.

Thank you for the opportunity to comment on this project. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel". The signature is fluid and cursive.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2015

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July 22, 2015

Jennifer Chin,
Administrative Assistant
Community Development Department
City of San Leandro
835 East 14th Street
San Leandro, CA 94577

SUBJECT: Final Environmental Impact Report (FEIR) for San Leandro Shoreline Development Project

Thank you for the opportunity to review the Final Environmental Impact Report for San Leandro Shoreline Development Project. We have no additional comments on this project. The requirements under the Congestion Management Program Land Use Analysis element are satisfied.

Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2015

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 17, 2015

SUBJECT: California Transportation Commission August 2015 Meeting Summary

RECOMMENDATION: Receive an update on the August 2015 California Transportation Commission Meeting.

Summary

The August 2015 California Transportation Commission (CTC) meeting was held in San Diego. Detailed below is a summary of the four (4) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the meeting.

Background

The CTC is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

Detailed below is a summary of the four agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the August 2015 CTC meeting (Attachment A).

1. 2016 State Transportation Improvement Program (STIP) – Fund Estimate and Guidelines

CTC approved the 2016 STIP Fund Estimate and Program Guidelines. The Fund Estimate shows \$46 million in available new capacity statewide over the 2016 STIP period (FY 16-17 through FY 20-21). This greatly reduced amount compares to \$1.26 billion in available new capacity for the 2014 STIP. Since the new amount of funding is very small, CTC will not be accepting any new projects for programming. Further, due to the reduction of capacity in the first three years of the STIP, currently programmed projects may also be delayed to the last two years of the STIP. The CTC also approved the 2016 STIP Guidelines.

2. Proposition 1B Traffic Light Synchronization Program (TLSP)/ Alameda County Redwood Road Corridor project

The CTC approved de-allocation of \$3,000 in Proposition 1B TLSP funds from Alameda County's Redwood Corridor Project, thereby reducing the original TLSP funding amount from \$124,000 to \$121,000.

Outcome: The de-allocation reflects contract close-out savings.

3. State Highway Operation and Protection Program (SHOPP)/ I-880 High Street Project

CTC approved allocation of additional \$1,000,000 SHOPP funds for the Construction phase of the I-880 High Street project.

Outcome: Additional funds will be used to close-out the construction contract.

4. State Highway Operation and Protection Program (SHOPP)/ Multiple Projects

CTC approved the allocation of \$35,163,000 SHOPP funds for various safety improvements, rehabilitation and maintenance projects within Alameda County.

1. I-580, Livermore, 2.0 miles east of North Flynn Road at Stonecut Underpass - \$5,820,000
2. I-580, Livermore, 1.1 mile to 0.4 mile east of North Flynn Road - \$11,015,000
3. I-580, Oakland, from Fruitvale Avenue to Hollis Street - \$2,808,000
4. I-80/580/880 Separation Distribution In Oakland - \$15,520,000

Outcome: Allocation will fund the Construction phase activities of the projects.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. August 2015 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

August 2015 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2016 State Transportation Improvement Program (STIP) Fund Estimate and Guidelines	Approve 2016 STIP Fund Estimate and Guidelines.	Approved
Alameda County	Proposition 1B Traffic Light Synchronization Program (TLSP)/ Alameda County Redwood Road Corridor project	Approve de-allocation of \$3,000 in Proposition 1B TLSP funds from Alameda County's Redwood Corridor Project	Approved
Caltrans	State Highway Operation and Protection Program (SHOPP)/ I-880 High Street Project	Approve allocation of additional \$1,000,000 SHOPP funds for the Construction phase of the I-880 High Street project	Approved
Caltrans	SHOPP / Multiple Projects	Approve allocation of \$35,163,000 SHOPP funds for various safety improvements, rehabilitation and maintenance projects within Alameda County	Approved

<http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015-08/000 ETA.pdf>

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Memorandum

6.7

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

DATE: September 17, 2015

SUBJECT: Transportation Fund for Clean Air (TFCA) Expenditure Deadline Extension Requests

RECOMMENDATION: (1) Approve a one-year extension to the TFCA expenditure deadline from November 14, 2015 to November 14, 2016 for three TFCA projects 11ALA01, 11ALA02 and 11ALA07, and (2) Authorize the Executive Director, or designee, to execute an amendment to the associated TFCA master funding agreement, 11-ALA, to reflect the extended expenditure period.

Summary

The Bay Area Air Quality Management District (Air District) allows Transportation Fund for Clean Air (TFCA) county program managers to approve up to two, one-year time extensions to the established expenditure deadline for each TFCA project. Any subsequent extensions are granted by the Air District on a case-by-case basis. Because of this, the timely use of funds provisions of the Alameda CTC's TFCA Program Guidelines require Commission approval for any TFCA projects requesting a third, or subsequent, extension. This is the third extension request for the following three TFCA projects: 11ALA01, City of Alameda's Park Street Corridor Operations Improvements; 11ALA02, Alameda County's Mattox Rd Class 2 Bike Lanes; and 11ALA07, Post-project Data Collection for Hesperian, Tennyson, and Winton Corridor Signal Timing.

It is recommended the Commission: (1) Approve a one-year extension to the TFCA expenditure deadline from November 14, 2015 to November 14, 2016 for three TFCA projects 11ALA01, 11ALA02 and 11ALA07, and (2) Authorize the Executive Director, or designee, to execute an amendment to the associated TFCA master funding agreement, 11-ALA, to reflect the extended expenditure period.

Background

TFCA funding is generated by a \$4 vehicle registration fee collected by the Air District. Eligible projects are intended to result in the reduction of motor vehicle emissions and to achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs.

As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the revenue generated in Alameda County for this program, with the remaining 60 percent programmed directly by the Air District.

Timely Use of Funds Provisions

Projects receiving TFCA funding are required to meet the requirements of the TFCA program, including the Air District TFCA County Program Manager Fund Policies (Air District Policies) and the Alameda CTC's TFCA Guidelines, which conform to the Air District Policies, reflect Air District guidance and include provisions specific to the administration of Alameda County's TFCA program. County-specific provisions include the TFCA distribution formula and a timely use of funds policy, which help ensure program compliance and timely project completion.

For the TFCA program, the Air District Policies requires TFCA funds to be expended within two years, unless a longer expenditure period is approved at the time of programming or an extension is approved. The Air District Policies allow county program managers to approve up to two one-year extensions to a project's established expenditure deadline. Any subsequent extensions are granted by the Air District on a case-by-case basis, if it finds that significant progress has been made on a project and the master funding agreement is amended to reflect the revised schedule. Because of this, the timely use of funds provisions of the Alameda CTC's TFCA Guidelines require Commission approval for any TFCA projects requesting a third, or subsequent, one-year extension.

Extension Requests

11ALA01, City of Alameda Park Street Corridor Operations Improvements: The Alameda CTC programmed \$230,900 of TFCA funding to this project through the 2011-12 TFCA Program. The City of Alameda requests a third one-year extension for this funding due to a delay in the delivery of several other projects in the project area. The E-76 has been issued for the federal funding and this project is currently scheduled to begin May 2016. The City's extension request letter is included as Attachment A.

11ALA02, Alameda County Mattox Road Class 2 Bike Lanes: The Alameda CTC programmed \$40,000 of TFCA funding to this project through the 2011-12 TFCA Program. Alameda County requests a third one-year extension for this funding due to a delay in the project's associated sidewalk improvements, which has been resolved. The project has been awarded and is anticipated to be completed this fall. The County's extension request letter is included as Attachment B.

11ALA07, Post-project Data Collection for Hesperian, Tennyson, and Winton Corridor Signal Timing: The Alameda CTC programmed \$50,300 of TFCA funding to this project through the 2011-12 TFCA Program. The City of Hayward requests a third one-year extension for this funding due to a delay in the data collection and analysis for the Winton Avenue corridor caused by projects at two intersections within the project limits that will affect traffic flow. The City's extension request letter is included as Attachment C.

Next Steps

Upon Commission approval, a request to extend the expenditure deadline from November 14, 2015 to November 14, 2016 for these three projects will be submitted to Air District staff for approval. If granted, an amendment to extend the period of the associated master funding agreement 11ALA will be executed.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. City of Alameda Extension Request Letter for TFCA Project 11ALA01
- B. County of Alameda Extension Request Letter for TFCA Project 11ALA02
- C. City of Hayward Extension Request Letter for TFCA Project 11ALA07

Staff Contacts

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Jacki Taylor](#), Program Analyst

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August 27, 2015

Ms. Jacki Taylor
TFCA County Program Manager Liaison
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: TFCA Expenditure Deadline Extension Request

TFCA Project Number: 11ALA01

Project Title: Park Street Corridor Operations Improvement

TFCA Award Amount: \$230,900.00

Dear Ms. Taylor,

The City of Alameda requests a third, one-year extension to the established TFCA expenditure deadline for the TFCA funding programmed to the subject project.

Current expenditure deadline date: November 14, 2015

Requested expenditure deadline date: November 14, 2016

Project Description and Status:

Install left turn lanes, signal modification at Park/Blanding, signal modification at Park/Lincoln, and upgrade signals along Park Street from Drawbridge to Encinal Avenue.

Reason for Project Delay:

City of Alameda has received E76 for both PE and Construction for this project. The project is delayed due to the ongoing construction activities on the Park Street Corridor related to the development of the Walgreen's, other commercial projects and a Streetscape project due for construction this year. As soon as these projects are complete, City will begin construction on this project.

Revised Schedule:

Contract Award: March 2016

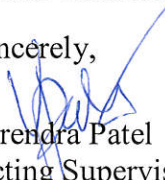
Construction Start: May 2016

Construction End: July 2016

TFCA Final Invoice and Final Report: September 2016

Please contact me with questions at (510) 747-7947.

Sincerely,


Virendra Patel
Acting Supervising Civil Engineer

Public Works Department
950 W. Mall Square, Room 110
Alameda, California 94501
510 747-7900 Fax 510-769-6030 TTY 510-522-7338

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August 24, 2015

Ms. Jacki Taylor
TFCA County Program Manager Liaison
Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: **TFCA Expenditure Deadline Extension Request**
TFCA Project Number: 11ALA02
Project Title: Mattox Road Bicycle Lanes
FCA Award Amount: \$40,000

Dear Ms. Taylor:

Alameda County is requesting a third, one-year extension to the established TFCA expenditure deadline for the TFCA funding programmed to the subject project.

Current expenditure deadline date: November 14, 2015
Requested expenditure deadline date: November 14, 2016

Project Description and Status:

This improvement project includes sidewalk and bicycle lanes along Mattox Road in Unincorporated Alameda County. Project has been awarded, construction is scheduled to start by the end of August 2015.

Reason for Project Delay:

The installation of the bicycle lanes is part of the sidewalk improvement project along Mattox Road and delays occurred as a result of coordination with property owners and the Caltrans Encroachment permit at the intersection of Mattox Road and East 14th Street. Project was awarded and might be completed before the expenditure deadline but considering unexpected circumstances such as weather conditions, County is requesting a one year extension.

Revised Schedule:

Construction Award: July 28, 2015
Construction Start: August 31, 2015
Construction End: November 20, 2015
TFCA Final Invoice and Final Report: March 31, 2016

If you have any questions, please contact me at (510) 670-5827.

Sincerely,

Ruben Izon
Project Engineer

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9/2/2015

Ms. Jacki Taylor
 TFCA County Program Manager Liaison
 Alameda County Transportation Commission
 1111 Broadway, Suite 800
 Oakland, CA 94607

RE: TFCA Expenditure Deadline Extension Request

TFCA Project Number: 11ALA07

Project Title: Post-project Monitoring/Retiming activities for TFCA project 10ALA04,
 Traffic Signal Controller Upgrade and Synchronization

TFCA Award Amount: \$50,300

Dear Ms. Taylor,

The City of Hayward requests one-year extension to the established TFCA expenditure deadline for the TFCA funding programmed to the subject project.

Current expenditure deadline date: November 14, 2015

Requested expenditure deadline date: November 14, 2016

Project Description and Status:

Signal coordination, travel time runs and post project analysis have been completed on Hesperian Boulevard, Tennyson Road and Winton Avenue corridors through TFCA project 10ALA04. TFCA project 11ALA07 provides funding for the post-project data collection and analysis for these corridors.

Reason for Project Delay:

TFCA project 11ALA07 provides funding for two-year post-project data collection and analysis for TFCA project 10ALA04, which implemented traffic signal controller upgrade and synchronization improvements on Hesperian Boulevard, Tennyson Road and Winton Avenue corridors in Hayward which was completed in June 2013. There is currently construction in the Winton Corridor project area which will delay the data collection activities for this corridor for approximately one year. The City is requesting an extension for 11ALA07, so that the TFCA funding remains available to reimburse the delayed data collection activities for Winton. For the Hesperian and Tennyson corridors, post-project data will be collected through projects that are being implemented by other agencies and incorporated into the TFCA final report.

Revised Schedule:

Completion of post project data collection and analysis for Winton corridor: 09/30/2016

**DEPARTMENT OF PUBLIC WORKS
 ENGINEERING AND TRANSPORTATION**

777 B Street • Hayward • CA • 94541-5007
 Tel: 510-583-4730 • Fax: 510-583-3620 • Website: www.hayward-ca.gov

TFCA Final Invoice: 10/2016

Data available for Hesperian and Tennyson corridors: 03/01/2017

TFCA Final Report: 06/30/2017

Please contact me with questions at (510) 583-4791.

Sincerely,



Abhishek Parikh
City Traffic Engineer

Cc: TFCA Project file



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: September 17, 2015

SUBJECT: One Bay Area Grant (OBAG) Cycle 2 Update

RECOMMENDATION: Receive an update on the One Bay Area Grant (OBAG) Cycle 2.

Summary

The Metropolitan Transportation Commission (MTC) adopted the inaugural One Bay Area Grant (OBAG) Program in May 2012 which included funding for five (5) fiscal years (FYs 2012-13 to 2016-17). OBAG provides funding to regional programs and to the county congestion management agencies (CMAs) for planning activities, programs and projects that advance the objectives of Plan Bay Area. MTC recently released the proposal for OBAG Cycle 2 (FYs 2017-18 to 2021-22) outlining principles for changes, program funding levels, and policy revisions. Staff will provide an update on OBAG Cycle 2 and highlight any proposed program revisions from Cycle 1.

Background

The objective of the OBAG program is to support Plan Bay Area, the region's Long Range Plan / Sustainable Communities Strategy (SCS), by incorporating the following program features:

- Targeting project investments into the region's Priority Development Areas (PDA)
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and subsequently permit such housing
- Supporting open space preservation in Priority Conservation Areas (PCA)
- Providing a larger funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The MTC adopted OBAG Cycle 1 program in May 2012 which included funding for five (5) fiscal years (FYs 12-13 to 16-17). The funding sources for Cycle 1 included Federal Surface Transportation Program (STP), Federal Congestion Mitigation and Air Quality (CMAQ) and State Transportation Improvement Program Transportation Enhancement (STIP-TE) funds.

MTC recently released the proposal for OBAG Cycle 2 (FYs 2017-18 to 2021-22) outlining principles for changes, program funding levels, and policy revisions.

OBAG Cycle 2 Highlights:

Overall principles and policies proposed by MTC for OBAG Cycle 2 remains the same as Cycle 1 with a few notable recommended changes.

- Due to federal budgetary constraints, overall revenues dropped approximately 3% from \$827 million in OBAG Cycle 1 to \$796 million in OBAG cycle 2. Consequently, no new programs are recommended in OBAG Cycle 2, to strike a balance between the various transportation needs that were funded in OBAG Cycle 1. Reductions are borne equally by the regional and county programs, and the funding split between the regional and county programs remains the same as in Cycle 1.
- The OBAG Cycle 2 county distribution formula is proposed to be revised slightly to further weight past housing production against future RHNA commitments, with affordable housing shares within each of these categories increased by 10%. The proposed formula is: Population 50%; Housing Production 30%; and Housing RHNA 20%, with housing affordability at 60%. The formula under OBAG Cycle 1 was: 50%, 25%, 25% and 50% respectively. Further, OBAG Cycle 2 is based on housing data over a longer time frame, including data from two RHNA cycles (1999-2006, and 2007-2015).

	Population	Housing Production		Housing RHNA		Housing Affordability
OBAG Cycle 1	50%	25%		25%		50%
		Affordable	Market Rate	Affordable	Market Rate	
		12.5%	12.5%	12.5%	12.5%	
OBAG Cycle 2	50%	30%		20%		60%
		Affordable	Market Rate	Affordable	Market	
		18%	12%	12%	8%	

Based on the proposed revised formula, the resulting fund distributions to the county CMAs are presented in the table below.

County	OBAG Cycle 1 Actual		OBAG Cycle 2 Proposed	
	(millions)	%	(millions)	%
Alameda	\$73.4	19.7%	\$71.5	20.2%
Contra Costa	\$52.9	14.3%	\$48.1	13.6%
Marin	\$12.3	3.3%	\$10.0	2.8%
Napa	\$8.7	2.3%	\$7.6	2.2%
San Francisco	\$43.5	11.7%	\$45.2	12.7%
San Mateo	\$31.2	8.3%	\$30.0	8.5%
Santa Clara	\$101.4	27.4%	\$98.4	27.8%
Solano	\$22.1	5.9%	\$18.4	5.2%
Sonoma	\$26.9	7.2%	\$25.2	7.1%
Totals	\$372.4	100%	\$354.2	100.0%

- The complete streets requirement for jurisdictions as a condition of funding is proposed to be updated. Those jurisdictions that have not updated their circulation element after 2010 to meet the State's Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG Cycle 1.
- Two regional programs, Safe Routes to Schools and Federal Aid Secondary (FAS) rural roads programs have been consolidated into the county distribution program with funding targets to ensure that these programs continue to be funded at specified levels. Counties will have flexibility with regard to SR2S, provided they demonstrate the same level of financial commitment to SR2S when OBAG Cycle 2 funds are not used for SR2S.
- Local PDA Planning Program is included as a part of the county distribution program.
- The Priority Conservation Areas (PCA) program remains the same in structure with a revised local fund match requirement which is now 2:1 (compared to 3:1 in Cycle1). Rural roadways can also utilize FAS funds for "farm to market" type projects.
- The requirement from OBAG Cycle 1 that 70% of county distribution funds be spent in PDAs (or to support PDAs) in urbanized counties and 50% in less urbanized counties is carried forward for OBAG Cycle 2.

- Under OBAG Cycle 2, counties will be required to update their PDA Investment and Growth Strategy every 4 years and provide an interim status report every 2 years.

MTC is scheduled to adopt the OBAG Cycle 2 principles in October 2015. The County CMAs will be required to provide a final program of projects to MTC by September 2016. Staff will present the Alameda County OBAG Cycle 2 principles to the Alameda CTC Board in early 2016. The proposed principles are intended to be consistent in reflecting the goals and objectives established by the policy framework and the Countywide Transportation Plan (CTP)/ Comprehensive Investment Plan (CTP/CIP) process to improve the connection between the planning and programming of transportation funding in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC's July Programming and Allocations Committee (PAC) OBAG Cycle 2 Proposal

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Programming and Allocations Committee

DATE: July 8, 2015

FR: Executive Director

RE: One Bay Area Grant Program Cycle 2 Proposal

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG supports *Plan Bay Area*, the region's SCS by incorporating the following program features:

- Targeting project investments into the region's Priority Development Areas (PDA)
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and subsequently permit such housing
- Supporting open space preservation in Priority Conservation Areas (PCA)
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card", which was presented to the MTC Planning Committee in February 2014

(http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf).

OBAG 1 projects are nearing completion and there are now two years remaining of the OBAG 1 cycle (FY 2012-13 through FY 2016-17); therefore, it is time to discuss the upcoming funding cycle (OBAG 2) with stakeholders and MTC commissioners. This will provide sufficient lead time for regional program managers and county Congestion Management Agencies (CMAs) to design programs and select projects to use funds in a timely manner within the OBAG 2 five-year period (FY 2017-18 through FY 2021-22).

Recommendations

Considering the positive results achieved to-date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that are guiding the proposed program revisions:

1. Maintain Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2 percent annual escalation rate above current federal revenues is assumed, consistent with the recent mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2 percent escalation, revenues for OBAG 2 are 3% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

2. Support Existing Programs and maintain Regional Commitments as Recognizing Revenue Constraints:

The OBAG Program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$796 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs that were supported in OBAG 1.

- The regional pot of funding decreases by 3%. With the exception of regional planning activities (to account for escalation) and the Priority Conservation Area (PCA) program, funding programs are either maintained or decreased from their OBAG 1 funding levels.
- The OBAG 2 county program decreases by 3% with largely the same planning and project type activities proposed to be eligible.

The proposed OBAG 2 funding levels for the regional and county programs are presented in Table 1 below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 fund cycle.

Table 1. Proposed OBAG 2 Funding

OBAG 2 Programs	OBAG 2 Proposed Funding (million \$, rounded)
Regional Planning Activities	\$10
Pavement Management Program	\$9
Regional PDA Planning and Implementation	\$20
Climate Initiatives	\$22
Priority Conservation Area Program	\$16
Regional Operations Programs	\$173
Transit Priorities Program	\$192
County CMA Program	\$354
OBAG 2 Total	\$796

3. Support the Plan Bay Area’s Sustainable Communities Strategy by Linking OBAG Funding to Regional Housing Needs Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals:

A few changes to policies are proposed for OBAG 2, which have worked well in OBAG 1. (See also Attachment 2)

- PDA Investment targets stay at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.

- PDA Investment Growth Strategies, now fully completed, should play a stronger role in guiding the County CMA project selection and be aligned with the countywide plan update cycle.

Table 2. OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

- The county OBAG 2 distribution formula is revised to further weight past housing production against future RHNA housing commitments, and affordable housing shares within each of these categories will be increased by 10% (see Table 2 above). Also the OBAG 2 county fund distribution formula is proposed to be based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70 percent) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 4 on next page). Lastly, the recommended OBAG 2 fund distribution includes adjustments to ensure that a CMA’s base planning is no more than 50% of the county’s total. The resulting fund distributions to the county congestion management agencies are presented in Table 3 below.

Table 3. Comparison of Funding Distributions of OBAG 1 and Proposed OBAG 2

County	OBAG 1 Actual (\$millions)		OBAG 2 Base Formula (\$millions)		OBAG 2 Proposed with Adjustments* (\$millions)	
Alameda	\$73.4	19.7%	\$64.5	20.8%	\$71.5	20.2%
Contra Costa	\$52.9	14.3%	\$42.8	13.1%	\$48.1	13.6%
Marin	\$12.3	3.3%	\$8.3	2.5%	\$10.0	2.8%
Napa	\$8.7	2.3%	\$4.7	1.4%	\$7.6	2.2%
SF	\$43.5	11.7%	\$43.3	14.4%	\$45.2	12.7%
San Mateo	\$31.2	8.3%	\$26.7	8.6%	\$30.0	8.5%
Santa Clara	\$101.4	27.4%	\$89.9	28.7%	\$98.4	27.8%
Solano	\$22.1	5.9%	\$15.5	4.6%	\$18.4	5.2%
Sonoma	\$26.9	7.2%	\$20.3	5.9%	\$25.2	7.1%
Totals	\$372.4	100.0%	\$316.0	100.0%	\$354.2	100.0%

*Final Adjustments to program include

- Final CMA distribution adjusted so that a CMA’s base planning is no more than 50% of total.
- Safe Routes to Schools no longer a stand-alone regional program but now incorporated in the county share.
- Rural road allowance to all counties per statute with the exception of San Francisco which has no such roads.

Note that the changes to county shares in OBAG 2 compared to OBAG 1 are largely due to changes in housing production between the 1999-2006 period used in OBAG 1 and 2007-2014 added used in OBAG 2, as shown below. Population and RHNA factors only had slight changes.

Table 4. Housing Production Trends

County	Total Housing Production ¹			
	1999-2006		2007-2014	
Alameda	31,356	17.2%	17,528	16.3%
Contra Costa	32,319	17.7%	15,031	14.0%
Marin	4,951	2.7%	1,387	1.3%
Napa	4,233	2.3%	1,330	1.2%
San Francisco	17,439	9.6%	16,449	15.3%
San Mateo	9,286	5.1%	6,541	6.1%
Santa Clara	48,893	26.8%	39,509	36.8%
Solano	15,435	8.5%	4,482	4.2%
Sonoma	18,209	10.0%	5,242	4.9%
Totals	182,122	100.0%	107,499	100.0%

¹OBAG 1 Total housing production numbers are based on the number of permits issued from 1999-2006, but the numbers have been capped to RHNA allocations.

OBAG 2 Total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

- 4. Continue Flexibility and Local Transportation Investment Decision Making:**
 OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAs for local decision-making. Also, two regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these programs continue to be funded at specified levels.
- 5. Cultivate Linkages with Local Land-Use Planning:** As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 and as separately required by state law. Those jurisdictions that have not updated their general plan circulation element after 2010 to meet the State's Complete Streets Act (2008) requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so. (See Attachment 2.)
- 6. Continue Transparency and Outreach to the Public Through-out the Project Selection Process:** CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach, coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

MTC staff to date has made presentations to the Policy Advisory Council, the Partnership Technical Advisory Committee and associated working groups. Comments are summarized in Appendix 1, and revisions have been made to the proposal before you as a result of stakeholder feedback. After MTC staff receives additional direction from the Programming and Allocation Committee on the OBAG 2 framework, staff will return to these groups to provide outreach and to work with stakeholders to discuss any remaining issues as well as finalize OBAG 2 programming policies and procedures for program implementation. The final OBAG 2 Program is anticipated to be presented to the Commission in October for adoption, which will subsequently kick off the CMAs' project solicitation process. (See Attachment 3 for full schedule.)

Other Noted Program Revisions

Regional Safe Routes to School (SRTS) Program: In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected apportionments. After closing those shortfalls, the balance was directed to continue time critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of \$5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking consensus from the Committee to increase FY2016-17 SRTS funding from \$2.7 million to \$5.0 million. Staff will bring back the programming action to the Commission this fall. For OBAG 2, recommended funding levels for the program are \$5 million per year (\$25 million total).

Available OBAG 1 Funding from Bikeshare Program: With the transition of the Bikeshare program to a public-private partnership model, \$6.4 million in OBAG 1 funds that were programmed to Bikeshare are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional \$3.2 million each to the North Bay and Regional programs. The revised PCA program total of \$16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

Staff seeks feedback on this proposed use of the savings, and would return to the Commission in the fall for approval to program the funds. MTC staff is looking forward to discussing the next cycle of OBAG with the Committee.



Steve Heminger

Attachments

SH: CG

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OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs – REDUCE by 3%			(millions)
1. Regional Planning Activities			
<ul style="list-style-type: none"> Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1 	\$8	\$10	
2. Pavement Management Program			
<ul style="list-style-type: none"> Maintain PMP implementation and PTAP at OBAG 1 funding level 	\$9	\$9	
3. PDA Planning and Implementation			
<ul style="list-style-type: none"> Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels 	\$20	\$20	
4. Climate Initiatives Program			
Continue climate initiatives program to implement the SCS	\$22	\$22	
5. Priority Conservation Area (PCA)			
<ul style="list-style-type: none"> Increase OBAG 1 Programs: \$8M North Bay & \$8M Regional Program for the five southern counties and managed with the State Coastal Conservancy \$6.4M redirected from OBAG 1 regional bicycle sharing savings. Reduce match requirement from 3:1 to 2:1. MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects. 	\$10	\$16	
6. Regional Operations			
<ul style="list-style-type: none"> Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding 	\$184	\$173	
7. Transit Priorities Program			
<ul style="list-style-type: none"> BART Car Phase 1 Clipper Next Generation System Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI) 	\$201	\$192	
	\$454	\$442	
Local Programs			
❖ Local PDA Planning			
Eliminate Local PDA Planning as a separate program.			
<ul style="list-style-type: none"> PDA planning eligible under County program. 	\$20	-	
❖ Safe Routes to School (SRTS)			
Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions.			
<ul style="list-style-type: none"> Maintain Safe Routes to School – Add to county shares. Use FY 2013-14 K-12 school enrollment formula \$25M minimum not subject to PDA investment requirements. Counties may opt out if they have their own county SRTS program 	\$25	-	
❖ County Federal-Aid Secondary (FAS)			
Managed by CMAs. Provide FAS funding to Counties.			
<ul style="list-style-type: none"> Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. \$13M guaranteed minimum not subject to PDA investment requirements 	-	-	
	\$45	-	
County CMA Programs – REDUCE by 3%			
❖ County CMA Program			
<ul style="list-style-type: none"> Local PDA Planning optional through CMA County OBAG Program SRTS included in County OBAG program (use K-12 school enrollment formula) FAS included in County OBAG program (use FAS formula) Adjustment to ensure county planning is no more than 50% of total amount CMA Planning Base with 2.0% annual escalation from final year of OBAG 1 County CMA 40% base OBAG program (not including CMA Planning Base) 	-	-	
	-	\$25	
	-	\$13	
	-	\$1	
	\$36	\$39	
	\$291	\$276	
	\$327	\$354	
Program Total	\$827	\$796	

OBAG 2 County Program Considerations

❖ **County Generation Formula**

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Adjust county generation formula. Maintain population weighting factor while increasing housing production weighting factor, with housing affordability (very low and low) increased in weighting within both the Housing Production and RHNA.
- Consider housing production over a longer time frame, between 1999 & 2006 (weighted 30%) and between 2007 and 2014 (weighted 70 percent).

OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

❖ **Housing Element**

- HCD Certified Housing element by May 31, 2015

❖ **General Plan Complete Streets Act Update Requirements**

- For OBAG 1, jurisdictions required to have either a complete streets policy resolution **or** a general plan that complied with the complete streets act of 2008 as January 31, 2013.
- For OBAG 2 jurisdictions are currently required to have the general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016.

For OBAG 2, modify the requirement for funding:

- Resolution **or** Plan (somewhat similar to OBAG 1): Jurisdictions must have either a complete street policy resolution **or** a circulation element of the general plan updated after 2010 that complies with the Complete Streets Act. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of OBAG 2 requirements.

❖ **PDA Investment and Growth Strategy**

- Currently OBAG requires an annual update of the PDA investment and growth strategy. For OBAG 2, require an update every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform RTP development decisions. The interim report addresses needed revisions and provides an activity and progress status.

❖ **Public Participation**

- Continue using the CMA self-certification approach and alter documentation submittal requirements to require CMA memorandum encompassing three areas: outreach, coordination and Title VI.

OBAG 2 Tentative Development Schedule	
May-June 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Refine proposal with Bay Area Partnership and interested stakeholders • Policy Advisory Council / ABAG 	
July 2015	
<ul style="list-style-type: none"> • Present Approach to Programming and Allocation Committee (PAC) <ul style="list-style-type: none"> • Outline principles and programs for OBAG 2 • Approve complete streets requirement 	
July-September 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Finalize guidance with Bay Area Partnership and interested stakeholders • Policy Advisory Council 	
October 2015	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Procedures <ul style="list-style-type: none"> • October Programming & Allocations Committee (PAC) • Commission approval of OBAG 2 procedures & guidance 	
December 2015 - September 2016	
<ul style="list-style-type: none"> • CMA Call for Projects <ul style="list-style-type: none"> • CMAs develop county programs and issue call for projects • CMA project selection process • County OBAG 2 projects due to MTC (September 2016) 	
December 2016	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Projects <ul style="list-style-type: none"> • Staff review of CMA project submittals • Commission approves regional programs & county projects 	<p>NOTE: 2017 TIP Update: December 2016</p>
February 2017	
<ul style="list-style-type: none"> • Federal TIP <ul style="list-style-type: none"> • TIP amendment approval 	
October 2017	
<ul style="list-style-type: none"> • First year of OBAG 2 (FY 2017-18) <ul style="list-style-type: none"> • On-going planning and non-infrastructure projects have access to funding 	<p>NOTE: Plan Bay Area Update: Summer 2017</p>
October 2018	
<ul style="list-style-type: none"> • Second year of OBAG 2 (FY 2018-19) <ul style="list-style-type: none"> • Capital projects have access to funding 	
END	

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Memorandum

6.9

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

DATE: September 17, 2015

SUBJECT: Measure BB Community Development Investments Program (MBB 045 / PN 1460.000): Program Development Overview

RECOMMENDATION: Receive an overview of the development of the Measure BB Community Development Investments Program Guidelines and provide input.

Summary

The 2014 Transportation Expenditure Plan (TEP) establishes a total of 4 percent of net sales tax revenue, to be distributed on a discretionary basis for the development and implementation of the Community Development Investments Program (CDIP). These funds will be programmed as part of the development of the Alameda CTC Comprehensive Investment Plan (CIP). The CDIP will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. The proposed guidelines detail the purpose, objectives and programming methodology for the implementation of the CDIP. It also establishes the award process, including eligibility requirements, selection criteria and award thresholds.

Investments supported by the CDIP include capital projects, programs, plans and studies which serve to achieve the objectives of the program; including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that encourage transit oriented growth. A minimum of 70 percent of available funds will be applied to Capital Projects for the delivery of infrastructure improvements. Funding will also be available for Programs (shuttles) and Plans/Studies which serve to facilitate transit-oriented growth and achieve the objectives of the CDIP.

The Measure BB (MBB) guidelines, the Commission approved CIP process, the Alameda CTC Countywide Transit Plan and generally accepted programming methods form the basis of the draft CDIP guidelines. Alameda CTC is requesting that comments and questions pertaining to the draft guidelines be submitted by October 22, 2015.

Background

The CDIP is a discretionary program in the TEP and has a program value of 4 percent of net MBB sales tax revenue. Funds will be programmed and allocated as part of the CIP process with programming revenues estimated over a five-year horizon and allocated in two-year cycles.

The MBB guidelines, the Commission approved CCIP process, the Alameda CTC Countywide Transit Plan and generally accepted programming methods were used in the development of the draft MBB CDIP guidelines. In summary, the following is proposed:

Purpose:

Support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments.

Program Objectives:

Make the existing transit system more efficient and effective and increase ridership at transit facilities by:

- Improving access to transit facilities for bicycle and pedestrian traffic by addressing connectivity, safety and/or circulation needs.
- Connecting high density residential developments, job centers or schools to transit and encourage multi-modal access.
- Providing shuttles that can more effectively meet transportation needs in areas that cannot be served efficiently or are not served by fixed route transit.
- Promoting land use patterns that provide a mix of uses and greater density around transit or activity hubs.

Programming Methodology:

The CDIP funds will be distributed to specific investments on a discretionary basis as part of the development of the Alameda CTC CIP. Programming revenues are estimated over a five-year horizon and allocated in two-year cycles. To support the Program Objectives, the following methodology will apply:

Minimum Program Eligibility (MPE):

- Projects must be sponsored by a public agency in Alameda County (cities, county and transit agencies);
- Projects must be included in the Alameda CTC's Countywide Transportation Plan;
- Shuttles must be available for use by all members of the public.

Invest in capital improvements: A minimum of 70 percent of available program funds will be specifically allotted to capital projects for infrastructure investments.

Award Limits: Eligibility of phases, match requirements and award thresholds will apply.

Award Stipulations:

- Project Sponsors must submit a resolution authorizing acceptance of the recommended funding award within two months of funding approval;
- Enter into a Funding Agreement with the Alameda CTC;
- Project Sponsor is required to provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the funding source requirements;
- Alameda CTC will not be responsible for any cost overruns. Project Sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies; and
- Project Sponsors will adhere to the applicable CIP Policies including Deadline for Environmental Approval, Timely Use of Funds, Eligible Costs for Reimbursement, and Local Contracting.

Selection Process:

- Prioritize projects with potential to secure external funding commitments.
- Criteria based on project type (refer to Appendix A of the draft guidelines).
- Examples of eligible project/programs are presented in Table A below.

Table A: Example Eligible Project/Program Types	
Capital Projects	
Transit	Station improvements including plazas, station access, pocket parks, parking lots and structures
Local Streets and Roads	Streetscape projects associated with high density residential developments and near transit facilities with sample elements such as bulb outs, cross walk enhancements, new striping for bicycle lanes and road diets, way finding signage and bus shelters
Bicycle/Pedestrian	Class 1 bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, capital improvements, bicycle parking
Programs	
Transit Operations	Shuttles
Plans and Studies	
Plans and Studies	Master plans, feasibility studies

Agreement and Performance Requirements:

If selected, the recipient will be expected to enter into a funding agreement. The Funding Agreement will include, among other items:

- A Project Delivery Plan that includes a detailed project description, costs and funding by phase, and an implementation schedule with associated deliverables or a Program Implementation Plan that includes a detailed program description, costs and funding by phase, and an implementation schedule;
- Monitoring, reporting and audit requirements;
- Requirement to adhere to all applicable regulations, including the American Disabilities Act;
- Agreement to maintain the facility;
- Agreement to acknowledge Measure BB funding on project signage; and
- Performance requirements as applicable. Sample categories include: Ridership, Operational performance and Operations cost.

Program Guidelines Next Steps:

Program Activities	Timing
Circulate Draft Guidelines	September 2015
Draft Guidelines Comment Period	Comments/Questions due: October 22, 2015
Refinements (if necessary)	November 2015
Present Refined Guidelines (if necessary)	January 2016
Approval of Guidelines	Spring 2016

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Draft MBB Community Development Investments Program Guidelines

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Trinity Nguyen](#), Senior Transportation Engineer

Measure BB Program Guidelines
Community Development Investments Program
Improving Transit Connections to Jobs and Schools

A. PURPOSE

The 2014 Transportation Expenditure Plan (TEP) establishes a total of 4% of net sales tax revenue, for the development and implementation of the Community Development Investments Program (CDIP). Community developments are strengthened when enhanced by transportation choices that provide expanded access to residential developments, jobs and schools. The CDIP will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

B. PROGRAM OBJECTIVES

Make the existing transit system more efficient and effective and increase ridership at transit facilities by:

- Improving access to transit facilities for bicycle and pedestrian traffic by addressing connectivity, safety and/or circulation needs.
- Connecting high density residential developments, job centers or schools to transit and encourage multi-modal access.
- Providing shuttles that can more effectively meet transportation needs in areas that cannot be served efficiently or are not served by fixed route transit.
- Promoting land use patterns that provide a mix of uses and greater density around transit or activity hubs.

C. PROGRAMMING METHODOLOGY

The CDIP funds will be distributed to specific investments on a discretionary basis as part of the development of the Alameda CTC Comprehensive Investment Plan (CIP). Programming revenues are estimated over a five-

year horizon and allocated in two-year cycles. To support the Program Objectives as outlined above, the following will apply:

1. Minimum Program Eligibility (MPE)
 - a. Projects must be sponsored by a public agency in Alameda County (cities, county and transit agencies).
 - b. Projects must be included in the Alameda CTC's Countywide Transportation Plan.
 - c. Shuttles must be available for use by all members of the public.

2. A minimum of 70% of available program funds will be specifically allotted to capital projects for infrastructure investments. The remaining 30% may be used in any category.

3. Award limitations will apply as follows:
 - a. Capital project award amounts will be limited by the programming fund estimate determined for a given award cycle and time period. Amounts will be programmed and allocated by phase, taking into consideration factors such as the remaining project phases, delivery risks to complete a phase and maximization of leveraging funding. Funding may be programmed to the following phases:
 - 1) Planning/Scoping/Conceptual Engineering
 - 2) Preliminary Engineering/Environmental Studies
 - 3) PS&E/Final Design
 - 4) Right-of-Way Acquisition and Engineering
 - 5) Utility Relocation
 - 6) Construction Capital and Support
 - b. Shuttles operations will be limited to a maximum award of \$500,000 per year, and will require a 50% match. For awards spanning multiple years, a maximum of \$2.0 million may be programmed over a five-year cycle. Awards less than \$100,000 per year will be considered on a case-by-case basis. Funding may be programmed to the following phases:
 - 1) Feasibility
 - 2) Implementation/Operations
 - 3) Evaluation
 - 4) Monitoring

- c. Plans and Studies will be limited to a maximum award of \$100,000, and will require a 50% match. Requests for plans or studies that identify and prioritize specific improvements that support the Program Objectives will be considered on a case by case basis in consideration of countywide planning and study efforts lead by Alameda CTC and the extent to which the Program Objectives are met.
4. Projects and Programs that meet the MPE requirements and are recommended by Alameda CTC for non-Alameda CTC administered funds, such as One Bay Area Grant (OBAG), will receive first priority to secure these external funding commitments for Alameda County. The remaining eligible candidates will be further evaluated and prioritized for funding based upon the selection criteria for each project type as provided in Appendix A (Selection Criteria).
5. Award Stipulations
 - a. Within two months of funding approval, Project Sponsor must submit a resolution authorizing acceptance of the recommended funding award.
 - b. Enter into a Funding Agreement with Alameda CTC as detailed in Section D (Agreement and Performance Requirements).
 - c. Project Sponsor is required to provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the funding source requirements.
 - d. Alameda CTC will not be responsible any cost overruns. Project Sponsor is responsible for cost increases or any additional funding needed to complete the project, including contingencies and matching funds.
 - e. Project Sponsor will adhere to the applicable policies of the Alameda CTC's adopted CIP. Attention is directed to the following policy subjects:
 - Deadline for Environmental Approval
 - Timely Use of Funds
 - Eligible Costs for Reimbursement
 - Local Contracting

D. AGREEMENT AND PERFORMANCE REQUIREMENTS

For each award granted, a Funding Agreement will be executed between Alameda CTC and the Project Sponsor. Payments to Sponsors will be made on a reimbursement basis and may be authorized only upon the execution of the Funding Agreement. The Funding Agreement will include, among other items:

- A Project Delivery Plan that includes a detailed project description, costs and funding by phase, and an implementation schedule with associated deliverables, or a Program Implementation Plan that includes a detailed program description, costs and funding by phase, and an implementation schedule
- Monitoring, reporting and audit requirements
- Requirement to adhere to all applicable regulations, including the American Disabilities Act
- Agreement to maintain the facility
- Agreement to acknowledge Measure BB funding on project signage

Capital projects will be delivered according to the approved delivery plan and programs will be implemented according to the program implementation plan as per the Funding Agreement. Unless otherwise provided for, any modification of the approved plan will require approval by Alameda CTC and the Funding Agreement amended accordingly. Project Sponsors will mitigate direct displacement of residential developments or jobs resulting from the project.

Funds for shuttles are provided for operations activities only and may not be used for maintenance or vehicle purchases. Shuttles will be required to meet baseline thresholds in any of the following categories:

- Ridership
- Operational performance
- Operations cost

Plans and Studies will be required to complete deliverable(s) as approved and within the established schedule.

Refer to Appendix B (Project/Program Eligibility Elements) for details of eligible and ineligible project/program elements.

**APPENDIX A
SELECTION CRITERIA**

CAPITAL PROJECTS

Category	Criteria
<p><u>Benefits</u></p> <p style="text-align: right;"><u>50%</u></p>	<p>Access Improvements</p> <ul style="list-style-type: none"> <input type="checkbox"/> Improves access to activity centers, central business districts, and employment centers <input type="checkbox"/> Improves transportation routes to schools <input type="checkbox"/> Serves a known or realistic level of demand in the community for transit services <p>Safety & Security</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies safety concerns <input type="checkbox"/> Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians <input type="checkbox"/> Identifies known safety issues with a proven countermeasure to address the conflicts <input type="checkbox"/> Corrects a deteriorating condition/aging infrastructure <p>Connectivity/Gap Closures</p> <ul style="list-style-type: none"> <input type="checkbox"/> Enhances intermodal and multi-jurisdictional connectivity <input type="checkbox"/> Complements existing services (not duplicative) <input type="checkbox"/> Expands the transportation system, network, or service <p>Multimodal Benefits</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies benefits to transit, bike, pedestrian and rail <input type="checkbox"/> Support multimodal transportation through coordination of improvements <input type="checkbox"/> Supports and implements Complete Streets Policies and Practices <p>Economic Growth</p> <ul style="list-style-type: none"> <input type="checkbox"/> Promotes job growth <input type="checkbox"/> Supports residential developments and/or jobs adjacent to transit
<p><u>Sustainability</u></p> <p style="text-align: right;"><u>10%</u></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Identifies funding sources and responsible agency for maintaining the transportation project after implementation/construction <input type="checkbox"/> Transportation project is identified in a long-term development plan
<p><u>Matching Funds</u></p> <p style="text-align: right;"><u>25%</u></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Commits other identified funds as project matching to the funds requested <input type="checkbox"/> External (i.e., non-Alameda CTC administered) fund type (regional, state, federal, local, private)
<p><u>System Efficiencies</u></p> <p style="text-align: right;"><u>15%</u></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Synergies with other projects (complements another on-going project)
<p style="text-align: right;"><u>100%</u></p>	

SHUTTLES

	Existing Shuttles Criteria	New Shuttles Criteria
<p><u>Benefits(Needs)</u> (40%)</p>	<p>Connectivity/Gap Closures/Access Improvements</p> <ul style="list-style-type: none"> <input type="checkbox"/> Connects, provides or improves access to activity centers, central business districts, schools, and employment centers <input type="checkbox"/> Serves a known level of demand in the community for transit services <input type="checkbox"/> Provides multi-jurisdictional connectivity <input type="checkbox"/> Increases efficiency level of service or reduces travel time <p>Safety & Security</p> <ul style="list-style-type: none"> <input type="checkbox"/> Addresses an existing safety concern <p>Multimodal/ Environmental Benefits</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies benefits to transit, bike, pedestrian <input type="checkbox"/> Shuttle accommodates bicycles <input type="checkbox"/> Promotes modal shifts that reduce dependency on motorized transportation <input type="checkbox"/> Provides congestion relief <input type="checkbox"/> Use of clean fuel vehicle(s) for service <p>Economic Growth</p> <ul style="list-style-type: none"> <input type="checkbox"/> Supports residential developments and/or jobs adjacent to transit Planned population densities Planned employment densities or trends 	<p>Connectivity/Gap Closures/Access Improvements</p> <ul style="list-style-type: none"> <input type="checkbox"/> Connects or provides access to activity centers, central business districts, schools, and employment centers <input type="checkbox"/> Serves a realistic level of demand in the community for transit services <input type="checkbox"/> Provides multi-jurisdictional connectivity <p>Safety & Security</p> <ul style="list-style-type: none"> <input type="checkbox"/> Addresses an existing safety concern <p>Multimodal/ Environmental Benefits</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies benefits to transit, bike, pedestrian <input type="checkbox"/> Shuttle accommodates bicycles <input type="checkbox"/> Promotes modal shifts that encourages less dependency on motorized transportation <input type="checkbox"/> Provides congestion relief <input type="checkbox"/> Use of clean fuel vehicle(s) for service <p>Economic Growth</p> <ul style="list-style-type: none"> <input type="checkbox"/> Supports residential developments and/or jobs adjacent to transit Planned population densities Planned employment densities or trends

<p><u>Readiness</u></p> <p style="text-align: right;">(20%)</p>	<p>Service plan clearly demonstrates how the shuttle service will be delivered for the funding period including:</p> <ul style="list-style-type: none"> a. Service area (routes/maps, destinations served) b. Specific rail stations, ferry or major transit centers served. c. Coordination with scheduled transit service d. Marketing plan/activities e. Service Provider f. Administration and oversight plan g. Monitoring/evaluation plan/activities (performance data, complaints/compliments, surveys) h. Co-Sponsors/stakeholders i. Ridership characteristics: e.g. commuter/ employees, seniors, students, etc j. Any significant changes to existing service <p>Solid funding plan with budgeted line items for:</p> <ul style="list-style-type: none"> a. Contractor (operator/vendor) cost b. Fuel c. Insurance d. Administrative (Staff oversight) e. Other direct costs (e.g. marketing) f. Total operating cost g. Notes/exceptions (e.g. if there are projected differences between the 1st and 2nd year costs) 	<p>Service plan clearly demonstrates how the shuttle service will be delivered for the funding period including:</p> <ul style="list-style-type: none"> a. Service area (routes/maps, destinations served) b. Specific rail stations, ferry or major transit centers served. c. Coordination with scheduled transit service d. Marketing plan/activities e. Service Provider f. Administration and oversight plan g. Monitoring/evaluation plan/activities h. Co-Sponsors/stakeholders i. Surveys/studies on ridership characteristics: e.g. commuter/ employees, seniors, students, etc <p>Solid funding plan with budgeted line items for:</p> <ul style="list-style-type: none"> a. Contractor (operator/vendor) cost b. Fuel c. Insurance d. Administrative (Staff oversight) e. Other direct costs (e.g. marketing) f. Total operating cost.
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MBB Program Guidelines
Community Development Investments Program

<p><u>Sustainability/ Effectiveness</u> (20%)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Shuttle is included in an adopted local, special area, county or regional plan <input type="checkbox"/> Coordination with partners local community and governing body support (Letters of support from stakeholders) <input type="checkbox"/> Cost savings demonstrated through sharing of resources (shuttle operator provides reduced rates if service used for peak and off-peak service) <input type="checkbox"/> Annual average operating cost per passenger for the prior 12 months <input type="checkbox"/> Annual average passengers per revenue vehicle hour of service for the prior 12 months <input type="checkbox"/> Service links with other fixed route transit (more points for higher ridership routes) <input type="checkbox"/> Experience of implementer <input type="checkbox"/> Does not duplicate an existing service 	<ul style="list-style-type: none"> <input type="checkbox"/> Proposed shuttle is included in an adopted local, special area, county or regional plan <input type="checkbox"/> Coordination with partners Local community and governing body support (Letters of support from stakeholders) <input type="checkbox"/> Proposed cost savings demonstrated through sharing of resources (shuttle operator provides reduced rates if service used for peak and off-peak service) <input type="checkbox"/> Projected ridership, operating costs, and revenue vehicle hours of shuttle service to be provided in the first and second years of shuttle service. <input type="checkbox"/> Service links with other fixed route transit (more points for higher ridership routes) <input type="checkbox"/> Experience of Sponsor <input type="checkbox"/> Identifies funding or action plan to sustain operations after implementation <input type="checkbox"/> Does not duplicate an existing service
<p><u>Matching Funds</u> (10%)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Commits other identified funds as project matching to the funds requested 50% to 75% ≥75% 	<ul style="list-style-type: none"> <input type="checkbox"/> Commits other identified funds as project matching to the funds requested 50% to 75% ≥75%
<p><u>System Efficiencies</u> (10%)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Synergies with other projects/programs 	<ul style="list-style-type: none"> <input type="checkbox"/> Synergies with other projects/programs
<p style="text-align: center;">100%</p>		

APPENDIX B PROJECT/PROGRAM ELIGIBILITY ELEMENTS

TABLE A: Example Eligible Project/Program Types	
Category	Project/Program Types ¹
Capital Projects	
Transit	Station improvements including plazas, station access, pocket parks, parking lots and structures
Local Streets and Roads	Streetscape projects associated with high density residential developments and near transit facilities with sample elements such as bulb outs, cross walk enhancements, new striping for bicycle lanes and road diets, way finding signage and bus shelters
Bicycle/Pedestrian	Class 1 bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, capital improvements, bicycle parking
Programs	
Transit Operations	Shuttles
Plans and Studies	
Plans and Studies	Master plans, feasibility studies

Notes:

1. Highway, Goods Movement, Transportation Demand Management/Education Outreach, Local Streets and Roads and Highway Operations are not anticipated to be significant contributors to the CDIP.

TABLE B: Eligible Project/Program Costs		
Project Category/Phase	Eligible	Not Eligible
CAPITAL PROJECTS	<ul style="list-style-type: none"> • Park-and-ride facility improvements • Passenger rail station access and capacity improvements • Development and implementation of transit priority treatments on local roadways 	<ul style="list-style-type: none"> • Non-transportation related construction such as office spaces within transit facility for specific purpose of lease or retail • Site preparation work such as sewer, cable installation, etc. unless as part of a phased implementation of the project construction
Equipment/Rolling Stock Acquisition	<ul style="list-style-type: none"> • Equipment that is attached to a facility and integral to the benefit of the facility (ie: EV charging stations) 	<ul style="list-style-type: none"> • Rolling stock may count towards Sponsor project contributions; however, not reimbursable under this program
PROGRAMS		
Implementation/ Operations/ Maintenance	<ul style="list-style-type: none"> • Marketing expenses • Education • Enforcement 	<ul style="list-style-type: none"> • Vehicle purchases • Routine maintenance • Promotion program giveaways including food, etc.
Evaluation/ Monitoring		<ul style="list-style-type: none"> • Purchase of general staff equipment
PLANS/STUDIES	<ul style="list-style-type: none"> • Coordinated efforts in conjunction with any designated public entity having jurisdiction within Alameda County. 	<ul style="list-style-type: none"> • Studies that extend beyond Alameda County other than to establish contributing impacts

Note: This table is to be used in conjunction with CIP policy on Eligible Costs for Reimbursement.



Memorandum

6.10

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

DATE: September 17, 2015

SUBJECT: East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station project (PN 1457.001): Approval of Professional Services Agreement A15-0030 with HNTB Corporation

RECOMMENDATION: Approve and authorize the Executive Director to execute Professional Services Agreement A15-0030 with HNTB Corporation for a not-to-exceed amount of \$4,260,350 to provide services for the Project Approval/Environmental Document phase.

Summary

The Alameda CTC is the project sponsor and implementing agency for the East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station (PN 637.5). This project proposes to implement a regional trail consisting primarily of Class I multi-use pathways underneath and along the elevated BART structure that traverses East Oakland, San Leandro, Ashland, Cherryland, and Hayward. The project will provide safe and convenient non-motorized access to BART and other destinations, and will generate wide ranging environmental, social equity, and health benefits.

The Alameda CTC selection process to procure consultant services for the Project Approval and Environmental Document (PA/ED) phase of the project began in January 2015 with Commission approval to release the Request for Proposals (RFP). RFP No. A15-0030 was released in April 2015. Proposals were received from five firms and an independent selection panel comprised of representatives from the City of Oakland, City of San Leandro, City of Hayward, BART, East Bay Regional Park District and Alameda CTC reviewed the proposals and shortlisted three firms. Interviews were conducted on June 16, 2015, and at the conclusion of the evaluation process, HNTB Corporation was selected as the top ranked firm.

Staff recommends that the Commission authorize the Executive Director to execute a Professional Services Agreement A15-0030 with HNTB Corporation for a not-to-exceed \$4,260,350 to provide professional services for the PA/ED phase of the East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station project. The estimated duration to complete the PA/ED phase is three years.

Background

The Alameda CTC is the implementing agency for the East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station project (PN 1457.001). The East Bay Greenway is a high priority project in the Countywide Bicycle and Pedestrian Plans and is an eligible trail facility within the Gap Closure on Three Major Trails category of the 2014 Transportation Expenditure Plan. The East Bay Greenway will be a regional trail facility consisting of primarily Class I multi-use trails that will provide safe and convenient non-motorized access to BART and other destinations and will generate a range of environmental, social equity, and health benefits. The East Bay Greenway is depicted in the TEP as following the Union Pacific Railroad/BART corridor from Oakland to Fremont (approximately 32-miles). The East Bay Greenway: Lake Merritt BART to South Hayward BART project would implement approximately 16-miles of the East Bay Greenway depicted in the TEP.

Alameda CTC first assumed the role of project sponsor for the East Bay Greenway project in July 2008. In October 2012, Alameda CTC certified an Initial Study/Mitigated Negative Declaration for a 12-mile portion of the East Bay Greenway from 19th Avenue in Oakland to the Hayward BART Station. The limits of this project coincided with a previous East Bay Greenway Concept Plan developed by the non-profit group Urban Ecology.

Concurrent with previous preliminary engineering and environmental work, the East Bay Regional Park District applied for and received a TIGER II grant for construction of trail facilities in Alameda and Contra Costa Counties. In September 2011, Alameda CTC elected to advance a half-mile segment of the East Bay Greenway from 75th Avenue to 85th Avenue (in the vicinity of the Coliseum BART station) to construction. This segment, referred to as Segment 7A, was advertised for construction in February 2013. Construction is substantially complete and the segment is expected to open to the public in September 2015.

For the Lake Merritt BART to South Hayward BART portion of the East Bay Greenway, staff proposes to reinstate PA/ED activities. Work will build upon the adopted CEQA document for the 12-mile portion that constitutes a majority of the project mileage as well as lessons learned from implementation of Segment 7A. There are a number of reasons to reinstate PA/ED activities at this juncture. First, the passage of Measure BB permits consideration of alignment alternatives that provide a more direct facility with greater Class I mileage and broader co-benefits, but which were previously infeasible due to prohibitive right-of-way costs. Second, additional mileage at the northern and southern ends of the project which result in more logical termini can be environmentally cleared. Third, both state and federal environmental clearance will be achieved in order to position the project to attract federal grant funds. Finally, more robust preliminary engineering and design work will be conducted, including 35% level design drawings.

The Alameda CTC selection process to procure consultant services for this phase of the project began in January 2015 with Commission approval to release the RFP. RFP No. A15-0030 was released in April 2015. A pre-proposal meeting was held on May 6, 2015 and 31 firms were in attendance. Five proposals were received by the May 20, 2015 due date from the following firms:

- Alta Planning & Design
- BKF Engineers
- HNTB Corporation
- Mark Thomas & Company, Inc.
- Parsons Transportation Group

An independent selection panel comprised of representatives from the City of Oakland, City of San Leandro, City of Hayward, BART, East Bay Regional Park District and Alameda CTC reviewed the proposals and shortlisted three firms. Consultant interviews were conducted on June 16, 2015. 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, HNTB Corporation was selected as the top ranked firm.

Staff negotiated with HNTB Corporation to perform the services necessary to complete the PA/ED Phase of the project and anticipates that a contract will be ready for execution in October 2015, pending approval of the Caltrans pre-award audit. The contract amount \$4,260,350 represents 7.8 percent of the estimated \$54,900,000 construction cost and is within the normal range of costs for similar Alameda CTC projects.

HNTB Corporation is a well-established local firm, the team is comprised of several certified local and small local firms, and is expected to exceed the 20 percent Disadvantaged Business Enterprise goal for the contract.

Staff recommends that the Commission authorize the Executive Director to execute a Professional Services Agreement with HNTB Corporation for a not to exceed amount of \$4,260,350 to provide services to complete the PA/ED Phase. The estimated duration to complete the PA/ED scope of services is three years.

The East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station is an eligible project within the Gap Closure on Three Major Trails category of the 2014 Transportation Expenditure Plan (TEP No. 42/ PN 1457.000). Funds necessary for professional services for the PA/ED phase will utilize a combination of funds from a state Active Transportation Program Cycle 1 grant awarded in September 2014, Measure B Bicycle/Pedestrian Countywide Discretionary Funds programmed in December 2014, and Measure BB Gap Closure on Three Major Trails funds included in the FY2015-16 Measure BB Allocation Plan approved in March 2015.

Levine Act Statement: The HNTB Corporation Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$4,260,350 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 FY 2015-2016 Operating and Capital Program Budget.

Staff Contact:

[Raj Murthy](#), Project Controls Team

[Chwen Siripocanont](#), Project Controls Team (Project Manager)

[Matthew Bomberg](#), Assistant Transportation Planner (Deputy Project Manager)



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: September 17, 2015

SUBJECT: I-580 Westbound HOV Lane – East Segment (PN 1372.004): Approval of Cooperative Agreement Amendment with California Department of Transportation (Caltrans) for Construction of the Project

RECOMMENDATION: Authorize the Executive Director to enter into Amendment No. 4 to Cooperative Agreement 04-2397 with Caltrans for the construction phase of the I-580 Westbound HOV Lane – East Segment Project.

Summary

The I-580 Westbound HOV Lane Project – East Segment Project will provide a westbound high occupancy vehicle (HOV) lane from the Greenville overcrossing to Isabel Avenue in Livermore; including rehabilitation of existing pavement. The project will increase capacity, safety and efficiency for commuters and freight along the primary trade corridor connecting the Bay Area with the Central Valley. The project scope now includes the infrastructure required for the I-580 Westbound Express Lane project as a contract change order (CCO) component. The project is nearing completion in early 2016 and requires an amendment to the existing agreement to: 1) extend the termination date of the agreement to December 2016; 2) add \$200,000 in funding; and 3) create flexibility in actual expenditure of capital and support costs for the CCO.

The total construction cost for the I-580 Westbound HOV Lane – East Segment Project is \$83,764,000, which is funded by various Federal and State sources and \$14,665,241 from Alameda County Measure B and other local funds (as shown in Table 1).

Caltrans advertised, awarded, and is administering (AAA) the construction of the project. The cooperative agreement amendment is required to move the project forward through completion of construction and establishes roles, responsibilities, and funding obligations between the Alameda County Transportation Commission (Alameda CTC) and Caltrans for the construction phase of the project.

Background

The I-580 Westbound HOV Lane – East Segment Project is part of the I-580 Corridor Transportation Improvements between I-680 in Dublin and Greenville Road in Livermore. The I-580 improvements are being implemented as a series of projects along the corridor in partnership between Alameda CTC, Caltrans, and the cities of Livermore, Dublin and Pleasanton.

The I-580 Westbound HOV Lane Project is being delivered as two construction packages: the West Segment, from I-680 to Isabel Ave., and the East Segment, from Isabel Ave. to Greenville Road.

The East Segment project will widen I-580 to allow for the addition of a new HOV/HOT lane and to complete auxiliary lanes in westbound direction. The project is currently in the final stages of construction. Significant future milestones are as follows:

- Construction Complete – January 2016

Alameda CTC is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation and Caltrans is the implementing agency for the construction contract for this project. The total construction cost for the I-580 Westbound HOV Lane – East Segment Project is \$83,764,000, which is funded by various Federal and State sources and \$14,665,241 from Alameda County Measure B and other local funds (as shown in Table 1).

TABLE 1: FUNDING SUMMARY						
SOURCE	FUNDING PARTNER	FUND TYPE	CALTRANS			TOTAL
			CONST. SUPPORT	CONST. CAPITAL	CONST. CAPITAL & SUPPORT for A4 CCO	
State	CALTRANS	Bond - CMIA	\$6,515,000	\$35,345,000		\$41,860,000
State	CALTRANS	SHOPP	\$0	\$13,537,000		\$13,537,000
State	CALTRANS	TCRP	\$1,595,000	\$4,372,060		\$5,967,060
Federal	ALAMEDA CTC	Demo *	\$0	\$6,187,759		\$6,187,759
State	CALTRANS	TCRP (Federal Matching) *	\$0	\$1,546,940		\$1,546,940
Local	ALAMEDA CTC	Measure B, Other	\$0	\$965,241		\$965,241
Local (A4 CCO)	ALAMEDA CTC	Measure B, Other			\$13,700,000	\$13,700,000
Total			\$8,110,000	\$61,954,000	\$13,700,000	\$83,764,000

* This fund type includes federal funds.

The proposed cooperative agreement, provided as Attachment A, establishes the roles, responsibilities, and funding obligations between Alameda CTC and Caltrans for the construction phase of the project and is required to move the project forward.

The project is nearing completion in early 2016 and requires an amendment to the existing agreement to: 1) extend the termination date of the agreement to December 2016; 2) add \$200,000 in funding; and 3) create flexibility in actual expenditure of capital and support costs for the CCO.

Staff recommends that the Commission authorize the Executive Director to enter into the construction phase cooperative agreement amendment (04-2397-A4) for the I-580 Westbound HOV Lane – East Segment.

Fiscal Impact: The fiscal impact for approving this item is \$200,000. The action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY2015-2016 Operating and Capital Program Budget.

Attachments

- A. Draft Cooperative Agreement Amendment 04-2397-A4

Staff Contact

[Raj Murthy](#), Project Controls Team

[Stefan Garcia](#), Project Controls Team

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AMENDMENT NO. 4 TO AGREEMENT 04-2397

This Amendment No. 4 to Agreement (AMENDMENT 4), entered into, and effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Cooperative Agreement No. 04-2397 (AGREEMENT) on December 23, 2011 defining the terms and conditions of cooperation between PARTNERS to advertise, award and administer a construction contract for a westbound HOV lane on I-580 from Greenville Road Overcrossing to west of Isabel Avenue Overcrossing and other ancillary improvements (aka East Segment), referred to as PROJECT.
2. PARTNERS entered into Amendment No. 1 (AMENDMENT 1) to AGREEMENT on November 7, 2012 to allow ALAMEDA CTC to be reimbursed for project management and design support in construction as a PROJECT cost. PARTNERS revised the funding sources and amounts in FUNDING SUMMARY A1 and inserted the appropriate billing articles. SCOPE SUMMARY A1 replaced the SCOPE SUMMARY attached to the AGREEMENT in its entirety. A SPENDING SUMMARY was added to the AGREEMENT.
3. PARTNERS entered into Amendment No. 2 (AMENDMENT 2) to AGREEMENT on November 8, 2013 to add \$1,815,000 for Construction Capital and \$185,000 for Construction Support for a total of \$2,000,000 of Local funds for Construction. The increase in funding was due to a change in the scope of PROJECT to include Contract Change Orders (CCOs) to install power and communication conduits, to install pull boxes, and to construct concrete pads for controller cabinets and service enclosures.
4. PARTNERS entered into Amendment No. 3 (AMENDMENT 3) to AGREEMENT on June 26, 2014 to add \$10,000,000, for Construction Capital and \$1,500,000 for Construction Support for a total of \$11,500,000 of Local funds for Construction. The increase in funding was due to a change in the scope of PROJECT to convert the HOV lane to an express lane through Contract Change Orders (CCOs) by constructing median barrier for toll gantries, overhead signs, lights, and California Highway Patrol (CHP) enforcement, electrical conduit placement for median lighting and tolling system, striping, roadside signs, and median drainage.

5. PARTNERS have now agreed to (a) combine the scopes of A2 CCO and A3 CCO of AMENDMENT 3 into one Change Order, namely A4 CCO, (b) redirect all Local funds from A2 CCO and A3 CCO, as shown in AMENDMENT 3, to A4 CCO, (c) add \$200,000 of Local funds to supplement the A4 CCO funding, and (d) extend the Obligation Completion date of the Agreement from December 31, 2014, which is past, until December 31, 2016. In addition, PARTNERS agree that, for greater flexibility in fund utilization, the Local funds contribution for A4 CCO will only be shown as a lump sum in AMENDMENT 4. PARTNERS now wish to enter into AMENDMENT 4 to incorporate these revisions to the PROJECT funding and the OBLIGATION COMPLETION date into AGREEMENT.

IT IS THEREFORE MUTUALLY AGREED:

6. FUNDING SUMMARY of AGREEMENT, as amended under AMENDMENT 3, is hereby replaced in its entirety by FUNDING SUMMARY A4, attached to and made a part of AMENDMENT 4, and any reference to FUNDING SUMMARY in AGREEMENT is now deemed to be a reference to FUNDING SUMMARY A4. Funding for A4 CCO shown in FUNDING SUMMARY A4 will be tracked separately for invoicing purposes.
7. Recital 6 of AGREEMENT is hereby revised in its entirety to read as follows:
 6. *The estimated date for OBLIGATION COMPLETION is December 31, 2016.*
8. All other terms and conditions of AGREEMENT shall remain in full force and effect.
9. AMENDMENT 4 is deemed to be included in, and made a part of, AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Issa Bouri, Project Manager
111 Grand Avenue
Oakland, California 94612
Office Phone: (510) 286-5220
Email: issa_bouri@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Stefan Garcia, Project Manager
1111 Broadway, Suite 800
Oakland, California 94607
Office Phone: (510) 208-7474
Email: sgarcia@alamedactc.org

SIGNATURES

PARTNERS declare that:

- 1. Each PARTNER is an authorized legal entity under California state law.
- 2. Each PARTNER has the authority to enter into this AMENDMENT.
- 3. The people signing this AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Interim District Budget Manager

By: _____
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to Alameda CTC

FUNDING SUMMARY A4

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	CON Capital & Support for A4 CCO	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$35,345,000	\$6,515,000	\$6,515,000	\$35,345,000	-	\$41,860,000
STATE	CALTRANS	SHOPP	\$13,537,000	\$0	\$0	\$13,537,000	-	\$13,537,000
STATE	CALTRANS	Traffic Congestion Relief Program	\$4,372,060	\$1,595,000	\$1,595,000	\$4,372,060	-	\$5,967,060
FEDERAL	ALAMEDA CTC	Demo	\$6,187,759	\$0	\$0	\$6,187,759	-	\$6,187,759
STATE	CALTRANS	Traffic Congestion Relief Program (Federal Matching)	\$1,546,940	\$0	\$0	\$1,546,940	-	\$1,546,940
LOCAL	ALAMEDA CTC	Local	\$965,241	\$0	\$0	\$965,241	-	\$965,241
LOCAL (A4 CCO)	ALAMEDA CTC	Local	-	-	-	-	\$13,700,000	\$13,700,000
		Subtotals by Component	\$61,954,000	\$8,110,000	\$8,110,000	\$61,954,000	\$13,700,000	\$83,764,000

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Memorandum

6.12

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

DATE: September 17, 2015

SUBJECT: Approval of Administrative Amendments to Various Project Agreements (2003-02, A07-0058, A08-0045, A11-0039, A14-0026)

RECOMMENDATION: Approve and authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

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

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

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

Background

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

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

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

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

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

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

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

Attachments

- A. Table A: Administrative Amendment Summary

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Projects

[Raj Murthy](#), Project Controls Team

[Trinity Nguyen](#), Sr. Transportation Engineer

Index No.	Firm/Agency	Project/Services	Agreement No.	Request	Reason Code	Fiscal Impact
1	City of Oakland	Downtown Oakland Streetscape Improvement Project	2003-02	24 month time extension	1	None
2	City of Livermore	Isabel Avenue (SR84)/I-580 Interchange Improvements	A07-0058 and A08-0045	Phase budget realignment: Move \$74,377.51 between agreements from Construction to R/W capital phase	5	None
3	Kimley-Horn & Associates	I-80 ICM System Manager Services	A11-0039	18 month time extension	1	None
4	Alameda-Contra Costa Transit District	Transit Expansion of Transit Center at San Leandro BART	A14-0026	26 month time extension	1	None

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

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Memorandum

6.13

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

DATE: September 17, 2015

SUBJECT: 2014 Alameda CTC Annual Report including the Vehicle Registration Fee Program

RECOMMENDATION: Receive the 2014 Alameda CTC Annual Report that includes reporting on the Vehicle Registration Fee Program.

Summary

Alameda CTC prepares an annual report each year, as required in the Public Utilities Code section 180111, on progress made to achieve the objective of improving transportation conditions related to priority highway operations and local transportation needs. The 2014 Annual Report (Attachment A) includes a message from Executive Director Arthur L. Dao, highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers to foster a vibrant and livable Alameda County and financial information for FY2013-14.

Many of these transportation investments are funded largely through local, voter-approved Measure B sales tax dollars and local, voter-approved Vehicle Registration Fee (VRF) funds. The annual report includes financial information related to Measure B revenues and expenditures for the year ended June 30, 2014 as well as information related to the VRF Program, including revenues and expenditures through June 30, 2014 and the projected percentages of VRF funds programmed through June 30, 2015.

Fiscal Impact: There is no fiscal impact.

Attachments

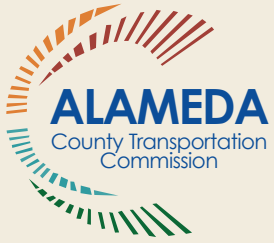
- A. 2014 Alameda CTC Annual Report

Staff Contact

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

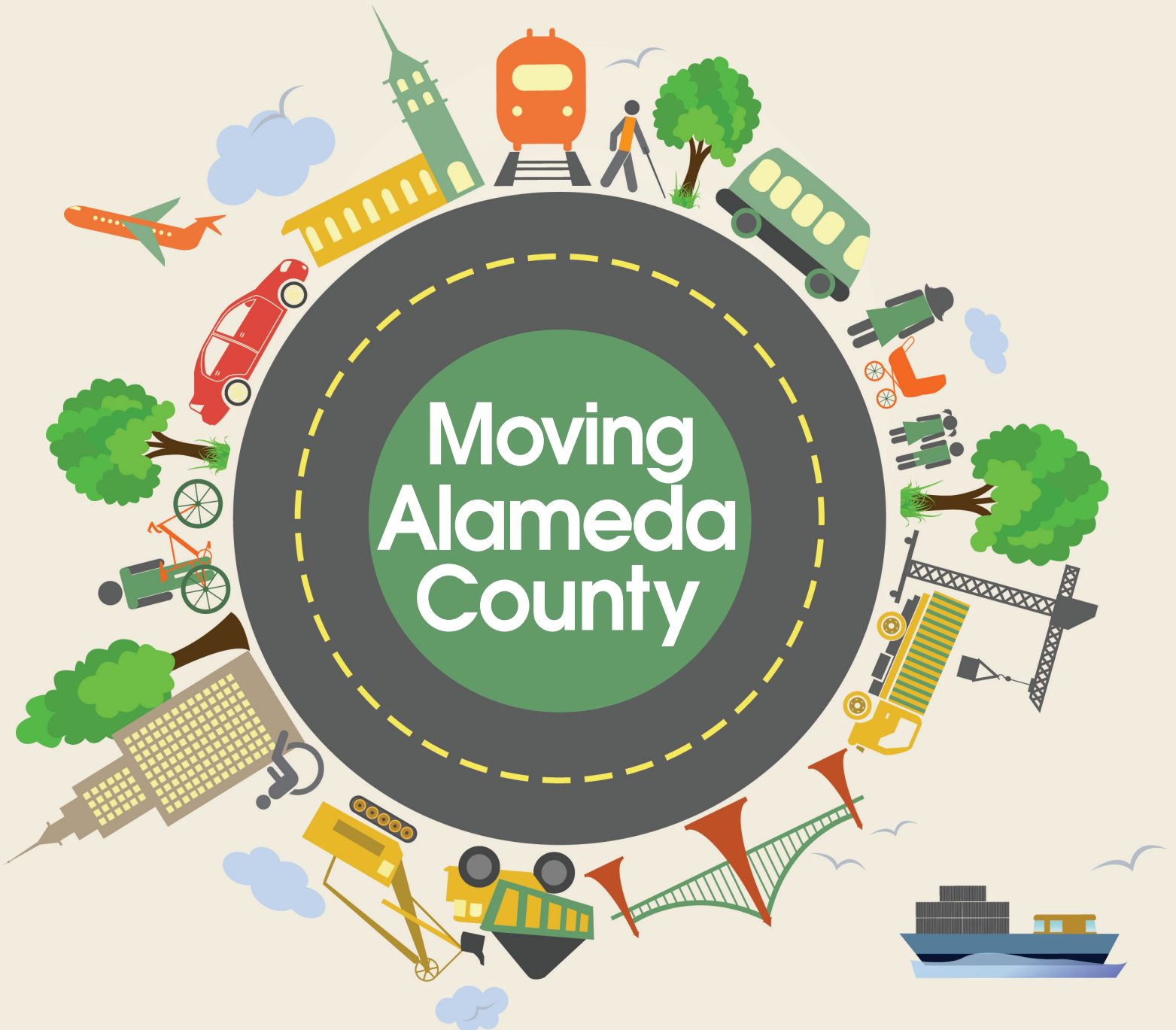
[James O'Brien](#), Interim Deputy Director of Programming and Allocations

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ANNUAL REPORT

2014



Alameda CTC



Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Commissioners

Commission Chair
Supervisor Scott Haggerty,
District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle,
District 2

Supervisor Wilma Chan,
District 3

Supervisor Nate Miley,
District 4

Supervisor Keith Carson,
District 5

BART
Director Thomas Blalock

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie
Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
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Councilmember Dan Kalb

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Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

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“Local transportation investments protect and improve the transportation system and have a far-reaching and positive impact on the local economy.”

— Alameda CTC Chair and Alameda County Supervisor Scott Haggerty

Message from the Director



November 4, 2014 was an historic day, when more than 70 percent of voters approved Measure BB, which will generate nearly \$8 billion over 30 years for essential

transportation improvements in every city throughout Alameda County. An economic analysis by the Bay Area Council Economic Institute reports that the 2014 Transportation Expenditure Plan will yield \$20 billion in economic activity in the Bay Area and 150,000 full-time equivalent jobs.

Also in 2014, Alameda CTC continued to plan, fund and deliver transportation projects and programs throughout the county — from completing the BART Oakland Airport Connector and providing congestion relief with express bus service grants, to funding affordable programs for youth such as Safe Routes to Schools, and programs for seniors and people with disabilities such as the North County Paratransit Program — all to get people where they're going, repair streets and highways, move goods, plan for growing demand, partner to improve transportation, stimulate the economy and create jobs.

Alameda CTC also invested in the future by continuing development of three multimodal plans — the Countywide Goods Movement Plan, the Countywide Multimodal Arterial Plan and the Countywide Transit Plan — that will inform the long-range 2016 Countywide Transportation Plan and the Regional Transportation Plan.

In addition, we initiated development of our first Comprehensive Investment Plan that identifies anticipated transportation funding to enhance and maintain Alameda County's transportation system from voter-approved, state, regional and federal funds programmed by Alameda CTC over a five-year horizon.

I am proud of Alameda CTC's accomplishments and am pleased to share highlights with you.

— Arthur L. Dao, Executive Director



Voters Approve Measure BB

Moving Alameda County Forward

In November 2014, more than 70.76 percent of voters approved the Measure BB sales tax for transportation and its 2014 Transportation Expenditure Plan (2014 Plan), which will provide \$8 billion in improvements to meet the growing demand for transportation in Alameda County.

Alameda CTC developed the 2014 Plan over a four-year period with extensive public engagement. The plan received unanimous approval by the Alameda County Board of Supervisors and all 14 of local city councils, and broad support from businesses, chambers of commerce, nonprofit organizations and community groups.

The 2014 Plan will:



Expand BART, bus and commuter rail for reliable, safe and fast services.



Keep fares affordable for seniors, youth and people with disabilities.



Provide traffic relief.



Improve air quality and provide clean transportation.

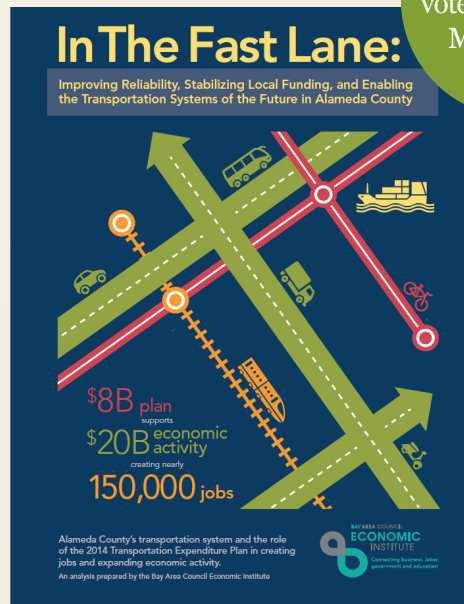


Create good jobs within Alameda County.

The 30-year plan includes strict accountability and performance measures, requires open and transparent public processes to allocate funds and requires annual independent audits, an independent watchdog committee and annual compliance reports.



70.76 percent of voters said yes to Measure BB



\$8B plan

supports
\$20B
economic activity

creating nearly
150,000
jobs

The 2014 Plan will fund essential transportation projects and programs in every city throughout Alameda County, which will result in more efficient transportation and better options for everyone.

About Alameda CTC

Alameda CTC is a joint powers authority that plans, funds and delivers transportation projects and programs throughout the county. Alameda CTC and its predecessors have collected sales tax revenues since April 1987.

A Commission composed of 22 elected officials representing all Alameda County supervisorial districts, local cities, AC Transit and BART governs Alameda CTC.

Commitment to excellence

Alameda CTC is transparent to the public and accountable to Alameda County voters. The agency has received 100 percent clean audits since the inception of Measure B. Our commitment to excellence includes:

- AAA credit rating in 2014 from Fitch Ratings and Standard & Poor's Rating Services.
- Certificate of Achievement for Excellence in Financial Reporting in 2014 for the Comprehensive Annual Financial Report.
- Independent Watchdog Committee that reviews expenditures and reports annually to the public.

Critical investments

Voters passed \$8 billion in Measure BB transportation improvements in 2014, the voter-approved Vehicle Registration Fee raises about \$11 million per year, and the 2000 Measure B will fund more than \$4 billion in improvements. In 2006, California voters also supported \$20 billion in transportation bond funds that reward counties that tax themselves for transportation.

Alameda CTC's main responsibilities are to plan for the future of transportation in Alameda County, serve as the county's congestion management agency, fund critical transportation programs that serve the public including youth, seniors and people with disabilities; and deliver innovative transportation projects that extend the life of aging infrastructure, protect the environment, improve transportation access for communities and businesses, and improve goods movement.



A vibrant Alameda County

Alameda CTC coordinates countywide transportation planning efforts; programs local, regional, state and federal funding; and delivers projects and programs including those approved by voters in Alameda County transportation expenditure plans. Our investments:

- ✓ Operate transit.
- ✓ Improve roads and freeways.
- ✓ Expand safety for walking and biking.
- ✓ Provide transportation choices for people of all ages and people with disabilities.
- ✓ Protect the environment.
- ✓ Enrich communities.

Transportation in Alameda County: The heart of the Bay Area

The extensive network of roads, rails, buses, trails and pathways carry millions of people each day to jobs, education, services and recreation. Alameda County's transportation system also moves goods and supports the economic engine of California, the U.S. and beyond.

The Port of Oakland, the nation's fifth busiest port, is the number one port for exporting U.S. fresh produce and is the freight hub for most of Northern California.

Growing demand for transportation

Alameda County has both the seventh largest sales tax collections and population in California. By 2040, Alameda County's population is expected to increase by 30 percent. This rapid growth will greatly affect the demand for transportation.

Reducing traffic congestion and improving travel options for commuters remain critically important to residents and businesses for economic vitality and livable communities.

37% of Bay Area workers travel to, from, or through Alameda County



99% of containerized cargo from Northern California passes through the Port of Oakland



Transportation in Alameda County has national reach



Getting There

Alameda CTC funds public transit and paratransit programs that get people where they need to go, including AC Transit, BART, Union City Transit and Wheels. Measure B transportation sales tax distributions to cities and transit agencies fund transportation services for youth and adults, seniors and people with disabilities.



Congestion Relief with Express Bus Grants

The Livermore Amador Valley Transportation Authority (LAVTA) was awarded \$2 million in grant funds to enhance operations and express bus services. Over the two-year grant period, LAVTA anticipates transporting approximately 2 million passengers to destinations and transit hubs throughout the Tri-Valley Area — contributing to fewer vehicles on the roadways and providing considerable congestion relief on the I-580 Corridor and local roadways.

20% of all public transit boardings in the Bay Area are in Alameda County



34% of all BART boardings originate in Alameda County

Countywide Transit Plan

In 2014, Alameda CTC began to develop a Countywide Transit Plan that will promote a connected and more effective transit system and consider the economic, environmental and land use issues related to transit. It will also provide a plan for paratransit. Alameda CTC is gathering input from the public in 2015, and the plan will be available in 2016.

New North County Paratransit Program

In an effort to establish volunteer driver programs in North County, Alameda CTC awarded Measure B funds to the nonprofit organization Senior Helpline Services for its Rides for Seniors Program. As of March 2014, the rapidly growing program had registered approximately 40 volunteer drivers and 31 clients, and provided an average of 60 monthly rides to isolated seniors and other homebound individuals in North County.

Excellence in Motion Award



In October 2014, Alameda CTC's Paratransit Coordinator Naomi Armenta received the Doris W. Kahn Accessible Transportation Award from

the Metropolitan Transportation Commission for her commitment to providing access to quality transportation options for seniors and people with disabilities.

Connecting People

Alameda CTC funds a variety of transportation projects and programs that move people to work, school, services and activities.

To school

Safe Routes to Schools (SR2S)

Program: More than 100 schools throughout Alameda County participate in SR2S, which encourages students to walk, bike, take transit or carpool to school, thereby reducing their risk of obesity and reducing traffic in surrounding areas.



BikeMobile: Since 2012, the BikeMobile and its bicycle mechanic staff have been visiting hundreds of schools and community events to encourage safely riding bikes to school with free, hands-on bicycle repair and bicycle safety training.

To work

BART Oakland Airport

Connector: In November 2014, the BART Oakland Airport Connector began providing a convenient transit connection from BART to the Oakland International Airport.



Guaranteed Ride Home (GRH)

Program: Free to anyone who works in Alameda County, this program guarantees commuters a ride home from work if they have an emergency and have made the effort to avoid commuting alone by car.



To services and activities

Access Alameda: This program makes traveling in Alameda County and throughout the Bay Area easier for seniors and people with disabilities. It provides the best options according to where people live, travel to and their age and ability to use public transit.

Piedmont's First Pedestrian and Bicycle Master Plan: In 2014, Piedmont collaborated with community members to develop its first Pedestrian and Bicycle Master Plan funded by Measure B grant funds that will make walking and biking in the city safe, accessible and convenient.

Moving people
to work, school,
services and
activities



Repairing Streets and Highways

Local funding distributed by Alameda CTC to the 14 cities in Alameda County and the county improves our roads and provides safe sidewalks for pedestrians and bike paths for bicyclists. Funding for capital projects improves highways and reduces traffic.

Local Streets and Roads

Program: One year of Measure B funding typically results in millions of square feet of street repairs to prolong the life of existing roadways, new sidewalks and ramps throughout the county, and completion of segments of multiuse paths and trails.



3,600 centerline miles of roadways in Alameda County provide access to housing, jobs, education and transit

40 miles of bikeways implemented in one year increase safety for cyclists

I-Bond Highway Program:

Alameda CTC secured \$420 million in Prop 1B Bond funds, using Measure B funding programmed to existing projects, toward the delivery of \$800 million in highway projects collectively termed as the I-Bond Highway Program. All Alameda CTC I-Bond projects are in construction or complete.

I-880 North Safety and Operational Improvements at 23rd and 29th Avenues:

This project in Oakland was the final I-bond project to be awarded in April 2014. Construction activities began in July 2014 and will continue

through spring of 2018. Stage 1 is focused on construction of a soundwall on I-880 between 29th and 26th Avenues in the northbound direction.

I-680 Sunol Northbound Express Lane:

A carpool/express lane in the northbound direction on I-680 will go from south of SR 237 to north of SR 84 (approximately 15 miles), within Santa Clara and Alameda Counties. A draft Environmental Impact Report/Environmental Assessment was released for public circulation in November 2014, and the final environmental approval occurred in 2015.

Moving Goods and People

Alameda County is a gateway to the world for goods movement. Our transit operators move millions of workers and residents to, through and beyond the county, supporting economic growth.

Alameda CTC began development of two multimodal plans in 2014 that will improve the movement of goods and people and maximize the roadway network capacity.

Countywide Goods Movement Collaborative and Plan

Alameda CTC has created a Goods Movement Collaborative to engage local interest groups, including public and private organizations, economic development agencies and environmental, health and community groups. The Countywide Goods Movement Plan will outline a long-range strategy for how to move goods efficiently, reliably and sustainably within, to, from and through Alameda County by roads, rail, air and water.

Major Bay Area economic drivers

Goods movement supports a strong economy and provides residents and businesses with the products they need.



50% of regional economic output is from goods movement industries

32% of regional jobs provide diverse employment opportunities in goods movement

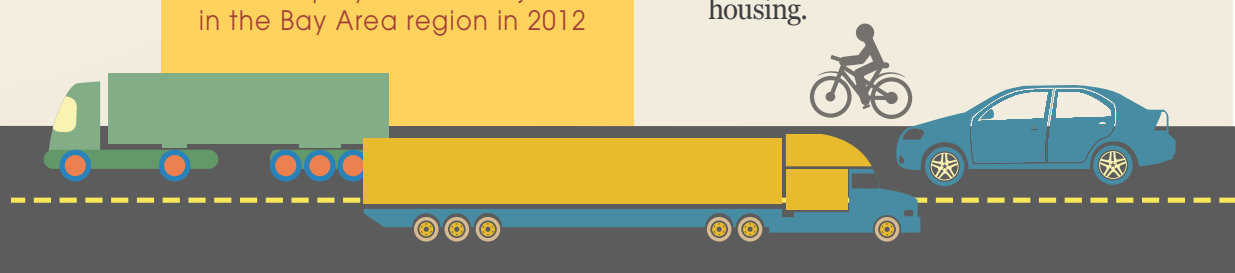
1 million people were employed in these jobs in the Bay Area region in 2012

Countywide Multimodal Arterial Plan

Alameda CTC is leading the development of a Countywide Multimodal Arterial Plan to identify short- and long-term strategies to improve connectivity, safety and overall mobility of the countywide arterial system for all users. It will support many transportation modes such as bicycles, pedestrians, cars, transit, freight trucks and emergency vehicles.

Rising demand for arterial roadways

- Alameda CTC has a growing population, and the demand for goods and services is rising.
- A variety of users, including cars, public transit, bikes and trucks are competing for access to the same arterial roads.
- Roadways must support additional community growth, jobs and housing.



Planning for Growing Demand

Recent figures released by the California Department of Finance ranked Santa Clara and Alameda County as the two fastest-growing counties in California.

Congestion Management Program

To meet this growing demand on the transportation system, Alameda CTC's Congestion Management Program for Alameda County includes strategies to assess, monitor and improve the performance of the county's multimodal transportation system; address congestion; and ultimately protect the environment with strategies to help reduce greenhouse gas emissions.

Countywide Transportation Plan

In 2014, Alameda CTC began to prepare for the update to the 2012 Countywide Transportation Plan, a long-range plan that guides transportation funding decisions for Alameda County's multimodal transportation system for the next 25 years. Every four years, the agency updates the plan, which supports the Regional Transportation Plan and establishes a vision for the future.

Comprehensive Investment Plan

Also in 2014, Alameda CTC began development of its first Comprehensive Investment Plan, which establishes a list of short-range priority transportation improvements to enhance and maintain Alameda County's transportation system. The plan identifies anticipated transportation funding from voter-approved, state, regional and federal funds programmed by Alameda CTC over a five-year horizon and strategically matches these funding sources to targeted transportation priorities in Alameda County.

Alameda County is one of two fastest growing counties in California



Partnering to Improve Transportation



Partnerships create results

Alameda CTC has forged local, regional, statewide and federal partnerships to develop strategic policies that increase funding for transportation, establish legislation and prioritize investments to advance project delivery. These partnerships result in:

- ✓ **Job creation** through contracts with local firms.
- ✓ **Mobility** for all people, goods and services.
- ✓ **Technological innovation** to decrease travel time, reduce congestion and improve safety.
- ✓ **Community vitality** by leveraging resources to attract more funding.
- ✓ **Sustainability** to support greenhouse gas reduction mandates.
- ✓ **Accountability** with transparent public processes and annual reporting.

Legislative Program

Alameda CTC also partners at local, regional, state and federal levels to improve transportation by closely working together on policies, funding and legislation. Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The legislative program establishes funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy.

In 2014, Alameda CTC's legislative program had the following six priorities:

- Transportation funding
- Project delivery
- Multimodal transportation and land use

- Climate change
- Goods movement
- Partnerships

2014 key legislation that supports Alameda CTC activities includes:

Assembly Bill 1811 (Buchanan), high occupancy vehicle (HOV) lanes in Alameda County gives Alameda CTC the ability to conduct, administer and operate a value-pricing HOV program, and will be used for the new I-580 Express Lanes opening in fall 2015.

Assembly Bill 210 (Wieckowski), an act to amend Sections 7291 and 7292 of the Revenue and Taxation Code, relating to taxation, which allowed Alameda CTC to increase the tax rate cap to place Measure BB on the ballot.



Stimulating the Economy

Residents, businesses and the local economy depend on a solid transportation system. An economic analysis “In the Fast Lane: Improving Reliability, Stabilizing Local Funding, and Enabling the Future of the Transportation Systems in Alameda County” by the Bay Area Council Economic Institute reports that the 2014 Transportation Expenditure Plan will yield \$20 billion in total economic activity in the Bay Area and 150,000 full-time equivalent jobs. These jobs will be in the construction; transit operations and maintenance; professional, scientific and technical services; and manufacturing.

In addition, the other local transportation funds that Alameda CTC

manages — Measure B and the Vehicle Registration Fee Program — also fund transportation projects and programs that stimulate the economy.

Investing in projects and programs

While Alameda CTC’s Comprehensive Investment Plan includes a two-year allocation plan and five-year investment plan, Alameda CTC’s Overall Work Program for fiscal year 2014-15 was developed concurrently with the FY2014-15 budget and led the agency’s workflow activities in core functions to meet its strategic goals and objectives to plan, fund and deliver transportation projects and programs.

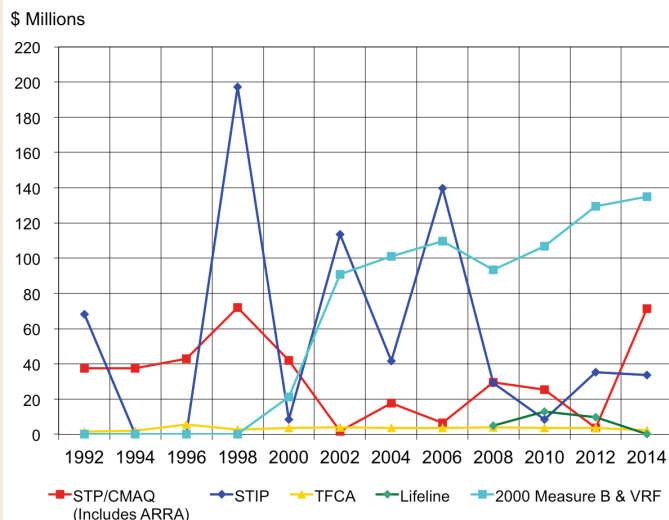
Oakland Broadway Shuttle funded by Vehicle Registration Fees

Launched in July 2010, the City of Oakland’s Broadway “B” shuttle provides free transportation service to and from downtown Oakland to Jack London Square.



The B offers transit connections to BART, ferry terminals, the Amtrak Capitol Corridor and local bus routes. The City of Oakland was awarded \$352,000 through Alameda CTC’s Vehicle Registration Fee Transit grant program and \$723,000 in Lifeline Transportation funds for shuttle operations.

Since the start of VRF-funded operations in 2013, the shuttle averages 750,000 passenger trips that support congestion relief in the area. Passenger trips are expected to grow with extended service to 10 p.m. Monday through Friday, which began December 2014 to address the increasing transportation need in Oakland.



Local transportation sales taxes are reliable funding sources that continue to exceed regional, state and federal funding levels.

The 2014 voter-approved measure will double existing local transportation funds in Alameda County.

Creating Jobs

Alameda County has one of the most diverse employment bases in the Bay Area. It's a center for manufacturing, technology, education and health care. Measure BB is expected to create nearly 150,000 jobs, yet Alameda CTC has already created thousands of jobs through its Local Business Contract Equity Program (LBCE) and by funding capital transportation projects.

Local Business Contract Equity Program

This program encourages business to locate and remain in Alameda County, to employ residents of Alameda County and to spend Measure B funds for goods and services with local Alameda County businesses. In fiscal year 2013-14, Alameda CTC exceeded its 70 percent Local Business Enterprises goals for professional and administrative services. Alameda CTC has funded more than \$837.5 million in contracts for Alameda County businesses since 2000.

\$837.5 million in contracts for Alameda County local businesses funded by Alameda CTC since 2000

150,000 new jobs from \$8 billion plan passed by voters in 2014



Major capital projects create jobs

BART Warm Springs Extension:

Over five miles of new BART tracks will be built from the existing Fremont Station south to a new station in the Warm Springs district of Fremont. Construction activities began in 2009 and have created hundreds of jobs since then. In 2014, work on the design-build line, track, station and systems (LTSS) contract continued and, the project is expected to open in late 2015.

Route 84 Expressway North Segment:

Construction of this 1.6-mile north segment widening project from Concannon Boulevard to Jack London Boulevard from two lanes to four lanes and from four lanes to six lanes was complete in June 2014, and the new lanes opened last summer. The project was designed to improve capacity and local traffic circulation, ease congestion and provide increased safety in the area for pedestrian and bicycle access. Construction began in August 2015 on the south 2.4-mile segment that will widen State Route 84

at Isabel Avenue from Ruby Hill Drive to Concannon Boulevard from two to four lanes.

I-580 Express Lanes: Designated lanes in the Tri-Valley corridor are toll-free through Dublin, Pleasanton and Livermore for carpools, vanpools, motorcycles, buses and eligible clean-air vehicles. Solo drivers can choose to pay a toll. Construction work began in June 2014 and is currently underway, as are education and outreach efforts. The new facility is scheduled to open to the public in late 2015.

I-80 Smart Corridor Project:

The I-80 Smart Corridor is one of the most comprehensive intelligent transportation systems in the state. Its network of integrated electronic signs, ramp meters and other state-of-the-art elements between the Carquinez Bridge and the Bay Bridge will enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion. The project broke ground in fall 2012 and is anticipated to be operational in late 2015.



Investing in Our Future

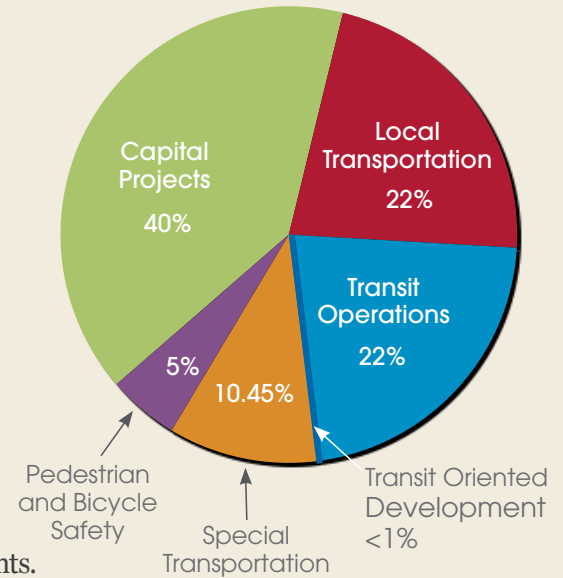
Alameda CTC manages and administers local Measure B, Measure BB and Vehicle Registration Fee (VRF) funds and programs regional, state and federal funds. These funding streams allow Alameda County, the cities and transit operators to make progress on transportation priorities in Alameda County.

The financial information for this annual report covers the period of July 1, 2013 through June 30, 2014.



Measure B 2002-2022 Funds

Alameda CTC directly distributes approximately 60 percent of Measure B sales tax funds, net of administrative funding, to the 14 cities and unincorporated areas in Alameda County and transit operators on a monthly basis. The remaining approximately 40 percent, net of administrative funding, supports capital improvements.



“Alameda CTC continues to invest in transportation projects and programs that make it easier to get to work, school and housing and that improve the quality of life for residents of Alameda County. These investments support a vibrant, livable Alameda County, where they create and sustain jobs and contribute to economic growth.”

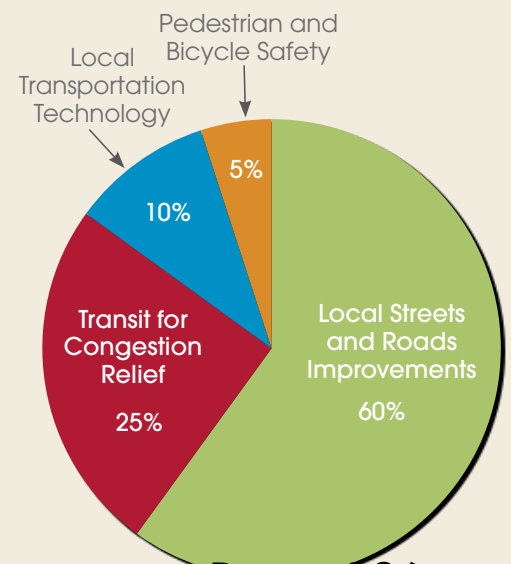
— Patricia Reavey, Alameda CTC Director of Finance and Administration

Measure B and VRF financials appear on the following pages. Collections for Measure BB did not begin until April 2015.

Annual independent audits are performed to ensure accountability and transparency. Since the beginning of the county’s sales tax program in 1987, 100 percent of the audits have been unqualified, or “clean.”

Vehicle Registration Fee Funds

A \$10 Vehicle Registration Fee, passed by voters in 2010 (Senate Bill 83), provides more than \$10 million annually for local transportation improvements throughout Alameda County.



Alameda County Transportation Commission Governmental Funds

STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES FOR
THE YEAR ENDED JUNE 30, 2014

	General Fund	ACTIA Special Revenue Fund	ACTIA Capital Projects Fund	ACTA Capital Projects Fund	ACCMA Capital Projects Fund	Nonmajor Governmental Funds	Inter-Fund Eliminations	Total Governmental Funds
REVENUES								
Sales tax	\$5,719,315	\$72,704,574	\$48,672,011	\$-	\$-	\$-	\$-	\$127,095,900
Project revenue	5,244,880	1,359,459	11,690,259	-	26,194,713	7,510,793	(16,923,904)	35,076,200
Member agency fees	1,394,821	-	-	-	-	-	-	1,394,821
Vehicle registration fees	-	-	-	-	-	12,669,464	-	12,669,464
Investment income	62,498	15,455	158,892	441,332	523	77,215	-	755,915
Other income	402,133	19,488	-	696,373	-	108,108	(288,764)	937,338
Total Revenues	12,823,647	74,098,976	60,521,162	1,137,705	26,195,236	20,365,580	(17,212,668)	177,929,638
EXPENDITURES								
Administrative								
Salaries and benefits	3,002,501	179,198	108,872	259,012	307,889	358,278	-	4,215,750
Office rent	934,351	-	-	133,479	-	-	-	1,067,830
Professional services	1,295,972	603,373	-	237,196	-	191,593	-	2,328,134
Planning and programming	2,603,119	-	-	-	-	-	-	2,603,119
Bond Issuance Costs	-	-	592,542	-	-	-	-	592,542
Other	1,973,958	49,642	2,512	140,749	-	109,102	(424,671)	1,851,292
Transportation improvements								
Highways and streets	-	-	18,974,479	11,012,355	-	-	(11,207,227)	18,779,607
Public transit	-	38,833,749	74,680,954	-	-	-	(1,242,773)	112,271,930
Local transportation	-	32,927,157	2,303,133	-	-	-	(687,386)	34,542,904
Congestion management	-	-	-	-	-	13,820,192	(3,650,611)	35,422,286
					25,252,705			
Total Expenditures	9,809,901	72,593,119	96,662,492	11,782,791	25,560,594	14,479,165	(17,212,668)	213,675,394
OTHER FINANCING SOURCES								
Other sources	-	-	137,145,000	-	-	20,335,856	-	157,480,856
Transfer In	634,642	-	-	-	-	-	(634,642)	-
Transfer out	-	-	-	-	(634,642)	-	634,642	-
Total Other Financing Sources	634,642	-	137,145,000	-	(634,642)	20,335,856	-	157,480,856
NET CHANGE IN FUND BALANCES	3,648,388	1,505,857	101,003,670	(10,645,086)	-	26,222,271	-	121,735,100
Fund Balance - Beginning	20,357,986	9,131,614	46,574,170	128,486,056	-	14,643,033	-	219,192,859
Fund Balance - Ending	\$24,006,374	\$10,637,471	\$147,577,840	\$117,840,970	\$-	\$40,865,304	\$-	\$340,927,959

Investing in Our Future

The Vehicle Registration Fee Program is funded through a \$10 vehicle registration fee and used for local transportation improvements throughout Alameda County. The goal of this program is to support transportation investments in a way that sustains the county's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF Program is part of an overall strategy to develop a balanced and strategic program that improves transportation in Alameda County.

The VRF Program began collecting funds in spring 2011. Through June 2015, Alameda CTC collected \$47.5 million, including \$12.0 million in FY2014-15. The administration of the program is limited to no more than 5 percent of the funds collected, representing \$2.5 million. The net revenue funds are used for the types of projects in the following table.



VRF Programs	Percent	Revenue to Date (x \$1 M)	Expenditures to Date (x \$1 M)	Committed, Not Yet Expended (x \$1 M)
Local Road Improvement and Repair Program	60%	\$28.47	\$28.47	
Transit for Congestion Relief Program	25%	\$11.86	\$1.02	\$10.84
Local Transportation Technology Program	10%	\$4.75	\$4.75	0
Pedestrian and Bicyclist Access and Safety Program	5%	\$2.37	\$0.01	\$2.36
Total	100%	\$47.45	\$34.25	\$13.20



The VRF Program calls for funds to be distributed among the four geographical sub-areas of the county in an equitable manner over the life of the program.

The Local Road Improvement and Repair Program and Local Transportation Technology Program are administered by formula as direct local distribution programs to local agencies, which use the funds from these programs on an annual basis to improve local streets and roads (street resurfacing and maintenance, signal work and bicycle and pedestrian crossing improvements in the 14 cities and the county) and to support ongoing Smart Corridor operations (corridor operations, maintenance and repair).

The Transit for Congestion Relief Program and Pedestrian and Bicyclist Access and Safety Program are programmed on a competitive basis. Through the FY2012-13 Coordinated Call for Projects, VRF

funds were leveraged with federal and Measure B funding to selected projects. Alameda CTC leveraged over \$50 million of federal and Measure B funds with VRF Program funds to implement the following improvements.

VRF Program Improvements

BART station improvements:

- Berkeley (\$3.7 million)
- Union City (\$5.7 million)

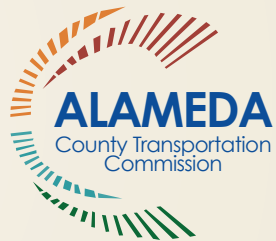
Transit operations:

- Estuary Crossing Shuttle (\$0.2 million)
- Broadway Shuttle (\$0.35 million)

Bicycle/pedestrian improvements:

- Christie Avenue Bay Trail Gap Closure (\$0.5 million)
- Gilman Street to Buchanan Street Bay Trail Gap Closure (\$1.0 million)

VRF Programming	Alameda County Planning Areas			
	PA1: North	PA2: Central	PA3: South	PA4: East
VRF Programmed to Date	43.93%	19.83%	26.86%	9.37%
VRF Equity Formula	38.15%	25.17%	21.99%	14.69%





Memorandum

6.14

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

DATE: September 17, 2015

SUBJECT: Alameda CTC FY2014-15 Year-End Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2014-15 Year-End Investment Report.

Summary

The Year-End 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, 2015. The report also shows balances as of June 30, 2014 for comparison purposes. The *Portfolio Review for Quarter Ending June 30, 2015* (Attachment B) prepared by GenSpring Family Offices provides a review and outlook of current market conditions, an investment strategy to maximize return without compromising safety and liquidity, and an overview of the strategy used to develop the bond proceeds portfolio. Alameda CTC investments are in compliance with the adopted investment policy as of June 30, 2015. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

The following are key highlights of cash and investment information as of June 30, 2015:

- As of June 30, 2015, total cash and investments held by the Alameda CTC was \$359.1 million with bond proceeds accounting for \$41.4 million or 11.5% of the total.
- The 1986 Measure B investment balance decreased \$0.6 million or 0.4% from the prior year-end balance due to capital projects expenditures. The 2000 Measure B investment balance decreased \$41.8 million or 18.1% also due to capital project expenditures. The 2014 Measure BB investment balance increased \$3.4 million as the first sales tax funds for Measure BB were received in late June. The ACCMA investment balance increased \$5.8 million or 15.6% primarily due to funds received from Measure B for an internal CMA TIP exchange agreement.
- All investments are marked to market value per GASB 31 requirements.

- Investment yields have increased slightly with the average return on investments for fiscal year 2014-15 at 0.29% compared to the prior year's average return of 0.27%. Return on investments were projected for the FY2014-15 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of June 30, 2015
- B. Portfolio Review for Quarter Ending June 30, 2015 (provided by GenSpring Family Offices)
- C. Fixed Income Portfolio and CDARS Investment Statements as of June 30, 2015

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

Alameda CTC Consolidated Investment Report As of June 30, 2015							
1986 Measure B	Un-Audited		Interest Earned			FY 2013-2014	
	Investment Balance	Interest earned	As of June 30, 2015 Approx. ROI	Budget	Difference	Investment Balance June 30, 2014	Interest earned FY 2013-2014
Bank Accounts	\$ 4,284,902	\$ 6,361	0.15%			\$ 454,248	6
State Treasurer Pool (LAIF) ⁽⁴⁾	7,952,459	76,005	0.96%			38,065,337	109,227
Investment Advisor ^{(1) (4)}	101,892,376	324,906	0.32%			76,167,922	361,564
Loan to ACCMA	10,000,000	-	-			10,000,000	-
1986 Measure B Total	\$ 124,129,737	\$ 407,272	0.33%	\$ 435,000	\$ (27,728)	\$ 124,687,507	\$ 470,798
<i>Approx. ROI</i>							<i>0.38%</i>
2000 Measure B	Un-Audited		Interest Earned			FY 2013-2014	
	Investment Balance	Interest earned	As of June 30, 2015 Approx. ROI	Budget	Difference	Investment Balance June 30, 2014	Interest earned FY 2013-2014
Bank Accounts	\$ 7,414,099	\$ 17,509	0.24%			\$ 6,352,690	\$ 175
State Treasurer Pool (LAIF) ⁽⁴⁾	22,295,450	98,851	0.44%			49,952,725	104,001
Investment Advisor ^{(1) (4)}	108,995,678	204,996	0.19%			57,375,116	94,181
2014 Series A Bond Project Fund ⁽⁴⁾	26,626,956	75,574	0.28%			96,425,107	56,107
2014 Series A Bond Interest Fund ⁽⁴⁾	14,777,250	118,379	0.80%			20,294,121	43,396
Project Deferred Revenue ⁽²⁾	8,515,433	14,122	0.17%			-	-
2000 Measure B Total	\$ 188,624,867	\$ 529,431	0.28%	\$ 430,000	\$ 99,431	\$ 230,399,758	\$ 297,861
<i>Approx. ROI</i>							<i>0.22%</i>
2014 Measure BB	Un-Audited		Interest Earned			FY 2013-2014	
	Investment Balance	Interest earned	As of June 30, 2015 Approx. ROI	Budget	Difference	Investment Balance June 30, 2014	Interest earned FY 2013-2014
Bank Accounts	\$ 3,448,809	\$ 102	0.00%			N/A	N/A
2014 Measure BB Total	\$ 3,448,809	\$ 102	0.00%	\$ -	\$ 102	\$ -	\$ -
<i>Approx. ROI</i>							<i>N/A</i>
ACCMA	Un-Audited		Interest Earned			FY 2013-2014	
	Investment Balance	Interest earned	As of June 30, 2015 Approx. ROI	Budget	Difference	Investment Balance June 30, 2014	Interest earned FY 2013-2014
Bank Accounts	\$ 16,560,969	\$ 9,590	0.06%			\$ 2,582,126	\$ -
State Treasurer Pool (LAIF) ⁽⁴⁾	20,393,707	58,725	0.29%			29,067,965	49,920
Project Deferred Revenue ^{(3) (4)}	15,916,434	45,316	0.28%			15,444,536	36,129
Loan from ACTA	(10,000,000)	-	-			(10,000,000)	-
ACCMA Total	\$ 42,871,110	\$ 113,632	0.27%	\$ -	\$ 113,632	\$ 37,094,627	\$ 86,049
<i>Approx. ROI</i>							<i>0.23%</i>
Alameda CTC TOTAL	\$ 359,074,523	\$ 1,050,438	0.29%	\$ 865,000	\$ 185,438	\$ 392,181,892	\$ 854,707

Notes:

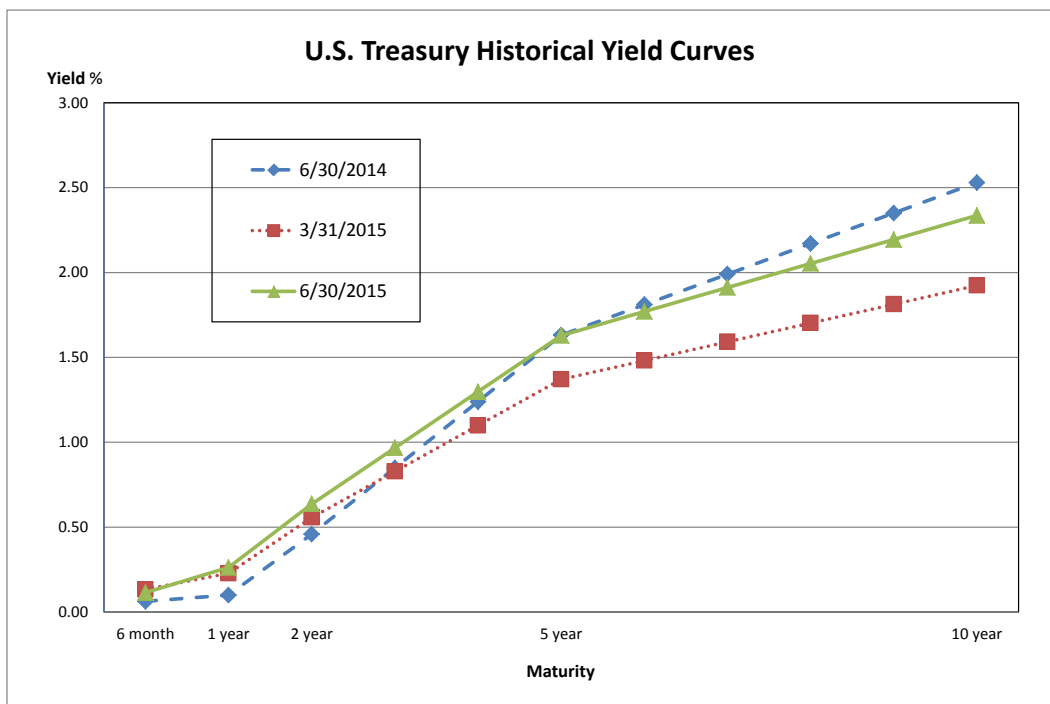
- (1) See attachments for detail of investment holdings managed by Investment Advisor.
- (2) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which includes TVTC funds.
- (3) Project funds in deferred revenue are invested in LAIF with interest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

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***Alameda County Transportation Commission
Portfolio Review for the Quarter Ending
June 30, 2015***

Fixed Income Market Review and Outlook

Interest rates rose in the second quarter of the year as a rebound in economic activity and a continuation of the firming in the labor market left the Federal Reserve on track to raise the Federal Funds Rate by early next year, at the latest. The increase in interest rates was felt most acutely in securities with longer maturities as a rise in global sovereign bond yields provided cover for U.S. rates to drift higher. If not for Greece's inability to reach a deal with its creditors at the very end of the quarter, interest rates would have risen even more.



Source: Bloomberg Finance LP

The bond market continues to be driven primarily by expectations surrounding when the Fed is likely to raise interest rates and demand from international investors seeking higher yields than those available to them locally. Going forward, we expect to see a continued rebound in economic activity and continued firming in the labor market. This leaves us with the expectation of a Fed rate hike towards the end of the year but also with the expectation for an unusually gradual pace of tightening. The still significant

differentials between interest rates here in the United States (higher) and in the other developed safe haven markets (lower) along with the continued strength in the U.S. dollar give us comfort that we are unlikely to see any significant spikes in interest rates for the foreseeable future.

The one wild card in our outlook is Greece. In the last days of the quarter, the government of Greece failed to reach a compromise with its creditors over extending its lines of credit, missed a payment to the IMF, closed its banks for a week, and called for a referendum on whether or not Greece (in essence) should accept additional austerity measures in order to stay within the European Union. The state of affairs in Greece is very complicated and highly uncertain and any forecasts are speculative at best. What we can say is that the situation has reached a breaking point and the next few weeks will be telling as to how things will evolve. We may be in for a period of increased volatility before the markets move past this *crisis du jour*. It is important to remember, however, that Greece represents less than 1/3 of 1% of world GDP and any economic fallout is likely to be limited.

Strategy

Over the foreseeable future GenSpring expects interest rates to move gradually higher. Currently the portfolio's sensitivity to a change in interest rates is in line with that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

Given our outlook and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in interest rates near that of the benchmark.

For the time being, we are recommending any surplus cash flows from maturing issues be rolled over into LAIF. As opportunities present themselves we will be strategically placing investments where we believe they can provide a higher return than LAIF. Such an opportunity presented itself earlier in the quarter on the back of a strong employment report. We were able to take advantage of the opportunity to the benefit of the portfolios.

As of the end of the quarter, the consolidated Alameda CTC ACTA/ACTIA portfolio consisted of 49.4% US Government Agency securities, 27.5% US Treasury securities, 21.6% High Grade Corporate Bonds, 0% Certificates of Deposit, 1.4% Commercial Paper and 0.1% of cash and cash equivalents.

Compliance with Investment Policy Statement

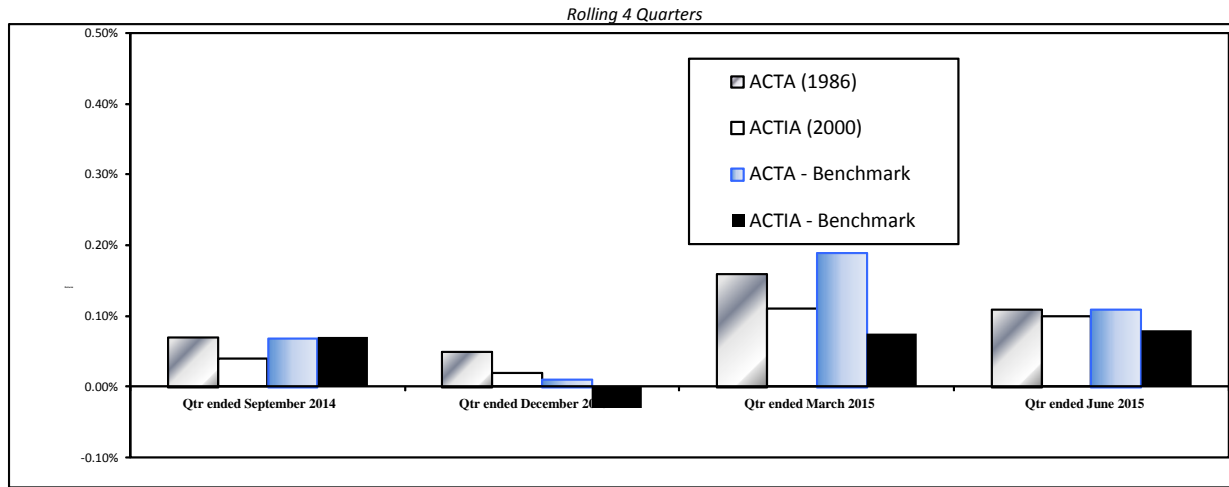
For the quarter ending June 30, 2015, the Alameda CTC portfolio was in compliance with the adopted investment policy statement.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. For the quarter ending June 30, the ACTA (1986 Measure B) portfolio returned **0.11%**. This compares to the benchmark return of **0.11%**. For the quarter ending June 30, the ACTIA (2000 Measure B) portfolio returned **0.10%**. This compares to the benchmark return of **0.08%**. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the ACTA (1986 Measure B) portfolio's yield to maturity or call was **0.52%**. The benchmark's yield to maturity was **0.31%**. For the quarter ending June 30, the ACTIA (2000 Measure B) portfolio's yield to maturity or call was **0.48%**. The benchmark's yield to maturity was **0.17%**.

Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Trailing 12 Months
MONTHLY PERFORMANCE DATA													
Alameda ACTA (1986)	0.00%	0.06%	0.01%	0.06%	0.07%	-0.08%	0.11%	-0.01%	0.06%	0.05%	0.02%	0.04%	0.39%
Alameda ACTIA (2000)	0.00%	0.04%	0.00%	0.02%	0.05%	-0.05%	0.08%	0.01%	0.03%	0.05%	0.03%	0.02%	0.28%
Benchmark - ACTIA ¹	-0.01%	0.07%	0.00%	0.08%	0.04%	-0.11%	0.19%	-0.07%	0.07%	0.06%	0.03%	0.02%	0.37%
Benchmark - ACTIA ²	0.01%	0.04%	0.02%	0.01%	0.01%	-0.04%	0.07%	-0.01%	0.01%	0.05%	0.02%	0.01%	0.20%

Note: This data contains performance prior to July 1, 2014 which was generated by SunTrust Bank. From July 1, 2014 performance was generated by GenSpring Family Offices. Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

¹ ACTA 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 ACTIA Benchmark is currently a customized benchmark comprised of 50% ML 6mo. Tsy index and 50% ML 1 year Tsy index. Prior to March 1, 2014 the Benchmark was comprised of 100% ML 6mo. Tsy index

Bond Proceeds Portfolios

On March 4, 2014, in conjunction with the issuance of the Alameda County Transportation Commission Sales Tax Revenue Bonds, Series 2014, (the Series 2014 Bonds), Alameda CTC established both an **Interest Fund** and **Project Fund** at Union Bank of California, the Series 2014 Bond trustee. These portfolios were initially funded with \$108,944,688 in the Project Fund and \$20,335,886 in the Interest Fund, which was an amount net of the initial drawdown for bond related project costs incurred prior to closing.

As of June 30, 2015, \$82,440,864.93 had been distributed from the Project Fund and \$5,653,838.75 had been distributed from the Interest Fund. The quarter end values of the Interest and Project Funds, including unrealized gains and losses, were \$14,844,272.64 and \$26,635,205.94 respectively.

The portfolios were invested by buying allowable high grade fixed income securities whose maturities matched the anticipated cash outlays. As of June 30, 2015 the average life of the cash flows for the Interest Fund was roughly **1.2** years while the average life of the cash flows of the Project Fund was anticipated to be approximately **1.4** month.

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. For the quarter ending June 30, the Interest Fund portfolio's yield to maturity was **0.53%** and the Project Fund portfolio's yield to maturity was **0.08%**. By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the quarter would yield **0.39%** and **0.00%** respectively.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the Interest Fund portfolio's rate of return on investments, at cost, was **0.64%** and the Project Fund portfolio's rate of return on investments, at cost, was **0.11%**.

For the quarter ending June 30, 2015, the Alameda CTC Series 2014 Bonds Interest Fund and Project Fund portfolios were invested in compliance with the Bond Indenture dated February 1, 2014.

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FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
 June 30, 2015

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				44,655.76		44,655.76		44,655.76	0.04		0.0
CORPORATE BONDS													
3,500,000.0000	94974bfe5	WELLS FARGO CO MTN BE 1.500% Due 07-01-15	A2	A+	101.28	3,544,660.00	100.00	3,500,000.00	26,250.00	3,526,250.00	3.50	1.49	0.0
500,000.0000	931142ct8	WAL-MART STORES INC 2.250% Due 07-08-15	AA2	AA	101.11	505,565.00	100.01	500,050.00	5,406.25	505,456.25	0.50	1.78	0.0
3,500,000.0000	46623ejr1	J P MORGAN CHASE & CO MTN BE 1.100% Due 10-15-15	A3	A	100.03	3,500,875.00	100.09	3,503,171.00	8,127.78	3,511,298.78	3.51	0.79	0.3
3,500,000.0000	36962g4t8	GENERAL ELEC CAP CORP MTN BE 2.250% Due 11-09-15	A1	AA+	102.62	3,591,700.00	100.60	3,521,119.00	11,375.00	3,532,494.00	3.53	0.56	0.4
1,000,000.0000	437076ap7	HOME DEPOT INC 5.400% Due 03-01-16	A2	A	106.61	1,066,080.00	103.16	1,031,576.00	18,000.00	1,049,576.00	1.03	0.66	0.7
1,600,000.0000	06406hcg2	BANK NEW YORK MTN BK ENT 0.700% Due 03-04-16	A1	A+	99.83	1,597,200.00	99.99	1,599,905.60	3,640.00	1,603,545.60	1.60	0.71	0.7
900,000.0000	064159bv7	BANK OF NOVA SCOTIA 0.950% Due 03-15-16	AA2	A+	100.21	901,854.00	100.27	902,418.30	2,517.50	904,935.80	0.90	0.57	0.7
800,000.0000	713448bt4	PEPSICO INC 2.500% Due 05-10-16	A1	A-	103.03	824,232.00	101.57	812,548.80	2,833.33	815,382.13	0.81	0.67	0.9
1,500,000.0000	084664bs9	BERKSHIRE HATHAWAY FIN CORP 1.600% Due 05-15-17	AA2	AA	101.35	1,520,175.00	101.07	1,516,110.00	3,066.67	1,519,176.67	1.52	1.02	1.8
3,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	101.52	3,045,480.00	101.20	3,036,144.00	6,325.00	3,042,469.00	3.04	1.00	1.8
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A2	A	100.78	3,023,430.00	100.47	3,014,103.00	19,020.83	3,033,123.83	3.02	1.14	2.0
						23,121,251.00		22,937,145.70	106,562.36	23,043,708.06	22.96	0.95	0.9
GOVERNMENT BONDS													
2,000,000.0000	3130a0pe4	FEDERAL HOME LOAN BANKS 0.260% Due 07-23-15	AAA	AA+	100.06	2,001,280.00	100.01	2,000,230.00	2,282.22	2,002,512.22	2.00	0.08	0.1
1,500,000.0000	313384jv2	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 07-31-15	AAA	AA+	99.90	1,498,559.16	100.00	1,499,974.50	0.00	1,499,974.50	1.50	0.02	0.1
700,000.0000	3135g0nv1	FEDERAL NATL MTG ASSN 0.500% Due 09-28-15	AAA	AA+	100.40	702,814.00	99.98	699,869.80	904.17	700,773.97	0.70	0.58	0.2
5,000,000.0000	313396ph0	FEDL HOME LN MTG CORP DISC NT 0.000% Due 11-16-15	AAA	AA+	99.82	4,990,878.47	99.96	4,997,890.00	0.00	4,997,890.00	5.00	0.11	0.4
3,000,000.0000	912828b41	UNITED STATES TREAS NTS 0.375% Due 01-31-16	AAA	AA+	100.15	3,004,570.32	100.13	3,003,984.00	4,692.68	3,008,676.68	3.01	0.15	0.6
11,000,000.0000	912828uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	99.56	10,951,875.00	99.97	10,996,568.00	5,785.52	11,002,353.52	11.01	0.29	0.8
3,000,000.0000	912828vc1	UNITED STATES TREAS NTS 0.250% Due 05-15-16	AAA	AA+	99.70	2,990,859.36	99.97	2,999,064.00	957.88	3,000,021.88	3.00	0.29	0.9
675,000.0000	3133834r9	FEDERAL HOME LOAN BANKS 0.375% Due 06-24-16	AAA	AA+	99.69	672,934.50	99.99	674,954.10	49.22	675,003.32	0.68	0.38	1.0
25,000,000.0000	3130a2t97	FEDERAL HOME LOAN BANKS 0.500% Due 09-28-16	AAA	AA+	99.93	24,982,250.00	100.02	25,005,925.00	32,291.67	25,038,216.67	25.03	0.48	1.2
10,000,000.0000	912828f47	UNITED STATES TREAS NTS 0.500% Due 09-30-16	AAA	AA+	100.05	10,004,687.50	100.13	10,013,280.00	12,568.31	10,025,848.31	10.02	0.39	1.2

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
June 30, 2015

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	3137eads5	FEDERAL HOME LN MTG CORP 0.875% Due 10-14-16	AAA	AA+	100.45	3,013,500.00	100.56	3,016,812.00	5,614.58	3,022,426.58	3.02	0.44	1.3
2,000,000.0000	3137eadc0	FEDERAL HOME LN MTG CORP 1.000% Due 03-08-17	AAA	AA+	100.62	2,012,340.00	100.63	2,012,600.00	6,277.78	2,018,877.78	2.01	0.62	1.7
10,000,000.0000	912828k66	UNITED STATES TREAS NTS 0.500% Due 04-30-17	AAA	AA+	99.73	9,972,656.25	99.84	9,983,590.00	8,472.22	9,992,062.22	9.99	0.59	1.8
						76,799,204.56		76,904,741.40	79,896.24	76,984,637.64	76.99	0.39	1.1
TOTAL PORTFOLIO						99,965,111.32		99,886,542.86	186,458.60	100,073,001.46	100.00	0.52	1.0

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
June 30, 2015

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				89,042.89		89,042.89		89,042.89	0.08		0.0
CORPORATE BONDS													
2,500,000.0000	94974bfe5	WELLS FARGO CO MTN BE 1.500% Due 07-01-15	A2	A+	101.27	2,531,750.00	100.00	2,500,000.00	18,750.00	2,518,750.00	2.34	1.49	0.0
2,400,000.0000	36962g5z3	GENERAL ELEC CAP CORP MTN BE 1.625% Due 07-02-15	A1	AA+	101.44	2,434,488.00	100.00	2,400,000.00	19,391.67	2,419,391.67	2.24	1.61	0.0
2,230,000.0000	931142ct8	WAL-MART STORES INC 2.250% Due 07-08-15	AA2	AA	101.11	2,254,819.90	100.01	2,230,223.00	24,111.88	2,254,334.88	2.08	1.78	0.0
1,000,000.0000	17275rac6	CISCO SYS INC 5.500% Due 02-22-16	A1	AA-	106.60	1,066,000.00	103.08	1,030,780.00	19,708.33	1,050,488.33	0.96	0.70	0.6
2,000,000.0000	437076ap7	HOME DEPOT INC 5.400% Due 03-01-16	A2	A	106.61	2,132,160.00	103.16	2,063,152.00	36,000.00	2,099,152.00	1.93	0.66	0.7
2,500,000.0000	46625hhx1	JPMORGAN CHASE & CO 3.450% Due 03-01-16	A3	A	103.73	2,593,300.00	101.69	2,542,350.00	28,750.00	2,571,100.00	2.38	0.90	0.7
825,000.0000	05531faf0	BB&T CORPORATION 3.950% Due 04-29-16	A2	A-	104.92	865,617.50	102.46	845,311.50	5,612.29	850,923.79	0.79	0.97	0.8
1,000,000.0000	459200h18	INTERNATIONAL BUSINESS MACHS 0.450% Due 05-06-16	AA3	AA-	100.07	1,000,664.00	99.94	999,385.00	687.50	1,000,072.50	0.93	0.52	0.8
1,000,000.0000	166764ac4	CHEVRON CORP NEW 0.889% Due 06-24-16	AA1	AA	100.50	1,005,000.00	100.28	1,002,839.00	172.86	1,003,011.86	0.94	0.60	1.0
2,934,000.0000	458140ah3	INTEL CORP 1.950% Due 10-01-16	A1	A+	101.56	2,979,887.76	101.06	2,965,068.13	14,303.25	2,979,371.38	2.77	1.10	1.2
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A2	A	100.78	3,023,430.00	100.47	3,014,103.00	19,020.83	3,033,123.83	2.82	1.14	2.0
						21,887,117.16		21,593,211.63	186,508.61	21,779,720.24	20.18	1.14	0.7
COMMERCIAL PAPER													
3,000,000.0000	89233hxx5	TOYOTA MOTOR CREDIT CORP COML PAPER 0.000% Due 10-19-15	P-1	A-1+	99.79	2,993,837.49	99.87	2,996,100.00	0.00	2,996,100.00	2.80	0.42	0.3
GOVERNMENT BONDS													
3,500,000.0000	3130a0pe4	FEDERAL HOME LOAN BANKS 0.260% Due 07-23-15	AAA	AA+	100.06	3,502,240.00	100.01	3,500,402.50	3,993.89	3,504,396.39	3.27	0.08	0.1
5,500,000.0000	313588jy2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 08-03-15	AAA	AA+	99.93	5,496,186.69	100.00	5,499,796.50	0.00	5,499,796.50	5.14	0.04	0.1
5,500,000.0000	313396lp6	FEDL HOME LN MTG CORP DISC NT 0.000% Due 09-11-15	AAA	AA+	99.87	5,492,760.63	99.99	5,499,329.00	0.00	5,499,329.00	5.14	0.06	0.2
5,500,000.0000	313371nw2	FEDERAL HOME LOAN BANKS 1.375% Due 12-11-15	AAA	AA+	100.91	5,549,940.00	100.52	5,528,451.50	4,201.39	5,532,652.89	5.17	0.22	0.4
10,000,000.0000	912828uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	99.57	9,957,048.00	99.97	9,996,880.00	5,259.56	10,002,139.56	9.34	0.29	0.8
25,000,000.0000	3137eadq9	FEDERAL HOME LN MTG CORP 0.500% Due 05-13-16	AAA	AA+	100.11	25,027,500.00	100.14	25,034,025.00	16,666.67	25,050,691.67	23.40	0.34	0.9
7,000,000.0000	3137eacw7	FEDERAL HOME LN MTG CORP 2.000% Due 08-25-16	AAA	AA+	101.80	7,126,140.00	101.77	7,124,061.00	49,000.00	7,173,061.00	6.66	0.46	1.1
10,000,000.0000	3135g0cm3	FEDERAL NATL MTG ASSN 1.250% Due 09-28-16	AAA	AA+	100.96	10,095,537.04	100.96	10,096,450.00	32,291.67	10,128,741.67	9.44	0.47	1.2

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
June 30, 2015

<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>
10,000,000.0000	912828wf3	UNITED STATES TREAS NTS 0.625% Due 11-15-16	AAA	AA+	100.18	10,017,578.10	100.26	10,025,780.00	7,986.11	10,033,766.11	9.37	0.44	1.4
						82,264,930.46		82,305,175.50	119,399.29	82,424,574.79	76.93	0.31	0.8
TOTAL PORTFOLIO						107,234,928.00		106,983,530.02	305,907.90	107,289,437.91	100.00	0.48	0.8

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Project Fund
Account # N001UNB3
 June 30, 2015

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				7,127,936.40		7,127,936.40		7,127,936.40	26.77		0.0
COMMERCIAL PAPER													
1,500,000.000	89233hvd3	TOYOTA MOTOR CREDIT CORP COML PAPER 0.000% Due 08-13-15	P-1	A-1+	99.97	1,499,606.67	99.97	1,499,595.00	0.00	1,499,595.00	5.63	0.22	0.1
GOVERNMENT BONDS													
8,000,000.0000	912828vn7	UNITED STATES TREAS NTS 0.250% Due 07-31-15	AAA	AA+	100.08	8,006,562.50	100.01	8,000,624.00	8,342.54	8,008,966.54	30.05	0.16	0.1
2,000,000.0000	313384kx6	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 08-26-15	AAA	AA+	99.98	1,999,687.50	99.99	1,999,876.00	0.00	1,999,876.00	7.51	0.04	0.2
8,000,000.0000	313384md8	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 09-25-15	AAA	AA+	99.97	7,997,840.00	99.99	7,998,832.00	0.00	7,998,832.00	30.04	0.06	0.2
						18,004,090.00		17,999,332.00	8,342.54	18,007,674.54	67.60	0.10	0.2
TOTAL PORTFOLIO						26,631,633.07		26,626,863.40	8,342.54	26,635,205.94	100.00	0.08	0.1

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Interest Fund
Account # N001UNB2
June 30, 2015

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				261,003.15		261,003.15		261,003.15	1.77		0.0
CORPORATE BONDS													
1,000,000.0000	713448ca4	PEPSICO INC 0.700% Due 08-13-15	A1	A-	100.48	1,004,800.00	100.04	1,000,380.00	2,683.33	1,003,063.33	6.77	0.38	0.1
950,000.0000	17275rac6	CISCO SYS INC 5.500% Due 02-22-16	A1	AA-	109.62	1,041,409.00	103.08	979,241.00	18,722.92	997,963.92	6.63	0.70	0.6
1,000,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	AA2	AA	100.76	1,007,570.00	100.21	1,002,099.00	3,588.89	1,005,687.89	6.78	0.76	1.1
1,000,000.0000	69353rcg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.06	1,000,550.00	100.01	1,000,078.00	4,812.50	1,004,890.50	6.77	1.12	1.5
950,000.0000	478160aq7	JOHNSON & JOHNSON 5.550% Due 08-15-17	AAA	AAA	115.02	1,092,709.00	109.56	1,040,789.60	19,918.33	1,060,707.93	7.04	0.99	2.0
						5,147,038.00		5,022,587.60	49,725.97	5,072,313.57	33.99	0.79	1.1
GOVERNMENT BONDS													
1,800,000.0000	912828vu1	UNITED STATES TREAS NTS 0.375% Due 08-31-15	AAA	AA+	100.21	1,803,796.88	100.05	1,800,844.20	2,256.11	1,803,100.31	12.19	0.10	0.2
1,800,000.0000	912828b82	UNITED STATES TREAS NTS 0.250% Due 02-29-16	AAA	AA+	99.82	1,796,695.31	100.05	1,800,984.60	1,504.08	1,802,488.68	12.19	0.17	0.7
1,800,000.0000	912828vr8	UNITED STATES TREAS NTS 0.625% Due 08-15-16	AAA	AA+	100.15	1,802,671.88	100.28	1,805,061.60	4,226.52	1,809,288.12	12.22	0.37	1.1
1,800,000.0000	912828b74	UNITED STATES TREAS NTS 0.625% Due 02-15-17	AAA	AA+	99.75	1,795,429.67	100.13	1,802,390.40	4,226.52	1,806,616.92	12.20	0.54	1.6
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	AA+	98.58	1,518,163.28	99.83	1,537,352.74	3,217.05	1,540,569.79	10.40	0.70	2.1
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	AA+	98.00	734,970.70	99.60	747,012.00	1,880.10	748,892.10	5.06	0.90	2.6
						9,451,727.72		9,493,645.54	17,310.38	9,510,955.92	64.25	0.41	1.2
TOTAL PORTFOLIO						14,859,768.87		14,777,236.29	67,036.35	14,844,272.64	100.00	0.53	1.2

ALAMEDA COUNTY TRANSPORTATION COMMISSION
1986 MEASURE B
ATTN: LILY BALINTON
1111 BROADWAY, SUITE 800
OAKLAND, CA 94607

Subject: CDARS® Customer Statement

Legal Account Title: ALAMEDA COUNTY TRANSPORTATION COMMISSION
1986 MEASURE B

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at **510-723-5855**, send an email to privatebanking@fremontbank.com, or visit our website at <http://www.fremontbank.com/>.

Summary of Accounts Reflecting Placements Through CDARS

Account ID	Effective Date	Maturity Date	Interest Rate	Opening Balance	Ending Balance
1016779551	06/26/14	06/23/16	0.55%	\$2,005,703.78	\$2,005,703.78
TOTAL				\$2,005,703.78	\$2,005,703.78

ACCOUNT OVERVIEW

Account ID: 1016779551
Product Name: 2-YEAR PUBLIC FUND CD
Interest Rate: 0.55%
Account Balance: \$2,005,703.78

Effective Date: 06/26/14
Maturity Date: 06/23/16
YTD Interest Paid: \$0.00
Interest Accrued: \$5,477.52
Int Earned Since Last Stmt: \$908.93

The Annual Percentage Yield Earned is 0.55%.

CD Issued by BB&T

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$233,664.49</i>
Interest Accrued:	\$638.13	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$233,664.49</i>
Int Earned Since Last Stmt:	\$105.89			

CD Issued by East West Bank

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$233,664.49</i>
Interest Accrued:	\$638.13	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$233,664.49</i>
Int Earned Since Last Stmt:	\$105.89			

CD Issued by EverBank

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$233,664.49</i>
Interest Accrued:	\$638.13	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$233,664.49</i>
Int Earned Since Last Stmt:	\$105.89			

CD Issued by Grandpoint Bank

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$161,289.32</i>
Interest Accrued:	\$440.48	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$161,289.32</i>
Int Earned Since Last Stmt:	\$73.09			

CD Issued by Mutual of Omaha Bank

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$233,664.49</i>
Interest Accrued:	\$638.13	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$233,664.49</i>
Int Earned Since Last Stmt:	\$105.89			

CD Issued by The Park National Bank

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$208,763.03</i>
Interest Accrued:	\$570.13	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$208,763.03</i>
Int Earned Since Last Stmt:	\$94.61			

CD Issued by Wallis State Bank

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$233,664.49</i>
Interest Accrued:	\$638.13	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$233,664.49</i>
Int Earned Since Last Stmt:	\$105.89			

CD Issued by Western Alliance Bank

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$233,664.49</i>
Interest Accrued:	\$638.13	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$233,664.49</i>
Int Earned Since Last Stmt:	\$105.89			

CD Issued by WesBanco Bank, Inc.

YTD Interest Paid:	\$0.00	<i>05/30/15</i>	<i>OPENING BALANCE</i>	<i>\$233,664.49</i>
Interest Accrued:	\$638.13	<i>06/30/15</i>	<i>ENDING BALANCE</i>	<i>\$233,664.49</i>
Int Earned Since Last Stmt:	\$105.89			

Thank you for your business.

ALAMEDA COUNTY TRANSPORTATION COMMISSION
2000 MEASURE B
ATTN: LILY BALINTON
1111 BROADWAY, SUITE 800
OAKLAND, CA 94607

Subject: CDARS® Customer Statement

Legal Account Title: ALAMEDA COUNTY TRANSPORTATION COMMISSION
2000 MEASURE B

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at **510-723-5855**, send an email to privatebanking@fremontbank.com, or visit our website at <http://www.fremontbank.com/>.

Summary of Accounts Reflecting Placements Through CDARS

Account ID	Effective Date	Maturity Date	Interest Rate	Opening Balance	Ending Balance
1017968358	06/25/15	06/23/16	0.54851%	\$0.00	\$2,010,999.51
TOTAL				\$0.00	\$2,010,999.51

ACCOUNT OVERVIEW

Account ID: 1017968358
Product Name: 52-WEEK PUBLIC FUND CD
Interest Rate: 0.54851%
Account Balance: \$2,010,999.51

Effective Date: 06/25/15
Maturity Date: 06/23/16
YTD Interest Paid: \$0.00
Interest Accrued: \$181.26
Int Earned Since Last Stmt: \$181.26

The Annual Percentage Yield Earned is 0.55%.

CD Issued by Banco Popular de Puerto Rico – IBC

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$21.95	06/25/15	Deposit	243,500.00
Int Earned Since Last Stmt:	\$21.95	06/30/15	ENDING BALANCE	\$243,500.00

CD Issued by Commerce Bank & Trust Company

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$0.43	06/25/15	Deposit	4,821.48
Int Earned Since Last Stmt:	\$0.43	06/30/15	ENDING BALANCE	\$4,821.48

CD Issued by First Foundation Bank

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$21.95	06/25/15	Deposit	243,500.00
Int Earned Since Last Stmt:	\$21.95	06/30/15	ENDING BALANCE	\$243,500.00

CD Issued by First Independence Bank

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$21.95	06/25/15	Deposit	243,500.00
Int Earned Since Last Stmt:	\$21.95	06/30/15	ENDING BALANCE	\$243,500.00

CD Issued by Howard Bank

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$21.95	06/25/15	Deposit	243,500.00
Int Earned Since Last Stmt:	\$21.95	06/30/15	ENDING BALANCE	\$243,500.00

CD Issued by Legacy Bank

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$21.95	06/25/15	Deposit	243,500.00
Int Earned Since Last Stmt:	\$21.95	06/30/15	ENDING BALANCE	\$243,500.00

CD Issued by Signature Bank

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$3.00	06/25/15	Deposit	33,347.38
Int Earned Since Last Stmt:	\$3.00	06/30/15	ENDING BALANCE	\$33,347.38

CD Issued by Susquehanna Bank

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$21.95	06/25/15	Deposit	243,500.00
Int Earned Since Last Stmt:	\$21.95	06/30/15	ENDING BALANCE	\$243,500.00

CD Issued by The Park National Bank

YTD Interest Paid:	\$0.00	06/25/15	OPENING BALANCE	\$0.00
Interest Accrued:	\$2.23			
Int Earned Since Last Stmt:	\$2.23			

06/25/15 Deposit 24,830.65
06/30/15 ENDING BALANCE \$24,830.65

CD Issued by The PrivateBank and Trust Company

YTD Interest Paid: \$0.00 **06/25/15 OPENING BALANCE \$0.00**
Interest Accrued: \$21.95 06/25/15 Deposit 243,500.00
Int Earned Since Last Stmt: \$21.95 **06/30/15 ENDING BALANCE \$243,500.00**

CD Issued by TriState Capital Bank

YTD Interest Paid: \$0.00 **06/25/15 OPENING BALANCE \$0.00**
Interest Accrued: \$21.95 06/25/15 Deposit 243,500.00
Int Earned Since Last Stmt: \$21.95 **06/30/15 ENDING BALANCE \$243,500.00**

Thank you for your business.

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Memorandum

6.17

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

DATE: September 17, 2015

SUBJECT: Socially Responsible Investments

RECOMMENDATION: There is no recommendation from this item.

Summary

At its meeting in March 2015, the Finance and Administration Committee expressed the desire to be informed about the concept of socially responsible investment (SRI), and to receive staff's opinion on whether SRI should be incorporated in future Investment Policy of the Commission.

Socially responsible investment is generally defined as an investment where social, environmental, or ethical considerations are taken into account in the selection, retention, and realization of investments. Investments which are considered socially responsible typically exclude those in companies with human rights violations, those which have poor employment practices or impair the local communities in which the companies operate, and those with poor environmental practices. Socially responsible investing also typically includes factoring in a company's policies that support and implement positive policies regarding the environment, including Climate Change, HR policies favorable to employees, including fair wages, and programs supporting equity issues, typically aimed at disadvantaged communities.

SRI is a continually evolving concept. The benefits, effectiveness and intended consequences (and unintended consequences) of SRI are still being debated. As a practical matter, however, the application of SRI principals to a portfolio has been known to interfere with an economic performance-based investment approach and the full evaluation of the market on a portfolio.

While social screening can be seen as a beneficial concept that would allow the Commission to put all or some of its money only towards companies that an SRI policy would support, it does not make good economic sense for the Alameda CTC. ACTC 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 2000 (for Measure B) and 2014 (for Measure BB). The primary guides for ACTC investments have been stability and security, maximizing income and allowing for the flexibility needed to meet capital project changing schedules.

The practice of disallowing specific investments or investment types is not included in the best practices recommended by the Government Finance Officers Association. In addition, the practice of disallowing specific investments or investment types will increase the cost for the management of our portfolio, further reducing return on investments (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. Staff recommends that the Commission not adopt an SRI policy that would limit specific investments or investment types, which are currently allowed under the California Government Code.

Background

If the Commission were to decide to implement SRI screens on investments, the investment advisor would be required to research investment choices for investments that fit into the disallowed categories for ethical, environmental or other activities before making investments, increasing cost, and may require him to invest in less stable or lower rated investments, increasing risk. This type of research requirement was not included in the scope of our original contract with the investment advisor; therefore the contract would have to be renegotiated, which would increase agency costs significantly going forward. The research required by the investment advisor would be difficult, for example, Sara Lee had a tobacco division of which very few people were aware. There can be a significant amount of time spent on research to uncover all of a company's holdings and divisions. Also, the investment policy would need to address requirements for other institutions who work with the disallowed investment companies, such as how a bank that lends to tobacco companies, or companies that sell tobacco products, would need to be treated.

Staff has reviewed the current investment policies of the 14 incorporated cities in Alameda County as well as the investment policies of Alameda County, the Alameda Contra-Costa Transit District, the Bay Area Rapid Transit District, and the Metropolitan Transportation Commission. None of the 18 policies reviewed include language which requires an SRI screen for investments and, while the disallowance of specific investment types is uncommon, two of the investment policies reviewed include language which disallows specific investment types from their allowable investment categories. The investment policy for:

- The City of Berkeley prohibits the investment in fossil fuel companies and gun manufacturers, and
- The City of Oakland
 - Restricts the investment in U.S. Government Treasuries, which can be waived for up to 60 days at a time, and
 - Prohibits the investment in businesses deriving greater than 15 percent of their revenues from tobacco projects and the investment or ownership stake in any companies that extract, produce, refine, burn or distribute fossil fuels.

Fiscal Impact

This staff report is for information and discussion purposes only. There will be no fiscal impact if the Commission agrees with staff's recommendation **not** to establish social screens in the investment policy. If the Commission decides they would like to establish SRI screens on specific investments or investment types, there will be a fiscal impact due to increased portfolio management costs as well as a possible reduction in ROI, but these amounts can't be determined at this time.

Staff Contact

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

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Memorandum

6.16

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

DATE: September 17, 2015

SUBJECT: Revised Alameda CTC Organizational Structure

RECOMMENDATION: Approve the Revised Alameda CTC Organizational Structure and Associated Annual Salary Ranges for New Positions.

Summary

The purpose of this memorandum is to seek the Commission's approval of the proposed revised Alameda CTC organizational structure and associated salary ranges for new positions. Since the last Salaries and Benefits Resolution was adopted by the Commission in December 2014, staff has continued to monitor and evaluate its responsibilities and available resources of the Commission's finance and administration, planning and policy, and programming and project delivery teams. This was necessary in order to prepare the agency to meet the expanded responsibilities for managing and maintaining the I-580 Express Lanes and I-680 Southbound Express Lane, administering the voter-approved 2014 Measure BB transportation sale tax, and preparing and implementing the Alameda Countywide Transportation Plan and Capital Improvement Program.

Staff is proposing a number of revisions to the Commission's organizational structure to address an immediate and expected increase in responsibilities and imbalanced workload, given current staffing resources. The proposed revised organizational structure includes increases in staffing capacity from the currently approved 26 full-time equivalent (FTE) positions to 30 FTE positions, a net increase of four FTE positions or 15 percent, as shown in Attachment A, and an increase in the number of classifications from the currently approved 19 staff classifications to 30 staff classifications, as shown in Attachment B.

The proposed increase in staff classifications is meant to help attract, retain, and motivate qualified individuals by aligning their skills, knowledge, and effective performance to competitive public sector and private sector salaries. The revised structure will also enable the Commission to proactively address recruiting, retention and succession challenges that plague all organizations and offer a more effective and quality work program for the Commission.

The proposed revised organizational structure can be accomplished at an additional expense of about \$0.8 million in fiscal year 2015-16 (FY2015-16).

Background

In 2010, Alameda CTC implemented a restructuring of its organization to carry out the merger of the predecessor agencies, Alameda County Congestion Management Agency and Alameda County Transportation Improvement Authority. The merger eliminated redundancies, created efficiencies in administration, planning, programs and project delivery, and streamlined legislative, policy and programming efforts. Examples of these changes include the consolidation of three duplicate positions between the two former agencies, i.e., Executive Director, Director of Finance, and Clerk of the Board.

Subsequently, the Commission approved updates to the agency's structure in an ongoing effort to reorganize the administrative aspects of the agency, support a revised staffing plan resulting from unanticipated changes in the agency's workforce, and ensure timely and quality responsiveness to new and emerging Commission and Committee priorities. This memorandum seeks to amend the existing organizational structure to remain competitive and adapt to changes in the agency's responsibilities. The revised staff classifications and annual salary ranges include the following key features:

- Reclassification of the Project Controls Engineer classification to Senior Transportation Engineer;
- Separation of one classification into two classifications: Assistant Transportation Planner/Programming Analyst to 1) Assistant Transportation Planner and 2) Associate Program Analyst; and
- Addition of 11 new classifications: 1) Principal Program Analyst, 2) Senior Program Analyst, 3) Assistant Program Analyst, 4) Principal Administrative Analyst, 5) Senior Administrative Analyst, 6) Associate Administrative Analyst, 7) Assistance Administrative Analyst, 8) Senior Administrative Assistant, 9) Associate Transportation Planner, 10) Associate Transportation Engineer, and 11) Assistant Transportation Engineer, with associated salary ranges.

The Agency Administrative Code calls for the Executive Director to administer the agency personnel system which includes the determination of a staffing plan subject to conformance with the approved annual budget and the salary and benefits plan established by the Commission. The Commission also has delegated to the Executive Director the administrative authority to adjust salaries for agency employees within the approved annual salary ranges by classification. Factors taken into account include job performance, job expansion, added responsibilities and economic context. There are no automatic pay increases due to inflation, changes to the cost of living expenses, or pay grade step increases.

Fiscal Impact: The fiscal impact for approving the revised organizational structure and associated annual salary ranges for new positions is \$0.8 million. The final expense will be included in the Alameda CTC's consolidated FY2015-16 proposed mid-year budget update for Commission approval.

Staff Contact:

[Arthur Dao, Executive Director](#)

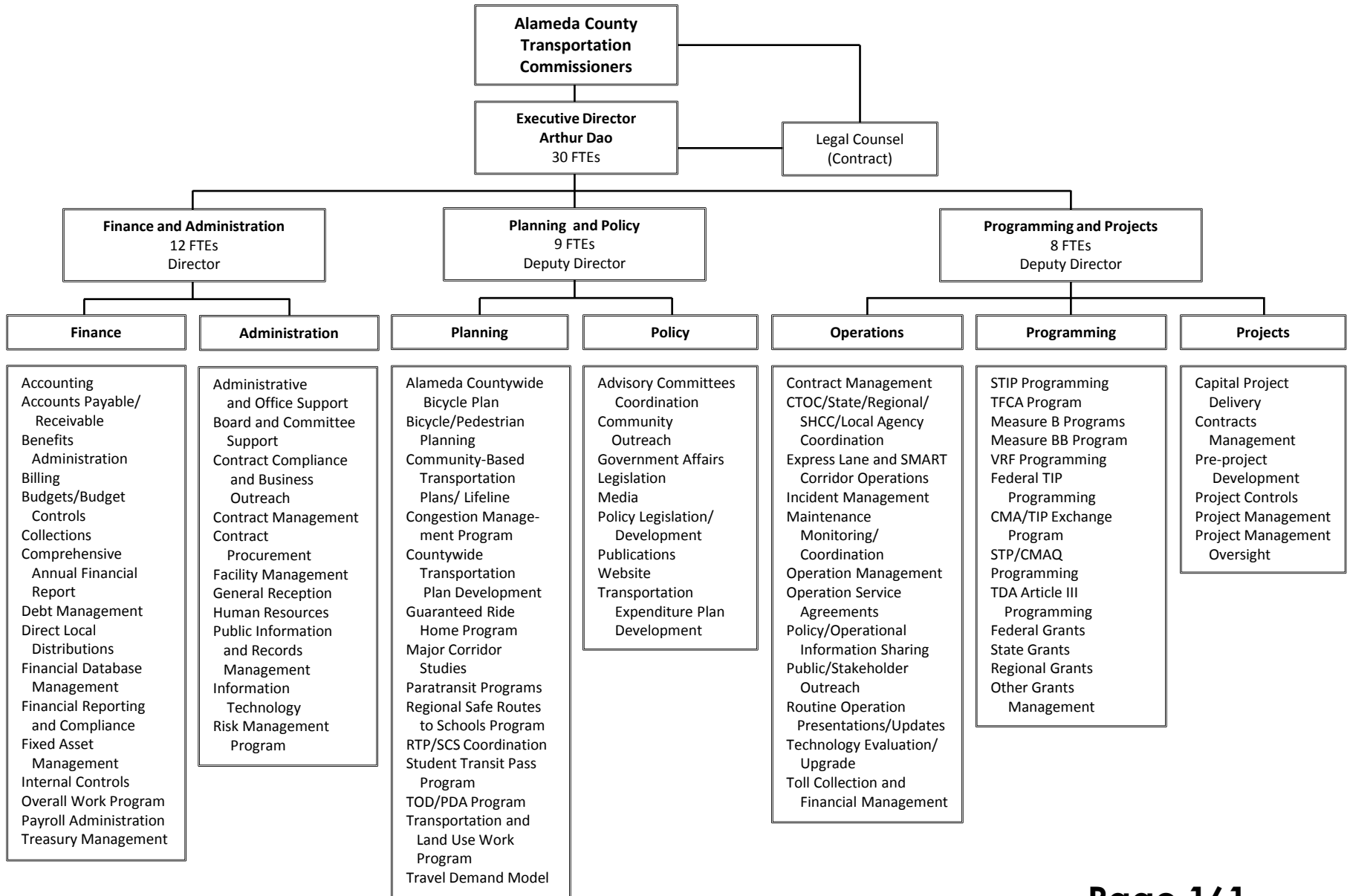
Attachments:

- A. Revised Functional Organization Structure
- B. Recommended FY2015-16 Staff Classifications and Annual Salary Ranges for Alameda CTC, Effective September 1, 2015

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**Alameda County Transportation Commission
Functional Organizational Chart
September 2015**

6.16A



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**Recommended FY2015-16 Staff Classifications
and Annual Salary Ranges for Alameda CTC
Effective September 1, 2015**

Position/Classification	Min	Med	Max
Executive Director	\$207,505	\$238,631	\$269,756
Deputy Director of Projects and Programming	\$153,876	\$176,957	\$200,039
Deputy Director of Planning and Policy	\$153,876	\$176,957	\$200,039
Director of Finance and Administration	\$153,876	\$176,957	\$200,039
Principal Transportation Engineer	\$120,207	\$138,238	\$156,270
Principal Transportation Planner	\$108,902	\$125,228	\$141,573
Senior Transportation Engineer	\$103,655	\$119,203	\$134,751
Senior Transportation Planner	\$93,906	\$107,992	\$122,077
Accounting Manager	\$93,906	\$107,992	\$122,077
Contracting, Administration and Fiscal Resource Manager	\$93,906	\$107,992	\$122,077
Associate Transportation Engineer ¹	\$89,380	\$102,787	\$116,194
Principal Program Analyst ¹	\$89,380	\$102,787	\$116,194
Principal Administrative Analyst ¹	\$85,073	\$97,834	\$110,595
Senior Program Analyst ¹	\$80,975	\$93,121	\$105,267
Senior Accountant	\$80,975	\$93,121	\$105,267
Associate Transportation Planner ¹	\$80,975	\$93,121	\$105,267
Assistant Transportation Engineer ¹	\$77,072	\$88,633	\$100,194
Senior Administrative Analyst ¹	\$77,072	\$88,633	\$100,194
Assistant Transportation Planner	\$73,360	\$84,363	\$95,367
Associate Program Analyst	\$73,360	\$84,363	\$95,367
Office Supervisor	\$73,360	\$84,363	\$95,367
Accountant	\$69,824	\$80,298	\$90,772
Clerk of the Board/Commission	\$69,824	\$80,298	\$90,772
Associate Administrative Analyst ¹	\$69,824	\$80,298	\$90,772
Assistant Program Analyst ¹	\$63,257	\$72,745	\$82,234
Assistant Administrative Analyst ¹	\$63,257	\$72,745	\$82,234
Accounting Technician	\$60,750	\$69,863	\$78,976
Executive Assistant	\$58,740	\$67,552	\$76,363
Senior Administrative Assistant ¹	\$53,216	\$61,199	\$69,181
Administrative Assistant	\$48,211	\$55,442	\$62,674
Note: ¹ Denotes a new staff classification.			

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Nancy Ortenblad, Alameda County Mayors' Conference

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

RECEIVED

AUG 12 2015

ALAMEDA CTC

Bicycle and Pedestrian Advisory Committee (BPAC)

Current Appointment: D1
(no action required)

Kristi Marleau



Term Began: December 2014
Term Ends: December 2016

Current Appointment: D2
(no action required)

Ben Schweng



Term Began: July 2015
Term Ends: July 2017

Reappoint:
(action required)

D3 Jeremy Johansen



Term Began: September 2013
Term Ends: September 2015

Reappoint:
(action required)

D4 Midori Tabata



Term Began: September 2013
Term Ends: September 2015

Current Appointment: D5
(no action required)

Sara Zimmerman



Term Began: April 2014
Term Ends: April 2016

(over)

Citizens Watchdog Committee (CWC)

RECEIVED
AUG 12 2015
ALAMEDA CTC

Current Appointment: D1 Steven Jones
(no action required)



Term Began: January 2015
Term Ends: January 2017

Reappoint:
(action required)

D2 Jo Ann Lew



Term Began: September 2013
Term Ends: September 2015

Current Appointment: D3 Harriette Saunders
(no action required)



Term Began: July 2014
Term Ends: July 2016

Current Appointment: D4 Robert A. Tucknott
(no action required)



Term Began: June 2014
Term Ends: June 2016

Current Appointment: D5 Cynthia Dorsey
(no action required)



Term Began: January 2014
Term Ends: January 2016

8 / 5 / 15
Date

Nancy Ortenblad, Alameda County Mayors' Conference

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

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

Application for the Alameda CTC
Bicycle and Pedestrian Advisory
Committee (BPAC)



Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets quarterly on the second Thursday of the month from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Dave Murtha
Home Address: _____
Mailing Address (if different): _____
Phone: (home) _____ (work) _____ (fax) _____
Email: _____

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on BPAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

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

Signature Dave Murtha Date 7/17/2015

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

Appointing Party: _____
Signature: Paul Valle
Date: 8/24/15

Supplemental information:

- I. Commission/Committee Experience: none.
- II. Statement of Qualifications: I am a multi-modal commuter that lives in Hayward and works in Oakland. I regularly commute by bicycle, walking and public transportation. This makes me very interested in being actively involved in working to evaluate the needs of bicyclists and pedestrians as they are affected by county transportation projects.
- III. Relevant Work or Volunteer Experience: I am a California licensed land surveyor employed by the City of Oakland Board of Port Commissioners (Port of Oakland) since March 2005. I have learned a lot about transportation projects and their impacts on bicyclists and pedestrians through my work in the Port of Oakland engineering division (I am not responsible for any bicycle and pedestrian projects or programs).
- IV. Specific Bicycle and/or Pedestrian Experience: I have been a member of Bike East Bay (and its predecessor East Bay Bicycle Coalition) for several years; I am an active member of the Oakland Yellow Jackets recreational cycling club; I subscribe to several social media feeds from cycling advocacy groups like the California Bicycle Coalition, the League of American Bicyclists.



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, April 9, 2015, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:35 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present.

2. Public Comment

Ken Bukowski told the committee that on April 4, 2015 he did a video recording of a workshop hosted by Supervisor Keith Carson on "Planning and Caring for Aging Loved Ones." The workshop topics included financial planning, housing options, self-care, etc. Ken let the committee know that the recording may be viewed at <http://regional-video.com/>.

3. Approval of January 8, 2015 Minutes

Preston Jordan moved to approve the January 8, 2015 minutes. Jeremy Johansen seconded the motion. The motion passed 10-0.

4. Complete Streets Project Review Training

Matt Bomberg informed the committee that to prepare for their new role, Alameda CTC arranged a training on complete streets design to help BPAC members review projects. He gave an overview of the items in the packet that are part of this agenda item.

Matt told the committee that ideally they will receive a project to review two weeks before the meeting and the Project Review Checklist will help members to organize their comments. He then introduced Matthew Ridgeway and Carrie Nelson from Fehr & Peers to perform the project review training.

Matthew Ridgeway and Carrie Nelson discussed with the committee Complete Streets design principles and planning to help educate them on what to look for and things to consider while reviewing projects. Matthew and Carrie mentioned that looking at a street and considering what is best for every user is difficult. They discussed a variety of situations and solutions on how to address different designs for pedestrians, bicyclists, and vehicles.

Questions/feedback from members:

- A member requested a definition on infrequent vehicles. Matthew if a truck is present on a street twice a day that's infrequent. It's up to the city engineers to determine what is frequent versus infrequent.
- What is the experience with the solutions discussed versus actual practice? Matthew and Carrie discussed projects in different jurisdictions that went well and others that did not go well because of poor design.

5. Guided Example: Complete Streets Project Review

Matthew Ridgeway and Carrie Nelson walked through with BPAC a sample project review exercise using a project in Sacramento, CA. The committee critiqued the project design.

Questions/feedback from members:

Some members of the committee were concerned about their ability to understand a project design, identify issues, and prioritize problems. Other members expressed that working with project design drawings gets easier with practice and that in their experience reviewing designs for local projects they have helped city staff to improve project designs. One committee member offered that a helpful way to understand a design drawing is to imagine oneself as a driver, a bicyclist, and a pedestrian at different points in the drawing and think through how one would navigate the roadway or intersection. Matt Bomberg noted that in the future BPAC members would be reviewing projects in locations they are familiar with and would have more time to prepare for meetings. Matt also offered that the graphics from the example project make it difficult to see what the project proposes to change as before and after are shown in the same figure.

To address these concerns, members requested additional training. A member also suggested that another approach is to establish subcommittees and pair members with more experience with members with less experience. Tess Lengyel suggested that before Alameda CTC offer additional training on design review, BPAC members should try an actual project review meeting. Tess also offered that BPAC members can meet informally prior to the meeting to help each other understand the project materials.

6. Transportation Development ACT Article 3 Projects

Matt Bomberg informed the committee that one role of the BPAC is to review and provide input on Transportation Development Act Article 3 projects in Alameda County, on request by local jurisdictions. He stated that the BPAC has been requested to review projects submitted by two local jurisdictions, the City of Hayward and the Alameda County Public Works Agency (ACPWA) for funding in fiscal year 2015-2016. The City of Hayward is proposing to spend its full TDA Article 3 allocation on an ADA Curb Ramp program install wheel chair ramps in downtown Hayward. The ACPWA is proposing to spend its funds on three different projects and Carol Levine with ACPWA will discuss those projects.

Matt said the City of Livermore is forming a BPAC and will update its local bicycle/pedestrian master plan through its expenditures of the TDA Article 3 funds, and as such does not need BPAC review and approval of its proposed TDA Article 3 expenditures.

He noted that all projects submitted for TDA Article 3 funding in this funding cycle are listed in the agenda packet.

Carol Levine stated that ACPWA will request their TDA Article 3 funds as follows:

- \$100,000 for the Bicycle and Pedestrian Improvements
- \$100,000 for Pedestrian Ramps
- \$100,000 for Bicycle and Pedestrian Program which focus on bike to work and bike to school day

Questions/feedback from members (and further responses from city staff obtained via email):

- A member mentioned his concerns over the design of curb ramps and requested curb ramp designs ensure that the retaining curb is outside of the sidewalk width. ACPWA staff responded that pedestrian ramps are designed to Manual on Uniform Traffic Control Devices standards.
- Members inquired if the City of Hayward is really implementing ADA ramps downtown Hayward and noted Hayward has used TDA 3 funds for this purpose several years in a row while other cities are using the funds to create Bicycle/Pedestrian Master Plans, support bicycle/pedestrian safety programs, and implement various other projects. Hayward staff noted that the City has funds programmed to support an update of the current Bicycle and Pedestrian Plan and hopes to kick off this work before fall if possible.
- What is the activity done for Bike to Work Day for the unincorporated areas? ACPWA staff explained that funds support stations located at Castro Valley BART station, Bay Fair BART station, Grant Elementary School and Stanley Blvd (Shadow Cliff entrance in East County).

7. City of Piedmont Bicycle and Pedestrian Master Plan Project Closeout Presentation

Kate Black and Janet Chang with the City of Piedmont along with Niko Letunic with Eisen | Letunic Transportation, Environmental and Urban Planning reported this is the final reporting period for the City of Piedmont and Pedestrian Master Plan Project. Nico stated that Eisen | Letunic was hired as a consultant to work with the City of Piedmont to create the Bicycle and Pedestrian Master Plan. He informed BPAC that the outreach process was very comprehensive and the community involvement was impressive considering the City of Piedmont is a small community. Kate discussed lesson learned from the outreach process. She said the City learned a better way of doing public outreach for public projects and developed a comprehensive approach using the workshops and surveys that Niko recommended that involved the community and resulted in working collaboratively. Janet said that planning staff has been working with the public works director and city engineer are working together to coordinate the implementation of the high priority projects and the city maintenance plan.

BPAC inquired about the first project the City will implement. Janet said the city is implementing signage project and coordinating with the City of Oakland on a Grand Avenue Road Diet project that would implement bike lanes. The City of Piedmont said that the project took 13 months to complete.

8. Commission Actions and Staff Reports

8.1. Alameda CTC Countywide Multimodal Plans and Comprehensive Investment Plan

Tess Lengyel gave an overview of the Alameda CTC Countywide multimodal plans. She highlighted each of the below plans:

- Countywide Goods Movement Plan that is being coordinated with the Regional Goods Movement Plan.
- Countywide Transit Plan that is being coordinated with AC Transit major corridor study.
- Countywide Arterial Plan that is being coordinated with local circulation elements.

Questions/feedback from Members:

- Will Alameda County provide funding for rail like Union Pacific Railroad? Tess said that several rail lines run through the heart of many local communities in Alameda County and the plans are looking at how rail lines affect communities.
- To what degree does the Goods Movement plan impact biking, walking and health? The goods movement plan includes last-mile and local delivery issues which often occur on local roads that are shared by bicyclists and pedestrians. The plan is also looking at air quality issues from port operations, trucks, and rail.
- Members requested that Alameda CTC use data from Caltrans Origination and Destination Study in planning studies. Matt noted that the member was referring to the Caltrans Statewide Household Travel Survey data, and that MTC is currently reviewing the data and developing a sample weighting scheme to correct for the fact that many surveys were conducted when children were not in school. Alameda CTC has requested the data several times but it has not been ready.

Tess gave an overview of the Comprehensive Investment Plan (CIP). She stated that the CIP is a programming document that will translate long range plans into short-term commitments of funding. Tess stated that the CIP will include a 5 year fiscally constrained programming budget, a two-year allocation plan, and that all funding sources under Alameda CTC's purview will be included in the CIP, including capital projects, as well as programs and plans. She noted that since the BPAC reviewed CIP scoring criteria in January 2015, the Commission took an action on initial CIP two-year allocation plan in March 2015.

8.2. State Active Transportation Program Cycle II

Matt Bomberg informed the committee that on March 26th, the California Transportation Commission approved the Cycle 2 Active Transportation Program Guidelines. The Cycle 2 Call for projects applications is due by June 1, 2015, and includes Fiscal Years 2016-17, 2017-18 and 2018-19 funding years totaling \$360 million.

8.3. Bay Area Bikeshare Expansion

Matt Bomberg shared that MTC approved the contract to expand the Bikeshare regionally and specific in Oakland, Berkeley, and Emeryville at their April 8, 2015 committee meeting and that the item will soon go to the full MTC Commission for approval.

Matt Bomberg informed the committee that Alameda CTC will be unveiling the I Bike and I Walk campaigns in preparation for bike month in May.

9. BPAC Member Report

Ben Schweng announced two events in Hayward that will take place on Saturday, May 16, 2015:

- Cyclepath – an event to raise community awareness of bicycle related transportation issues in Hayward Downtown area.
- Downtown Hayward Bicycle Street Fair – will include Bike Rodeo, vintage BMX show, and street jam

Midori Tabata informed the group that Walk Oakland – Bike Oakland with the support from Bike East Bay is hosting a women's group ride on Sunday April 19th at the Fruitvale BART Bike Station assist women/girls to get confident and stay safe on their bikes.

Preston Jordan reiterated his request for a future agenda item for Pavement Management Plans specifically recommending that Alameda CTC and then to MTC a requirement that the pavement management programs incorporate criteria for streets that are bicycle routes.

Preston Jordan said the City of Albany is developing its 2035 General Plan and about year ago he started suggesting they consider automated vehicle technology. Preston is concerned that many of the investments the county is making may be irrelevant in the next 10 to 20 years and he's requesting a future agenda item to discuss this.

Lucy Gigli invited BPAC members to two complete streets projects in the City of Alameda on April 14 and April 29 for Clement Street.

Matt Turner discussed the Castro Valley BPAC. He said many demographic shifts are happening in Castro Valley and many new people in the community are getting involved in the process of discussing the Bicycle and Pedestrian Master Plan.

9.1. BPAC Roster

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

10. Meeting Adjournment

The meeting adjourned at 8:50 p.m. The next meeting is scheduled for July 9, 2015 at the Alameda CTC offices.

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2015-2016**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '15
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Sep-13	Sep-15	0
2	Mr.	Turner, Vice Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	0
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	0
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	1
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
8	Mr.	Dave	Murtha	Hayward	Pending Commission Approval Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	0

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Citizens Watchdog Committee

Meeting Minutes

Monday, June 8, 2015, 6:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Welcome and Call to Order

CWC Chair James Paxson called the meeting to order at 6:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All CWC members were present, except the following: Cynthia Dorsey, Brian Lester, and Robert Tucknott. James welcomed new member Cheryl Brown.

2. Public Comment

There were no public comments.

3. CWC Meeting Minutes

3.1. Approval of March 9, 2015 CWC Meeting Minutes

The committee requested that staff listen to the recording from the March 2015 meeting to confirm the first bullet in the March 9, 2015 CWC Meeting Minutes under agenda item 4 regarding the fund balance. James Paxson requested staff update the minutes if necessary.

Herb Hastings moved to approve the minutes with the requested update if necessary. Steve Jones seconded the motion. The motion passed with four abstentions, Cheryl Brown, Miriam Hawley, Deborah Taylor, and Hale Zukas (Cynthia Dorsey, Brian Lester, and Robert Tucknott were absent).

4. Alameda CTC's Independent Auditor to Discuss FY2014-15 Audit

Ahmad Gharaibeh with Vavrinek, Trine, Day & Co., LLP (VTD) informed the committee that he is leading the Alameda CTC independent audit, and he described how VTD is performing the audit in two phases: 1) an interim phase, which allows VTD to understand Alameda CTC's internal controls and place an emphasis on procurement, payroll review, and cash receipts; 2) a final phase that allows VTD to ensure the financial statements are fairly stated, which is the overall objective of the audit.

VTD will confirm the balances with third parties and will do a set of audit procedures to ensure the financial statements are fairly stated. At the end of the audit, VTD will issue an opinion on the financial statements. Additional opinions are also included for compliance with laws and regulation and federal granting requirements. He noted that if Alameda CTC receives certain state grants, an opinion will be included. Ahmad stated that this year, VTD will provide financial statements, limitations worksheets for both Measure B and Measure BB and opinions.

Questions/feedback from members:

- A request was made for Ahmad to discuss his review of last year's audit of the Master Programs Funding Agreements (MPFAs) and if VTD will do further examinations regarding MPFAs. Ahmad stated that the CWC requested that the auditors perform tests to look at the cities and agencies that receive Measure B

funds to determine if they were compliant with the carry-over requirements. VTD said the majority of agencies were in compliance. Four agencies (City of Alameda, City of Dublin, City of Emeryville, and San Francisco Bay Area Water Emergency Transportation Authority) requested an extension from the Commission. Ahmad informed the committee that Alameda CTC and the Commission needed to approve additional items not in the audit scope of work.

- When will the final audit report be available? Patricia Reavey said that the audit will be complete in late August or early September. The Comprehensive Annual Financial Report (CAFR) will go to the Finance and Administration Committee (FAC) in November for review.
- Who completes the compliance reports? James Paxson said that staff takes in the information from individual agencies that receive the funds and compiles it.
- Does the Alameda CTC internal auditor review if the compliance reports are compliant to the MPFAs? Ahmad stated that the jurisdictions and agencies have their independent auditors and provide Alameda CTC with the audit results. Staff said that the compliance report is an internal tool created by staff to track the agencies' compliance with the MPFA's requirements. The CWC use the compliance report to review the recipients' expenditures. Staff said that each recipient is required to have an independent audit performed.

5. Discussion of CWC Audit Review

Audit Subcommittee Discussion

James Paxson informed the committee that normally the CWC creates an Audit Subcommittee to discuss and express its concerns to the auditor prior to the audit. He told the committee that normally the Audit Subcommittee would have a Pre- and Post-Audit Subcommittee meeting without staff being present.

Art Dao stated that the CWC process has evolved over time without input from staff. He informed the committee that the auditor meets with the Commission's Audit Committee to engage in required communications related to fraud. The CWC's function is to review expenditures after the fact. He stated that the CWC can let the auditor know its concerns; however, the committee cannot tell the auditor what to audit. Art also stated that the CWC as a whole should be involved, not a smaller committee, such as an Audit Subcommittee. He stated that the CWC is the right venue to express members' concerns to the auditor, and the auditor may choose to develop an audit plan that tests concerns the CWC expressed.

Neal Parish, with Wendel Rosen Black & Dean LLP, stated that from a legal point of view, to fulfill the intent of the Expenditure Plan, the CWC should meet as a whole with the auditor. The 2000 and 2014 Expenditure Plans clearly state that a balanced committee is needed to represent Alameda County in its entirety. Neal also said that it's not appropriate for CWC members to ask staff to leave the room when meeting with the auditor.

The committee discussed several options and ideas associated with meetings with the auditor and how to convey auditing concerns to the auditor.

The CWC requested staff provide the following documents to the committee:

- Audit Scope of Work
- Audit Subcommittee 2014 Meeting Minutes
- Fiscal Year 2013-14 CAFR

Staff noted that the auditor will come twice to the full committee: Once pre-audit where members can express concerns, and then post-audit to report audit outcomes. James Paxson requested the committee members bring their concerns to the July meeting. He also stated that the CWC will forgo the Audit Subcommittee and bring any auditing concerns to the July meeting.

Public comment: Ken Bukowski stated that today, June 8, 2015, the auditor had a closed meeting with the FAC, and he inquired if it was a public meeting. Staff informed the committee that the auditor met with the Commission's Audit Subcommittee in a closed meeting, and it was not a public meeting. Patricia Reavey said as part of the audit, the auditor is required to meet with the Commission's Audit Subcommittee.

Bylaws Discussion

A discussion of the change in bylaws approval process at Alameda CTC was presented including that Alameda CTC will be the approving body of all committee bylaws. Members express concern about the change and the desire to review the bylaws prior to Commission approval.

Questions/feedback from the members:

- A member suggested postponing taking the bylaws to the full Commission to allow the advisory committees an opportunity to review them.
- Overall, the committee wanted to know if the advisory committees will have the ability to review and make comments on the bylaws. Tess informed the committee that staff will take the bylaws to the committees in July.
- A member noted that the committees know more about what their role is than the Commission, and therefore, they should be able to advise the Commission, while the bylaws are being developed.

James Paxson requested staff provide a redline version of the bylaws to the committee for review, and the committee will have an opportunity to make comments.

Pat Piras moved to approve that the Commission allow CWC/IWC to review a redline version of the bylaws at the IWC July meeting prior to the Commission adopting them in late July. Deborah Taylor seconded the motion. The motion passed 11-0 with two abstentions, Steve Jones and Miriam Hawley.

6. Finalize Draft CWC Annual Report Content

James Paxson explained what the CWC has done historically to generate the CWC Annual Report. He informed the committee that once the updates are complete, staff will email the updated report to the CWC Annual Report Subcommittee for review. The final report will be presented to the full CWC at the July meeting for adoption.

Questions/feedback from members:

Note that the pages and comments referenced below on the preliminary content the CWC reviewed correspond to the pages from the actual report in the July IWC Agenda Packet.

- Include the CWC's findings in the beginning of the report.
- On page 1, modify the first sentence in column two under "Measure B Sales Tax Activities" to read "... to ensure appropriate use of sales tax funds."

- On page 1, modify the last sentence in column two under “Measure B Sales Tax Activities” to read “Alameda CTC received an unmodified or clean independent audit opinion for FY2013-14, and the CWC accepted the auditor’s opinion.”
- On page 2, modify the last two sentences in column one under “Financials At-a-Glance” to provide clarity as follows, “The net revenues allocated 60 percent to programs and 40 percent to projects in the Expenditure Plan are used over the life of the Measure B program to ultimately achieve the split indicated in the Expenditure Plan.”
- On page 3, modify the last sentence in column two under “Citizens Watchdog Committee Activities” to specify the agencies that did not meet the timely use of funds policy. Combine the “Annual Report to the Public” and the “Annual Report Outreach Objectives” bullets if possible. Ensure the responses to CWC and public requests for information are included. Include a callout box regarding the CWC to IWC name change. Ensure that the projects and programs that were presented to the CWC are shown. For example, the Dumbarton Corridor Area Transportation Improvements and the BART Oakland Airport Connector.

7. Projects and Programs Watch List

James Paxson requested staff include in the letters to the project sponsors a request for them to specify which agenda items are related to Measure B. He reminded members to fill out the watch list and to submit the list to staff as soon as possible. James requested staff include a sample letter to the jurisdictions in the July Agenda Packet.

8. Review of Agency Reporting Procedures and Related Analytics

James Paxson said that one thing the CWC talked about with staff is to meet with staff to review the compliance analytics. His preference is to work through the compliance reports/process and to inform the agency on how to make it easier for viewing. He requested that CWC members volunteer to serve on a Compliance Reporting Subcommittee to meet with staff to discuss some ideas he has regarding the reporting and to provide input on the process.

The following members volunteered to serve on the CWC Subcommittee:

- JoAnn Lew
- Murphy McCalley
- James Paxson
- Pat Piras

Staff reiterated that the compliance reporting spreadsheets are an internal tool created to track if the agencies are in compliance with the requirements of Measure B. If the CWC wants changes, staff will need to discuss them before additional time is dedicated to modifying a process that is already functional. [Note to Committee Members: This subject will be discussed at a meeting in March 2016 and will include a full overview of the program compliance process.]

9. Responses to CWC Requests for Information

Patricia Reavey informed the committee that Jo Ann Lew submitted the following questions related to the CWC Annual Report. Note that Patricia provided a verbal response to each question.

- Will the CWC Annual Report cover two years of CWC activities from July 1, 2013 through June 30, 2015, or through July 2015, which is the fiscal year 2015-2016?

- Measure B revenues totaled \$127.1 million and expenditures totaled \$172.7 million. Please explain why expenditures exceeded revenues for FY2013-14.
- The 60 percent and 40 percent funding for programs and projects respectively. However, the reference to \$66.8 million expended on direct local distribution and \$96 million expended on capital projects do not reflect the 60/40 funding plan. Please explain why the FY2013-2014 expenditures are not consistent with the Measure B Expenditure Plan.
- Under "Alameda CTC Programs," the report states \$71.8 million was expended in FY2013-2014, yet the percentages of the funds expended are not consistent with the Expenditure Plan. Please provide an explanation.

Pat Piras raised a question regarding the City of Oakland using Direct Local Distribution (DLD) funds to establish the Office of Transportation. If that is true, does the Expenditure Plan say anything to prohibit agencies from using the funds in that manner? Art Dao stated that Alameda CTC will not know how the City of Oakland utilized the DLD funds until after the compliance audit process. The Expenditure Plan does not prohibit the cities from using the DLD funds for transportation purposes or staffing. Art stated that in 2008 the City of Berkeley decided to use most of its DLD funds to keep projects moving. The CWC raised concerns, but after the analysis, this use was consistent with the voter's mandate.

Pat Piras requested an update on priority development areas (PDAs). She noted that she understands the basic role of the Watchdog Committee is to look at expenditures, not future allocations; however, it would be helpful if the committee can receive a "baseline" understanding of the status and viability of Alameda County's PDAs as Alameda CTC prepares to have Measure BB funds available for their improvements. Art Dao stated that this is pertaining to the PDA Investment and Growth Strategy under the One Bay Area Grant Program. He stated that the Surface Transportation Program and the Congestion Mitigation & Air Quality Improvement Program funds are used for PDAs and are not under the purview of the CWC.

James Paxson encouraged the committee to forward any questions to him or Patricia Reavey on any topic of interest.

10. CWC Member Reports/Issues Identification

10.1. CWC Issues Identification Process Form

James Paxson explained the process for this agenda item.

10.2. Issues Discussion

Jo Ann Lew requested responses to her interest on the grant process during the next annual project and program update in January.

Additional questions/feedback from members:

- CWC members said it would be helpful to know how the discretionary funds are awarded, before the CWC reviews the Measure BB expenditures.
- Members stated that they need more detail on the front end of the project cycle and on who decides how grants are awarded. Having this knowledge beforehand will allow members to review the expenditures thoroughly. Staff reiterated that the CWC's role is to review the expenditures. Alameda CTC can share policies with the committee; however, it's important not to use staff's time outside of the scope of the CWCs role.

- It was noted that Page 35 in the 2014 Transportation Expenditure Plan states that the IWC has the responsibility of overseeing and reviewing the sales tax funds. "Overseeing" is not in 2000 Transportation Expenditure Plan.

11. Staff Reports/Board Actions (Verbal)

11.1. Draft Compliance Summary and Audit Report Review

John Nguyen gave an update on this agenda item. He mentioned that the CWC received an update on the Direct Local Distribution Program in March, and the jurisdictions reported back to the CWC's and staff's comments. He stated the program compliance report summarizes the jurisdictions expenditures for FY2013-14.

CWC members discussed San Joaquin Regional Rail Commission's (SJRRRC) request for an extension for FY2013-14. John stated the SJRRRC is limited by an existing Cooperative Service Agreement to expend only a certain amount of Measure B funds each year on the Altamont Corridor Service. As a result, SJRRRC maintains a fund balance that exceeds the annual reserve limits until corridor operations are increased per SJRRRC's service plans. John stated SJRRRC's request to exceed the reserve limit is brought to the Commission for final approval.

11.2. Mid-Year FY2014-15 Budget Update

James Paxson requested the members review this agenda item and email questions/comments to staff.

11.3. Final FY2014-15 Sales Tax Budget Update

James Paxson requested the members review this agenda item and email questions/comments to staff.

11.4. Alameda CTC FY2014-15 Third Quarter Investment Report

James Paxson requested the members review this agenda item and email questions/comments to staff.

11.5. CWC Calendar FY14-15

The calendar is in the agenda packet for review purposes.

11.6. CWC Roster

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

11.7. Alameda CTC Commission Action Items

The Commission action items are listed in the agenda packet.

12. Adjournment

The meeting adjourned at 9:10 p.m. The next meeting is scheduled for July 13, 2015 at the Alameda CTC offices.

**Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016**

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

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016

16		Vacancy			Bike East Bay				
17		Vacancy			East Bay Economic Development Alliance				



Paratransit Advisory and Planning Committee Meeting Minutes

Monday, June 22, 2015, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

P Sylvia Stadmire,
Chair

P Will Scott,
Vice-Chair

A Larry Bunn

P Shawn Costello

P Herb Hastings

P Joyce
Jacobson

P Sandra
Johnson-Simon

P Jonah Markowitz

A Rev. Carolyn Orr

P Thomas Perez

A Sharon Powers

P Vanessa Proee

A Carmen Rivera-
Hendrickson

P Michelle Rousey

P Harriette

Saunders

P Esther Waltz

P Hale Zukas

Staff:

P Jacki Taylor, Program Analyst

P Naomi Armenta, Paratransit Coordinator

P Krystle Pasco, Paratransit Coordination Team

P Terra Curtis, Paratransit Coordination Team

P Christina Ramos, Project Controls Team

Guests:

Ken Bukowski, Public Member; Catherine Callahan, CIL; Finn Chen, UC Berkeley; Lou Hexter, MIG; Quiana Jackson, ATU Local 192; Yana Price, CIL; Rebeca Servin, CIL; Alli Yu, UC Berkeley

MEETING MINUTES

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:10 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

There were no public comments.

3. PAPCO Committee Effectiveness Training

Lou Hexter, a project manager with MIG, facilitated committee effectiveness training for PAPCO members. He reviewed the committee framework and discussed topics including managing group process, group goals, stages of group process, facilitative behaviors, effective communication, body language, and time management.

PAPCO members had the opportunity to provide feedback on dynamics that are working well in the Committee:

- Keeping to the agenda – Chair, Vice Chair, Staff
- Work well together
- Consistency...persistence
- Skills of leadership – fair
- Staff preparation and support
- Info everyone brings
- Materials in advance
- Mutual respect
- Safe place to share
- Learn from each other
- Accomplishment
- We are changing people's lives for the better
- Committed, passionate
- High functioning
- Involvement in community and transportation.

PAPCO members also had the opportunity to provide feedback on some of the issues in the Committee:

- Sometimes don't feel "heard" or understood
- Personal agendas or soapboxes, not moving forward
- Ineffective, inconsistent reports from grant recipients
- Meeting attendance
- Orientation for new members - that's good!
- Vacancies from cities
- Attention span
- Private conversations

4. Administration

4.1. May 18, 2015 PAPCO Meeting Minutes

Michelle Rousey moved to approve the May 18, 2015 PAPCO Meeting minutes as written. Sandra Johnson-Simon seconded the motion. The motion passed (12-0-1; Member Shawn Costello abstained). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Tom Perez, Vanessa Proee, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire, Esther Waltz, and Hale Zukas were present.

4.2. FY 15-16 PAPCO Elections

Naomi Armenta reviewed the PAPCO officer roles and responsibilities and referenced the memo in the agenda packet.

Naomi then referenced the Brown Act with regards to public advisory committees and their leadership elections process. Naomi then commenced the nomination process.

PAPCO members nominated the following members:

- Sylvia Stadmire as Chair
- Will Scott as Vice Chair
- Shawn Costello and Herb Hastings as the Independent Watchdog Committee (IWC) representative
- Jonah Markowitz and Esther Waltz as the Service Review Advisory Committee (SRAC) representative

The committee elected the following officers and committee representatives:

- *Sylvia Stadmire, PAPCO Chair*
- *Will Scott, PAPCO Vice Chair*
- *Herb Hastings, IWC Representative*
- *Esther Waltz, SRAC Representative*

4.3. FY 15-16 PAPCO Meeting Day, Time, and Location Approval

Naomi Armenta reviewed the meeting calendar and location for the Committee's meetings for FY15-16.

Herb Hastings moved to approve the FY15-16 PAPCO meeting day, time and location as outlined in the memo. Esther Waltz seconded the motion. The motion passed (13-0-0). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Tom Perez, Vanessa Proee, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire, Esther Waltz, and Hale Zukas were present.

4.4. FY 15-16 PAPCO Work Plan

Naomi Armenta reviewed the FY 15-16 PAPCO Work Plan. PAPCO members had an opportunity to discuss and finalize the Work Plan.

Questions and feedback from PAPCO members:

- What does the Eden I&R 2-1-1 resource entail? This year CIL will be working with AC Transit on training their staff and publicizing the Eden I&R 2-1-1 project. They may have materials for us to distribute to our networks and communities.

Harriette Saunders moved to approve the FY 15-16 PAPCO Work Plan as written. Esther Waltz seconded the motion. The motion passed (12-0-0). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Tom Perez, Vanessa Proee, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire, Esther Waltz, and Hale Zukas were present.

5. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Esther Waltz attended the Senior Day at the Alameda County Fair on June 18th.

Harriette Saunders attended the Albany Senior Center's Senior Resource Expo on June 11th.

Joyce Jacobson talked about the 2-1-1 project at the City of Emeryville's Commission on Aging. She is working on promoting the service more within her community.

Sylvia Stadmire attended the Albany Senior Center's Senior Resource Expo on June 11th and she also attended the Senior Day at the Alameda County Fair on June 18th. She was also an invited guest to a California Senior Legislature event in San Francisco. Lastly, she noted that Supervisor Wilma Chan is holding an event where she will be giving funding to the Alameda County Meals on Wheels program. The invitation is open to PAPCO members who are interested in attending.

Herb Hastings and Shawn Costello plan to attend the next Senior Day at the Alameda County Fair.

Tom Perez noted that the surgeries that he underwent to stop his vision loss went smoothly and he is appreciative of the committee's patience and understanding. He is excited to be back.

Vanessa Proee noted that CRIL is currently working on improving the crosswalks and signals in the Hayward, Dublin and Fremont areas.

Shawn Costello noted that he was hit by another car. Naomi encouraged PAPCO members to share information with staff regarding pedestrian concerns as this information can be forwarded to Alameda CTC's BPAC and other local BPACs if necessary.

6. Committee Reports (Verbal)

6.1. East Bay Paratransit Service Review Advisory Committee (SRAC)

Harriette Saunders noted that at the last SRAC meeting on May 5th they received ethics training. They also received an update on the Interactive Voice Response (IVR) system and the current issues they are working through. The next meeting is on July 7th. Naomi also noted that the East Bay Paratransit open house is on July 29th.

6.2. Citizens Watchdog Committee (CWC)

Herb Hastings noted that the last meeting on June 8th, members discussed the annual report and its distribution. They also had a discussion regarding the auditors' roles in the financial review process and their accessibility to the committee members. The next meeting is on July 13th.

7. ADA Mandated Program and Policy Reports

PAPCO members were asked to review the information provided in their meeting agenda packets.

8. Information Items

8.1. Mobility Management – AARP Weaving It Together: A Tapestry of Transportation Funding for Older Adults

Naomi Armenta reviewed the mobility management attachment in the meeting agenda packet. She noted that the attached report discusses the different types of funding for services for older adults. She also emphasized the importance of local and federal legislation that supports providing funding for services for people with disabilities and older adults.

8.2. Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 6/5/15 – Four Seasons of Health Expo, Fremont Senior Center from 10:00 a.m. to 2:00 p.m.
- 6/11/15 – Senior Resource Expo, Albany Senior Center from 10:00 a.m. to 1:00 p.m.
- 6/18/15 – Senior Day at the Alameda County Fair, Alameda County Fairgrounds from 12:00 p.m. to 5:00 p.m.

8.3. Other Staff Updates

Jacki Taylor gave an update regarding the PAPCO Bylaws and noted that staff will be providing an update at the July PAPCO meeting. She noted that since the workshop will also be held next month, there will just be a short PAPCO meeting beforehand.

Naomi Armenta reviewed the PAPCO meeting, subcommittee meeting and outreach per diem process. She reminded committee members that the per diems are intended for reimbursement purposes and checks may take up to 30 days to process.

9. Draft Agenda Items for September 28, 2015 PAPCO Meeting

9.1. Gap Grant Cycle 5 Progress Reports

9.2. PAPCO Bylaws Update

10. Adjournment

The meeting adjourned at 3:30 p.m. The next PAPCO meeting and paratransit strategic planning workshop is scheduled for July 27, 2015 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2015-2016**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	0
2	Mr.	Scott, Vice Chair	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	May-14	May-16	0
3	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	0
4	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	May-14	May-16	0
5	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16	0
6	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-14	Jan-16	1
7	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Vice Mayor Peter Maass	Dec-04	Oct-12	Oct-14	0
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	Jan-16	1
10	Ms.	Powers	Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	1
11	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	0
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	0

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
13	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
14	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	Oct-14	0
15	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	May-16	0
16	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
17		Vacancy			Alameda County Supervisor Richard Valle, D-2				
18		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
19		Vacancy			City of Livermore Mayor John Marchand				
20		Vacancy			City of Newark Councilmember Luis Freitas				
21		Vacancy			City of Piedmont Mayor Margaret Fujioka				
22		Vacancy			City of San Leandro Mayor Pauline Cutter				
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci				



Memorandum

8.1

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

DATE: September 17, 2015

SUBJECT: Legislative Update

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

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2015 and is included in summary format in Attachment A. The 2015 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was 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.

Background

State Update

The following updates provide information on activities and issues at the state level and include information from Alameda CTC's state lobbyist, Platinum Advisors.

Transportation Special Session: As part of the agreement reached on spending priorities in the 2015-16 budget, the Governor formed a special session focusing on funding the state's transportation needs.

On August 19, the Senate Special Session Committee on Transportation & Infrastructure Development held its first hearing on special session bills. The agenda

included several measures introduced by Republican members, but the highlight of the agenda was Senator Beall's SBX 1, which was approved 9-2. SBX 1 proposes a broad range of taxes, fees, and loan repayments that would generate \$4.3 billion in new revenue annually. SBX 3 (Vidak, R), which proposed to redirect high speed rail bond funds, and SBX 9 (Moorlach, R), which would require Caltrans to contract out 50% of its work both failed passage. However, Senator Vidak's SBX 13, which would establish the Office of Transportation Inspector General, was approved. In addition, SBX 12 (Runner, R), which would make the CTC an independent agency and transfer responsibility for the SHOPP to the CTC, was also approved.

On September 1, the Senate Special Session Committee on Transportation & Infrastructure Development held its second hearing on bills, including two proposals to increase funding for transit operators. SBX1-8 (Hill) would double the amount of cap & trade funding currently allocated to transit operations and transit capital projects. The other proposal, SBX1-7 (Allen) would increase the sales tax on diesel fuel sales. The sales tax on diesel fuel is dedicated to the State Transit Assistance program. Both of these bills were approved. Alameda CTC took support positions on both SBX1 8 and SBX 1 7. Attachment B includes a letter from Alameda CTC on priorities regarding the special session discussions on infrastructure. Attachments C and D list bills that have been introduced in the regular and extraordinary sessions and include Alameda CTC's positions on specific bills.

August Meetings on Infrastructure: While progress on reaching a deal on funding transportation does not have a clear outcome, the last part of August was filled with activities to focus attention on the need to reach a funding agreement. Governor Brown and Assembly Speaker Toni Atkins, along with a host of supporters from local governments, labor, and business held a press conference at the Port of Oakland to rally efforts on a deal on August 20th.

The need for funding has been well defined and the potential solutions range from the taxes and fees proposed in SBX 1 to proposals to redirecting high speed rail funds, cap & trade auction revenue and savings created by trimming Caltrans personnel costs.

In addition, Assemblyman Jim Frazier chaired what a roundtable discussion on transportation funding in Walnut Creek on August 20th. While not a specific committee meeting, it was well attended with participating members including Assembly members Susan Bonilla, David Chiu, Jimmy Gomez, Catharine Baker, Katcho Achadjian, and Adrin Nazarian. Speaker Atkins held similar meetings in Los Angeles and Fresno.

The discussion centered on an overview by Caltrans Director Malcolm Dougherty followed by panel presentations from local governments and a panel representing business and labor. The local government panel consisted of Contra Costa Supervisor Candace Anderson, Clayton City Councilmember Julie Pierce, and MTC

Executive Director Steve Heminger. The labor and business panel consisted of CTC Commissioner Bob Alvarado, representing Northern California Carpenters, CTC Commissioner Jim Ghielmetti, representing Signature Homes, Leo Scott (a small business owner), and Jim Wunderman with the Bay Area Council.

While transit has been largely ignored so far in the special session discussions, the Walnut Creek forum was the first opportunity for members to express their interest in providing support for public transit. Assemblywoman Baker underscored the importance of the Bay Area's rail systems (BART, ACE, and CalTrain) in response to Director Dougherty comments about the important role transit plays. In addition, Assemblymember Chiu stressed the need to balance the needs of transit with roadways, and to provide some small portion of funding for transit. The Caltrans Director agreed with the need to invest in transit, but stated that "this" conversation is about addressing infrastructure needs; however, Governor Brown indicated that negotiations will determine whether an investment is made in transit.

The Assembly Select Committee on Bay Area Transportation held a hearing at MTC on August 21st. The hearing was well attended with Assembly members Jim Frazier, Rob Bonta, Bill Dodd, Catherine Baker, Bill Quirk, David Chiu, Even Low, and Kevin Mullin present for all or most of the hearing. While there was some overlap, this hearing was not intended to provide any insight or input into the special session. The purpose of this hearing was to provide an overview of accomplishments and the challenges the region's highway and transit systems face. This hearing was unofficially the first step in potentially developing the next Regional Measure 3.

The hearing centered around presentations made by Steven Heminger, Executive Director of MTC, Egon Terplan with SPUR, Michael Cunningham with the Bay Area Council, and Josh Huber with the East Bay Leadership Council. While Mr. Heminger highlighted the significant amount of local taxes dedicated to transportation and transit, he also pointed out the significant shortfall facing roadway maintenance and transit capital needs.

Governor's Transportation Proposal: After myriad discussions and hearings on the needs for additional transportation funding, a proposal from Governor Brown was released on September 3rd. The Governor's one page proposal (Attachment E) reflects many of the identified needs at both the state and local levels, including the need for highway repairs, goods movement, local roads, complete streets, transit, and a state and local partnership program. The proposal includes \$3.6 billion in annual funding shared between the state and local uses, and incorporates many reforms and accountability measures. The proposal identifies on-going funding from cap and trade, Caltrans efficiencies, gas and diesel excise taxes and a highway user fee. There is also a one-time general fund contribution of \$879 million for accelerated loan repayment to pay for transit and intercity rail, trade corridors, local traffic congestion relief and state highway repairs. Overall, the one-page document

appears to address many of Alameda CTC needs. It is anticipated that additional details on the proposal will become available in the coming month and staff will report them to the Commission. Once more information is available, staff will present a recommendation to the Commission on this proposal.

Federal Update

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

MAP-21 Reauthorization Update: Congress will return from summer recess after Labor Day and renew efforts to address the nation's transportation infrastructure funding needs. Much of July was focused on surface transportation deliberations since the temporary extension of transportation bill was set to expire on July 31.

Current Three-Month Patch: On July 29-30, respectively, the House and Senate voted to extend current levels of transportation spending under MAP-21 for three months to October 29. This action averted a transportation funds shutdown by two days. This "patch" is paid for with a transfer of \$8.068 billion from the General Fund to the Highway Trust Fund (HTF) and is off-set through a number of provisions.

MAP-21 Extensions: The last multi-year surface transportation reauthorization passed by Congress was MAP-21 in 2012, providing \$105 billion in FY13 and FY14. MAP-21 has been extended several times, most recently via the patch described above. Last year, On April 29, 2014, the Obama Administration released its own transportation proposal, called the GROW AMERICA Act, and updated it this year. It provides \$478 billion over six years. Before signing off on the patch on July 30, the Senate approved its own six-year transportation reauthorization, the DRIVE Act (H.R. 22, as amended), making clear it was ready to work with the House and White House on a long-term bill.

The DRIVE Act: Though the House has had extensive hearings, it has not yet developed its own legislative vehicle, so the Senate's DRIVE Act may serve as the basis of what might eventually become law. This six year bill (with three years of funding) was authored by Senate Environment and Public Works Committee Chairman James Inhofe and Ranking Member Barbara Boxer. House Transportation and Infrastructure Committee Chairman Bill Shuster and Ways and Means Chairman Paul Ryan have said that they are committed to working towards passage of a six-year bill..

DRIVE, ("Developing a Reliable and Innovative Vision for the Economy Act," is a collaborative effort of all the Senate Committees with transportation jurisdiction. It includes about \$46 billion in "pay-fors" from a variety of sources to address the gap in Highway Trust Fund spending. The bill maintains the core Federal-aid highway programs such as the Surface Transportation Program (STP), the National Highway Performance Program, and the Congestion Mitigation and Air Quality Improvement Program

(CMAQ), while increasing the amounts each state will receive each fiscal year. The share of STP funds to be suballocated to MPOs would be increased from 50% to 55%, but because additional money is set aside from STP to maintain and improve off-system bridges, the total amount of STP funds for MPOs would decline by about 7 percent from current levels. A bipartisan amendment from two former mayors, Senators Roger Wicker and Cory Booker, would have raised the STP suballocation to MPOs from 55% to 67%. This issue will likely be revisited during fall House-Senate deliberations.

Several programs are established and/or modified under the DRIVE Act, including:

- Assistance for Major Projects program to provide grants for projects that will have a significant impact on a region or the Nation. It would require FHWA to submit a list of eligible projects between \$700 million and \$1.4 billion to the House and Senate authorizing committees each year. Those committees would then approve about \$350 million of those projects.
- National freight program, funded from almost \$1 to \$2.5 billion throughout the authorization.
- TIFIA loan and credit program would be reduced from its current level of \$1 billion, down to just \$300 million, though TOD would become an eligible expenditure. That will likely be reconsidered if stable six year funding is included in the final package.
- Environmental streamlining provisions to make the NEPA process more efficient.
- Transportation Alternatives Program (TAP) would be slightly increased to \$850 million, and have 100% of its funding allocated to MPOs, as opposed to just 50% currently.
- TIGER program, which has always been funded by appropriations and has not been previously authorized, is not addressed in DRIVE but many TIGER projects would be eligible for the Assistance to Major Projects program discussed above.
- Intercity passenger rail policy is included in the surface transportation bill for the first time as part of a transportation reauthorization, which would help secure more reliable funding for Amtrak.
- Mass Transit Funding: Funding for public transit overall would increase by nearly \$2 billion over MAP-21 levels, with \$9.2 billion available from the Mass Transit Account in FY16, with increases to \$10.6 billion by FY21.
 - Bus and Bus Facilities discretionary grant program would be restored with \$180 million in FY16, with a \$55 million set-aside for "no or low-emission grants."
 - Bus and Bus Facilities formula program, would receive \$430.8 million in FY16, with increases to \$625.5 million in FY21. Urbanized Area Formula grants would increase by \$862 million under the *DRIVE Act*
 - Capital Investment Grants, would increase by 7.5%, or \$162 million, in FY16. FY16 funding for Capital Investment Grants, which include New Starts and Small Starts, would be \$2.3 billion in FY16, with increases to \$2.6 billion by FY21.

Federal Legislative Visit: On July 27-29, Alameda CTC went to Washington D.C. for a legislative advocacy effort. During the time there, key discussions at the nation's capital were focused on a short-term extension of MAP 21, which was set to expire at the end of July. Alameda CTC visited the following congressional members and agencies during the visit:

Congressional Member Meetings:

- Senator Barbara Boxer
- Congressman Eric Swalwell
- Congresswoman Janice Hahn (sponsor of goods movement legislation)
- Congressman Mike Honda
- Congresswoman Barbara Lee

Agency/Committee/Organization Meetings

- Department of Transportation, Office of Transportation Policy
- Federal Transportation Administration
- House Committee on Transportation and Infrastructure; met with professional staff working for both the majority and minority parties
- National Association of Counties
- National Association of Regional Councils

Key messages during the legislative visits focused on the following:

- **Increase Transportation Funding Resources:** New, reliable and increased funding streams are essential for America's mobility and economic strength.
- Create reliable, long-term funding streams. The gas tax has not been increased since 1993 and has lost almost 37 percent of its buying power since then.
- Alameda CTC supports increasing gas tax or testing new methods for generating transportation dollars, such as Vehicle Miles Traveled, expanded user fees, or sales taxes on top of excise taxes.
- Reward Self-Help States like California that invest \$3-4 billion per year in transportation from local sales tax measures that fund transportation – we have 2/3 voter hurdle to cross.
 - At the regional level, we anticipate funding 80% of our share from local sales tax and and other local sources.
 - In 2006, voters passed infrastructure bonds, including almost \$20 billion for transportation. Part of this included a State and Local

Partnership Program¹ which rewards those counties that have sales tax measures with dollar to dollar matching funds, based upon revenues generated. \$1 billion in state matching funds generated almost \$11 billion in projects.

- In November 2014, voters approved \$8 billion in new investments in our county – doubling local funding, which passed with over 70%. Rewarding states that bring local revenues can grow the overall funding pie, especially if there are federal incentives to do so.
- **Support Goods Movement with Dedicated Funding: Alameda County provides a gateway to the world and the entry point for goods that cross the country all the way to Chicago and New Orleans.**
 - The Port of Oakland is the 5th busiest port in the nation and supports more than 73,000 jobs in the region and impacts over 800,000 jobs nationwide. Federal gateways such as the Port offer tremendous economic opportunities
 - Efficient goods movement is becoming increasingly important as the population grows and global trade increases. Goods movement industries create good paying jobs, expand the tax base and support the nation's economy. Goods movement and passenger rail often share same corridors and both are important to our growing economy.
 - Through our local sales tax measure and state funds, we have invested in more than \$1 Billion in highways and rail lines: half a billion in I-880 corridor, I-580, I-680, I-238 – all US interstates in the Bay Area are in Alameda County, except I-280.
 - In 2014, voters approved direct funding for Goods Movement – almost \$2.6 billion.
 - Support dedicated funding in the next transportation bill to address both freight (truck, rail, intermodal) and passenger rail needs that link with other multi-modal systems to drive the economy.
- **Support Metro-Mobility – Major Transit Investments:** Invest in transportation to link transportation, housing and jobs to reduce greenhouse gas emissions (GHG).
 - Metro-Mobility: As we move forward with more dense development in our communities to accommodate growth and reduce fuel consumption and emissions, multi-modal systems play an integral part in doing so, and planning for goods delivery in these communities is paramount
 - Provide high quality and connected systems that offer choices: Transit, roads, highways, freight - Rapids, OAC, BRT, BART, ACE

¹ SLPP program guidelines: http://www.catc.ca.gov/programs/SLPP/SLPP_2010_2011_Final_Guidelines.pdf

- Support major transit investments that move people, reduce emissions and spur the economy. Almost 100 million boarding on transit are made in Alameda County each year, providing access to jobs and education. Just under 50% of the entire BART system stations are in Alamedas County (22 of 46). Businesses seek locations near transit to provide options to employees to get to work.
 - Address senior issues: In Alameda County, by 2030, we will see a 170% increase in senior population - some examples of travel training, mobility coordination, senior shuttles.
- In the Bay Area, federal funds are linked to sustainable communities to expand choices, while supporting reductions in the use of single auto trips. We support continued flexibility with STP/CMAQ funds to support these investments.
 - Support emerging technologies in the transportation industry to reduce GHG emissions such as alternative fueling, new technologies, and research.

Federal Legislation: Each month, staff brings legislative updates and positions on bills that are relevant to Alameda CTC's adopted legislative program. The following federal bills are related to Alameda CTC's adopted program and staff recommends support positions on both of these bills.

[HR 935: National Freight Network Trust Fund Act of 2015](#): H.R. 935 would provide a guaranteed, dedicated funding stream for vital improvements to the road and rail network used to move goods to and from the nation's ports and across the country to businesses and consumers. The legislation is bipartisan and would provide approximately \$2 billion annually in funding for infrastructure projects along the National Freight Network with no new taxes or fees.

The bill creates a National Freight Network Trust Fund and deposits 5% of all import duties collected by Customs and Border Protection (CBP) at U.S. ports of entry into the Fund to be spent only on freight transportation infrastructure.

HR 935 establishes a grant program in the Department of Transportation, under which the Secretary of Transportation shall make grants to states, regional or local transportation organizations, or port authorities to assist projects that improve the performance of the national freight network. Directs the Secretary to evaluate and select projects on a competitive basis by considering their potential to:

- generate national economic benefits,
- improve the performance of key corridors and gateways,
- reduce congestion,
- improve transportation safety, and
- enhance the network.

HR 935 requires the Secretary to update the national freight network every five years. Alameda CTC's 2015 legislative platform, "supports a designated funding stream for goods movement." Staff recommends a **SUPPORT** position on this bill, which will be taken up during discussions this fall on the larger surface transportation bill that is set to expire at the end of October.

[HR 198: MOVE Freight Act of 2015](#): HR 198 would create a national plan for moving goods efficiently by road, rail, water, and air. The MOVE Freight Act would also expand the definition of the national freight network to include rail, navigable waterways, inland ports, seaports, freight intermodal connectors, airports, and aerotropolis transportation systems, helping to establish a truly modern freight policy and ensuring U.S. global competitiveness. Current law defines the Primary National Freight Network as highways, and does not include the multi-modal system proposed in this bill.

HR 198 directs the Secretary of Transportation (DOT) to establish a national freight network for efficient movement of freight on highways (as currently), railways, and navigable waterways, as well as into and out of inland ports, seaports, and airports.

Alameda CTC's 2015 legislative platform supports multi-modal transportation systems and "goods movement policies that enhance Bay Area goods movement planning, funding, delivery and advocacy." The Bay Area goods movement network is very multimodal, including global gateways, such as the Port of Oakland and Oakland International Airport; Inter and Intra-regional systems, including interstates and rail lines; and our local goods movement delivery system of arterials and local roads. Staff recommends a **SUPPORT** position on this bill, which will also be taken up during discussions this fall on the larger surface transportation bill that is set to expire at the end of October.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. Letter to Chairs of Extraordinary Session on Infrastructure Legislative Members from Senate and Assembly
- C. Alameda CTC Legislative Positions and Bill Status
- D. Transportation Infrastructure Extraordinary Session Bills, Positions and Status
- E. Governor Brown one-page transportation proposal

Staff Contact

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

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2015 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted in the 2012 Countywide Transportation Plan:

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

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

(adopted December 2014)

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.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people 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/vanpooling and parking.

Issue	Priority	Strategy Concepts
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 goods movement efforts that enhance the economy, local communities, and the environment, and reduce impacts. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage 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 influence transportation planning, policy, and funding at the county, regional, state, and federal levels. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



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Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

August 17, 2015

Senator Jim Beall,
State Capitol, Room 5066
Sacramento, CA 95814

Assemblyman Jim Frazier
State Capitol, Room 3091
Sacramento, CA 95814

RE: Transportation Special Funding Priorities

Dear Senator Beall and Assemblyman Frazier:

As Chairman of the Alameda County Transportation Commission (Alameda CTC), I am writing to express Alameda CTC's support for your efforts to enact legislation that will provide a significant and overdue investment in California's transportation system.

The Alameda CTC is keenly aware of severe funding needs to preserve our existing state, local and mass transportation system. While several measures have been introduced to date in the special session that reflects Alameda CTC's priorities, we urge you to include the following items as the basis for a comprehensive funding package.

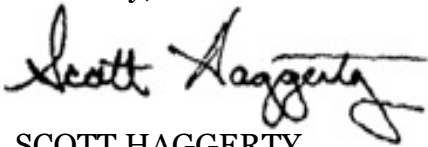
- **It is vital that any package make a significant investment in maintaining the transportation system.** The needs are great, and it is critical that a long term, stable funding source be implemented to prevent further erosion of the existing transportation system. These revenues should be shared equally between state and local priorities.
- **Continued economic vitality rests with providing an efficient goods movement system.** The investment plan should include investing in improving goods movement to the state's ports as well as along key goods movement corridors. These investments will not only improve economic development opportunities, but also provide air quality and congestion relief in disadvantaged communities.
- **A new investment plan should leverage local tax revenue.** Local taxes dedicated to transportation investments exceed \$4 billion

annually. Investment in a State and Local Partnership Program (SLPP) not only leverages these local dollars, but provides an incentive for counties without a local tax program to establish one. Proposition 1B included \$1 billion for a SLPP. Alameda CTC urges you to include a similar program that is open to all counties.

- **The investment plan must address investment needs of the entire transportation system.** The public transit infrastructure shortfall is equally as urgent as the funding crisis affecting maintenance and rehabilitation needs of state highways and local streets and roads. Mass transit is a critical component in our transportation system. It expands the capacity of our existing system and provides a critical role in meeting regional vehicle trip reduction goals. This includes vital interregional passenger rail links such as a potential BART/ACE intermodal connector in the Tri-Valley. Any transportation funding package should not overlook and should support mass transit investment needs.

Alameda CTC urges your consideration of a legislative package that addresses these priorities. The priorities listed above will provide a lasting solution that will make needed investments in our transportation system and will be an investment in California's economic vitality for decades to come. Therefore, on behalf of the Alameda CTC, thank you for your leadership, and we look forward to working with you as a transportation package is developed.

Sincerely,



SCOTT HAGGERTY
Alameda County Supervisor - District 1
Alameda County Transportation Commission Chair

CC: Senate President Pro Tempore, Kevin de Leon
Assembly Speaker Toni Atkins
Members and Consultant to the Senate Committee on Transportation & Infrastructure Development
Members and Consultant to the Assembly Committee on Transportation & Infrastructure Development
Alameda County Legislative Delegation
Brian Kelly, Secretary, California State Transportation Agency
Steven Wallach, Platinum Advisors



August 31, 2015

Bills	Subject	Status	Client - Position
<p>AB 4 (Linder R) Vehicle weight fees: transportation bond debt service.</p>	<p>This bill would prohibit the use of weight fee revenue from being used to pay for transportation bond debt service until January 1, 2020. The gas tax swap legislation including a roundabout transfer of weight fee revenue from the State Highway Account to the Transportation Debt Service Fund in order to alleviate pressure on the general fund. Now the state revenues are looking positive, AB 4 would end this practice for four years.</p> <p>This measure is similar to several bills introduced last year that were held in the fiscal committees.</p>	<p>ASSEMBLY TRANS – Two Year Bill.</p>	
<p>AB 194 (Frazier D) High-occupancy toll lanes.</p>	<p>AB 194 would authorize Caltrans or a regional transportation agency to seek the approval of the CTC to build and operate express lanes, convert an existing HOV lane into an express lane, or other toll facilities. AB 194 was recently amended to consolidate the provisions authorizing Caltrans and regional agencies to seek CTC approval into a single section.</p> <p>AB 194 defines a regional transportation agency to include any local or regional transportation entity, or commission defined in statute. In addition, a joint powers authority may apply with the consent of the regional transportation agency.</p> <p>AB 194 was amended to specifically require a regional transportation agency to give a local transportation sales tax authority the option to enter into an agreement to govern a toll project and authorizes a local transportation agency to be the lead agency for constructing these projects.</p>	<p>SENATE FLOOR</p>	<p>Support</p>

<p>AB 227 (Alejo D) Transportation funding</p>	<p>AB 227 was unanimously approved by the Assembly Transportation Committee, but due to the general fund impacts it was placed on the Budget Committee’s Suspense File. The bill proposes the following changes to transportation funding:</p> <ul style="list-style-type: none"> • Halt the use of truck weight fees for debt service payments, • Require all loans made to the general fund from transportation accounts to be repaid by December 31, 2018, • Halt the diversion of “Non-Article 19” funds to transportation debt service, • Specify that all swap excise tax revenue would be allocated 44% to the STIP, 12% to the SHOPP, and 44% to cities and counties for local streets and roads. 	<p>ASSEMBLY BUDGET – Suspense File Two-Year Bill</p>	
<p>AB 464 (Mullin D) Transactions and use taxes: maximum combined rate</p>	<p>Existing law caps the cumulative total amount of locally imposed sales taxes at 2%. However, many counties, including Alameda, are currently at that limit. AB 464 would amend existing to adjust the cap up to 3%.</p> <p>Governor Brown vetoed this measure. While his veto message stated he supported increases for specific counties (i.e. Alameda County), he was reluctant to increase for all given the number of taxes being discussed for the 2016 ballot.</p>	<p>VETOED</p>	<p>SUPPORT</p>
<p>AB 516 (Mullin D) Vehicles: temporary license plates</p>	<p>AB 516 would require the DMV to develop a system that issues a temporary license plate that would be installed when a vehicle is sold. The purpose of the bill is to improve the ability to identify vehicles and eliminate any reason for a vehicle to be driven without a plate.</p>	<p>SENATE FLOOR</p>	<p>SUPPORT</p>

<p>AB 518 (Frazier D) Department of Transportation.</p>	<p>Under existing law Caltrans is required to execute a fund transfer agreement within 90 days if there are deficiencies found in the pre-award audit. Caltrans is also required to annually report to the Legislature on the number of agreements entered and the number of agreements that took longer than 90 days.</p> <p>AB 518 would repeal the requirement for Caltrans to annually report to the Legislature about these fund transfer agreements.</p>	<p>ASSEMBLY TRANS – Two-Year Bill</p>	
<p>AB 902 (Bloom D) Traffic violations: diversion programs</p>	<p>AB 902 would authorize a local authority to allow an individual regardless of age who committed a traffic offense not involving a vehicle, such as while bicycling, to attend a diversion program instead of paying a fine.</p>	<p>ENROLLMENT</p>	<p>SUPPORT</p>
<p>AB 1098 (Bloom D) Transportation: congestion management</p>	<p>AB 1098 makes numerous changes to the congestion management program in an effort to update this law to be more consistent with current planning goals, and the shift from a level of service measurement to a vehicle miles travelled evaluation.</p> <p>Given the complexity of the changes proposed in this bill, Assemblyman Bloom is expected to make AB 1098 a two-year bill in order to provide time to work with OPR, congestion management agencies, and environmental groups.</p>	<p>ASSEMBLY TRANS. – Two-Year Bill</p>	
<p>AB 1265 (Perea D) Transportation projects: comprehensive development lease agreements.</p>	<p>AB 1265 remains in the Assembly Appropriations Committee, and will not be moving this year.</p> <p>This bill extends, until January 1, 2030, the sunset date on provisions authorizing public-private partnership (P3) agreements for transportation projects. The bill originally proposed to repeal the existing January 1, 2017, sunset, but it was amended on April 29th to extend the sunset date to 2030 and make other technical and clarifying changes.</p> <p>Current law authorizes a regional transportation agency to seek approval from the CTC to enter</p>	<p>ASSEMBLY APPR – Two-Year Bill</p>	

	into public-private partnership to build toll facilities. AB 1265 uses the same definition of regional transportation agency as the definition used in AB 194.		
AB 1335 (Atkins D) Building Homes and Jobs Act.	AB 1335 would enact the Building Homes and Jobs Act. Similar to an effort by Senator DeSaulnier, this bill would impose a \$75 fee on recording specified real estate documents. The revenue generated would be used to fund low income housing projects.	ASSEMBLY FLOOR	SUPPORT
AB 1347 (Chiu D) Public contracts: claims.	AB 1347 would establish, until January 1, 2019, a claims resolution process for public works contracts entered into on or after January 1, 2016, by which a general contractor may seek public agency review of the claim.	SENATE FLOOR	
ACA 4 (Frazier D) Local government transportation projects: special taxes: voter approval.	ACA 4 would amend the Constitution to lower the approval threshold to impose a special sales tax that provides funding for local transportation project to 55%. Local transportation projects are defined to include the funding needs for local streets and roads, state highways and freeways, and public transit systems. ACA 4 does not lower the voter threshold for parcel taxes.	ASSEMBLY APPR.	SUPPORT
SB 9 (Beall D) Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.	Recent amendments remove provision in SB 9 that split the funds in the Transit Capital & Intercity Rail Program between projects with a cost in excess of \$100 million and projects with a cost less than \$100 million. As currently drafted SB 9 makes the following beneficial changes to the Transit Capital & Intercity Rail Program: <ul style="list-style-type: none"> • Requires CalSTA to consider the extent to which a project reduces GHG emissions in selecting projects for funding. • Clarifies eligible applicants include bus, rail, and ferry operators. • Requires CalSTA, by July 1, 2016, to develop a five-year estimate of revenues of the program in annual increments and adopt an initial program of projects for those five years. • Authorizes CalSTA to enter into and execute a multiyear funding agreement 	ASSEMBLY FLOOR	

	<p>with an eligible applicant for a multiyear project.</p> <ul style="list-style-type: none"> • Authorizes a lead applicant agency to apply to CTC for a letter of no prejudice in order to allow the lead applicant to expend their own funds for the project and be eligible for future reimbursement. 		
<p>SB 16 (Beall D) Department of Transportation.</p>	<p>SB 16 is the Senate’s proposed transportation funding program that would generate up to \$3.6 billion annually over the next 5 years. The funds would primarily be used to fund state highway and local and street and road maintenance needs. This funding plan would remain in place through the 2019-2020 fiscal year, unless it is extended by the Legislature.</p> <p>New revenues would be generated by increasing the excise tax on gasoline (10 cents) and diesel fuel (12 cents), a .35% increase in the Vehicles License Fee would be phased in, vehicle registration fees would increase by \$35 and by \$100 for alternatively fueled vehicles. In addition, SB 16 would phase out the use of truck weight fees for bond debt service, thus returning these funds to transportation uses.</p> <p>SB 16 would dedicate 5% of the funds toward an incentive program to encourage new local transportation sales tax programs – counties with an existing sales tax program are eligible for these funds. The remaining funds are split between Caltrans maintenance projects and local street and road projects.</p>	SENATE FLOOR	Support
<p>SB 34 (Hill D) Automated license plate recognition</p>	<p>SB 34 is the reintroduction of SB 893 from last session. This bill would impose specified restrictions on the use and storage of information collected by Automated License Plate Recognition systems.</p>	ASSEMBLY FLOOR	
<p>SB 39 (Pavley D) Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law allows the Department of Motor Vehicles to issue up to 70,000 green stickers exempting specified vehicles from HOV lane occupancy requirements.</p> <p>SB 39 was amended to increase the number of</p>	ASSEMBLY TRANS – Two-Year Bill	

	<p>green stickers that can be issued from 70,000 to 85,000 stickers.</p> <p>This bill is unlikely to move forward because this issue has been incorporated into the budget. Both the Senate and Assembly have adopted budget trailer bill language to increase the number of stickers to 85,000.</p>		
<p>SB 254 (Allen D) State highways: relinquishment.</p>	<p>SB 254 was amended to include the legislature's proposal to streamline the relinquishment process.</p> <p>Existing law requires legislative approval to relinquish any state highway segment to local control. SB 254 would streamline this process by authorizing the California Transportation Commission to relinquish portions of the state highway system to a county or city without legislative action.</p> <p>Specifically, SB 254 would allow the CTC to relinquish any portion of the state highway once Caltrans has entered into an agreement with the recipient of the highway segment and has placed the highway in a state of good repair.</p>	<p>ASSEMBLY TRANS – Two-Year Bill</p>	<p>OPPOSE</p>
<p>SB 321 (Beall D) Motor vehicle fuel taxes: rates: adjustments.</p>	<p>SB 321 is intended to smooth out the up and down spikes to the excise tax adjustment that result from volatile fuel prices.</p> <p>In short, this bill would allow the BOE to forecast the revenue neutrality calculation based on a five year horizon, rather than the current one year outlook. According to the bill the BOE could also phase in any adjust over three years, as well as authorize the BOE to update the rate on a quarterly rather than an annual basis if conditions warrant.</p>	<p>ASSEMBLY FLOOR</p>	<p>SUPPORT</p>



September 1, 2015

Transportation Special Session Legislation

Bills	Subject	Status	Client - Position
<p>ABX1 1 (Alejo D) Transportation funding.</p>	<p>ABX 1 is the reintroduction of AB 227, which was held in the Assembly Budget Committee due to the impact the bill would have on the general fund. ABX 1 includes the following provisions:</p> <ul style="list-style-type: none"> • Halt the use of truck weight fees for debt service payments, • Require all loans made to the general fund from transportation accounts to be repaid by December 31, 2018, • Halt the diversion of “Non-Article 19” funds to transportation debt service, • Specify that all swap excise tax revenue would be allocated 44% to the STIP, 12% to the SHOPP, and 44% to cities and counties for local streets and roads. <p>While ABX 1 halts the transfer of weight fees to the general fund, it does not provided a backfill to the general fund.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 2 (Perea D) Transportation projects: comprehensive development lease agreements.</p>	<p>ABX 2 would repeal the sunset date on the CTC’s authority to approve public-private partnership projects.</p> <p>Current law authorizes a regional transportation agency to seek approval from the CTC to enter into public-private partnership to build toll facilities. ABX 2 would repeal the existing January 1, 2017 sunset date on this authority.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 3 (Frazier D) Transportation funding.</p>	<p>ABX 3 is a spot bill that contains legislative intent language to enact permanent and sustainable sources of funding to repair state and local roadways.</p> <p>Similar to two Senate vehicles ABX 3 and ABX 4 have moved to the second house as potential vehicles for an agreement.</p>	<p>SENATE DESK</p>	

<p>ABX1 4 (Frazier D) Transportation funding.</p>	<p>ABX 4 is another spot bill that includes intent language to enact sustainable funding sources to improve the state’s key trade corridors and support local efforts to repair and improve local transportation infrastructure.</p> <p>Similar to two Senate vehicles ABX 3 and ABX 4 have moved to the second house as potential vehicles for an agreement.</p>	<p>SENATE DESK</p>	
<p>ABX1 5 (Hernández, Roger D) Income taxes: credits: low-income housing: farmworker housing assistance.</p>	<p>ABX 5 makes several changes that would increase the amount of tax credits that could be allocated by the California Tax Credit Allocation Committee to farmworker housing projects. The bill would increase the amount of tax credits allocated to farmworker housing from \$500,000 to \$25 million annually. The bill would also state that qualified projects can include not less than 50% farmworker residents.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 6 (Hernández, Roger D) Affordable Housing and Sustainable Communities Program.</p>	<p>ABX 6 would dedicated 20% of the funds allocated to the Affordable Housing & Sustainable Communities Program to projects located in rural areas, and requires 50% of the rural set aside must be used for affordable housing projects.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 7 (Nazarian D) Public transit: funding.</p>	<p>ABX 7 would increase the share of cap & trade funds dedicated to transit. The bill would increase the amount allocated to the Low Carbon Transit Operations Program from 5% to 10%, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10% to 20%.</p>	<p>ASSEMBLY PRINT</p>	<p>Alameda CTC - SUPPORT</p>
<p>ABX1 8 (Chiu D) Diesel sales and use tax.</p>	<p>Starting on July 1, 2016, ABX 8 would impose a sales tax on diesel fuel sales of 5.25%. This revenue would be deposited into the Public Transportation Account and allocated to operators through the State Transit Assistance formula.</p> <p>The bill would also sunset the existing 1.75% gas tax swap add-on sales tax imposed on diesel fuel sales on July 1, 2016. Thus replacing the existing 1.75% rate with the 5.25% rate.</p>	<p>ASSEMBLY PRINT</p>	<p>Alameda CTC - SUPPORT</p>

<p>ABX1 9 (Levine D) Richmond-San Rafael Bridge.</p>	<p>Would require Caltrans, as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 on the Richmond-San Rafael to automobile traffic and temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 10 (Levine D) Public works: contracts: extra compensation.</p>	<p>Would provide that a state entity in a megainfrastructure project contract may not provide for the payment of extra compensation to the contractor until the megainfrastructure project has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. A megainfrastructure project is a construction project that cost more than \$1 billion.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 11 (Gray D) Transportation projects: County of Merced: campus parkway project.</p>	<p>This bill would appropriate \$97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 12 (Nazarian D) Los Angeles County Metropolitan Transportation Authority.</p>	<p>Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, which could include imposing tolls and user fees for use of those projects.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 13 (Grove R) Greenhouse Gas Reduction Fund: streets and highways.</p>	<p>This bill would reduce from 20% to 10% the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill would also direct 50% of cap & trade revenue to roadway maintenance projects – half would be allocated to Caltrans and half would be split between cities and counties.</p>	<p>ASSEMBLY PRINT</p>	
<p>ABX1 14 (Waldron R) State Highway Operation and</p>	<p>This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to Caltrans for SHOPP projects, and 50% to be made available to the Controller for</p>	<p>ASSEMBLY PRINT</p>	

Protection Program: local streets and roads: appropriation.	apportionment to cities and counties for street and road purposes.		
ABX1 15 (Patterson R) State Highway Operation and Protection Program: local streets and roads: appropriation.	This bill would reduce Caltrans' existing Capital Outlay Support budget of \$663,287,000 by \$500 million. This \$500 million would be split with 50% allocated to the SHOPP and 50% split between cities and counties for local streets and roads maintenance projects.	ASSEMBLY PRINT	
ABX1 16 (Patterson R) State highways: transfer to local agencies: pilot program.	This bill would require Caltrans to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.	ASSEMBLY PRINT	
ABX1 17 (Achadjian R) Greenhouse Gas Reduction Fund: state highway operation and protection program.	This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of cap & trade revenue to fund projects in the state highway operation and protection program.	ASSEMBLY PRINT	
ABX1 18 (Linder R) Vehicle weight fees: transportation bond debt service.	This bill would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	ASSEMBLY PRINT	
ABX1 19 (Linder R) California Transportation Commission.	This bill would make the CTC an independent agency, separate from the California Transportation Agency.	ASSEMBLY PRINT	
ABX1 20 (Gaines, Beth R) State government: elimination of vacant positions: transportation: appropriation.	This bill would require the Department of Human Resources to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill would also continuously appropriate from the General Fund \$685 million. Half of these funds would be allocated to Caltrans for SHOPP projects, and half would be split between cities and counties.	ASSEMBLY PRINT	

<p>SBX1 1 (Beall D) Transportation funding.</p>	<p>This bill was approved on a party line vote by the Senate Committee on Transportation & Infrastructure. SBX 1 is the Senate Democrat's transportation funding proposal that would generate up to \$4.3 billion annually in new revenue. The funds would primarily be used to fund state highway and local and street and road maintenance needs.</p> <p>SBX 1 includes the following provisions:</p> <ul style="list-style-type: none"> • Gasoline excise tax increased by 12 cents. • Diesel excise tax increases by 22 cents. Of this amount 12 cents is dedicated to trade corridor improvement projects. • Eliminates the BOE's annual true-up of the gas tax swap and replaces it with a fixed swap excise tax of 17 cents that would be adjusted for inflation by the BOE every three years. • Expands the allowable use of these funds by cities and counties to include maintenance and rehabilitation, safety projects, grade separation projects, and <i>active transportation projects associated with any other allowable project</i>. • If a city or county has a pavement condition index of 85 or higher then it could use the funds any transportation purpose. • Imposes a \$35 "Road Access Charge". This is in addition to the vehicle registration fee increase of \$100 on alternative fueled vehicles and \$35 on all other vehicles. • The \$35 Road Access Charge would be deposited into the Road Maintenance and Rehabilitation Account, and the weight fee revenue would continue to be used for debt payments in order to eliminate any general fund impact. • 5% dedicated to the State and Local Partnership Program (SLPP), which can be matched by counties that currently do not have a local transportation sales tax. • The sunset date is deleted. <p>The funds would be equally split between Caltrans maintenance projects and local street and road projects. Half the funds allocate to cities and</p>	<p>SENATE APPR</p>	<p>Alameda CTC - SUPPORT</p>
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	counties is split equally, with the city share being allocated on a per capita basis and the county share being allocated pursuant to the HUTA formula, which is based on registered vehicles and road miles.		
SBX1 2 (Huff R) Greenhouse Gas Reduction Fund.	<p>SBX 2 is part of the Senate Republican Caucuses proposal to direct cap & trade auction revenue to transportation projects. It is estimated that this would direct \$1.9 billion to transportation projects.</p> <p>SBX 2 would direct all auction proceeds that are derived from including transportation fuels in the cap & trade program shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but not high speed rail.</p>	SENATE T. & I.D. – September 1	
SBX1 3 (Vidak R) Transportation bonds: highway, street, and road projects.	<p>SBX 3 failed passage in the Senate Transportation & Infrastructure Committee. This bill would halt the use of existing bonds for construction of the high speed rail system, and redirect the use of unsold bonds to state and local transportation projects. The bill would make the following changes:</p> <ul style="list-style-type: none"> • Use any outstanding bond proceeds to pay off the debt of those bonds. • Use any unissued bonds for transportation projects whereby 50% is appropriated to Caltrans for highway maintenance and new construction, and 50% to a new program in Caltrans to fund the repair and new construction of local streets and roads. 	SENATE T. & I.D. – Failed Passage	
SBX1 4 (Beall D) Transportation funding.	<p>SBX 4 is spot bill that includes legislative intent language to establish a permanent and sustainable funding source to maintain and repair state highways, local roads, bridges and other critical infrastructure.</p> <p>SBX 4 has procedurally been moved to the Third Reading File without being heard in a policy committee.</p>	SENATE THIRD READING	
SBX1 5 (Beall D) Transportation funding.	SBX 5 is a spot bill with legislative intent language to establish a sustainable funding source to improve the state key trade corridors and support efforts by local governments to repair and improve local	SENATE THIRD READING	

	<p>transportation infrastructure.</p> <p>SBX 5 has also been moved to the Senate Third Reading File without a policy committee hearing.</p>		
<p>SBX1 6 (Runner R) Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>SBX 6 makes two significant changes. First, it would delete the continuous appropriation of 25% of cap & trade funds to the High Speed Rail Authority.</p> <p>Second, after the allocations are made to the Low Carbon Transit Operations Program, Transit & Intercity Rail Program, and the Affordable Housing & Sustainable Communities Program, the remaining 65% would be continuously appropriated to the CTC. The CTC would allocate the funds to high-priority transportation projects with 40% to state highway projects, 40% to local street and road projects, and 20% to public transit projects.</p>	SENATE T. & I.D. – September 1	
<p>SBX1 7 (Allen D) Diesel sales and use tax.</p>	<p>Identical to ABX 8, SBX 7 would replace the existing 1.75% diesel fuel sales tax that was imposed as part of the gas tax swap with a 5.25% sales tax rate.</p> <p>Starting on July 1, 2016, SBX 7 would impose a sales tax on diesel fuel sales of 5.25%, and sunset the existing 1.75% sales tax rate imposed on diesel fuel sales. This revenue would be deposited into the Public Transportation Account and allocated to operators through the State Transit Assistance formula.</p>	SENATE T. & I.D. – September 1	Alameda CTC - SUPPORT
<p>SBX1 8 (Hill D) Public transit: funding.</p>	<p>SBX 8 is identical to ABX 7.</p> <p>SBX 8 would the amount allocated to the Low Carbon Transit Operations Program from 5% to 10%, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10% to 20%.</p>	SENATE T. & I.D. – September 1	Alameda CTC - SUPPORT
<p>SBX1 9 (Moorlach R) Department of Transportation.</p>	<p>SBX 9 would prohibit Caltrans from using any “one-time” revenue to pay for staff costs, and it would phase in a requirement to contract out for architectural and engineering services.</p> <p>The bill would require starting on July 1, 2016 for Caltrans to contract out 15% of all architectural and engineering services. That amount would ratchet up</p>	SENATE T. & I.D. – Failed Passage	

	each year for 7 years to ultimately require 50% of architectural and engineering services be contracted out.		
SBX1 10 (Bates R) Regional transportation capital improvement funds.	SBX 10 would substantially alter how the county share of STIP funds are allocated and programmed. The bill would essentially allocate the 75% share of state and federal funds to the regional transportation planning agencies as a block grant as determined by the existing formula. The regional agencies would then program these funds to projects identified in the regional transportation improvement program. The regional agencies would then notify the CTC of which projects will be funded and then the CTC would simply incorporate these projects into the STIP. Thus, eliminating the CTC's role in programming these funds.	SENATE T. & I.D. – September 1	
SBX1 11 (Berryhill R) California Environmental Quality Act: exemption: roadway improvement.	Existing law provides an exemption from CEQA for local road repair projects undertaken in a county of less than 100,000, and does not cross a waterway or affect any riparian areas, wetlands, or wildlife areas. SBX 11 would expand this CEQA exemption to apply to any state or local roadway repairs undertaken in any county.	SENATE T. & I.D. – September 1	
SBX1 12 (Runner R) California Transportation Commission.	SBX 12 would make the California Transportation Commission (CTC) an independent entity outside the oversight of the California State Transportation Agency. This bill would also require Caltrans to identify resources for each project in the SHOPP and authorize the CTC to adopt and/or reject individual projects listed in the SHOPP. Any changes made to a project included in the SHOPP, such as cost increases, scope, or schedule, must first be approved by the CTC before being implemented by Caltrans.	SENATE APPR	
SBX1 13 (Vidak R) Office of the Transportation	SBX 13 would create an independent Office of the Transportation Inspector General. The office would be charged with reviewing policies, practices and procedures, as well as conducting audits of activities	SENATE APPR	

Inspector General.	involving state transportation funds. The Inspector General would be appointed by the Governor to a 6 year term.		
SBX1 14 (Cannella R) Transportation projects: comprehensive development lease agreements.	Identical to ABX 2, SBX 14 would delete the sunset date on the CTC's ability to approve public-private-partnerships. Current law authorizes a regional transportation agency to seek approval from the CTC to enter into public-private partnership to build toll facilities. ABX 2 would repeal the existing January 1, 2017 sunset date on this authority.	SENATE T. & I.D.	
SCAX1 1 (Huff R) Motor vehicle fees and taxes: restriction on expenditures	SCAX1 1 proposes to amend the Constitution as follows: <ul style="list-style-type: none">• Prohibit the Legislature from borrowing revenues from fees and taxes imposed on vehicles or their use or operation, and from using those revenues other than as specifically permitted in the constitution. This would prohibit the use of truck weight fees for bond debt payments. • Require that revenues derived from the portion of the vehicle license fee that exceeds the current rate of 0.65% to be used solely for street and highway purposes.	SENATE T. & I.D.	

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Transportation Package

- \$3.6 billion annual funding package for transportation, with an emphasis on repairing and maintaining existing transportation infrastructure and General Fund commitment of \$879 million in loan repayments
- Funding shared evenly between state and local uses
- Constitutional protection for increased revenues

Reforms and Accountability

- State Highway Performance Plan – Measurable targets for improvement including regular reporting
- Streamlined projects, with CEQA exemptions for infrastructure repairs, remove NEPA delegation sunset, advanced mitigation, and innovative procurement methods
- Flexibility on hiring for new workload
- Extension of public private partnerships

Ongoing Funding

State (\$1.8 billion annually):

- State Highway Improvement Plan - \$1.6 billion annually
- Trade Corridors - \$200 million annually

Local (\$1.8 billion annually):

- Local Streets and Roads - \$1.15 billion annually, including \$100 million from Cap and Trade grants for complete streets and projects that achieve GHG benefits, with 50% to disadvantaged communities
- Transit Grants - \$400 million annually, with 50% to disadvantaged communities
- Local Partnership Program - \$250 million annually

Sources of Annual Funding

Cap and Trade - \$500 million (from 40% allocation not currently appropriated)

Caltrans Efficiencies - \$100 million (savings from service improvements)

Gas Excise Tax - \$500 million (stabilize funding with 5-year average, index to CPI)

Diesel Excise Tax - \$500 million (11 cent increase, index to CPI)

Highway User Fee - \$2 billion (\$65 per vehicle, including hybrids and electrics)

General Fund Contribution (one-time)

- Accelerated loan repayment of \$879 million using Proposition 2 debt funds
 - \$265 million to Transit and Intercity Rail Capital Program
 - \$334 million to Trade Corridors
 - \$148 million to Local Traffic Congestion Relief Projects
 - \$132 million to State Highway Repairs

Protective of Revenues

Constitutional Amendment to ensure that new funding is covered by Article XIX.

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DATE: September 17, 2015

SUBJECT: July 2015 Commission Retreat Summary

RECOMMENDATION: Receive a summary and highlights from the Commission Retreat at Alameda CTC on July 17, 2015.

Summary

The Commission Retreat on July 17, 2015 at the Alameda County Transportation Commission (Alameda CTC) was attended by more than 50 people including Commissioners and alternates. The purpose was to fully launch Measure BB, the transportation sales tax approved by voters in November 2014. The retreat focused on how Measure BB will impact local, regional, statewide, and national transportation infrastructure, and support job and economic growth. In addition, the retreat focused on the need to leverage Measure BB funding to ensure successful delivery of the projects and programs in the 2014 Transportation Expenditure Plan (2014 TEP) through partnering with other agencies, policy development and legislation supporting transportation investments.

Background

In November 2014, more than 70 percent of voters passed Measure BB and its \$8 billion 2014 Transportation Plan to improve transportation throughout Alameda County over the next 30 years. In March 2015, the Commission allocated \$47 million in Measure BB funds over a two-year period, and in June 2015, the Commission approved a \$1.2 billion, five-year Comprehensive Investment Plan.

On Friday, July 17, 2015, Alameda CTC hosted a retreat primarily for its 22 Commissioners and alternates to discuss Alameda CTC's importance to regional, state, and federal transportation infrastructure and economic development; establish an advocacy platform for Alameda CTC to leverage assets including Measure BB; support Commission members on project and program delivery by highlighting Measure BB's impact in a larger economic and transportation framework; and create support for delivering Measure BB at regional, state and federal levels.

The retreat commenced with a welcome by Alameda CTC Chair Supervisor Scott Haggerty and Executive Director Arthur L. Dao. The California Association of Councils of Governments Executive Director Bill Higgins served as moderator throughout the retreat and an overview presentation was presented by Tess Lengyel, Deputy Director of Planning and Policy.

In the early afternoon, attendees participated in breakout sessions, and session leaders provided a summary by reporting back to the full group. The afternoon panel session provided an opportunity for Commissioners and the public to ask questions from panelists Congressman Swalwell, Senator Wieckowski, Executive Director Will Kempton of the California Transportation Commission, and Executive Director Steve Heminger of the Metropolitan Transportation Commission. The retreat concluded at 4:30 p.m.

Purpose: The Commission Retreat purpose was to kick-off the full implementation of Measure BB in Alameda County and establish a clear understanding of how Measure BB is connected to job and economic growth in the county and the region; how Measure BB is a catalyst to support win-win solutions in the region, mega-region, state, and federal transportation due to central locality and investments in freight, major highways, express lanes, and transit; and how Alameda CTC's mission to deliver Measure BB is intricately linked to regional, state, and federal transportation objectives.

Retreat Outcomes: The main takeaways of the treat are the following:

- **Alameda County is a transportation hub** and moves people and goods, has a far-reaching effect on the economy, provides vital access to housing, jobs, education, and transit, and supports multiple transportation modes including bus service, commuter rail, roads and highways, bicycle and pedestrian pathways, and paratransit. We need to educate public and private partners and the general public about our role in transportation, locally, regionally, statewide, and federally.
- **Measure BB has fully launched.** In March 2015, The Commission allocated \$47 million in Measure BB funds over a two-year period. Sales tax collection began in April 2015, Alameda CTC fully launched Measure BB in July, and fund recipients began to receive their first payments this summer. Measure BB gives Commissioners the ability to leverage these funds for critical transportation projects and programs.
- **Partners** are paramount to collaborate on policies, funding, and legislation to help Alameda CTC deliver Measure BB.
- **Policies** that support increased investments in Self-Help Counties and effective project delivery and implementation tools are essential to delivery of Measure BB.
- **Legislation** is needed to advance projects/programs, reward Self-Help Counties, and increase funding for transportation in Alameda County.

Commissioners have the ability to act in ways that will support Measure BB investments by partnering with other agencies and coordinating on policies, funding, and legislation. Leveraging local Measure BB funding will allow Alameda CTC to deliver on its promise to the voters and will result in better transportation throughout Alameda County and beyond. These outcomes of the retreat will be integrated into agency publication materials, the legislative platform and will advance the agency's work with partners, including new ones.

Highlights from Breakout Session: The attendees participated in one of five groups during the breakout session. Each group met in a separate location and had a staff facilitator and a scribe who documented the discussion. The groups were tasked with answering questions about three topics, and a summary of their discussions follows.

What changes in planning, policies, and laws are necessary at local, regional, state, and federal levels to assure that Alameda CTC fulfills the promise of Measure BB?

Overall:

- Build support for new transportation funding sources, such as Regional Measure 3, increasing the gas tax, and a tax/fee for vehicle mile travelled (VMT).
- Protect existing funding sources, such as the One Bay Area Grant Program, and ensure these sources fund transportation.
- Focus on how to educate the public about the importance of transportation investments and delivery made by Alameda CTC.
- Governments should seek to be enablers, not barriers, to innovative technologies and practices.
- Build more bike facilities near rail/transit stations.

Local level:

- Provide technical and financial support for planning to respond to diverse local needs and requirements from federal, state, and regional governments.
- Enforce the Measure BB Timely Use of Funds Policy.
- Support routes that serve the city and connect to BART; partner with AC Transit for better transit coverage (seamless across the county); and develop more robust working relationships between city/county and transit agencies.
- Support last-mile connection shuttles, including private shuttles.
- Alameda CTC can support local jurisdictions with model policies and ordinances, though these need to be sensitive to local partnerships.
- Examine policies that force more balanced consideration between housing, jobs, commercial business areas, and their connectivity to existing transportation facilities.
 - Improve developer coordination and agreements to ensure land use and transportation policies are incorporated in new developments and revitalization efforts.

- o Look for funding from developers who benefit from developments in close proximity to transit, and leverage the benefits.
 - o Consider “fee zones” in conjunction with new housing developments.
- Accelerate the procurement process to get investments built faster without red tape; streamline or consolidate bidding processes for similar activities

Regional level:

- *Plan Bay Area* needs to support the needs of all parts of the region, not just urban areas. Suburban areas are important, too, and we need to support investments that we've already made (including transit and access to transit) in all parts of the region.
- Continue work on Transbay transportation issues and interregional planning/projects.
- Changes include:
 - o Better access to jobs and housing (recognized by the regional agency, the Metropolitan Transportation Commission (MTC) Resolution 3434).
 - o Better intermodal connections (i.e., bus bridges) across agencies (seamless schedule and coverage).

State level:

- Need more sustainable, reliable transportation funding.
- Expedite project delivery—this could include California Environmental Quality Act (CEQA) reform or other means of getting projects delivered sooner.
- Support state legislation that supports and will help Alameda CTC deliver projects and programs.
- Support the Cap-and-Trade Program.

Federal level:

- Develop a transportation funding program that is sustainable, reliable, and is a long-term funding source that supports both capital investments and operations.
- Support the VMT study in the federal transportation funding bill.
- Streamline the environmental process; reduce duplication for Condition of Approval/National Environmental Protection Act and CEQA process.
- Work with the federal government to build transit capacity.

Who are the Commission's effective partners now, who do we need to engage more and who are new strategic alliances?

Current partnerships to maintain:

- Network with Contra Costa County (to address East Bay regional issues) and work on multicounty efforts with other Bay Area counties.
- Continue a good partnership with labor and engage them in advocating/strengthening our partnerships at the state and federal level, so we can get projects (and construction jobs) going.
- Emphasize regional and mega-regional partnerships.
- While partnerships with MTC/Association of Bay Area Governments (ABAG)/California Department of Transportation (Caltrans) are currently effective, more communication between these entities would call their attention to how "local" projects are regionally beneficial (to leverage funds and to expedite processes/coordination among these agencies).

Partnerships to strengthen:

- Bring the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to the Commission. WETA receives direct local distributions and is a major player in transportation by getting people off the roadways and onto ferries.
- Alameda CTC Commissioners need to know who the MTC Commissioners/ABAG Executive Committee members are and get to know them/forgo partnerships. Alameda CTC staff could provide rosters and help facilitate this.
- Increase partnership with Union Pacific Rail Road for goods movement and other projects (East Bay Greenway, etc.).
- Look to the Bay Area Council to provide additional economic and business oriented insight, including economic development in relation to transportation infrastructure for goods/freight movement.
- Strengthen partnership with the East Bay Economic Development Alliance.
- Listen to what nonprofits partners have to say about transportation services and infrastructure impacting the people they represent.
- Partnerships need to be built on sustained engagement, not just reaching out to labor, environmental groups, and other interested parties when issues become hot.

Potential new partnerships:

- Develop coalitions and partner with community agencies and advocates to bring additional funding to all levels of government.
- Expand the definition of partners beyond funding.
- Partner with technology/private sector/large companies/innovators.

- Think about engaging with manufacturers (build the new technologies we'll use in the Bay Area) and young people who will be affected by what we do 20-30 years from now.
- Consider partnering with major employer shuttles such as Google and Facebook that offer non-traditional, "express bus like" ways to get people to their jobs.
- Consider partnering with Uber/Lyft-type companies to complete the last-mile commute.
- Build on "causal carpooling" efforts effective in Berkeley; devise coordination of commuting routes among community members.
- Partner with housing organizations and builders groups to address housing/transportation issues.
- Forge partnerships with League of California city members and neighboring counties.
- Consider partnering with MTC Enterprises, Inc. American Prosperity Group, the Silicon Valley Leadership Group, the Bureau of Indian Affairs, bicycle and pedestrian advocacy groups, and environmental groups.

What messages will resonate with regional, state, federal and private partners and how do we unite the broadest coalition around those messages?

Reasons why others should support Alameda County:

- Alameda County is the heart of the Bay Area.
 - Support the job/housing balance in Alameda County.
 - Other agencies recognize the amount of regional pass-through transit trips in Alameda County.
- Because it's a balanced transportation system—Alameda County provides a strong multimodal transportation system, especially as we go forward with new investments in goods movement, bicycle/pedestrian projects, and new technologies.
- Tangible benefits are delivered through Measure BB investments. These investments will allow us to rebuild and maintain aging transportation infrastructure.
- All city councils supported Measure BB in a unanimous decision.
- Alameda County is a Self-help County that offers more "bang for the buck" through effective leadership, leveraging ability, and policy-making decisions at the local, county, and regional levels.

What messages will resonate:

- At a state level, emphasize commodities, the Port of Oakland, and Alameda County's economic might and its transportation system's role in supporting a strong state export economy.
- At a regional level, emphasize Alameda County's geographic centrality and role in a diversified regional economy.
- Emphasize both the positive outcomes of transportation investments: quality of life and economic vitality, as well as the cost of inaction.
- Emphasize regional projects funded by Measure BB (such as BART, transit, and East Bay Greenway).
- Emphasize local projects funded by Measure BB (in a promotional package).
- Make a team effort from local, regional, private, and nonprofit participation to get new state/federal funds to Alameda County.
- Support each other's efforts. Consider a regional or countywide perspective, and see how local needs can best integrate into the regional/countywide priorities.
- Locally, we need to be able to answer the question "What have you done for me lately?" Local jurisdictions need support informing constituents how Measure BB is paying off; the 2014 TEP fact sheets that provided localized information were very helpful.
- Tolls/sales taxes are key funding sources for transportation infrastructure.
 - Support investments to rebuild and maintain aging transportation infrastructure.
- Don't penalize Self-help Counties (How can Alameda County be rewarded?).
 - State and federal fund matching is part of Measure BB's intent.
- Other important messages include:
 - Climate change (mitigation and adaptation) and health.
 - Focus on freight and goods movement—Lifeline future economic development.
- We need to promote success (as opposed to failure) to the media.
- Messaging should be creative to get people's attention ([Hayward's creative road safety signs](#) were cited as an example).
- Showcase finished project/vision at key locations (libraries):
 - Bike racks at BART; and
 - Express lanes message in other parts of Alameda County.
- Use messaging from the retreat presentation.

Ways to build a coalition to support these messages:

- Work effectively with new and existing partnerships to reinforce the messages.
- Develop new business consortiums that offer opportunities for public/private partnerships.
- Support neighbors: The November 2016 ballot will contain several sales tax, parcel tax, and other transportation measures that need our support (Contra Costa County, AC Transit, etc.).

- Staff could provide quarterly updates, messaging that elected officials can distribute, as well as ideas for distribution to a broader audience within their jurisdictions.
- Build trust with the public through action to:
 - Improve quality of life.
 - Make investments effective.
 - Support investments in transit and express bus operations.
 - Build express lanes and reduce congestion.
 - Create new job centers closer to homes.
- Continue to have community forums to educate the public and demonstrate the process.

Highlights from the Panel Discussion

During the panel discussion, Commissioners and the public had the opportunity to ask questions from the four panelists mentioned previously. Bill Higgins moderated the session. The main themes the panelists addressed appear below.

- Congressman Swalwell represents Congressional District 15 and had two of his bills (H.R. 3771 and H.R. 1671) signed into law in his first term. He talked about challenges with the federal transportation budget, new resources such as the Grow America Act's freight program and H.R. 4726, the Innovation in Surface Transportation Act of 2014; crossing party lines to find solutions; and how he supports projects that get people out of their cars like the BART to Livermore project. He also spoke of how we need to factor in the sharing economy with innovators like Lyft and Uber.
- Senator Wieckowski is chair of the Senate Environmental Quality Committee in FY2015-16 and he is responsible for launching the Made in California Jobs Initiative to expand California manufacturing. He is also a member of the Senate Committee for the Extraordinary Session on Infrastructure created in summer 2015. He spoke about the statewide funding crisis and the need to come together to support transportation while creating jobs and protecting the environment. He mentioned legislation in works (see the next page), he supports raising the gas tax, and he supported AB 1811 (Buchanan) that gives Alameda CTC the ability to more effectively implement express lanes in Alameda County.
- Will Kempton, Executive Director of the California Transportation Commission, helped develop the Self-Help Counties Coalition, including the administering the first Self-Help County sales tax in Santa Clara County. He spoke about the sea change in policy and the focus on transportation at the state level: sustainability, fix-it-first (since we underinvested over the last 30 years), and reducing greenhouse gas emissions. He also talked about the challenge of the decreasing funding in the State Transportation Improvement Program (STIP), in particular the almost zero amount of funds in the STIP this cycle.

- Steve Heminger, Executive Director of MTC, provided a regional and mega-regional perspective. He talked about how new highway capacity is not an option, but we can improve how to operate highways, for example, by enforcing ramp metering, expanding express lanes, and finding additional ways to wring greater efficiency out of the existing transportation system. Transit oriented development and infill development are a regional focus, as is looking to additional resources such as the state freight investment programs. He also focused on the critical importance of transit capital investments to ensure BART, AC Transit, MUNI and all the Bay Area transit providers can provide services that are not hampered by aged infrastructure.

Main challenges, themes, and solutions the panelists discussed include the following.

All four panelists mentioned the need for more transportation funding. They also discussed advocating for legislation that supports transportation.

- There's support for increasing the gas tax and letting the public know how tax revenues are used for transportation. Another option is to implement VMT, yet even though the number of VMTs is rising, cars are getting more efficient and the implementation of VMT technology is likely years in the future. Senate Bill 1077, Road Usage Charge Pilot Program (DeSaulnier) approved by the Governor last session is innovative legislation that has the potential to provide more funding for transportation with a VMT solution, depending on the outcomes of the pilot program that is currently being developed as required by the bill.
- Cap-and-trade funding is growing for transportation, but the backlog of transit capital repairs is not a large enough part of the conversation.
- Senate Bill 16 which was translated into SBX 1 1 (Beall) in the extraordinary session, would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. This bill is currently moving through the extraordinary session hearings.
- Support for eliminating the two-thirds voter threshold is out there, but it needs much more voter support to pass.

The panelists acknowledged partnerships are important.

- We need to come together to support CEQA reform.
- The majority of capital transportation investments in the state are sponsored by Self-Help Counties. Yet these counties cannot do it alone. They need funding partners.
- Approximately 50 percent of venture capital funds for the nation are spent in the Bay Area, which means there are opportunities for partnerships.

The panelists also spoke about the future of transportation.

- Automated vehicles are here and will revolutionize transportation, but these innovations are a ways in the future.

- There are commuter tax benefits for using sharing economy services.
- Having trucks use express lanes at night was suggested, but that would mean trucks would need to deliver their goods at night.
- “Beefing up” the rail lines would take trucks off the road, but it requires funding.
- Leveraging Measure BB funding will make it possible to deliver transportation projects and programs over the next 30 years.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Commission Retreat Agenda
- B. Commission Retreat Brochure
- C. Commission Retreat Panelists

Staff Contact

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



Meeting Notice

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

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

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 Margaret Fujjoka

City of Pleasanton
Mayor Jerry Thome

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Commission Retreat

Friday, July 17, 2015, 11:30 a.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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


Reminder

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

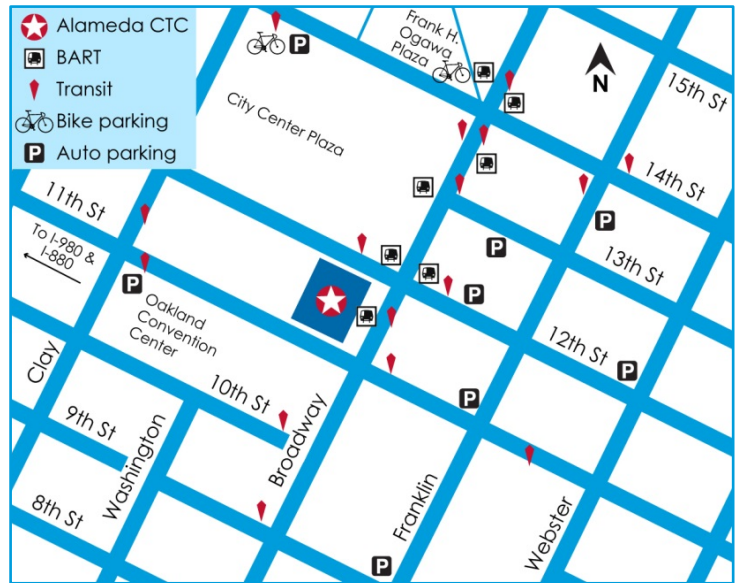
Glossary of Acronyms

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

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Alameda County Transportation Commission Commission Retreat Agenda Friday, July 17, 2015, 11:30 a.m. – 4:30 p.m.

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

Commission Chair Supervisor Scott Haggerty, District 1	11:30 a.m.	Registration/Gathering
Commission Vice Chair Vice Mayor Rebecca Kaplan, City of Oakland	12:00 – 12:05 p.m.	1. Call to Order and Pledge of Allegiance
AC Transit Director Elsa Ortiz	12:05 – 12:10	2. Roll Call
Alameda County Supervisor Richard Valle, District 2 Supervisor Wilma Chan, District 3 Supervisor Nate Miley, District 4 Supervisor Keith Carson, District 5	12:10 – 12:15	3. Public Comment Members of the public may address the Commission during "public Comment" on any item <u>not</u> on the agenda.
BART Director Thomas Blalock	12:15 – 12:25	4. Welcome and Retreat Purpose
City of Alameda Mayor Trish Spencer	12:25 – 1:00	5. Fulfilling Alameda CTC's Measure BB Promise to the Voters: <ul style="list-style-type: none"> • Alameda County's Influence at the Regional, Mega-regional, State and Federal Levels and • Leveraging Assets: Influence on Policy, Funding and Legislation
City of Albany Mayor Peter Maass		
City of Berkeley Councilmember Laurie Capitelli		
City of Dublin Mayor David Haubert		
City of Emeryville Mayor Ruth Atkin	1:00 – 2:10	6. Breakout Sessions Questions and Brainstorming on How to Expand Alameda CTC's Influence in Policy, Funding and Legislation in the Region
City of Fremont Mayor Bill Harrison		
City of Hayward Mayor Barbara Halliday		
City of Livermore Mayor John Marchand	2:10 – 2:30	7. Breakout Sessions Summaries Report out on key items identified during the breakout sessions
City of Newark Councilmember Luis Freitas		
City of Oakland Councilmember Dan Kalb	2:30 – 2:45	8. Relocate the Meeting to 1111 Broadway, 19th Floor at Wendel Rosen Black & Dean LLP offices* There will be a 15 minute break, and then the meeting will resume at Wendel Rosen Black & Dean office on the 19th floor.
City of Piedmont Mayor Margaret Fujioka		
City of Pleasanton Mayor Jerry Thorne		
City of San Leandro Mayor Pauline Cutter	2:45 – 2:50	9. Welcome and Recap of Earlier Sessions
City of Union City Mayor Carol Dutra-Vernaci	2:50	10. Panel Discussion on Collaboration and Leverage: Moving Local, Regional, State and Federal Transportation Priorities Forward
Executive Director Arthur L. Dao	4:20	11. Closing Remarks
	4:30 p.m.	12. Adjournment

*Wendel Rosen Black & Dean LLP, 1111 Broadway, 19th Floor, Oakland CA 94607, 510.834.6600

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8.2B



Alameda CTC Commission Retreat

July 17, 2015

2014 was a marquis year for Alameda County:

- ✓ Measure BB passage by 70.76 percent of voters.
- ✓ AAA rating by Fitch Ratings and Standard & Poor's rating services.
- ✓ \$2.5 billion in construction for transit, bicycle and pedestrian, road and highway (including goods movement supportive) improvements.

2015 marks the launch of Measure BB

- ✓ March 2015: Commission allocates \$47 million in Measure BB funds over a two-year period.
- ✓ June 2015: Commission approves \$1.2 billion Comprehensive Investment Plan.
- ✓ July 2015: Alameda CTC fully launches Measure BB.

LEVERAGE

To deliver Measure BB Alameda CTC needs:

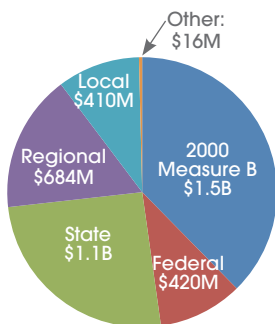
- ✓ Partnerships
- ✓ Policies
- ✓ Funding

\$8 Billion

\$8B plan

supports **\$20B** economic activity

creating nearly **150,000 jobs**

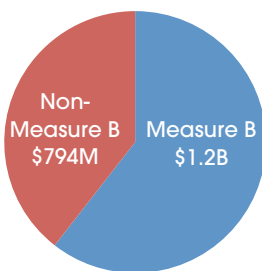


\$4.1 Billion
33,740 New Jobs*

Leveraged **\$2.6B**

Direct Local Distributions **\$776M**

Capital Projects **\$787M**



\$2 Billion
16,580 New Jobs*

Leveraged **\$794M**

Direct Local Distributions **\$353M**

Capital Projects **\$865M**

1986 Measure B

2000 Measure B

2014 Measure BB

*Jobs created from capital projects only.
Source: Bay Area Council Economic Institute "In The Fast Lane" report.

Alameda County is the hub of



99% of containerized cargo from Northern California passes through the Port of Oakland

Goods Movement

Alameda County serves as a gateway to the world for goods movement to and from the county, San Francisco Bay Area, Northern California and even the Western U.S.

- The Port of Oakland is the fifth largest port in the nation, and 90 percent of Bay Area trade by weight goes through the Port.
- Oakland International Airport and two major Class I railroads support international and domestic trade.
- The Bay Area's trucking distribution system is highly concentrated in Alameda County, which has an extensive network of interstate freeways and arterial roads.



20% of all public transit boardings in the Bay Area are in Alameda County

Transit

Transit plays a critical role in Alameda County by providing vital accessibility to individuals and businesses in the County. In mid-2014, transit ridership growth reached its highest level in over five years.

- Transit service in Alameda County includes rail, bus, ferry and shuttle service provided by public and private operators.
- In 2014, almost 100 million riders boarded transit in Alameda County.
- Of BART's 46 stations, 22 of them are in Alameda County.
- Approximately 34 percent of all BART boardings originate in Alameda County.
- AC Transit's bus boardings have increased steadily since 2009.



37% of Bay Area workers travel to, from, or through Alameda County

Roads and Highways

A significant part of the regional and local transportation system, roadways move people and goods within the county and beyond. These roadways also support multiple transportation modes for people within the Bay Area.

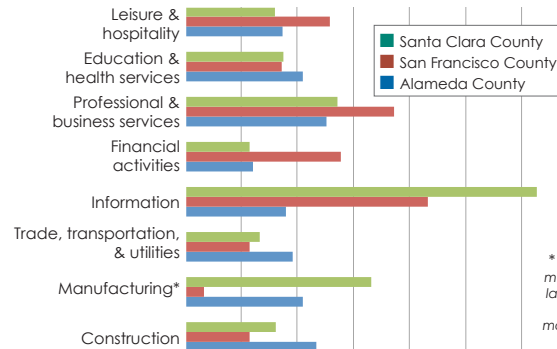
- Six of the Bay Area's 10 most-congested freeway segments are in Alameda County, which is using intelligent transportation systems, express lanes, metered lanes and other technology to provide traffic relief.
- The majority of Alameda County's 3,600 roads are arterials and local roads that provide access to housing, jobs, education and transit.
- Bicycle and pedestrian pathways provide a safe place for bicyclists and pedestrians along many of our local roads.

Alameda County has a strong economic base



Alameda County contributes to regional economic diversity

- Alameda County has one of the most diverse employment bases in the Bay Area – a center for manufacturing, technology, education and health care.
- Alameda County does not rely on any one industry for its prosperity.
- This diversity supports a stable and growing economy.



Alameda County and California

- California has the largest economy in the U.S. with gross state product at \$2.3 trillion in 2014.
- Alameda County has both the 7th largest sales tax collections and population in California.
- Over the last four years, sales tax collections have grown 30.3 percent.

To deliver Measure BB, we need ...

Partners

Developing strong partnerships includes closely working together to collaborate on policies, funding, legislation and project and program delivery. Many of our current partners include:

- Alameda County
- Alameda County cities
- California Association of Councils of Government
- California Department of Transportation
- Congestion Management Agency Directors' Association
- East Bay Economic Development Alliance
- East Bay Leadership Council
- Metropolitan Transportation Commission
- State and federal agencies and legislators
- Self-Help Counties Coalition
- Transit operators
- More...

Policies

Policies that support increased investments in Self-Help Counties and effective project delivery and implementation tools are essential to delivery of Measure BB. Policies to increase funding and delivery in Alameda County could include:

- Cap-and-Trade Program
- Proposition 1B State and Local Partnership Program
- Environmental streamlining that supports environmental stewardship

Legislation

To support successful delivery of Measure BB transportation projects and programs, legislation is needed to advance projects/programs, reward Self-Help Counties and increase funding for transportation in Alameda County. This type of legislation includes:

- Assembly Bill 210 (Wieckowski, transactions and use taxes)
- Assembly Bill 1811 (Buchanan, high-occupancy vehicle lanes in Alameda County)
- Cap-and-Trade Program
- GROW AMERICA Act
- MAP-21 Reauthorization
- Senate Bill 16 (Beall, transportation funding measure)



Breakout session questions

The following questions will be discussed during the breakout sessions. Your input will help to formulate future Alameda CTC actions regarding policies, legislation, partnerships and how we communicate Alameda CTC's needs.

WHAT: Transportation Planning, Policy and Funding — Measure BB is a down payment on transportation investments into the mid-century.

 What changes (in planning, policies, laws) need to be made at the local, regional, state and federal levels to assure that Alameda CTC fulfills the promise of Measure BB?


 Outcome: List top three changes at:

- Local level
- Regional level
- State level
- Federal level

WHO: Strategic Partnerships — Partnerships are key to getting work done and supporting Alameda CTC's mission.

 Who are the Commission's effective partners now, who do we need to engage more, and who are new strategic alliances?


 How best should we work with them?

 Outcome: List the top three partnerships and methods to reach them.

- Current partnerships to maintain
- Partnerships to strengthen
- New partnerships

HOW: Call to Action — Crafting a unifying message helps to ensure people understand why supporting Alameda County transportation makes good policy sense and helps them achieve their goals.

 What messages will resonate (with regional, state, federal and private partners) and how do we unite the broadest coalition around these messages?

 What do you need as a Commission from Alameda CTC staff to support your delivery of our messages?

 Outcome: List the top three of the following.

- Reasons WHY others should support Alameda County
- What messages will resonate
- How to build a coalition to support messages

 You will have the opportunity to ask questions to panel members.

Please write your questions on the back side of the flyer with panel member biographies.



2015 Commission Retreat Panel Members

The last part of the 2015 Alameda CTC Commission Retreat will be a panel presentation and discussion by partners at the federal, state and regional levels. Alameda CTC Commissioners are asked to develop questions for panel members. On the back of this page, please write the top three questions you would like to ask the following panel members regarding supporting Measure BB implementation.

Congressman Eric Swalwell



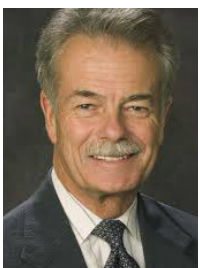
Now in his second term, Swalwell represents Congressional District 15, which includes a large portion of the East Bay. He holds important leadership roles within the House Democratic Caucus. As Regional Whip and Assistant Democratic Whip, he is tasked with informing colleagues about upcoming legislation and mobilizing votes. His legislative accomplishments during his first term include two of his bills (H.R. 3771 and H.R. 1671) being signed into law.

Senator Robert A. "Bob" Wieckowski, State Senate Transportation and Housing Committee



Wieckowski represents the 10th Senate District from southern Alameda County into Santa Clara County with a focus on job creation, clean technologies, protecting our environment and reducing unnecessary regulation. During his first four years in office, the senator passed 35 bills that were signed into law, and most of those bills were approved with strong bipartisan support. He launched the *Made in California Jobs Initiative* to expand California manufacturing, focusing on what business leaders and their workers see as challenges facing their industries. The senator has been named *Legislator of the Year* by Tech America and received the *Scales of Justice Award* from the California Judges Association.

Will Kempton, Executive Director, California Transportation Commission



Appointed in November 2004, Kempton is responsible for managing the day-to-day operations of California's state transportation system that includes more than 50,000 lane miles of state highways. With an operating budget of more than \$13.8 billion, he oversees 23,000 employees and approximately \$10 billion in transportation improvements currently under construction. Kempton began his career in 1973 with Caltrans. He served as executive director of the Santa Clara County Traffic Authority, managing its nearly \$1 billion highway construction program. He returned to Caltrans in 2004 as director for five years, and spent nearly four years as CEO of Orange County Transportation Authority.

Steve Heminger, Executive Director of the Metropolitan Transportation Commission



As executive director of the Metropolitan Transportation Commission (MTC), which serves as the regional transportation planning and finance agency for the nine-county San Francisco Bay Area, Heminger oversees the more than \$2 billion per year that MTC administers in funding for the operation, maintenance and expansion of the Bay Area's surface transportation network. Appointed by House Democratic Leader Nancy Pelosi to serve on the National Surface Transportation Policy and Revenue Study Commission, Heminger helped chart the future course for the federal transportation program.

In the space below, please write your question(s) for panel members. If a question is related to a particular panel member, please check the appropriate box to the right.

Question

1

- Congressman Swalwell
- Senator Wieckowski
- Will Kempton
- Steve Heminger
- All of the above

Question

2

- Congressman Swalwell
- Senator Wieckowski
- Will Kempton
- Steve Heminger
- All of the above

Question

3

- Congressman Swalwell
- Senator Wieckowski
- Will Kempton
- Steve Heminger
- All of the above

Question

4

- Congressman Swalwell
- Senator Wieckowski
- Will Kempton
- Steve Heminger
- All of the above



Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 17, 2015

SUBJECT: Regional Transportation Plan (RTP) Draft Project and Program List for Submittal to Metropolitan Transportation Commission (MTC) and Update on MTC RTP Development

RECOMMENDATION: (1) Approve the draft lists of regional, committed, county-level projects and programs for submittal to the RTP
(2) Direct staff to forward both the draft lists to MTC by September 30, 2015

Summary

MTC and ABAG are in the process of performing a focused update of Plan Bay Area, which includes the Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS) as mandated by SB 375. The RTP is scheduled to be adopted in the spring of 2017 and is updated every four years. To support development of the RTP, MTC requested that each Congestion Management Agency (CMA) in the Bay Area coordinate project submittals from its county. On June 1, 2015, Alameda CTC released a call-for-projects to solicit applications for projects, programs, and plans to be considered for the 2016 Countywide Transportation Plan (CTP) and the 2017 RTP update. Projects submitted at this time would also be considered for future Comprehensive Investment Plan (CIP), One Bay Area Grant (OBAG), and State Transportation Improvement Program (STIP) funding. The call-for-projects closed on July 31, 2015. This item is not a programming action; rather, it is a long-range planning action to allow Alameda County projects to be submitted into the RTP. This action does not program any Measure B, VRF, Measure BB funds or any other funds.

MTC has assigned Alameda CTC an initial target county budget of \$2.65 billion, which is a 25-year funding assumption. Alameda CTC must submit financially constrained Draft programmatic and project lists to MTC by September 30, 2015, and final RTP project/program lists by October 31, 2015. These lists will be used by MTC staff in the first round of evaluating transportation investments in the RTP to determine how they perform against adopted performance measures and targets, including greenhouse gas reduction targets and a Sustainable Communities Strategy target.

Jurisdictions throughout Alameda County submitted a total of 313 applications for consideration. During August staff reviewed and sorted these applications to create draft recommended RTP project and program lists for submittal to MTC. This item summarizes the concurrent RTP and CTP Call for Projects and Programs process and outcomes, and requests

Commission approval for actions as summarized above. This memo also provides a brief update on the RTP/SCS development process.

At the last Commission meeting in July, staff was directed to address policy issues associated with Measure BB funding administered by Alameda CTC and coal transport. This item is not a programming recommendation, and a report regarding coal will be brought to the Commission this fall, prior to programming actions related to Measure BB.

Background

Call for Project Process

In support of the development of the RTP, MTC requested that each Congestion Management Agency in the Bay Area coordinate project submittals from its county and assist with public outreach. Alameda CTC is also in the process of updating its CTP, the long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. As such, Alameda CTC released a call-for-projects in June 2015 that will inform the 2016 CTP, the 2017 RTP, and the Alameda CTC's CIP; it will also inform Alameda CTC OBAG2 and STIP funding allocations. The call-for-projects closed on July 31st, 2015.

Project and Program Screening

Alameda CTC received 313 applications during the call-for-projects. During August 2015, staff and the consultant team conducted an initial screening and evaluation process for all applications to inform the RTP lists. Applications were sorted into the following categories:

- (1) *Programmatic*: MTC guidance requested that agencies bundle projects, programs, and plans into programmatic categories, where possible. Capital projects and programs that are not capacity increasing and exempt from air quality conformity requirements and/or categorically exempt (CE) from CEQA or documented categorical exclusion (DCE) from NEPA. Programmatic categories are groups of similar projects, programs, and plans that are included under a single listing in Plan Bay Area 2040. Therefore, programmatic applications were further sorted into MTC's 14 designated programmatic categories for the RTP:
 - a. New Bicycle and Pedestrian Facilities (Expansion)
 - b. Management Systems (System Management)
 - c. Safety and Security (System Management)
 - d. Travel Demand Management (System Management)
 - e. Intersections (System Management)
 - f. Multimodal Streetscape (System Management)
 - g. Minor Highway (System Management)
 - h. Minor Transit (System Management)
 - i. Minor Freight (System Management)
 - j. Land Use (System Management)

- k. Planning (System Management)
 - l. Emission Reduction (System Management)
 - m. Rehabilitation (Preservation)
 - n. Routine Operation and Maintenance (Operations)
- (2) *Projects*: Capital projects that are regionally significant, committed or capacity increasing and are not exempt from CEQA or NEPA air quality conformity analysis. These projects were sorted into three categories as defined by MTC:
- a. *Regional*: MTC's definition for a regional project is those projects that are regionally significant where "regional" is defined as serving more than a single County.
 - b. *Committed*: MTC's definition of committed projects for purposes of the RTP is that either a) the project is 100% locally funded, or b) the project includes a full funding plan and environmental clearance by September 30, 2015. MTC further defines a full funding plan as including local and discretionary funds..
 - c. *Local/Countywide*: All remaining projects are considered local or countywide projects.

These distinctions are important for two reasons: (1) Projects that can be modeled need to provide much more detailed information in the application process than programmatic projects that will be quantitatively and qualitatively assessed using other methods, (2) Regional and Committed projects do not count towards Alameda CTC's allocated RTP budget of \$2.65 B (further described below).

Screening Outcomes

Applications for a total of \$19.6 billion in programs and projects funding requests were received as follows: \$5.9 billion in programs, \$2.2 billion in countywide/local projects, and \$11.5 billion in regional projects. The total overall cost of all the projects and programs, including committed projects, is \$24.5 billion, as shown in Attachment A, Table 1. As part of the RTP, MTC has assigned Alameda County an initial target budget of \$2.65 billion over a 25 year horizon. This amount is expected to be combined with other sources to fund programs and projects in Alameda County. MTC is currently developing more refined financial forecasts, which are anticipated to be available in late fall and are likely to be less than the \$2.65 billion.

For the Draft RTP submittal due September 30, 2015, the following is recommended:

- *Regional projects*: It is recommended that regional/multi-county projects be submitted to MTC for a total of \$14.3 billion, of which \$8.7 billion is discretionary and is assumed to be from the regional discretionary budget. These projects serve a regional need and are shown on Attachment B, Table 2.
- *Committed projects*: It is recommended that committed projects for a total of almost \$528 million be submitted to MTC. These projects meet the funding and environmental clearance requirements of MTC. These projects are shown on Attachment C, Table 3.

- For programmatic categories: It is recommended that the amount of funding assigned to programs be for the MTC discretionary funding requests as part of the Alameda County share is \$1.1 billion. This represents 43% of the \$2.65 billion discretionary funding target being assigned to the 14 program categories shown in Attachment D, Table 4.
- For local/countywide projects: It is recommended that the remaining 57% or \$1.5 billion of the \$2.65 discretionary funding target be assigned to the countywide local projects shown in Attachment E, Table 5.

Public Outreach:

Similar to the 2012 CTP development, the 2016 CTP update includes a transparent process, with Alameda CTC closely working with the jurisdictions, transit agencies, and stakeholders. In addition, Alameda CTC collected input from the general public during outreach meetings for each of the ongoing multimodal plans which will inform the CTP. Public outreach for the Plan will be coordinated closely with other outreach efforts that are underway at the agency to ensure strategic use of stakeholders' time; CTP input will be sought at strategic points throughout the Plan development process. Full documentation of outreach for the projects and programs that are submitted to MTC will be presented in October as part of the final project and program list recommendation.

Schedule and Next Steps

- September 30, 2015: Forward draft lists to MTC.
- Late September: Address Committee/Commission comments; refine draft list to create final submittal for MTC;
- October 8: ACTAC review and recommendation to Committee and Commission
- October 12: Committee review and recommendation to full Commission
- October 22: Commission action on final list for submittal to MTC
- October 31: Forward final lists to MTC

Update on MTC RTP/SCS Development

MTC and ABAG initiated a limited update to the RTP/SCS beginning in late 2014, with initial work on its public participation plan. MTC/ABAG held public workshops and MTC released a call for projects in May 2015. In addition, MTC/ABAG have been updating regional forecasts for housing, jobs and revenue, and are currently in the process of finalizing performance measures and targets as part of their project performance assessment. Alameda CTC has been participating and commenting on the RTP development and Attachment F includes a letter from Chair Haggerty on the initial MTC performance measures released this summer. Attachment G includes the Plan Bay Area update schedule.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Table 1. Draft Summary List of Regional, Committed, Programs and Projects
- B. Table 2. Draft Regional Program List
- C. Table 3. Draft Committed Projects List Submittal for Alameda County
- D. Table 4. Draft Programs Project List Submittal for Alameda County
- E. Table 5. Draft Alameda County Project List Submittal for the RTP
- F. Alameda CTC letter to MTC on Performance Measures and Targets
- G. Plan Bay Area Update Schedule

Staff Contact

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**Table 1 - Draft Alameda County Submittal to PBA 2040
Applications Summary**

	Total Cost (\$ 000s)	Total Programmed Funding (\$ 000s)	Total Funding Requests (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)	
MTC Programmatic Categories						
Intersection Improvements	\$63,948	\$12,259	\$51,689		\$454	
Intersection Improvements (Grade Separations)	\$631,067	\$9,185	\$621,882		\$26,281	
Management Systems	\$132,647	\$46,009	\$86,638		\$777	
Minor Freight Improvements	\$183,281	\$1,812	\$181,469	Specific Local Fund allocations to be made based upon local discretionary actions	\$50,401	
Minor Transit Improvements	\$492,295	\$139,961	\$352,334		\$123,965	
Multimodal Streetscape Improvements	\$1,145,593	\$80,749	\$1,064,843		\$137,912	
New Bicycle and Pedestrian Facilities	\$1,633,258	\$72,831	\$1,560,427		\$444,895	
Other	\$510,000	\$0	\$510,000		\$145,611	
Planning	\$219,158	\$6,225	\$212,933		\$77,686	
Preservation Rehabilitation	\$955,760	\$325,693	\$630,067		\$6,921	
Routine Operation and Maintenance	\$397,616	\$96,900	\$300,716		\$93,155	
Safety and Security	\$302,630	\$55,062	\$247,568		\$26,886	
Travel Demand Management	\$183,944	\$19,645	\$164,299		\$13,059	
TOTAL Programmatic	\$6,851,197	\$866,326	\$5,984,865		\$3,184,347	\$1,148,000
Transportation Project Categories						
Arterial Projects (Improvements)	\$207,552	\$16,285	\$191,268		\$95,634	\$95,634
Arterial Projects (Gap Closures)	\$310,103	\$26,954	\$283,150	\$141,575	\$141,575	
Bicycle & Pedestrian Projects	\$182,151	\$4,600	\$177,550	\$88,775	\$88,775	
Highway Projects (Interchanges & Crossings)	\$601,218	\$301,992	\$299,227	\$87,065	\$212,162	
Transit Oriented Development Projects	\$570,712	\$12,850	\$557,862	\$60,000	\$497,862	
Transit Projects	\$252,878	\$10,020	\$242,859	\$4,781	\$238,078	
Three Major Trail Development Program	\$206,551	\$12,374	\$194,178	\$97,089	\$97,089	
Local Arterial Network Gap Closure	\$38,562	\$1,100	\$37,462	\$18,731	\$18,731	
I-580 Corridor TEP Freeway Improvements	\$267,377	\$169,905	\$97,472	\$48,736	\$48,736	
I-880 Corridor TEP Freeway Improvements	\$67,052	\$14,998	\$52,054	\$26,027	\$26,027	
Union City Rail Program	\$75,000	\$0	\$75,000	\$37,500	\$37,500	
TOTAL Alameda County Projects	\$2,779,156	\$571,078	\$2,208,078	\$705,911	\$1,502,167	

	Total Cost (\$ 000s)	Total Programmed Funding (\$ 000s)	Total Funding Requests (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)
TOTAL Regional	\$14,369,217	\$2,870,509	\$11,498,708	\$2,826,067	\$8,672,642
TOTAL Committed	\$527,844	\$527,844	\$0	\$0	\$0
GRAND TOTAL	\$24,527,414	\$4,835,757	\$19,691,651	\$6,716,325	\$11,322,809
			Current Request for Regional		\$2,650,167
			Percent Programmatic		43%
			Percent Projects		57%
			Regional Allocation for Alameda CTC		\$2,650,000

Table 2 - Draft CTP Regional Program

Criteria - Projects of regional significance/ falls within or supports a Regional Program/Efforts (Managed Lanes)/ top performer in the prior RTP which is a criteria for Regional Discretionary funding.

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Funding: Discretionary* (\$ 000s)	Requested Funding: Other Sources (\$ 000s)	Planning Area
Regional Goods Movement								
214	City of Oakland	Oakland Army Base transportation infrastructure improvements	\$307,106	\$238,563	\$68,543	\$68,543	\$0	North
302	Port of Oakland	7th Street Grade Separation East	\$490,091	\$2,800	\$487,291	\$227,291	\$260,000	North
303	Port of Oakland	7th Street Grade Separation West	\$163,707	\$3,050	\$160,657	\$160,657	\$0	North
306	Port of Oakland	Middle Harbor Road Improvements	\$29,200	\$25	\$29,175	\$4,175	\$25,000	North
305	Port of Oakland	Oakland International Airport Perimeter Dike	\$54,200	\$13,200	\$41,000	\$41,000	\$0	North
308	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	\$179,545	\$25,638	\$153,907	\$153,907	\$0	North
307	Port of Oakland	Outer Harbor Turning Basin	\$57,321	\$10	\$57,311	\$3,388	\$53,923	North
Subtotal Regional Goods Movement			\$1,281,170	\$283,286	\$997,884	\$658,961	\$338,923	
Regional Highway (Interchanges)								
					\$0			
027	Alameda CTC	I-580/I-680 Interchange Improvement Project	\$1,456,650	\$20,000	\$1,436,650	\$1,436,650	\$0	East
037	Alameda CTC	SR-84/I-680 Interchange Improvements and SR-84 Widening	\$366,000	\$124,940	\$241,060	\$123,000	\$118,060	East
Subtotal Regional Highway (Interchanges)			\$1,822,650	\$144,940	\$1,677,710	\$1,559,650	\$118,060	
Regional Highway (Managed Lanes)								
					\$0			
318	Alameda CTC	I-580 Integrated Corridor Mobility (ICM)	\$117,000	\$0	\$117,000	\$0	\$117,000	
030	Alameda CTC	I-680 Northbound and Southbound HOV/HOT Lanes (SR-84 to Alcosta Boulevard)	\$225,100	\$20,000	\$205,100	\$205,100	\$0	East/South
029	Alameda CTC	I-680 Northbound HOV/HOT Lane (SR-237 to SR-84)	\$385,000	\$185,000	\$200,000	\$0	\$200,000	South
028	Alameda CTC	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	\$37,508	\$2,000	\$35,508	\$35,508	\$0	South
034	Alameda CTC	I-880 Northbound HOV/HOT Extension (A Street to Hegenberger)	\$109,000	\$20,000	\$89,000	\$89,000	\$0	Central
Subtotal Regional Highway (Managed Lanes)			\$873,608	\$227,000	\$646,608	\$329,608	\$317,000	
Bay Trail Implementation								
					\$0			
049	City of Alameda	Alameda Point Trails	\$12,100	\$100	\$12,000	\$12,000	\$0	North
078	City of Albany	Pierce Street Park Bikeway	\$1,005	\$317	\$688	\$688	\$0	North
192	City of Oakland	Coliseum BART to Bay Trail Connector	\$3,183	\$980	\$2,203	\$2,203	\$0	North
193	City of Oakland	City-Wide Bay Trail Network	\$23,400	\$5,180	\$18,220	\$18,220	\$0	North
211	City of Oakland	Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure	\$20,984	\$5,043	\$15,941	\$14,341	\$1,600	North
223	City of Oakland	Bay Trail Connections - Four Sites	\$660	\$160	\$500	\$450	\$50	North
286	City of Union City	Union City Boulevard Bike Lanes (Phase 2)	\$8,800	\$1,000	\$7,800	\$0	\$7,800	South
Subtotal Regional Pedestrian & Bicycle			\$70,132	\$12,780	\$57,352	\$47,902	\$9,450	
Regional Transit and Park & Ride								
					\$0			
001	AC Transit	East Bay BRT Extension to Bayfair BART	\$50,700	\$0	\$50,700	\$0	\$50,700	Central
006	AC Transit	San Pablo Corridor Transit Improvements	\$103,000	\$0	\$103,000	\$0	\$103,000	North
041	BART	BART Metro: Bay Fair Connection	\$234,049	\$100,100	\$133,949	\$133,949	\$0	Central
043	BART	BART to Livermore/ACE Project Development	\$552,800	\$410,400	\$142,400	\$0	\$142,400	East
313	BART	BART Metro Program	\$1,700,000	\$0	\$1,700,000	\$0	\$1,700,000	All
314	BART	BART Security Program	\$250,000	\$205,941	\$44,059	\$0	\$44,059	All
315	BART	BART Station Modernization	\$4,744,000	\$0	\$4,744,000	\$0	\$4,744,000	All
316	BART	BART Station Access	\$800,000	\$0	\$800,000	\$0	\$800,000	All
317	BART	BART Transbay Corridor Core Capacity	\$1,600,000	\$1,306,000	\$294,000	\$0	\$294,000	All

062	City of Alameda	Mariner Square Drive Extension and Park and Ride Lot	\$7,360	\$0	\$7,360	\$7,360	\$0	North
057	City of Alameda	New Alameda Point Ferry Terminal	\$127,198	\$60,062	\$67,137	\$67,137	\$0	North
142	City of Fremont	Irvington BART Station	\$140,300	\$120,000	\$20,300	\$20,300	\$0	South
234	City of Pleasanton	Bernal Park and Ride	\$1,100	\$0	\$1,100	\$1,100	\$0	East
186	City of Newark	Newark Transit station	\$11,150	\$0	\$11,150	\$100	\$11,050	South
Subtotal Regional Transit			\$10,321,657	\$2,202,503	\$8,119,154	\$229,946	\$7,889,209	
Total			\$14,369,217	\$2,870,509	\$11,498,708	\$2,826,067	\$8,672,642	

** Includes B, BB, VRF discretionary, (1) funding requests applicants included with their application, and other needs requests identified as (4) "Other/TBD - Alameda CTC."

***Includes (2) local uncommitted funds on a case by case basis, not specified funds, and (3) "Other/TBS - Non-AlamedaCTC"

Table 3 - Draft Alameda County Submittal to PBA 2040 Committed Projects

Criteria: 100% funded through local funds; or project/program has full funding plan and environmental clearance by Sep 30, 2015

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Environmental Clearance (Mo/Yr)	Planning Area
004	AC Transit	East Bay BRT	\$179,985	\$177,985	06/12	North/Central
002	AC Transit	Line 51 Project Completion and Capital Replacement	\$20,673	\$20,673	02/14	North/Central
024	Alameda CTC	Dumbarton Corridor Area Transportation Improvements	\$120,000	\$120,000	07/18	South
032	Alameda CTC	I-880 at 23rd/29th Avenue Interchange Improvements	\$110,653	\$105,653	04/10	North
038	Alameda CTC	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	\$87,533	\$52,660	08/08	East
070	City of Alameda	Rapid Bus Service (Alameda Point to Fruitvale BART)	\$9,000	\$9,000	09/20	North
Total			\$527,844	\$485,971		

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Table 4 - Draft Alameda County Submittal to PBA 2040 - Programmatic Projects by MTC RTP Category

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*	
Intersection Improvements							
021	Alameda County	Strobridge Avenue Extension	\$13,380	\$1,370	\$12,010		
022	Alameda County	Tesla Road Safety Improvements Phase 1	\$11,065	\$5,065	\$6,000		
052	City of Alameda	New Traffic Signal at Central Avenue/Taylor Avenue/3rd Street	\$437	\$0	\$437		
060	City of Alameda	McCartney Road Road and Island Drive Intersection Improvements	\$300	\$300	\$0		
061	City of Alameda	Main Street Improvements & Realignment	\$6,710	\$3,000	\$3,710		
064	City of Alameda	New Traffic Signal at Oak Street and Clement Avenue	\$320	\$0	\$320		
065	City of Alameda	New Traffic Signal at Park Street and Pacific Avenue	\$320	\$0	\$320		
129	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	\$5,206	\$0	\$5,206		
241	City of Pleasanton	Nevada Street Extension	\$2,200	\$200	\$2,000		
249	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	\$16,920	\$1,074	\$15,846		
254	City of San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	\$7,090	\$1,250	\$5,840		
Subtotal Intersection Improvements			\$63,948	\$12,259	\$51,689		\$454
Intersection Improvements (Grade Separations)							
094	City of Berkeley	Gilman Street Multimodal Railroad Grade Separation Project	\$65,682	\$0	\$65,682		
165	City of Hayward	Tennyson Avenue Grade Separation at Niles Subdivision	\$40,360	\$6,110	\$34,250		
261	City of Union City	Alvarado Boulevard Grade Separation	\$30,000	\$320	\$29,680		
270	City of Union City	Dyer Street Grade Separation	\$25,000	\$270	\$24,730		
279	City of Union City	Niles Subdivision Grade Separation	\$200,000	\$1,920	\$198,080		
280	City of Union City	Oakland Subdivision Grade Separation	\$220,025	\$25	\$220,000		
285	City of Union City	Smith Street Grade Separation	\$20,000	\$220	\$19,780		
287	City of Union City	Union City Boulevard Grade Separation	\$30,000	\$320	\$29,680		
Subtotal Intersection Improvements (Grade Separation)			\$631,067	\$9,185	\$621,882		\$26,281
Management Systems							
056	City of Alameda	Emergency Vehicle Preemption System	\$200	\$0	\$200		
071	City of Alameda	Citywide Signal Upgrades	\$455	\$0	\$455		
077	City of Alameda	Webster / Posey Tubes Incident Management System	\$400	\$0	\$400		
103	City of Berkeley	Multimodal Corridor Signal Interconnect	\$8,933	\$0	\$8,933		
159	City of Hayward	Citywide Fiber Optics Installation	\$10,000	\$0	\$10,000		
208	City of Oakland	Citywide Intelligent Transportation System Program	\$46,335	\$1,000	\$45,335		
220	City of Oakland	Citywide Traffic Signal System Management	\$40,600	\$26,000	\$14,600		
294	LAVTA	AVL ITS Replacement	\$9,990	\$5,540	\$4,450		
191	MTC (Cities of Oakland and San leandro)	I-880 ICM North Alameda Segment	\$15,734	\$13,469	\$2,265		
Subtotal Management Systems			\$132,647	\$46,009	\$86,638		\$777
Minor Freight Improvements							

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
319	Alameda CTC	Goods Movement Program Implementation	\$125,000	\$0	\$125,000	
100	City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	\$11,461	\$0	\$11,461	
130	City of Emeryville	Quiet Zone	\$4,529	\$29	\$4,500	
147	City of Fremont	UPRR Quiet Zone - Various Locations	\$2,995	\$20	\$2,975	
148	City of Fremont	UPRR Quiet Zone - Centerville Area	\$2,350	\$20	\$2,330	
149	City of Fremont	UPRR Quiet Zone - Niles/Nursery	\$1,310	\$500	\$810	
224	City of Oakland	West Oakland Freight Corridor Upgrades	\$9,362	\$470	\$8,892	
309	Port of Oakland	Port ITS Implementation Project	\$7,553	\$30	\$7,523	
310	Port of Oakland	Port Seismic Monitor Program	\$586	\$7	\$579	
311	Port of Oakland	Port Terminal Lighting Upgrade Project	\$5,645	\$6	\$5,639	
273	City of Union City	Industrial Rail Connections between Oakland and Niles Subdivisions	\$3,245	\$5	\$3,240	
282	City of Union City	Passenger Platform for ACE (Oakland Subdivision)	\$3,000	\$360	\$2,640	
264	City of Union City	Passenger Platform for Amtrak (Coast Subdivision)	\$3,000	\$360	\$2,640	
284	City of Union City	Shinn Connection (Oakland and Niles Subdivisions)	\$3,245	\$5	\$3,240	
Subtotal Minor Freight Improvements			\$183,281	\$1,812	\$181,469	\$50,401
Minor Transit Improvements						
007	AC Transit	Vehicle Expansion	\$62,034	\$7,254	\$54,780	
040	BART	19th Street Station Modernization	\$25,000	\$14,000	\$11,000	
042	BART	Secure Bicycle Parking at Alameda County BART Stations	\$3,425	\$1,075	\$2,350	
044	BART	BART Station Modernization Program	\$381,340	\$115,556	\$265,784	
051	City of Alameda	Bus Stop Accessibility Improvements	\$5	\$5	\$0	
107	City of Berkeley	Downtown Berkeley Transit Center & Streetscape Improvements	\$5,555	\$851	\$4,704	
122	City of Emeryville	Amtrak Platform Extension	\$3,000	\$0	\$3,000	
125	City of Emeryville	Bus Shelters - Citywide Bus Shelters - Citywide	\$1,380	\$0	\$1,380	
128	City of Emeryville	Powell Street I-80 Ramp Bus Bays	\$2,301	\$0	\$2,301	
137	City of Fremont	Fremont BART Station - West Entrance Improvements	\$50	\$0	\$50	
275	City of Union City	Union City Intermodal Station Phase 3	\$6,600	\$1,200	\$5,400	
295	LAVTA	Bus Shelter Replacement Program	\$1,200	\$0	\$1,200	
298	LAVTA	Major Service Improvements (Routes 10, 12, and 15)	\$0	\$0	\$0	
301	LAVTA	Livermore Transit Center Rehabilitation	\$405	\$20	\$385	
Subtotal Minor Transit Improvements			\$492,295	\$139,961	\$352,334	\$123,965
Multimodal Streetscape Improvements						
010	Alameda County	Castro Valley Boulevard Streetscape Improvement Phase II	\$16,750	\$450	\$16,300	
012	Alameda County	East 14th Streetscape Improvements Phase II	\$15,830	\$4,530	\$11,300	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
013	Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	\$11,240	\$440	\$10,800	
017	Alameda County	Hesperian Boulevard Streetscape Improvement project	\$24,640	\$17,640	\$7,000	
321	Alameda CTC	TOD/PDA Plan Implementation	\$300,000	\$0	\$300,000	
046	City of Alameda	Mitchell Street Improvements Project	\$5,646	\$0	\$5,646	
047	City of Alameda	Alameda Point Multimodal Street Network	\$15,100	\$100	\$15,000	
055	City of Alameda	Citywide Complete Streets	\$62	\$62	\$0	
066	City of Alameda	Park Street Streetscape Improvements	\$0	\$0	\$0	
068	City of Alameda	Ralph Appezzato Memorial Parkway Street Improvements	\$1,768	\$0	\$1,768	
072	City of Alameda	Stargell Avenue (Main Street to 5th Street) Queue Jump Lanes & Class I Trail	\$4,750	\$1,900	\$2,850	
076	City of Alameda	Webster Street Improvement	\$2,900	\$0	\$2,900	
082	City of Albany	Solano Avenue Complete Streets	\$3,429	\$652	\$2,777	
086	City of Berkeley	Hearst Avenue Complete Streets - Transit Improvements	\$278	\$37	\$241	
091	City of Berkeley	Downtown Berkeley Multimodal Area Improvement Program	\$65,855	\$0	\$65,855	
097	City of Berkeley	Complete Streets Corridor Improvement Program	\$3,572	\$3,344	\$228	
312	City of Berkeley	San Pablo Complete Streets Corridor	\$31,663	\$0	\$31,663	
104	City of Berkeley	Southside Multimodal Area Enhancement Program	\$6,928	\$0	\$6,928	
105	City of Berkeley	Southside Complete Streets Program	\$11,435	\$0	\$11,435	
108	City of Berkeley	University Avenue Complete Streets Corridor	\$73,229	\$0	\$73,229	
110	City of Berkeley	West Berkeley Area improvement Program	\$3,277	\$0	\$3,277	
138	City of Fremont	Fremont Boulevard Streetscape Project - Centerville (Thornton Avenue to Central Aven	\$7,746	\$134	\$7,612	
139	City of Fremont	Fremont Boulevard Streetscape Project - Downtown (Country Drive to Sundale Drive)	\$8,529	\$0	\$8,529	
153	City of Fremont	SR-84 Relinquishment and Upgrades Phase I	\$13,063	\$0	\$13,063	
157	City of Hayward	C Street Complete Street Project	\$2,980	\$0	\$2,980	
162	City of Hayward	Main Street Complete Street Project	\$3,047	\$0	\$3,047	
163	City of Hayward	Mission Boulevard Phases 2 and 3 Improvements	\$33,900	\$21,900	\$12,000	
167	City of Livermore	Downtown PDA Multimodal Improvements	\$7,304	\$440	\$6,864	
171	City of Livermore	Isabel/BART PDA Multimodal Improvements	\$16,100	\$10,300	\$5,800	
183	City of Newark	Thornton Avenue Streetscape Improvement (Olive Street to Elm Street)	\$2,200	\$0	\$2,200	
184	City of Newark	Thornton Avenue Streetscape Improvement (Elm Street to Willow Street)	\$2,200	\$0	\$2,200	
188	City of Oakland	14th Street Avenue Streetscape Project	\$13,205	\$6,405	\$6,800	
189	City of Oakland	27th Street Corridor Improvements	\$3,393	\$50	\$3,343	
200	City of Oakland	West Grand Avenue Complete Streets Project	\$20,151	\$50	\$20,101	
201	City of Oakland	Oakland Complete Streets Program	\$316,000	\$2,000	\$314,000	
204	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project	\$8,334	\$327	\$8,007	
205	City of Oakland	20th Street Green Corridor Improvements	\$4,746	\$63	\$4,683	
207	City of Oakland	East Bay BRT Corridor Connectors Streetscape Improvements	\$14,441	\$3,536	\$10,905	
212	City of Oakland	MLK Jr Way Streetscape Project - Phase II	\$7,115	\$1,300	\$5,815	
219	City of Oakland	Peralta Streetscape Project (Phase II)	\$7,115	\$300	\$6,815	
243	City of Pleasanton	Stanley Boulevard Reconstruction (Main Street to 1st Street)	\$5,700	\$2,700	\$3,000	
245	City of Pleasanton	Stoneridge Mall Sidewalk Construction	\$1,030	\$0	\$1,030	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
251	City of San Leandro	Doolittle Drive Streetscape (Davis to Fairway)	\$421	\$0	\$421	
253	City of San Leandro	East 14th Street South Area Streetscape	\$15,720	\$0	\$15,720	
258	City of San Leandro	MacArthur Blvd Streetscape Phase 2	\$2,800	\$0	\$2,800	
259	City of San Leandro	Marina Boulevard Streetscape (Merced to Monarch Bay Drive)	\$11,000	\$0	\$11,000	
268	City of Union City	Decoto Road Complete Street Project	\$7,000	\$840	\$6,160	
291	City of Union City	Whipple Road Widening (I-880 to BART track)	\$12,000	\$1,249	\$10,751	
Subtotal Multimodal Streetscape Improvements			\$1,145,593	\$80,749	\$1,064,843	\$137,912
New Bicycle and Pedestrian Facilities						
008	Alameda County	Sidewalk Improvements at Various Locations in Unincorporated Alameda County	\$27,600	\$15,600	\$12,000	
009	Alameda County	Bicycle Improvements at Various Locations in Unincorporated Alameda County	\$19,980	\$4,140	\$15,840	
324	Alameda CTC	Countywide Bicycle Plan Implementation	\$249,000	\$0	\$249,000	
323	Alameda CTC	Countywide Pedestrian Plan Implementation	\$894,000	\$0	\$894,000	
050	City of Alameda	Blanding Avenue Track Removal and Corridor Improvements	\$5,170	\$0	\$5,170	
073	City of Alameda	Tilden Way Phase 2 Sidewalk Improvements	\$2,830	\$400	\$2,430	
080	City of Albany	Complete Streets for San Pablo Avenue and Buchanan Street	\$3,945	\$605	\$3,340	
081	City of Albany	San Pablo Avenue Cycle Track	\$290	\$0	\$290	
083	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$1,980	\$124	\$1,856	
084	City of Berkeley	Adeline Street Complete Streets Corridor	\$11,672	\$0	\$11,672	
085	City of Berkeley	Ashby Avenue Complete Streets Corridor	\$2,579	\$0	\$2,579	
087	City of Berkeley	Citywide Bike Boulevard/Major Street Intersections Project	\$6,008	\$35	\$5,973	
088	City of Berkeley	Channing Bicycle Boulevard Safety Project	\$9,522	\$0	\$9,522	
089	City of Berkeley	Citywide Bicycle Improvement Program	\$37,552	\$0	\$37,552	
090	City of Berkeley	College Avenue Complete Streets Corridor	\$481	\$0	\$481	
092	City of Berkeley	Dwight Way Complete Streets Corridor	\$647	\$0	\$647	
093	City of Berkeley	Gilman Street Complete Streets Corridor	\$81	\$0	\$81	
096	City of Berkeley	Milvia Bike Boulevard Project	\$7,452	\$0	\$7,452	
101	City of Berkeley	Sacramento Complete Streets Corridor	\$963	\$0	\$963	
102	City of Berkeley	Shattuck Avenue Complete Streets Corridor	\$958	\$0	\$958	
106	City of Berkeley	Telegraph Avenue Complete Streets Corridor	\$25,349	\$0	\$25,349	
109	City of Berkeley	West Berkeley Areawide Pedestrian & Bicycle Improvements	\$25,500	\$0	\$25,500	
113	City of Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	\$21,418	\$325	\$21,093	
124	City of Emeryville	Bike Ped Plan Implementation	\$4,800	\$0	\$4,800	
131	City of Emeryville	South Bayfront Bridge	\$19,400	\$16,450	\$2,950	
155	City of Fremont	Warm Springs BART West Access Bridge and Plaza	\$35,715	\$10,715	\$25,000	
156	City of Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$21,440	\$0	\$21,440	
194	City of Oakland	Citywide Bicycle Master Plan Implementation	\$119,100	\$23,223	\$95,877	
215	City of Oakland	Park Boulevard Bike and Pedestrian Path	\$3,094	\$100	\$2,994	
225	City of Piedmont	Bicycle Safety Improvements	\$460	\$4	\$456	
226	City of Piedmont	Grand Avenue Improvements	\$851	\$114	\$737	
227	City of Piedmont	Highland Avenue Improvements	\$800	\$111	\$689	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
233	City of Pleasanton	Arroyo Mocho Trail Construction	\$10,000	\$0	\$10,000	
238	City of Pleasanton	Foothill Road Bike Lane Plan and Construction (I-580 to Verona Road)	\$2,200	\$0	\$2,200	
250	City of San Leandro	San Leandro Creek Trail	\$33,421	\$53	\$33,368	
262	City of Union City	Alvarado Niles Road Sidewalks	\$1,500	\$181	\$1,319	
272	City of Union City	Horner Street Sidewalk Construction	\$500	\$63	\$437	
274	City of Union City	Industrial Park Sidewalk Construction	\$3,000	\$357	\$2,643	
277	City of Union City	Bike/Ped Connection Over Niles Subdivision	\$20,000	\$0	\$20,000	
278	City of Union City	Lowry Road Sidewalk Construction	\$2,000	\$231	\$1,769	
Subtotal New Bicycle and Pedestrian Facilities			\$1,633,258	\$72,831	\$1,560,427	\$444,895
Other						
281	City of Union City	Oakland Subdivision Acquisition	\$135,000	\$0	\$135,000	
325	Alameda CTC	Affordable Student Transit Pass Program	\$375,000	\$0	\$375,000	
Subtotal Other			\$510,000	\$0	\$510,000	\$145,611
Planning						
322	Alameda CTC	Arterial Performance Initiative	\$200,000	\$0	\$200,000	
003	AC Transit	Dumbarton Bridge Transit Expansion Study & Implementation*	\$5,000	\$0	\$5,000	
005	AC Transit	Grand / MacArthur Feasibility Study	\$6,000	\$6,000	\$0	
045	Caltrans	Estuary Crossing Bridge Engineering Feasibility Study	\$250	\$0	\$250	
075	City of Alameda	Estuary Water Shuttle Project Study Report Equivalent	\$1,225	\$225	\$1,000	
133	City of Fremont	BayTrail - South Fremont to Milpitas Connection	\$75	\$0	\$75	
134	City of Fremont	Blacow Road Ped/Bike Grade Separation at BART/UPRR	\$75	\$0	\$75	
143	City of Fremont	Irvington BART Station Area Plan	\$300	\$0	\$300	
146	City of Fremont	Niles to City Center Bikeway with New Alameda Creek Bridge	\$150	\$0	\$150	
145	City of Fremont	Scoping/Planning for Irvington Trail Connector with I-680 Bridge	\$75	\$0	\$75	
206	City of Oakland	I-980 Multimodal Boulevard-2nd Transbay Tube Study	\$5,250	\$0	\$5,250	
296	LAVTA	Comprehensive Operational Analysis 2020	\$353	\$0	\$353	
297	LAVTA	Comprehensive Operational Analysis 2025	\$405	\$0	\$405	
Subtotal Planning			\$219,158	\$6,225	\$212,933	\$77,686
Preservation Rehabilitation						
020	Alameda County	Pavement Rehabilitation at Various Locations in Unincorporated Alameda County	\$24,060	\$15,060	\$9,000	
329	Alameda CTC	Bicycle and Pedestrian for Regional Projects and Trail Maintenance	\$154,000	\$0	\$154,000	
014	Alameda County	Estuary Bridges Repairs	\$13,000	\$3,000	\$10,000	
067	City of Alameda	Citywide Street Resurfacing	\$3,200	\$3,200	\$0	
173	City of Livermore	Annual Pavement Maintenance - MTS Routes	\$98,275	\$26,000	\$72,275	
175	City of Newark	Balentine Drive and Cedar Boulevard Pavement Rehabilitation	\$1,117	\$0	\$1,117	
176	City of Newark	Cedar Boulevard Pavement Rehabilitation	\$1,144	\$0	\$1,144	
177	City of Newark	Edgewater Drive and Lake Boulevard Pavement Rehabilitation	\$1,124	\$0	\$1,124	
178	City of Newark	George Avenue Pavement Rehabilitation and Drainage Improvements	\$2,750	\$0	\$2,750	
179	City of Newark	Moore Avenue and Sycamore Street Pavement Rehabilitation	\$770	\$0	\$770	
180	City of Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Cherry Street)	\$1,502	\$0	\$1,502	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
181	City of Newark	Thornton Avenue Pavement Rehabilitation (Cherry Street to Willow Street)	\$1,509	\$0	\$1,509	
182	City of Newark	Thornton Avenue Pavement Rehabilitation (Willow Street - SR-84)	\$986	\$0	\$986	
187	City of Newark	Zulmida Avenue Pavement Rehabilitation	\$770	\$0	\$770	
195	City of Oakland	Citywide Bridge Preventive Maintenance Program	\$27,141	\$250	\$26,891	
218	City of Oakland	Citywide Pedestrian Master Plan Implementation	\$45,507	\$11,000	\$34,507	
217	City of Oakland	Citywide Paving Program	\$641,250	\$242,850	\$398,400	
230	City of Piedmont	Sidewalk Replacement Project	\$1,400	\$1,400	\$0	
231	City of Piedmont	Annual Street Paving Improvements	\$4,347	\$4,347	\$0	
232	City of Pleasanton	Bernal Bridge Construction over Arroyo de la Laguna	\$4,300	\$1,700	\$2,600	
236	City of Pleasanton	Dublin Canyon Widening (Bridge Section Near Canyon Meadows)	\$2,450	\$450	\$2,000	
248	City of Pleasanton	West Las Positas Roadway Reconstruction (Hopyard Road to Stoneridge Drive)	\$2,250	\$50	\$2,200	
256	City of San Leandro	Lake Chabot Road Stabilization	\$2,256	\$41	\$2,215	
260	City of San Leandro	San Leandro Local Street Rehabilitation	\$43,700	\$13,700	\$30,000	
263	City of Union City	Alvarado Boulevard Pavement Rehabilitation	\$1,321	\$163	\$1,158	
265	City of Union City	Alvarado-Niles Road Pavement Rehabilitation	\$5,610	\$670	\$4,940	
267	City of Union City	Central Avenue Pavement Rehabilitation	\$667	\$157	\$510	
269	City of Union City	Decoto Road Pavement Rehabilitation	\$2,207	\$337	\$1,870	
271	City of Union City	Dyer Road Pavement Rehabilitation	\$2,202	\$332	\$1,870	
288	City of Union City	Union City Boulevard Pavement Rehabilitation	\$3,527	\$535	\$2,992	
289	City of Union City	Whipple Road - Pavement Rehabilitation (Phase 1)	\$552	\$132	\$420	
290	City of Union City	Whipple Road - Pavement Rehabilitation (Amaral Street to Mission Boulevard)	\$1,987	\$304	\$1,683	
304	Port of Oakland	Airport Drive Resurfacing	\$12,880	\$15	\$12,865	
Subtotal Preservation Rehabilitation			\$955,760	\$325,693	\$630,067	\$6,921
Routine Operations and Maintenance						
327	Alameda CTC	Paratransit Program	\$232,000	\$0	\$232,000	
328	Alameda CTC	Transit Operations Service Augmentation	\$1,056	\$0	\$1,056	
126	City of Emeryville	Emery Go Round Operations	\$90,220	\$79,670	\$10,550	
197	City of Oakland	Broadway Shuttle Operations	\$26,755	\$1,465	\$25,290	
293	LAVTA	Atlantis Maintenance and Operations Facility Phase 3	\$46,464	\$15,765	\$30,699	
299	LAVTA	Administration and Operations Facility Improvements (Rutan Court)	\$1,096	\$0	\$1,096	
300	LAVTA	Training Video	\$25	\$0	\$25	
Subtotal Routine Operations and Maintenance			\$397,616	\$96,900	\$300,716	\$93,155
Safety and Security						
011	Alameda County	Crow Canyon Road Safety Improvements	\$3,800	\$900	\$2,900	
015	Alameda County	Foothill Road Safety Improvements in the vicinity of Sunol	\$2,650	\$750	\$1,900	
326	Alameda CTC	Safe Routes To School	\$40,000	\$0	\$40,000	
154	City of Fremont	Vargas Road Improvements	\$4,235	\$135	\$4,100	
019	Alameda County	Patterson Pass Road Safety Improvements	\$6,500	\$1,200	\$5,300	
023	Alameda County	Tesla Road Safety Improvements Phase II	\$6,500	\$1,500	\$5,000	
039	Alameda County	Vasco Road Safety Improvement Phase II	\$24,000	\$4,000	\$20,000	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
074	City of Alameda	Traffic Calming Devices at Various Locations	\$620	\$0	\$620	
079	City of Albany	Cornell Avenue Safe Routes to School	\$1,490	\$37	\$1,453	
098	City of Berkeley	Ohlone Greenway and Intersection Improvement Project	\$6,321	\$0	\$6,321	
099	City of Berkeley	Citywide Pedestrian Plan Safety Improvements Program	\$29,409	\$0	\$29,409	
111	City of Berkeley	West Berkeley Shuttle	\$49,803	\$36,478	\$13,325	
166	City of Hayward	First/Last-Mile BART Shuttle	\$55,985	\$350	\$55,635	
210	City of Oakland	Library Shuttle Program	\$6,156	\$250	\$5,906	
213	City of Oakland	Citywide Neighborhood Bus Shuttle Program (NBS)	\$24,100	\$1,200	\$22,900	
257	City of San Leandro	LINKS Shuttle Service	\$4,086	\$2,818	\$1,268	
121	City of Emeryville	Door to Door Paratransit Shuttle (8 to Go)	\$3,129	\$189	\$2,940	
136	City of Fremont	Citywide Freeway Interchange Safety and Access Upgrades	\$75	\$0	\$75	
209	City of Oakland	LAMMPS Phase 2 Improvements	\$20,022	\$4,562	\$15,460	
228	City of Piedmont	Oakland Avenue Pedestrian Improvements	\$855	\$112	\$743	
229	City of Piedmont	Pedestrian Safety Improvements	\$694	\$168	\$526	
235	City of Pleasanton	Freeway Overcrossing Improvements for Bicyclists (8 Interchanges)	\$1,750	\$50	\$1,700	
239	City of Pleasanton	Foothill Road S-Curve Modification (Muirwood Drive North to Highland Oaks Drive)	\$4,600	\$0	\$4,600	
252	City of San Leandro	Downtown Pedestrian Lighting Improvements	\$2,850	\$0	\$2,850	
283	City of Union City	Railroad Crossing Improvements	\$3,000	\$363	\$2,637	
Subtotal Safety and Security			\$302,630	\$55,062	\$247,568	\$26,886
Travel Demand Management						
018	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$175	\$50	\$125	
320	Alameda CTC	Countywide TDM Implementation	\$25,000	\$0	\$25,000	
048	City of Alameda	Alameda Point Transportation Demand Management Plan	\$5,000	\$750	\$4,250	
127	City of Emeryville	North Hollis Parking and TDM Program	\$1,285	\$25	\$1,260	
164	City of Hayward	Comprehensive Parking Management	\$1,536	\$85	\$1,451	
216	City of Oakland	Citywide Parking Management Program	\$16,574	\$5,794	\$10,780	
221	City of Oakland	Implementation Program for Citywide Safe Routes to School	\$133,379	\$12,941	\$120,438	
203	City of Oakland	Transportation Data Management Program	\$995	\$0	\$995	
Subtotal TDM			\$183,944	\$19,645	\$164,299	\$13,059
TOTAL Programmatic			\$6,851,196	\$866,326	\$5,984,864	1,148,000

* Initial funding by Programmatic category was based on the total Programmatic request of \$2.956 B and the total available balance of \$1.148 B in Regional Discretionary funding (Total \$2.65 B - Initial funding proposed for Projects \$1.502B) and assigning the available funds proportionate to the request.

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Table 5 - Draft Alameda County Submittal to PBA 2040 - Projects								Fund Eligibility*		
CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)**	RTIP	ATP	STP /CMAQ
Arterial Projects (Improvements)										
112	City of Dublin	Dougherty Road Widening	\$22,875	\$6,035	\$16,840	\$8,420	\$8,420	x		x
115	City of Dublin	Dublin Boulevard Widening - Sierra Court to Dublin Court	\$5,824	\$2,912	\$2,912	\$1,456	\$1,456	x		x
120	City of Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	\$43,721	\$1,800	\$41,921	\$20,961	\$20,961			x
185	City of Newark	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	\$14,405	\$0	\$14,405	\$7,203	\$7,203			x
202	City of Oakland	Telegraph Avenue Complete Streets	\$16,727	\$0	\$16,727	\$8,364	\$8,364			x
237	City of Pleasanton	El Charro Road Extension (Stoneridge Drive to Stanley Boulevard)	\$59,000	\$300	\$58,700	\$29,350	\$29,350			x
266	City of Union City	Union City Boulevard Widening (Whipple to City Limit)	\$15,000	\$1,749	\$13,251	\$6,626	\$6,626	x		x
292	City of Union City	Whipple Road Widening (BART track to Mission Boulevard)	\$30,000	\$3,489	\$26,511	\$13,256	\$13,256	x		x
Subtotal Arterial Projects (Improvements)			\$207,552	\$16,285	\$191,267	\$95,634	\$95,634			
Arterial Projects (Gap Closures)										
026	Alameda CTC	I-880 to Mission Boulevard East-West Connector	\$230,514	\$23,508	\$207,006	\$103,503	\$103,503	x		x
114	City of Dublin	Dublin Boulevard - North Canyons Parkway Extension	\$79,589	\$3,446	\$76,143	\$38,072	\$38,072			
Subtotal Arterial Projects (Gap Closures)			\$310,103	\$26,954	\$283,149	\$141,575	\$141,575			
Bicycle & Pedestrian Projects										
016	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project*	\$71,000	\$0	\$71,000	\$35,500	\$35,500			x
132	City of Fremont	Auto Mall Parkway Widening and Improvements	\$26,601	\$0	\$26,601	\$13,301	\$13,301	x		x
140	City of Fremont	Fremont Boulevard Widening (I-880 to Grimmer)	\$9,950	\$0	\$9,950	\$4,975	\$4,975	x		x
141	City of Fremont	Grimmer Boulevard Greenway	\$10,500	\$0	\$10,500	\$5,250	\$5,250			x
144	City of Fremont	Kato Road Widening (Warren Avenue to Milmont Drive)	\$5,700	\$4,600	\$1,100	\$550	\$550			x
151	City of Fremont	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	\$45,000	\$0	\$45,000	\$22,500	\$22,500	x		x
152	City of Fremont	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	\$13,400	\$0	\$13,400	\$6,700	\$6,700	x		x
Subtotal Bicycle & Pedestrian Projects			\$182,151	\$4,600	\$177,551	\$88,776	\$88,776			
Highway Projects (Interchanges & Crossings)										
						\$0	\$0			
031	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$38,388	\$25,392	\$12,996	\$6,498	\$6,498	x		
033	Alameda CTC	I-880 Broadway/Jackson Interchange Improvements	\$218,799	\$77,500	\$141,299	\$8,101	\$133,198	x		
035	Alameda CTC	I-880 Industrial Parkway Interchange Reconstruction	\$52,641	\$44,000	\$8,641	\$4,321	\$4,321	x		
036	Alameda CTC	I-880 Whipple Road Interchange Improvements	\$73,653	\$60,000	\$13,653	\$6,827	\$6,827	x		
123	City of Emeryville	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	\$54,800	\$52,100	\$2,700	\$1,350	\$1,350	x		
160	City of Hayward	I-880 A Street Interchange Reconstruction	\$47,833	\$42,500	\$5,333	\$2,667	\$2,667	x		
158	City of Hayward	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	\$55,204	\$0	\$55,204	\$27,602	\$27,602	x		
246	City of Pleasanton	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	\$17,000	\$0	\$17,000	\$8,500	\$8,500	x		
247	City of Pleasanton	I-680 Sunol Interchange Modification	\$17,400	\$400	\$17,000	\$8,500	\$8,500	x		
242	City of Pleasanton	Santa Rita Road I-580 Overcrossing Widening	\$9,400	\$0	\$9,400	\$4,700	\$4,700	x		
244	City of Pleasanton	Stoneridge Drive Widening (east of Johnson Drive and I-680 Interchange)	\$16,100	\$100	\$16,000	\$8,000	\$8,000	x		x
Subtotal Highway Projects (Interchanges & Crossings)			\$601,218	\$301,992	\$299,226	\$87,065	\$212,162			
Transit Oriented Development Projects										
199	City of Oakland	Coliseum City TOD Infrastructure	\$401,296	\$3,500	\$397,796	\$20,000	\$377,796			x
198	City of Oakland	Coliseum City Transit Hub	\$169,416	\$9,350	\$160,066	\$40,000	\$120,066			x
Subtotal Transit Oriented Development Projects			\$570,712	\$12,850	\$557,862	\$60,000	\$497,862			
Transit Projects										
069	City of Alameda	Ralph Appezato Memorial Parkway BRT	\$9,581	\$20	\$9,561	\$4,781	\$4,781			x
196	City of Oakland	Broadway Shuttle Expansion	\$243,297	\$10,000	\$233,297	\$0	\$233,297			x
Subtotal Transit Projects			\$252,878	\$10,020	\$242,858	\$4,781	\$238,078			

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)**	RTIP	ATP	STP /CMAQ
Three Major Trail Development Program (Eligible Funds - \$264 M)										
025	Alameda CTC	East Bay Greenway: Lake Merritt to South Hayward	\$149,372	\$6,156	\$143,216	\$71,608	\$71,608			x
117	City of Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	\$11,153	\$1,050	\$10,103	\$5,052	\$5,052			x
118	City of Dublin	Iron Horse Trail Crossing at Dougherty Road	\$11,451	\$0	\$11,451	\$5,726	\$5,726			x
135	City of Fremont	East Bay Greenway/Rails to Trails - Central Park to Alameda Creek	\$11,985	\$3,115	\$8,870	\$4,435	\$4,435			x
170	City of Livermore	Livermore Iron Horse Trail	\$20,390	\$2,053	\$18,337	\$9,169	\$9,169			x
240	City of Pleasanton	Iron Horse Trail Bridge at Arroyo Mocho	\$2,200	\$0	\$2,200	\$1,100	\$1,100			x
Subtotal Three Major Trail Development Program			\$206,551	\$12,374	\$194,177	\$97,089	\$97,089			
Local Arterial Network Gap Closure										
053	City of Alameda	Clement Avenue East Extension To Tilden Way	\$5,182	\$0	\$5,182	\$2,591	\$2,591			x
054	City of Alameda	Clement Avenue West Extension (Sherman Street to Grand Street)	\$5,446	\$0	\$5,446	\$2,723	\$2,723			x
063	City of Alameda	Mitchell Street Extension Project	\$7,670	\$0	\$7,670	\$3,835	\$3,835			x
119	City of Dublin	Scarlett Drive Extension	\$20,264	\$1,100	\$19,164	\$9,582	\$9,582			x
Subtotal Local Arterial Network Gap Closure			\$38,562	\$1,100	\$37,462	\$18,731	\$18,731			
I-580 Corridor Freeway Improvements (Eligible Funds - \$28 M)										
116	City of Dublin	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	\$52,332	\$1,400	\$50,932	\$25,466	\$25,466	x		
168	City of Livermore	I-580 First Street Interchange Improvements	\$52,080	\$43,250	\$8,830	\$4,415	\$4,415	x		
169	City of Livermore	I-580 Greenville Road Interchange Improvements	\$57,965	\$49,755	\$8,210	\$4,105	\$4,105	x		
172	City of Livermore	I-580 SR-84/Isabel Interchange Improvements Phase 2	\$35,700	\$25,650	\$10,050	\$5,025	\$5,025	x		
174	City of Livermore	I-580 Vasco Road Interchange Improvements	\$69,300	\$49,850	\$19,450	\$9,725	\$9,725	x		
Subtotal I-580 Corridor Freeway Improvements			\$267,377	\$169,905	\$97,472	\$48,736	\$48,736			
I-880 Corridor Freeway Improvements (Eligible Funds - \$85 M)										
150	City of Fremont	SR-262 Mission Boulevard Cross Connector Improvements	\$10,050	\$0	\$10,050	\$5,025	\$5,025	x		
161	City of Hayward	I-880 Winton Avenue Interchange Improvements	\$38,960	\$7,060	\$31,900	\$15,950	\$15,950	x		
190	City of Oakland	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	\$18,042	\$7,938	\$10,104	\$5,052	\$5,052	x		
Subtotal I-880 Corridor Freeway Improvements			\$67,052	\$14,998	\$52,054	\$26,027	\$26,027			
Union City Rail Program - Capitol Corridor Coast Line & UC Intermodal Station (Eligible Funds - \$75 M)										
276	City of Union City	Union City Intermodal Station Phase 4	\$75,000	\$0	\$75,000	\$37,500	\$37,500	x		x
Subtotal Union City Rail Program			\$75,000	\$0	\$75,000	\$37,500	\$37,500			
			\$2,779,156	\$571,078	\$2,208,078	\$705,911	\$1,502,167			

*Projects may be eligible for more fund sources than indicated

**Approach for Initial funding source identification - Assign local measures discretionary funds towards 50% of total fund request except where sponsors specifically identified "Other Funds" for over half of fund request, in which case original request was retained.



Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

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 Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

August 19, 2015

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Mr. Heminger,

Alameda CTC has reviewed the draft targets and performance measures developed for the update of Plan Bay Area (PBA) 2040, and our comments are as follows.

As currently written, the draft goals and targets are heavily focused on housing and health, and only a limited number of them are related to transportation (only three out of ten) under the goal of Transportation System Effectiveness. Since PBA includes the long-range plan for transportation in the Bay Area, the goals and targets should ensure a strong focus on transportation to measure the impact of proposed investments on the region’s multimodal transportation infrastructure by explicitly addressing the effectiveness of the system, goods movement, and system resiliency. This comment is in line with what the public stated during your outreach for PBA 2040 in public workshops and stakeholder meetings—that transportation system effectiveness and congestion are major concerns and should be addressed in the Plan.

Alameda CTC also believes that goods movement needs to be a large component of PBA 2040. Over 30 percent of the jobs in the Bay Area are related to goods movement, and the actual movement of goods is a critical economic driver of the region and mega-region; therefore, a performance target that focuses on the movement of goods is needed. While your Target #7 Economic Vitality (increase the share of jobs within 30 min by auto and 45 min by transit by TBD % in congested conditions) focuses on the movement of people,

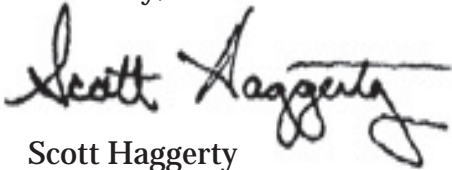
Alameda CTC believes a goods movement performance measure could be added that looks at travel time on select Origin-Destination pairs across the region within goods movement corridors that focuses on the movement of goods.

Transportation system effectiveness is a critical component of the quality of life and economy of the region. Alameda CTC believes that part of the system effectiveness needs to address congestion, both on roads and transit. For example, Target #10 could be modified to reduce per-rider transit delay due to aged infrastructure “and overcrowding.” It should also address transit service coordination and connectivity. In addition, one or two measures related to congestion (travel time/reliability) to comprehensively and directly assess the combined benefit of coordinated land use and investments on the region’s multimodal transportation infrastructure should be included.

Finally, considering the region’s vulnerability to natural disaster and the regional efforts on sea level rise (Adapting to Rising Tides), the performance targets should include a measure to assess resiliency of the region’s transportation infrastructure.

Again, because PBA includes the long-range plan for transportation in the Bay Area, the goals and targets should ensure a strong focus on transportation.

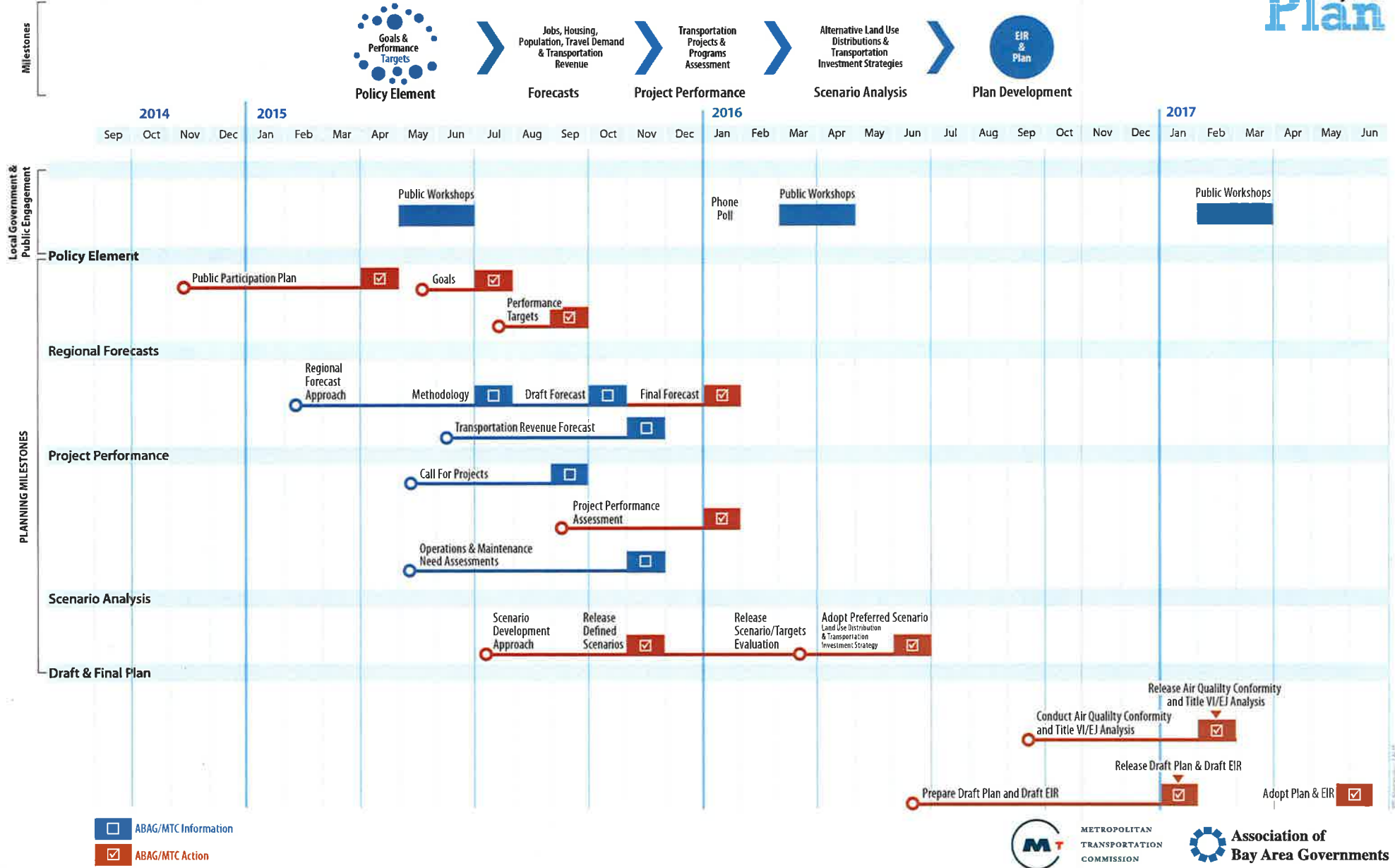
Sincerely,

A handwritten signature in black ink that reads "Scott Haggerty". The signature is written in a cursive style with a large, sweeping initial "S".

Scott Haggerty

Alameda CTC Chair, Alameda County District 1 Supervisor

Plan Bay Area Update: Key Milestones 2014–2017



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Memorandum

9.1

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

DATE: September 17, 2015

SUBJECT: Alameda CTC Advisory Committee Bylaws

RECOMMENDATION: Approve final advisory committees' bylaws.

Summary

The Alameda County Transportation Commission (Alameda CTC) has three advisory committees and a watchdog committee with separate bylaws that formalize their roles, structures, functions, responsibilities, and procedures for committee operation: the Alameda County Technical Advisory Committee (ACTAC), the Bicycle and Pedestrian Advisory Committee (BPAC), the Paratransit Advisory and Planning Committee (PAPCO), and the Independent Watchdog Committee (IWC) formerly known as the Citizens Watchdog Committee (CWC).

Alameda CTC modified the attached advisory committees' bylaws to incorporate information about the 2014 Transportation Expenditure Plan and to maintain structure and standardization, where applicable. The Finance and Administration Committee approved the bylaws in June; however staff made a decision to review and receive comments on the bylaws from the committees before submitting the bylaws to the Commission for adoption. Based on the review by the IWC, some additional changes are being recommended; therefore staff has brought the bylaws to the FAC for approval before going to the Commission for final approval. Per the adopted Commission Administrative Code, staff recommends approval of the updates to the attached committee bylaws.

After considerable discussion at the Finance and Administration Committee (FAC) regarding the approval of the IWC bylaws, the FAC unanimously approved staff's recommendation as outlined in the redlined version of the bylaws in Attachment D. Murphy McCalley, a member of the IWC, spoke at the FAC meeting regarding the IWC bylaws and indicated his appreciation that most of the changes requested by the IWC are being recommended by staff to the Commission for approval. He also requested that instead of the original language approved and requested by the IWC in 2.3.3 (see attachment D1), they would like to have the opportunity to provide input on the IWC's budget so they that they can establish a work plan for any given year recognizing that the budget would have to be approved by the Commission.

During the discussion, FAC members indicated that the budgeting process is the responsibility of the Commission; however, the IWC as well as members of the public have the opportunity to provide input on the budget both in draft form and in final form as these items are brought before the FAC and the Commission in public meetings. The FAC directed the Chair of the Commission to set up a meeting with Mr. McCalley and the vice-chair of the IWC to further discuss the desires of the IWC.

Background

Power, Authority and Duty of Alameda County Transportation Commission

The Commission has the power, authority and duty to do all things necessary and required to accomplish the stated purpose and goals of Alameda CTC. as codified in state statute under the California Public Utilities Code Section 180000 et seq., as set forth in the Joint Powers Agreement (JPA), through Ordinances, voter approved transportation expenditure plans and in the adopted Administrative Code.

Enabling legislation, as excerpted below from state statute and the TEPs, defines the Commission as responsible for establishing annual budgets, which includes keeping administrative and salary costs within the applicable limits, creating committees to help carry out required functions, and for all aspects and implementation of duties assigned to the Alameda CTC.

State Statute

The following are requirements for administration of sales tax measures as described in California Public Utilities Code Section 180105. The authority shall do the following:

- (a) Adopt an annual budget
- (b) Adopt an administrative code, by ordinance, which prescribes the powers and duties of the authority officers, the method of appointment of the authority employees, and methods, procedures, and systems of operation and management of the authority.
- (c) Cause a post audit of the financial transactions and records of the authority to be made at least annually by a certified public accountant.
- (d) Do any and all things necessary to carry out the purposes of this division

Transportation Expenditure Plans

Both the 2000 and 2014 Transportation Expenditure Plans define the duties and requirements of the Commission in administering the respective transportation sales tax measures.

The 2000 Transportation Expenditure Plan (TEP) includes the following requirements:

- Annual Budget/Financial Projections - An Annual Budget will be adopted by the Agency each year. The Budget will project the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs and projects.

- Citizens Watchdog Committee - A Citizens Watchdog Committee will be created by the Agency governing board with the assistance of the League of Women Voters and other citizen's groups.
- The total cost for salaries and benefits for administrative Agency employees will not exceed 1% of the revenues generated by the sales tax authorized collected to support this Plan. The Agency will prepare an annual report, identifying the total expenditures for administration, as well as all other costs associated with delivering the program. A total of 4.5% has been budgeted for implementing the sales tax program.

The 2014 TEP includes the following requirements:

- Annual Budget and Strategic Plan - Each year, Alameda CTC will adopt an annual budget that projects expected sales tax receipts, other anticipated revenues and planned expenditures for administration, programs and projects. Alameda CTC will also prepare a strategic plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria. Both the budget and the strategic plan will be adopted at a public meeting of the Alameda CTC Commissioners.
- Fiduciary Duty - By augmenting and extending the transportation sales tax, Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects pursuant to the policies adopted by Alameda CTC. All interest income generated by these proceeds will be used for the purposes outlined in this Plan and will be subject to audits.
- Independent Watchdog Committee - The Independent Watchdog Committee is the same committee as the Citizens Watchdog Committee, as defined in the 2000 Plan.
- The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the net revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs will not exceed 4% of the net proceeds of the sales tax.

Alameda CTC Committees

Alameda County Technical Advisory Committee

ACTAC is a technical advisory committee that provides technical expertise, analysis, and recommendations related to transportation planning, programming, and funding. The Committee advises the Commission on major policy and technical issues related to Alameda CTC projects and programs. ACTAC is made up of representatives from Alameda County jurisdictions, transit agencies, and Alameda CTC partner agencies.

Bicycle and Pedestrian Advisory Committee

BPAC is an 11-member community advisory committee that involves interested community members in Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking to increase the safety and convenience of walking and bicycling conditions in Alameda County. BPAC is made up of residents of Alameda County with a variety of interests in bicycling and walking needs, including the needs of seniors and children.

Independent Watchdog Committee

IWC is the same committee as the CWC, as defined in the 2000 TEP. The composition of the IWC is listed in the 2000 and 2014 TEPs. The IWC, is a 17-member committee that reports directly to the public and is charged with reviewing all Measure B expenditures and reviewing Measure BB expenditures and performance measures, as appropriate. The members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales taxes.

Paratransit Advisory and Planning Committee

PAPCO is a 23-member community advisory committee that meets to address and provide recommendations to the Commission on funding, planning, and coordination issues regarding paratransit services in Alameda County. PAPCO is made up of Alameda County residents who are eligible users of any transportation service available to seniors and people with disabilities in Alameda County.

Approval of Bylaws for ACTAC, BPAC, PAPCO, and IWC

Alameda CTC staff presented the bylaws to ACTAC, BPAC, PAPCO, and IWC for input and feedback. All committees accepted staff's recommended changes to their bylaws, with the exception of IWC. The IWC held two Special Meetings to review their bylaws. The IWC suggested several changes including deletions or insertions to 28 articles in the bylaws. Alameda CTC is recommending the acceptance of 22 of IWC suggested changes and two suggested changes with modifications; and is recommending the rejection of four IWC suggested changes. Over 85 percent of IWC's suggested changes are being recommended for acceptance by staff. The IWC changes recommended for acceptance are redlined in Attachment C, IWC Bylaws. The IWC suggested changes with modifications, along with changes recommended for rejection are presented in Attachment D1 with explanations.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda County Technical Advisory Committee Bylaws
- B. Bicycle and Pedestrian Advisory Committee Bylaws
- C. Paratransit Advisory and Planning Committee Bylaws
- D. Independent Watchdog Committee Bylaws
- D1. IWC Accepted with Modifications and Rejections to the Bylaws

Staff Contact

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

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

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Alameda County Technical Advisory Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented 2015.

1.3 Alameda County Transportation Commission (Alameda CTC). The Alameda CTC or "Commission" is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Commission is comprised of the following representatives:

1.3.1 All five Alameda County Supervisors.

1.3.2 Two City of Oakland representatives.

1.3.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.3.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.3.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.4 Alameda County Congestion Management Agency (ACCMA or CMA). The governmental agency originally tasked with the duty of coordinating land use, air quality and transportation planning, programming transportation funds from a variety of sources and preparing a Congestion Management Program to spend these funds. The CMA's duties also included preparation of a Countywide Transportation Plan. Alameda CTC has now assumed duties of the CMA.

1.5 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.6 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.7 Congestion Management Program (CMP). A short-range document mandated by Proposition 111. It ensures that gas-tax funds produce the greatest benefit by coordinating planning, funding and other activities that affect the transportation system.

1.8 Countywide Transportation Plan (CTP). A long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon.

1.9 Fiscal Year. July 1 through June 30.

1.10 JPA. The Joint Powers Agreement which created Alameda CTC, dated for reference purposes as of March 25, 2010, as it may subsequently be amended from time to time.

1.11 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Transportation Expenditure Plan. Collections for the sales tax authorized by Measure B began on April 1, 2002 and extend through March 31, 2022.

1.12 Measure BB. The measure approved by the voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.13 Measure B Program. Transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.14 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for Funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.15 Measure B Project. Transportation and transportation-related construction projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.16 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.17 Member Agency. Public agency which is a member of the Commission pursuant to the JPA.

1.18 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro and the unincorporated areas of

Castro Valley and San Lorenzo, as well as other unincorporated lands in that area; South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton and all unincorporated lands in that area.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee purpose is to provide technical expertise, analysis and recommendations related to transportation planning, programming and funding. The Committee will advise the Commission on major policy and technical issues related to Alameda CTC projects and programs which are referred to the Committee either by the Commission. It shall be the responsibility of the committee members to keep their respective agencies and departments in their agencies informed of key issues, facilitate communication between those agencies and Alameda CTC, and to help build the consensus necessary to make policy decisions.

2.2 Committee Roles and Responsibilities. The roles and responsibilities of the Committee include, but are not limited to:

- Review and provide recommendation and analysis on the State Transportation Improvement Program (STIP) and Federal Transportation Act Funding;
- Review and provide recommendation and analysis on the Congestion Management Program and related studies, programs, amendments and revisions thereto;
- Review and provide recommendation and analysis on the Countywide Transportation Plan and related studies and programs and including the Bicycle and Pedestrian Plans and revisions thereto;
- Review and provide recommendations and analysis on other long range and special studies as may be developed in response to changing legislative and planning environments;
- Review and provide recommendation and analysis on the development of regional planning efforts such as the Regional Transportation Plan, the Sustainable Communities Strategy;
- Review and provide recommendation and analysis on the Transportation and Land Use Program and revisions thereto;
- Review and provide input on issues relevant to Vehicle Registration Fee funds;
- Review and provide recommendation and analysis on Transportation Funds for Clean Air (TFCA) projects;
- Review and provide input on issues relevant to Measure B funds;

- Review and provide input on issues relevant to Measure BB funds;
- Review and provide input on issues relevant to Policy development;
- Review and provide recommendation and analysis on specific countywide planning studies such as Priority Development Areas, Parking management, Rail Freight and Goods movements;
- Review and provide recommendation and analysis on specific countywide guidelines such as Complete Streets guidelines and Transit Oriented Development guidelines;

Article 3: Members

3.1 Members of the Committee. Pursuant to the JPA and the Alameda CTC Administrative Code, the Committee shall be composed of the following: two staff representatives (one from a planning / economic development department and one from a public works / engineering department) from each agency represented on the Commission (each City in Alameda County, the County, BART and AC Transit) and one staff representative from a planning or engineering department (or equivalent) from each of the following agencies: Alameda CTC, Altamont Commuter Express (ACE), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), California Department of Transportation (Caltrans), California Highway Patrol (CHP), Livermore Amador Valley Transit Authority (LAVTA), Metropolitan Transportation Commission (MTC), Port of Oakland, San Francisco Bay Area Water Emergency Transportation Authority (WETA), Union City Transit. Each member of the Committee shall have one vote, except that a representative of a Commission member may cast two votes in the absence of the other representative of such Commission member.

3.2 Appointment. Committee members shall be assigned by the chief administrative officer, or designee, of each Member Agency and shall serve at the pleasure of the Member Agency.

3.3 Membership Term. Members to the Committee shall serve continuously until replacement by their respective agency.

3.4 Attendance. Members will actively support committee activities and regularly attend meetings.

3.5 Vacancies. Vacancies shall be filled by the body which made the original appointment.

Article 4: Officers

4.1 Chairperson. The Executive Director of Alameda CTC or his/her designee shall be the chairperson of the Committee.

4.2 Duties. The chairperson shall preside at all meetings of the Committee and represent the Committee before the Commission.

4.3 Secretary. The Alameda CTC shall assign an employee to attend each meeting of the Committee to serve in the capacity as the Committee's secretary. The Secretary shall furnish clerical services to prepare and distribute the Committee's agendas, notices, minutes, correspondence and other documents. The secretary shall maintain a record of all proceedings of the Committee as required by law and shall perform other duties as provided in these Bylaws.

Article 5: Meetings

5.1 Open and Public Meetings. All Committee meetings shall be governed by the Brown Act. The time allotted for comments by a member of the public in a general public comment period or on any agenda item shall be up to three minutes per speaker at the discretion of the chair. The number of regular and special meetings will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. Regular meetings of the Committee shall be held on the Thursday prior to the second Monday of the month. Whenever a regular meeting falls on a holiday observed by Alameda CTC, the meeting shall be held on another day or cancelled at the direction of the Committee. A rescheduled regular meeting shall be designated a regular meeting.

5.3 Quorum. Presence of a majority of the Member Agencies constitutes a quorum for the transaction of business of the Committee, regardless of whether one or two representatives is present for each Member Agency, and further regardless of the percentage of representatives present at the time. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum.

5.4 Special Meetings. Special meetings may be called by the chair or by an action of the Committee on an as-needed basis. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with plans and studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all Committee members in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. The Commission and/or chairperson will be responsible for preparing the meeting agenda. Items will be included on a meeting agenda by the Commission, the chairperson or action of the Committee. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties who request it. The agenda shall be posted on the Alameda CTC website

and in the Alameda CTC office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" generally govern the proceedings of the Committee and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. Committee meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

Article 6: Subcommittees

6.1 Establishment. The chairperson and/or Committee may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the Commission to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of the Committee.

6.2 Membership. Committee members will be appointed to subcommittees by the Committee, on a voluntary basis, or by the chair. Alameda CTC staff assigned by the chair will be part of the subcommittee. No subcommittee shall have fewer than three members.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office. Actions taken by the Committee will be conveyed to Sub-Committee of the Commission or to the Commission.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the Committee will comply with the requirements of the Brown Act. Members of the public may address the Committee on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. Meeting notices will be in writing and will be issued via one of the following methods: U.S. Postal Service, personal delivery, agency website and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Commission.

8.3 Bylaws. Bylaws governing the meetings and activities of the Committee are approved by the Alameda CTC.



Countywide Bicycle and Pedestrian Advisory Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The Plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

1.3 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.3.1 All five Alameda County Supervisors.

1.3.2 Two City of Oakland representatives.

1.3.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.4.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.4.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.4 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.5 Alameda County Congestion Management Agency (ACCMA). The governmental agency which previously served as the state legislatively required congestion management agency with responsibilities to coordinate transportation planning, funding, and other activities in a congestion management program.

1.6 Appointing Party. A person or group designated to appoint committee members.

1.7 Alameda Countywide Bicycle and Pedestrian Advisory Committee (BPAC or "Committee"). The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.8 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.9 Discretionary Funding Guidelines. Document that specifies eligible projects and programs, selection criteria, and weighting for a Measure B, Measure BB or VRF funding cycle.

1.10 Fiscal Year. July 1 through June 30.

1.11 Independent Watchdog Committee (IWC or "Committee"). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other citizens groups. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee is the same committee as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.12 Measure B. The measure approved by Alameda County voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Expenditure Plan. Collections for the sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

1.13 Measure BB. The measure approved by Alameda County voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half-cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.14 Measure B Bicycle and Pedestrian Countywide Discretionary Fund ("Discretionary Fund"). A grant program developed to expand and enhance bicycle and pedestrian transportation in Alameda County, focusing on projects, programs and plans with countywide significance or demonstration programs/projects that could be applied countywide. The program is funded by a portion of the 5 percent Measure B set-aside for bicycle and pedestrian projects.

1.16 Measure B Program. Transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenue or grant allocation basis.

1.17 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.18 Measure B Project. Transportation or transportation-related capital projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.19 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.20 Measure B and Measure BB Direct Local Distribution (DLD) Funds. Measure B and Measure BB revenues allocated directly to local jurisdictions or transit operators.

1.21 Organizational Meeting. The annual regular meeting of the BPAC in preparation for the next fiscal year's activities.

1.22 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.23 Planning Area. Geographic groupings of cities and Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.24 Vehicle Registration Fee (VRF). A \$10 fee imposed on each annual motor vehicle registration or vehicle registration renewal Alameda County. Measure F approved by Alameda County voters in 2010, is collected and administered by the Alameda CTC.

1.25 VRF Pedestrian and Bicyclist Access and Safety Program. A program to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents.

1.26 VRF Project. Transportation or transportation-related capital project that receives VRF funding.

1.27 VRF Program. Transportation or transportation-related program that receives VRF funding.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The BPAC purpose is to involve interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking, with the goal of increasing the safety and convenience of walking and bicycling

conditions in Alameda County in order to increase the proportion of trips made by walking and bicycling.

2.2 Committee Roles and Responsibilities. The roles and responsibilities of the Committee are to:

2.2.1 Advise Alameda CTC staff and the Alameda CTC on the development and update of the Countywide Pedestrian and Bicycle Plans.

2.2.2 Review and provide input on Measure B, Measure BB and VRF discretionary funding guidelines that can be used for bicycle and pedestrian capital projects, programs, and plans/studies.

2.2.3 Review and provide input on the Metropolitan Transportation Commission (MTC) Complete Streets Checklists for Alameda County projects.

2.2.4 Review and provide input to Alameda CTC and sponsor agency partners in early phases of project development, as described in *Alameda CTC Countywide BPAC Project Review Guidelines* document.

2.2.5 Review the implementation of the Measure B direct local program distribution Bicycle and Pedestrian Safety funds.

2.2.6 Review and provide input on the progress and outcomes of Measure B, Measure BB and VRF funded bicycle and pedestrian projects and programs.

2.2.7 Annually monitor implementation of the Countywide Pedestrian and Bicycle Plans.

2.2.8 Serve as a review committee for other Alameda County public agencies, on request, on bicycle and pedestrian issues. The Committee's input will be provided directly to the public agency staff, will be strictly advisory, and will not be taken as a recommendation to the Alameda CTC. The Committee will consider requests for input on a case-by-case basis. If a quick decision is needed on whether to provide input or not, Alameda CTC staff will consult with the Committee chair to make this decision. This role may include, but is not limited to:

2.2.8.1 Providing input to Alameda CTC Project Sponsors.

2.2.8.2 Serving as the Countywide Bicycle Advisory Committee (BAC) for Transportation Development Act (TDA) Article 3 Funding.

2.3 Additional Responsibilities. BPAC members are encouraged to do the following:

2.3.1 Perform outreach regarding Alameda CTC bicycle and pedestrian activities. Examples of outreach may include attending a transportation fair, attending a meeting or event related to a grant-funded project, accompanying staff to Alameda CTC

outreach presentations, or disseminating information at a local library, community center, or other public location.

2.3.2 Participate in trainings and information-sharing events sponsored by the Alameda CTC, such as the Pedestrian and Bicycle Working Group meetings. This group, which has an open membership, consists of agency and nonprofit staff working to improve the bicycling and walking environment in Alameda County.

Article 3: Members

3.1 Number of Members. The BPAC consists of 11 members. The intent is to have the BPAC represent both bicycling and pedestrian interests, to include representatives from all areas of the county, and to represent the variety of interests in bicycling and walking needs including the needs of seniors and children. In addition, the BPAC should represent Alameda County's diversity in age, income level, gender, ethnicity, and bicycling experience, to the greatest extent feasible.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 One appointee per County Supervisor (five total).

3.2.2 One appointee for each supervisorial district, selected by the Mayors' Conference (five total).

3.2.3 One appointee representing transit agencies. Alameda CTC will lead the recruitment for this appointee, including noticing the general managers of all transit agencies that receive Measure B and Measure BB funding. Alameda CTC staff will bring a final appointment recommendation to the Commission for approval.

3.3 Membership Qualification. Each member must be an Alameda County resident and be interested in improving the safety and convenience of bicycling and/or walking in the county. Public agency employees who are directly responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for the Discretionary Fund may not serve on the Committee. Any public agency or nonprofit employees appointed to the Committee shall recuse themselves from evaluating and voting to fund a project/program application from their agency or nonprofit organization.

3.4 Membership Term. Appointments shall be for terms of up to two-years or until the Commission appoints a successors.

3.5 Attendance. Members will actively support committee activities and regularly attend meetings. Accordingly, members who miss more than half of the BPAC meetings per fiscal year may be removed from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint a person to fill the vacant member position, subject to the ability of the person to meet the requirements to serve on the committee and approval of the Commission. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The BPAC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the BPAC.

4.1.1 Duties. The chair shall preside at all meetings and will represent BPAC before the Commission to report on BPAC activities. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All BPAC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all BPAC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. The number of BPAC meetings, including regular meetings, sub-committee meetings and special meetings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. BPAC will hold regular meetings on a quarterly basis. Annually, at the Organizational Meeting, the Committee shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum; however, no action can be taken, until the Committee achieves a quorum.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the BPAC. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties upon request. The agenda shall be posted on the Alameda CTC website and the Alameda CTC office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the BPAC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. BPAC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.8 Meeting Conduct. BPAC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

Article 6: Subcommittees

6.1 Establishment. The Committee may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or to draft a report or other document within the authority of the BPAC.

6.2 Membership. BPAC members will be appointed to subcommittees by the BPAC, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the BPAC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the BPAC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the BPAC on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued via U.S. Postal Service, personal delivery, Alameda CTC website, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such financial interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse himself or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Bylaws. Bylaws governing the meetings and activities of the BPAC are approved by the Alameda CTC.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the conflicting provision in the Transportation Expenditure Plans, state law, the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and stipend administration.

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Paratransit Advisory and Planning Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending Transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The Plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

1.3 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.3.1 All five Alameda County Supervisors.

1.3.2 Two City of Oakland representatives.

1.3.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.3.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.3.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.4 Alameda County Transportation Improvement Authority (ACTIA).

The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.5 ADA Eligible Person. A person with disabilities who is eligible for Americans with Disabilities Act (ADA) paratransit services within the legal requirements of the ADA. The general definition of an ADA-eligible individual is a person who is unable, due to disability, to utilize regular fixed-route transit services.

1.6 Appointing Party. A person or group designated to appoint committee members.

1.7 Bicycle and Pedestrian Advisory Committee (BPAC). The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.8 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.9 Consumer. Any individual who uses any public transportation services available in Alameda County for seniors and people with disabilities. Consumers may or may not be eligible for services mandated under the Americans with Disabilities Act.

1.10 Coordination/Gaps in Service Funds (Tier 1). Discretionary funding available under Measure B on a countywide basis for gaps in the special transportation service network and/or for coordination among systems to reduce differences in service that might occur based on the geographic residence of any individual needing special transportation services for seniors and people with disabilities. Comprising 1.43 percent of overall net Measure B revenues, subject to approval by the Commission.

1.11 Fiscal Year. July 1 through June 30.

1.12 Independent Watchdog Committee (IWC or “Committee”). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other citizens groups. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee is the same committee as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.13 Mandated Services. Paratransit services mandated by the Americans with Disabilities Act (ADA), also known as “ADA Paratransit.” These services are provided by regular route transit operators, including AC Transit and BART, acting together as the East Bay Paratransit Consortium, as well as Union City Transit and LAVTA.

1.14 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Transportation Expenditure Plan. Collections for the sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

1.15 Measure BB. The measure approved by the voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half-cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.16 Organizational Meeting. The annual regular meeting of the PAPCO in preparation for the next fiscal year's activities.

1.17 Measure B Program. The transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.18 Measure B Project. Transportation and transportation-related construction projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.19 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.20 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.21 Non-mandated Services. Special transportation services, including paratransit that are not subject to the requirements of the Americans with Disabilities Act. In Alameda County, Measure B and Measure BB funds are provided to the cities and the County of Alameda for non-mandated services. Examples of non-mandated services include, but are not limited to, shuttle service, taxi programs and special group trips.

1.22 Paratransit Advisory and Planning Committee (PAPCO or "Committee"). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a

Technical Advisory Committee composed of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.23 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.24 Programmatic Funding. Measure B and Measure BB revenues distributed on a monthly basis based on a distribution formula, also referred to as “Direct Local Distribution” funds. Approximately 5.63 percent and 6 percent of net Measure B and Measure BB revenues, respectively, are distributed to AC Transit and BART for ADA-mandated paratransit service. Approximately 3.39 percent and 3 percent of net Measure B and Measure BB revenues, respectively, are distributed within the four planning areas for ADA-mandated and city-based, non-mandated specialized transportation services based on a formula developed by PAPCO and approved by the Commission.

1.25 Residents with Disabilities. Alameda County residents who have physical or mental impairments that substantially limit one or more of the major life functions—caring for oneself, performing manual tasks, walking, seeing, hearing, breathing, learning, working—of an individual. Residents with disabilities are eligible for ADA-mandated paratransit services if their disabilities prohibit them from using regular fixed route transit.

1.26 Special Transportation. Transportation services for seniors and people with disabilities, aimed at improving the mobility of seniors and people with disabilities by supplementing conventional fixed-route transit service. Examples of special transportation services may include, but are not limited to, paratransit, local shuttles, and subsidized taxi programs.

1.27 Paratransit Technical Advisory Committee (ParaTAC). A committee of Measure B and Measure BB service providers of mandated and non-mandated services. The Paratransit Technical Advisory

Committee will meet in joint session with PAPCO at least three times per year, and may meet independently at other times to discuss issues of relevance to service providers.

1.28 Tier 2 Funds. Additional funds that may be available for capital expenditures over the life of the 2000 TEP sales tax measure. These funds are not guaranteed; however, should they become available, up to \$7.5 million dollars would be allocated to coordination of service gaps and special transportation for seniors and persons with disabilities. These funds would be recommended for allocation by PAPCO to reduce differences in service that might occur based on the geographic residence of any individual needing specialized transportation services for seniors and people with disabilities, subject to approval by the Commission.

1.29 Vehicle Registration Fee (VRF). A \$10 fee imposed on each annual motor vehicle registration or vehicle registration renewal in Alameda County. Measure F approved by Alameda County voters in 2010, is collected and administered by the Alameda CTC.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee purpose is to fulfill the functions mandated for the Committee in the 2000 and 2014 Expenditure Plans and to advise the Alameda CTC on matters related to special transportation.

2.2 Committee Roles and Responsibilities from 2000 and 2014 Transportation Expenditure Plans. As defined by the 2000 and 2014 Transportation Expenditure Plans, the roles and responsibilities of the Committee are to:

2.2.1 Develop the formula use to distribute Measure B and Measure BB programmatic funds to the cities in Alameda County and the County of Alameda for mandated and non-mandated special transportation services, subject to approval by the Commission.

2.2.2 Recommend allocation of funds identified for coordination/gaps in service in Tier 1 of the 2000 Transportation Expenditure Plan, subject to approval by the Commission.

2.2.3 Recommend allocation of funds identified for capital expenditures for coordination/gaps in service in Tier 2 of the 2000 Transportation Expenditure Plan, assuming funds are available for allocation, subject to approval by the Commission.

2.3 Additional Responsibilities. Additional PAPCO member responsibilities are to:

2.3.1 Review performance data of mandated and non-mandated services, including cost-effectiveness and adequacy of service levels, with the objective of creating a more cost-efficient, productive and effective service network through better communication and collaboration of service providers. In this capacity, the Committee may identify and recommend to the Alameda CTC alternative approaches that will improve special transportation service in Alameda County.

2.3.2 Report annually on the status of special transportation services, including service availability, quality, and improvements made as compared to the previous year.

2.3.3 Provide a forum for consumers to discuss common interests and goals affecting all special transportation services funded in whole or in part by Measure B and Measure BB funds in Alameda County.

2.3.4 Encourage coordination of special transportation and public transit services as they relate to seniors and individuals with disabilities in Alameda County.

2.3.5 Participate in surveys and planning activities undertaken by various public agencies as they relate to seniors and individuals with disabilities in Alameda County.

2.3.6 Fulfill all responsibilities as the County Paratransit Coordinating Council (PCC), as assigned by the Metropolitan Transportation Commission, the County, the state or the federal government.

2.3.7 Perform outreach regarding Alameda CTC activities related to transportation for seniors and people with disabilities at least once each fiscal year. Examples of outreach may include attending a transit or senior fair, accompanying staff to Alameda CTC outreach presentations, or publishing an article in a local publication.

Article 3: Members

3.1 Number of Members. The PAPCO will consist of 23 members.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 One member per County Supervisor (five total).

3.2.2 One member per City (14 total).

3.2.3 One member per Transit Agency—AC Transit, BART, LAVTA, and Union City.

3.3 Membership Qualification. Each member must be an Alameda County resident and a special transportation consumer.

3.4 Membership Term. Appointments shall be for terms of up to two-years or until the Commission appoints a successor.

3.5 Attendance. Members are expected to actively support committee activities and regularly attend meetings. Accordingly, more than three consecutive absences in any fiscal-year period may be cause for removal from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including residency and attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint a person to fill the vacant member position, subject to the ability of the person to meet the requirements to serve on the committee and approval of the Commission. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The PAPCO shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the PAPCO.

4.1.1 Duties. The chair shall preside at all PAPCO meetings except when the PAPCO discusses the chair position and/or nomination. The chair will represent the PAPCO before the Commission to report on PAPCO activities. The chair shall serve as an ex-officio member of all subcommittees. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting. In addition, if MTC convenes Paratransit Coordinating Council (PCC) meetings, the PAPCO chair or

his/her designee will attend and report back to PAPCO on these meetings.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. Officers shall be eligible for re-election indefinitely.

4.3 Elected Representatives. PAPCO shall annually elect a representative to serve on AC Transit and BART's East Bay Paratransit Service Review Advisory Committee (SRAC). This representative will attend SRAC meetings, report on PAPCO activities to the SRAC, and report to the full membership of PAPCO on SRAC activities. PAPCO shall annually elect a representative to serve on Alameda CTC's Independent Watchdog Committee (IWC). This representative will attend IWC meetings, report on PAPCO activities to the IWC, and report to the full membership of PAPCO on IWC activities.

Article 5: Meetings

5.1 Open and Public Meetings. All PAPCO meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all PAPCO meetings. Comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. The number of PAPCO meetings, including regular meetings, sub-committee meetings, and special meetings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. The PAPCO will hold up to 10 meetings per year. Annually, at the Organizational Meeting, PAPCO shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed during the year by action of PAPCO. On a quarterly basis, PAPCO is expected to meet jointly with the Paratransit Technical Advisory Committee (ParaTAC) of paratransit providers.

ParaTAC members will not have voting privileges at these joint meetings, but may engage in all discussions and may present their point of view prior to any decision-making at those meetings.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted for consideration by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the Committee. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties upon request. The agenda shall be posted on the Alameda CTC website and office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of “Roberts Rules of Order Newly Revised” shall govern the proceedings of the PAPCO and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process, and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. PAPCO meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.8 Meeting Conduct. PAPCO members shall conduct themselves during meetings in a manner that provides a welcoming and safe environment for all attendees characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with any conflict between attendees.

Article 6: Subcommittees

6.1 Establishment. The PAPCO may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or draft a report or other document or recommendation within the authority of PAPCO.

6.2 Membership. PAPCO members will be appointed to subcommittees by PAPCO, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a

subcommittee have greater than the number of members needed to constitute a quorum of PAPCO.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All PAPCO meetings will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address PAPCO on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. 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. Any other notice required or permitted to be given under these bylaws will follow the same policy. PAPCO members receive an exception to the paperless policy and will continue to receive notices via U.S. Postal Service in addition to electronic versions. Members can request to opt-out of paper notices.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Bylaws. Bylaws governing the meetings and activities of PAPCO are approved by the Alameda CTC.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

8.5 Conflict with Governing Documents. In the event these bylaws conflict with the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the conflicting provision in the Transportation Expenditure Plans, state law, or the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and per diem administration.



Independent Watchdog Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

1.3 Agency. A business or government organization established to provide a particular service.

1.4 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.4.1 All five Alameda County Supervisors.

1.4.2 Two City of Oakland representatives.

1.4.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.4.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.4.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.5 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.6 Appointing Party. A person or group designated to appoint committee members.

1.7 At-Large Member. One of the 10 Independent Watchdog Committee (IWC) members representing supervisorial districts as described in Section 3.1.1 below.

1.8 Bicycle and Pedestrian Advisory Committee (BPAC). The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.9 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.10 Expenditures. Costs incurred and paid for with funds generated from the Measure B and Measure BB sales taxes.

1.11 Fiscal Year. July 1 through June 30.

1.12 Independent Watchdog Committee (IWC or "Committee"). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB, ~~with the assistance of the League of Women Voters and other citizens groups.~~ This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee has the same composition as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and ~~is charged with~~ has the responsibility of reviewing all Measure B expenditures and reviewing and overseeing all Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.13 Local Newspapers. ~~A p~~eriodical publications typically published weekly or daily, that serves a city, ~~or cities~~ or unincorporated communities within Alameda County, whereby the contents are reasonably accessible to the public. On-line publications of these periodicals are included in this definition.

1.14 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Transportation Expenditure Plan. Collections for the sales tax authorized by Measure B began on April 1, 2002 and extends through March 31, 2022.

1.15 Measure BB. The measure approved by the voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.16 Measure B Program. Transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.17 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.18 Measure B Project. Transportation and transportation-related capital projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.19 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.20 Monitor. To observe, track, or keep a continuous record of a process to support committee activities.

1.21 Organizational Meeting. An organizational meeting of the IWC will be ~~scheduled annually~~ held in July to elect officers and adopt the annual calendar.

1.22 Organizational Member. One of the seven IWC members representing organizations as described in Section 3.1.2 below.

1.23 Oversee. To watch over Measure BB expenditures and performance measures to support committee activities.

1.24 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be Alameda County residents and eligible users of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Paratransit Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.25 Performance Measures. ~~A q~~Quantifiable methods used to assess how well the Alameda CTC is achieving its ~~desired-adopted~~ objectives for Measure BB projects and programs.

1.26 Planning Area. Geographic groupings of cities and Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.27 Subcommittee. A subset of the IWC, less than a quorum, usually organized for a certain purpose.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee is appointed pursuant to Measure B and Measure BB: 1) To review all expenditures of the Measure B transportation sales tax; and 2) ~~to review, oversee and monitor to review and oversee~~ all expenditures and performance measures, as appropriate, of the Measure BB transportation sales tax, to monitor projects and programs and to report directly to the public.

2.2 Committee Roles and Responsibilities from Expenditure Plan. As defined by the Measure B and Measure BB Transportation Expenditure Plans, the roles and responsibilities of the Committee include:

2.2.1 Hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.

2.2.2 Have full access to Alameda CTC's independent auditor and have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.

2.2.3 Publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

2.2.4 Provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

~~2.2.1—Review Alameda CTC's audited financial reports for Measure B and Measure BB expenditures.~~

~~2.2.2—Have full access to Alameda CTC's independent auditor and have authority to request and review specific information regarding the use of Measure B and Measure BB sales tax funds and to comment on Alameda CTC's audited financial reports once approved by the Commission~~

~~2.2.3—On a periodic basis, as defined by the Alameda CTC, the Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC, as applicable.~~

~~2.2.4—Hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how Measure B and Measure BB transportation sales tax funds are spent, based upon Alameda CTC's audited financial reports, and on implementation progress of the 2014 Transportation Expenditure Plan.~~

~~2.2.5—Publish an annual report and any comments concerning the audited financial report in local newspapers and make copies of the report available to the public at large, as approved within Alameda CTC's annual budget.~~

2.3 Additional Responsibilities. Additional IWC member responsibilities are to:

2.3.1 Communicate from time to time to the Alameda CTC by resolution suggestions and concerns pertinent to the administration and expenditure of Measure B and Measure BB funds.

2.3.2 Communicate as necessary to recommend that an appointing party appoint a new member when there is a vacancy or upcoming end of term.

Article 3: Members

3.1 Number of Members. The IWC will consist of 17 members.

3.1.1 Ten members shall be at-large, two each representing the five supervisorial districts in Alameda County, one of the two nominated by a member of the Board of Supervisors and one of the two selected by the Alameda County Mayors' Conference.

3.1.2 Seven of the members shall be nominated by the seven organizations specified in the 2014 Transportation Expenditure Plan: East Bay Economic Development Alliance; Alameda County Labor Council; Alameda County Taxpayers' Association; Alameda County Paratransit Advisory and Planning Committee; Bike East Bay, formerly known as East Bay Bicycle Coalition; League of Women Voters; and Sierra Club.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 Each member of the Alameda County Board of Supervisors shall select one At-Large Member to represent his or her supervisorial district.

3.2.2 The Alameda County Mayors' Conference shall select one At-Large Member to represent each of the five supervisorial districts.

3.2.3 Each organization listed in Section 3.1.2 above shall, subject to approval by the Commission, select one organizational member.

3.3 Membership Qualification. Each IWC member shall be an Alameda County resident. An IWC member shall not be an elected official at any level of government; or be a public employee of any entity-agency that oversees or benefits from the proceeds of Measure B and Measure BB transportation sales taxes; or have any economic interest in any project or program. ~~Members must meet qualifications indicated on the Alamedas CTC application form as approved by the Commission to serve on the committee, with a preference for those with the ability to review financial reports to fulfill the duties of the Watchdog Committee as described in the Transportation Expenditure Plans.~~

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successor. ~~Appointments shall be for terms of up to two-years or until the Commission appoints a successor.~~

3.5 Attendance. Members will ~~actively support committee activities and~~ regularly attend meetings. Accordingly, more than three consecutive absences is cause for removal from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint (subject to approval by the Commission) a person to fill the vacant member position, ~~subject to the ability of the person to meet the requirements to serve on the committee and approval of the Commission.~~ Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The IWC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the IWC.

4.1.1 Duties. The chair shall preside at all meetings and will represent the IWC before the Commission to report on IWC activities. The chair shall serve as a voting ex-officio member of all subcommittees except a nominating subcommittee (when the IWC discusses the chair position). The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All IWC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all IWC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. Written comments may be submitted prior to the meeting. The number of IWC meetings, including regular meetings, sub-committee meetings, special meetings and public hearings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. The IWC shall have a regular meeting at least once per quarter. Prior to each Organizational Meeting, the outgoing chair shall cause all members to be canvassed as to their available meeting times and shall recommend the day and time that best accommodates the schedules of all members, giving due regard to accommodating the schedule of any continuing member who has missed meetings due to a conflict in the prior year. Annually, at the Organizational Meeting, IWC shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year by action of the IWC.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. Members will not take actions at meetings with less than 50 percent plus one members present. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members requesting the same in writing given to the chair, with copies to the vice chair and the Executive Director, specifying the matters to be considered at the special meeting. The chair or vice chair shall cause notice of a special meeting stating the matters to be considered to be given to all IWC members and posted and published in accordance with the Brown Act.

5.5 Public Hearing. At least annually, prior to publication of IWC's annual report, IWC shall conduct a public hearing on a draft of the IWC annual report. Each public hearing shall be conducted as part of a regular meeting.

5.6 Agenda. All meetings shall have a published agenda. ~~Action may be taken only on items indicated on the agenda as action items.~~ Items for a regular meeting agenda may be submitted by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Agenda planning meetings are held approximately three weeks prior to each IWC meeting. Alameda CTC staff will notify all IWC members when this meeting is established and remind members to submit any agenda item requests to the chair at least one day prior to the agenda planning meeting date. At the agenda planning meeting, the chair and Alameda CTC staff will discuss any agenda items submitted to the chair. Every agenda shall include a provision for members of the public to address the Committee. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties who request it. The agenda shall be posted on the Alameda CTC website and in the Alameda CTC office and provided at the meeting, all in accordance with the Brown Act.

5.7 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the IWC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process, and to the extent that these actions are consistent with these bylaws.

5.8 Place of Meetings. IWC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there-under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.9 Meeting Conduct. IWC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

Article 6: Subcommittees

6.1 Establishment. The IWC may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or to draft a report or other document within the authority of the IWC.

6.2 Membership. IWC members will be appointed to subcommittees by the IWC or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the IWC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office. Alameda CTC staff will prepare and include full minutes in meeting packets prior to each regular IWC meeting.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the IWC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the IWC on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued via U.S. Postal Service, Alameda CTC website, personal delivery, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse himself or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Amendments to Bylaws. These bylaws will be reviewed annually, and maybe amended, repealed, or altered, in whole or in part, by a vote taken at a duly constituted Committee meeting at which a quorum is present, as a recommendation to the Commission for approval. ~~Bylaws governing the meetings and activities of the IWC are approved by the Alameda CTC.~~

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC. This does not include presentations about the Committee to city councils, which all Committee members have a responsibility to make.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the July 2000 Transportation Expenditure Plan, the January 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the Transportation Expenditure Plans, state law or the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; tracking of attendance; and stipend administration.

8.7 Economic Interest. Each Committee member shall, no later than March 15 of every year, prepare and file with Alameda CTC a statement of economic interest in the form required by law, currently Form 700 which can be found on the California Fair Political Practices Commission website, <http://www.fppc.ca.gov/index.php?id=500>.

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Article	Title	Modification	Reason for Accepting or Rejecting Change
2.1	Committee Purpose	Recommended acceptance of the IWC change with modifications and changed the wording to read "...to review and oversee all expenditures and performance measures, as appropriate, of the Measure BB transportation sales tax, to monitor projects and programs and to report directly to the public."	To clarify the committee's purpose as intended in the 2014 Transportation Expenditure Plan - to review and oversee all expenditures and performance measures for Measure BB and to monitor projects and programs.
2.3.3	Additional Responsibilities	Recommended rejection of the IWC change to add an additional responsibility to "Annually develop and adopt a budget and work plan to fulfil the committee's responsibilities."	Pursuant to the authority of the Commission, the IWC is required to adhere to the Commission approved budget, which is designed to conform to the required salary and administrative caps in the transportation expenditure plans.
4.2	Office of Elections	Recommended rejection of the IWC change and removed the insertion "...secret..."	Pursuant to Government Code Section 54953(c)(2) a new subsection was added to the Brown Act by Senate Bill 751 regarding committees that are subject to the Brown Act. They now need to publicly report every vote taken.
5.1	Open and Public Meetings	Recommended rejection of the deletion of "The number of IWC meetings, including regular meetings, subcommittee meetings, special meetings and public hearings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission."	Pursuant to the authority of the Commission, the IWC is required to adhere to the Commission approved budget, which is designed to conform to the required salary and administrative caps in the transportation expenditure plans.
6.1	Establishment	Recommended rejection of the IWC change and removed the edit "when and as necessary or advisable to make nominations for office of the IWC, to develop and propose policy on a particular issue;...or for any other purpose." Recommended rejection of the deletion "subject to the approved Alameda CTC overall work program and budget as approved by the Commission..."	Subcommittees need to be established only when necessary to control administrative costs. To develop and propose policy on a particular issue is outside of the purview of the IWC. Pursuant to the authority of the Commission, the IWC is required to adhere to the Commission approved budget.
8.3	Bylaws	Recommended acceptance of the IWC change with modifications to include "...as a recommendation to the Commission for approval."	Including the modification will ensure that any changes to IWC's bylaws will need to be approved by the Commission as required in the Alameda CTC administrative code.

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