



Meeting Notice

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

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Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

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

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Mayor Barbara Halliday

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Councilmember Dan Kalb

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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

Thursday, December 3, 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.

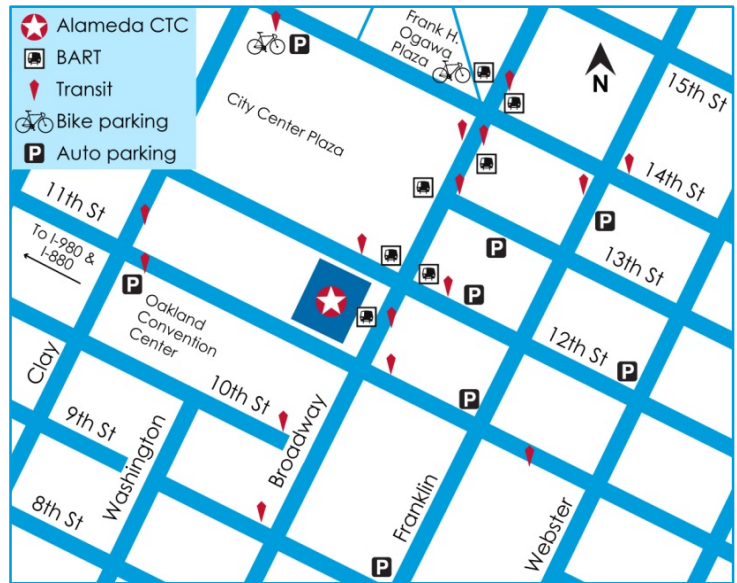
Glossary of Acronyms

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, December 3, 2015, 2 p.m.

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

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

- 4.1. Motion to Recognize the record and accomplishments of Mary V. King and to name the Alameda County Transportation Commission Conference Room the Mary V. King Conference Room

5. Executive Director Report

6. Approval of Consent Calendar

On November 9, 2015 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

	Page	A/I*
6.1. Approval of October 22, 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	7	I
6.3. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	33	I
6.4. Draft 2016 Alameda CTC Legislative Program: Approve Draft 2016 Alameda CTC Legislative Program.	35	I/A
6.5. California Transportation Commission October 2015 Meeting Summary	53	I
6.6. Timely Use of Funds Policies for Direct Local Distributions: Approve the Timely Use of Funds Policies for Direct Local Distributions.	59	A
6.7. Webster Street SMART Corridor Project (PN 740.0): Completion of System Integration): Approval to Execute Funding Agreement with the City of Alameda for Completion of System Integration	63	A
6.8. I-680 Northbound and Southbound Express Lane: Approval of funding	65	A

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

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

[for the I-680 Northbound Express Lane Project including the I-680 Southbound Express Lane Conversion.](#)

- | | | | |
|-------|--|-----|---|
| 6.9. | Alameda CTC FY2015-16 First Quarter Investment Report: Approve the Alameda CTC FY2015-16 First Quarter Investment Report. | 69 | A |
| 6.10. | Alameda CTC FY2015-16 First Quarter Financial Report
Recommendation: Approve the Alameda CTC FY2015-16 First Quarter Financial Report. | 89 | A |
| 6.11. | Alameda CTC Staff and Retiree Benefits for Calendar Year 2016 and Salaries for Fiscal Year 2016-17
Recommendation: Approve the Alameda CTC Staff and Retiree Benefits for Calendar Year 2016 and Salaries for Fiscal Year 2016-17 and adopt Resolution No. 15-009 Fiscal Year 2016-17 Salaries and Calendar Year 2016 Benefits for Staff Members. | 105 | A |
| 6.12. | Alameda CTC Community Advisory Appointments Approval | 119 | A |

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- | | | | |
|------|--|-----|---|
| 7.1. | Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair | 129 | I |
| 7.2. | Independent Watchdog Committee – Murphy McCalley, Chair | 131 | I |
| 7.3. | Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | 147 | I |

8. Planning, Policy and Legislation Committee Action Items

On November 9, 2015, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | | |
|------|---|-----|---|
| 8.1. | Draft Countywide Goods Movement Plan: Approve the Draft Countywide Goods Movement Plan. | 171 | A |
|------|---|-----|---|

9. Finance and Administration Committee Action Items

On November 9, 2015, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | | |
|------|---|-----|---|
| 9.1. | Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2015: Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2015. | 175 | A |
|------|---|-----|---|

10. Member Reports I/A

11. Adjournment

Next meeting: January 28, 2016

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



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Harrison.

Commissioner Campell-Washington was present as an alternate for Commissioner Chan.
Commissioner Worthington was present as an alternate for Commissioner Carson.
Commissioner Donohue was present as an alternate for Commissioner Atkin.
Commissioner Peixoto was present as an alternate for Commissioner Halliday.
Commissioner Narum was present as an alternate for Commissioner Thorne.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Haggerty recognized Alameda CTC employee, Linda Adams for twenty-years of service to the Alameda County Transportation Commission and its predecessor agencies.

5. Executive Director Report

Tess Lengyel presented the Executive Directors Report on behalf of Art Dao. She informed the Commission that the Executive Directors report could be found in the Commissioners' folders as well as on the Alameda CTC website. She also noted that the I-880 HOV Lane was opened to the public on October 20, 2015.

6.1. Approval of September 24, 2015 Meeting Minutes

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

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

6.4. Alameda Countywide Transit Plan Draft Network Recommendations, Evaluation Methodology and Performance Measures

6.5. Countywide Transportation Plan: Alameda County Final Project and Program List for Plan Bay Area 2040

6.6. Draft 2015 Congestion Management Program

6.7. Northern California Mega-Region Study

- 6.8. Transportation Fund for Clean Air (TFCA) FY 2015-16 Program: Approval of the FY 2015-16 TFCA Program
- 6.9. I-80 Integrated Corridor Mobility Project #2 – Specialty Material Procurement (PN 1387.002): Construction Contract Acceptance (Alameda CTC Resolution 15-007)
- 6.10. Approval of Administrative Amendments to Various Project Agreements (A09-0022, A13-0063, 10R301000).
- 6.11. I-680 Northbound Express Lane (1369.000): Contract Amendment to the Professional Services Agreement (Agreement No. A11-0034) with WMH Corporation to Provide Services to Complete an Optional Task
- 6.12. Alameda CTC Annual Contract Equity Annual Utilization Report for FY2014-15 and LBCE Program Certification Update
- 6.13. Approval of the Alameda CTC Community Advisory Appointments

Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Worthington seconded the motion. The motion passed unanimously (Harrison absent).

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, Chair of BPAC stated that the committee met on October 8, 2015. The committee welcomed new members, reviewed the feasibility study for Dublin's Iron Horse connectivity project and reviewed the Countywide Bicycle and Pedestrian Plan.

7.2. Independent Watchdog Committee (IWC)

There was no one present from the IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Planning, Policy and Legislation Committee Action Items

8.1. Legislative Update and Approval of bill positions

Tess Lengyel provided an update on state and federal legislative initiatives. On the state side she provided information on the budget and the special session for transportation infrastructure and shared information about a letter to the special session committee on infrastructure that highlights Alameda CTC priorities. Tess stated that our lobbyist would be attending the special session hearings on behalf of Alameda CTC and has already submitted our letter to all members.

On the federal side, Tess updated the committee on MAP-21 Reauthorization.

Tess also recommended that the Commission take an oppose position on the following bill:

ABX1 24 (Levine D) Bay Area Transportation Commission: election of commissioners. ABX 24 would re-designate MTC the Bay Area Transportation Commission, whose board would be comprised of directly elected representatives. The bill would establish the election of commissioners with districts consisting of 750,000 residents. However, districts that include a toll bridge within the district boundaries shall elect two commissioners from that district. The bill would also merge BATA in the new Bay Area Transportation Commission.

Commissioner Dutra- Vernaci moved to approve this item. Commissioner Blalock seconded the motion. The motion passed with one abstention from Commissioner Ortiz (Harrison absent).

8.2. Countywide Multimodal Arterial Plan: Typology Framework and Modal Priorities

Tess Lengyel recommended that the Commission approve the Countywide Multimodal Arterial Plan typology framework and modal priorities. She stated that the Arterials Plan provides a high-level framework for a Complete Streets Network that the jurisdictions can use and build upon to meet the state and regional complete streets requirements. She covered the background and purpose of the arterials plan and noted extensive outreach efforts, key concepts and an overview of the typology and modal priorities development process. Tess also provided information on the next steps regarding the needs assessment and recommended improvements.

Commissioner Blalock moved to approve this item. Commissioner Spencer seconded the motion. The motion passed unanimously (Harrison and Worthington absent).

9. Programs and Projects Committee Action Items

9.1. Affordable Student Transit Pass Program Update: Approval of Professional Services Agreement R16-0003 with Nelson\Nygaard Consulting Associates, Inc. to Provide Services for Development of a Pilot for the Program

Tess Lengyel recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement R16-0003 with Nelson\Nygaard Consulting Associates, Inc. to provide services for the development of a pilot for the Affordable Student Transit Pass program. She stated that the approval includes \$600,000 for direct services from Nelson\Nygaard to develop and implement the pilot program for three years and perform evaluation and reporting on the project as part of Tasks 1-6 as described in the scope of service . The \$1.4 million would be available for direct costs associated with technology, purchase of transit passes, or other direct expenses to deliver the transit pass program expeditiously to start in the 2016-17 school year. The \$1.4 million may only be used if explicitly authorized in writing by Alameda CTC. Tess stated that the estimated overall duration to develop, implement, and evaluate the pilot program is four years and includes pre-development, actual implementation for three full years and a final report that includes recommendations on how to make a student transit pass program viable countywide.

There were public comments heard on this item by:

Lydia Ropp
Jayda Preyer
Teonna Brooks
Javier Barraza
Krista Fregoso
Cesar Casian
Kathryn Gilje
Cristopher Ceria
Michael Jordan
Jennifer Franco
Octavia Moore
Diana Pablo
Alejandra Jauregui
Davis Lyons
Makayla Major

Commissioner Valle wanted to know which standing committee recommended approval of the item. Tess stated that it was unanimously recommended for approval by the Programs and Projects Committee.

Commissioner Haubert ask if the pilot program could be done sooner than next fall. Tess stated that the intention is to expedite the program if possible and she noted that staff is meeting with community partners and school leaders to develop a thorough and fair plan.

Commissioner Ortiz asked if the transit pass would be free. Tess stated that one pilot would test an option for a free pass.

Commissioner Kalb wanted to know if elementary school age children could participate in the program. Tess stated that Measure BB specifically states that the pass would be for middle and high school age children.

Commissioner Fujioka asked if approving allocation of the \$1.4 million fee for direct expenses would come back to the Commission. Tess stated that the \$1.4-million would not come back to the Commission but may only be used if explicitly authorized in writing by Alameda CTC.

Commissioner Kaplan moved to approve the item. Commissioner Capitelli seconded the motion. The motion passed unaimously (Harrison absent).

10. Member Reports

There were no member reports.

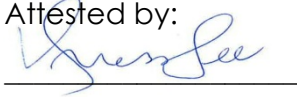
11. Adjournment

The next meeting is:

Date/Time: December 3, 2015 @ 2:00 p.m.

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

Attested by:



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DATE: November 30, 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 the eastbound and westbound I-580 express lane projects, is being implemented through multiple contract change orders (CCO's) on multiple on-going construction contracts along 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 system installation work is progressing and the lanes are expected to open in early 2016 (weather dependent).

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 and public outreach activities.

Background

The I-580 Corridor projects 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, 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 been progressing. Within the last two months, significant progress has been made in completing the road paving and system installation activities. Provision of power sources required for express lane implementation is now expected to be completed in November 2015.

Coordination meetings between the contractors, PG&E and agency management staff have been conducted to mitigate schedule delays and to open the lanes in early 2016 (weather dependent). Interface with the regional customer service center will have to be completed and tested prior to opening the toll lanes to the public. Staff will provide additional update to Commissioners at the meeting.

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
- D. I-580 Westbound Express Lane Project Monthly Progress Report
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Express Lane Projects – Location Map

Staff Contact

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

[Stefan Garcia](#), Construction Program Manager

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

PROJECT DESCRIPTION

The I-580 Eastbound 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 9 pm and 4 am. 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 was sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. The corridor contractors sequenced a plan that completed paving in the 2015 season to mitigate the impact on the entire delivery schedule.
- 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 – 92% of the contract work was completed as of 09/20/15

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

- Median and outside widening and barrier reconfiguration
- 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 conversion of the existing HOV lane to 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:

- Test and troubleshoot infrastructure supporting express lane operations throughout the testing phase.
- 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 Cap	17.87	2.20	0.14		4.69	6.57	31.47
Construct Sup	2.53	1.12	0.10			0.71	4.46
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.

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)

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

PROJECT DESCRIPTION

The I-580 Westbound (WB) 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 I-580 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 9 pm and 4 am. 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 was sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. The corridor contractors sequenced a plan that completed paving in the 2015 season to mitigate the impact on the entire delivery schedule
- 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 was sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. The corridor contractors sequenced a plan that completed paving in the 2015 season to mitigate the impact on the entire delivery schedule
- 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) – 87% of the contract work was completed as of 09/20/15

- 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 and outside widening and barrier reconfiguration
- Soundwall construction at Vasco Road
- Installation of lighting electroliers in the median
- Lighting and Traffic Operation Systems
- Infrastructure to support express lane operations
- Pavement widening necessary new express lane (high occupancy toll lane facility)
- All paving activity is complete

SEGMENT 2 (Western Segment) – 93% of the contract work was completed as of 09/20/15

- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- Retaining walls
- Median and outside widening and barrier reconfiguration
- Installation of lighting electroliers in the median
- Lighting and Traffic Operation Systems
- Infrastructure to support express lane operations and pavement widening necessary new express lane (high occupancy toll lane facility)
- All paving activity is complete

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)

- Test and troubleshoot infrastructure supporting express lane operations throughout the testing phase
- 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)

- Test and troubleshoot infrastructure supporting express lane operations throughout the testing phase
- 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.

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	March 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.

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	November 2015 (T)

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

PROJECT DESCRIPTION

The I-580 Eastbound 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

- 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 installation is progressing

RECENT ACTIVITIES

- Civil 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 schedule delays
- Toll system installation and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Complete civil construction activities, including infrastructure required for the installation of toll system (see Attachment A for details)
- Toll system installation, equipment tuning, site acceptance testing and pre-opening public outreach activities are expected to continue until the lanes are open in early 2016 (see Attachment E for details)
- Toll system acceptance and outreach activities will continue beyond the lane opening, which is anticipated in early 2016, weather dependent.

POTENTIAL ISSUES/RISKS

Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be opened to traffic in early 2016. Staff continues to assess schedule delays to minimize lane opening delays.

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
October 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

- 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 installation is progressing

RECENT ACTIVITIES

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

UPCOMING ACTIVITIES

- Complete civil construction activities, including infrastructure required for the installation of toll system (see Attachment B for details)
- Toll system installation, equipment tuning, site acceptance testing and pre-opening public outreach activities are expected to continue until the lanes are open in early 2016 (see Attachment E for details)
- Toll system acceptance and outreach activities will continue beyond the lane opening, which is anticipated in early 2016

POTENTIAL ISSUES/RISKS

Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be opened to traffic in early 2016. Staff continues to assess 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
Monthly Progress Report
October 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 have to 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 that 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 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

Electronic Transaction Consultants Corporation (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 in cooperation with Caltrans, its civil construction contractors and PG&E. After successfully completing tuning of toll equipment and site tests, the express lanes will be open to traffic, expected in early 2016 (weather dependent). 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

The comprehensive education and outreach effort continues 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 about the benefits of the lanes and that a FasTrak® toll tag is required for all users. Collateral materials and online information has been updated to reflect the new anticipated opening schedule and staff has worked to inform partners including the cities and CHP. Outreach continues to employers and major corridor destinations as well as presentations to civic groups. A significant media campaign will be launched in early 2016, placing particular emphasis on commuter-oriented media including radio traffic sponsorships, online ads, local civic television, and outdoor transit posters as well as local print.

The public is obtaining FasTrak Flex toll tags at a good rate both online at www.bayareafastrak.org and at Costco, Safeway and Walgreens retail stores, and the Bay Area Toll Authority has registered more than 20,000 tags through October 2015.

Key Recent Activities

- October 14 presentation to Pleasanton Chamber of Commerce Board
- October 27 presentation to Tracy Rotary Club
- Finalizing "how-to" video
- Outreach and responses to media
- Collaborate with 511 Rideshare and 511 Contra Costa
- Attendance at public outreach events

Key Upcoming Activities

- January 13 presentation to Tracy Sunrise Rotary Club
- Banner over 4th Street in Livermore scheduled January 18-31
- January 21 presentation to Tri-Valley Rotary Club

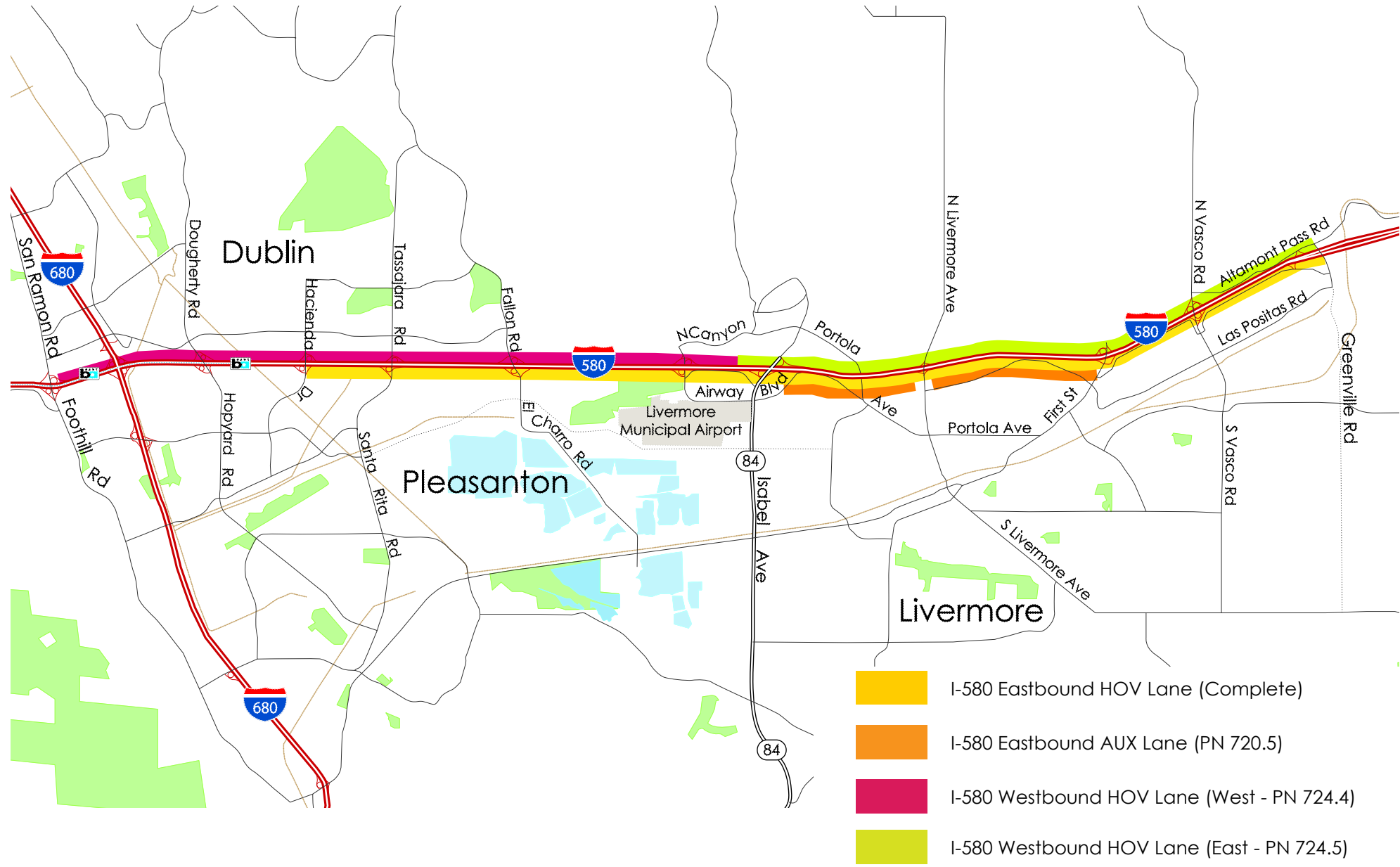
- Continued outreach to commuters and employers throughout commute shed in coordination with WHEELS, 511 Rideshare, San Joaquin County's Commute Connection and CCTA/Contra Costa 511
- Placement of informational posters on WHEELS and San Joaquin Regional Transit buses, in Livermore kiosks and in Pleasanton
- E-blasts to media, commuters and employers
- Media campaign to launch in early 2016, including radio (English and Spanish), print, online and outdoor - estimated to generate 21 million impressions

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

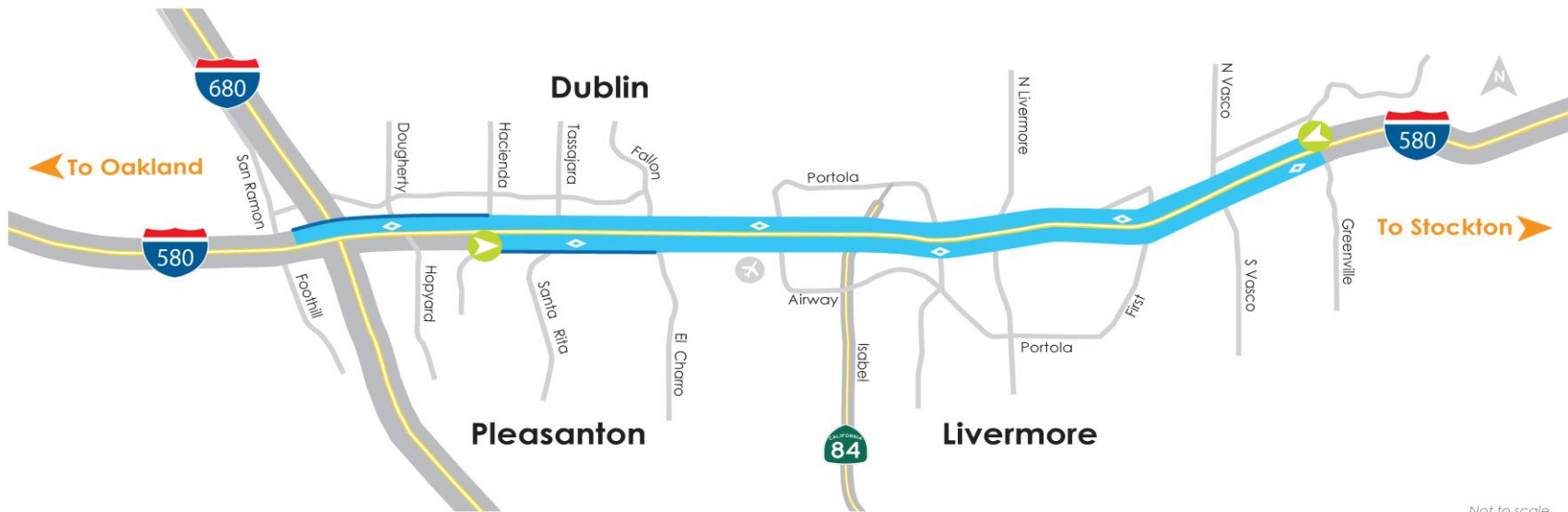


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I-580 Express Lanes Project Location Map

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: November 30, 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 October 12, 2015, the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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Memorandum

6.4

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

DATE: November 30, 2015

SUBJECT: Draft 2016 Alameda CTC Legislative Program

RECOMMENDATION: Approve the Draft 2016 Alameda CTC Legislative Program.

Summary

Alameda CTC's 2016 Legislative Program will guide legislative actions and policy direction on legislative issues during the upcoming calendar year. Some of the highest priorities in 2016 will be to partner at the federal, regional, and state level in efforts regarding reauthorization of the federal surface transportation bill and to support other funding sources. Alameda CTC will continue to monitor California transportation infrastructure funding and priorities, Statewide Transportation Improvement Program reform, and implementation of cap and trade programs; implementation of Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy; and the Road User Charge program as well as other regional efforts to raise transportation funding such as new revenue from bridge tolls, partner agency funding initiatives and other policies that could affect implementation of Alameda CTC's projects and programs.

Alameda CTC will continue implementation of Alameda County's 2000 and 2014 Transportation Expenditure Plans and will collaborate with partners on project and program delivery and policies that support countywide transportation projects and programs, goods movement, efficient multimodal arterial roadways, and reliable, accessible transit through development of Alameda CTC's four multimodal plans underway: the Countywide Transportation Plan, Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Legislative, policy, and funding partnerships throughout the Bay Area and California will be key to the success of the 2016 Legislative Program.

This item was approved by the Planning, Policy and Legislation Committee with the request to address parking placard abuse and support transportation funds from reauthorization of the temporary state sales tax. These additions are addressed in Attachment B in the table under the categories "Transportation Funding" and "Multimodal Transportation and Land Use."

Background

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The program is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

The Draft 2016 Alameda CTC Legislative Program is divided into six sections and retains many of the 2015 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

Attachment A provides background on each of the legislative categories. Attachment B summarizes the proposed legislative platform. Alameda CTC's state and federal lobbyists will schedule meetings in the coming year with various legislators and agency staff in Sacramento and Washington, D.C. to address Alameda CTC's legislative needs in 2016.

At the Commission meeting, staff will provide any updates on the progress of a federal surface transportation bill or statewide funding for infrastructure. Attachment C from the National Association of Counties provides additional information that shows a comparison between the Moving Ahead for Progress in the 21st Century Act, the Developing Roadway Infrastructure for a Vibrant Economy Act, and the Surface Transportation Reauthorization and Reform Act.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Draft 2016 Alameda County Legislative Program
- B. Summary Table of Proposed 2016 Alameda County Legislative Program
- C. Legislation Comparison Chart

Staff Contact

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

DRAFT 2016 Alameda CTC Legislative Program

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2016 Alameda CTC Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, DC.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans and as the county's congestion management agency. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2016 Alameda CTC Legislative Program include:

- The need for new, secure funding sources, especially since there is no transportation funding package from the state at this time (the governor's transportation proposal identifies needs including a state and local partnership program), and the federal government released a continuing resolution extending current levels of transportation spending under MAP-21 instead of finalizing a long-term transportation bill;
- Monitoring of statewide efforts to increase funding for infrastructure and improving efficiencies in transportation delivery;
- Implementation of the state Road Charge Pilot Program, which will begin no later than January 1, 2017;
- Implementation of state legislation including Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy;
- Implementation of California's Cap-and-Trade Program for transportation funding that will help address climate change;
- Implementation of the Alameda County's 2000 and 2014 Transportation Expenditure Plans and actively seeking opportunities to leverage other funds for project and program delivery;
- Advocacy for funding of Alameda CTC projects and programs;
- Implementation of the Comprehensive Investment Plan;
- Goods movement planning and advocacy, as well as policy development as a result of multimodal arterial planning and countywide transit planning efforts; and
- Expansion of legislative and policy partnerships throughout the Bay Area, in California, and in Washington, D.C.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The draft 2016 Legislative Program is divided into six sections and retains many of the 2015 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

The following legislative areas are related to federal, state, regional, and local policy and legislative efforts as applicable.

1. Transportation Funding

California represents one of the largest economies in the U.S. Its diverse industries range from agriculture to mining to biotechnology to the Internet—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services.

Fuel prices fluctuate significantly in California, but the gas tax remains flat with no index to inflation. Since 1993, the state and federal gas taxes have not been raised, and the costs to deliver transportation projects and programs, operate transit, and perform system maintenance continue to rise.

MAP-21 Reauthorization

In April 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. In fall 2015, Congress was anticipated to address the nation's transportation infrastructure funding needs through Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorization and/or building on the work of the Senate over summer on the DRIVE Act as well as the House's Surface Transportation Reauthorization and Reform Act of 2015. By October 29th, the deadline for addressing the nation's surface transportation program, another short-term extension was approved to allow Congress more time to conference the Senate and House bills and to refine funding mechanisms for a long-term transportation bill.

Road User Charge Pilot Program

The approval of Senate Bill 1077 (DeSaulnier) in 2014 was a step forward in California's effort to address the declining value of the state's fuel excise tax. SB 1077 directs the chair of the California Transportation Commission (CTC) in consultation with the Secretary of the California State Transportation Agency (CalSTA) to create a Road Usage Charge Technical Advisory Committee (TAC).

The TAC consists of 15 members selected by the CTC chair in consultation with the CalSTA secretary. The purpose of the advisory committee is to study alternatives to the existing excise tax. The TAC is crafting the parameters of the road charge pilot program by the end of 2015. Based on the findings of the TAC, CalSTA will implement a pilot program by January 1, 2017 to evaluate the potential implementation of a road user charge in California.

Voter-approved Funding Sources

In the absence of state and federal funding increases for transportation, funding solutions have increasingly become reliant on voter-approved measures, many of which have the highest voter threshold requirement for passage. Over the past several years, voters have supported statewide bond measures to fund transportation infrastructure throughout the state. One such measure, California's Proposition 1B has contributed just under \$1 billion for transportation improvements in Alameda County for projects including I-80 Integrated Corridor Mobility, I-580 Eastbound High-Occupancy Vehicle (HOV) Lane, I-580 Westbound HOV Lane, I-580 Isabel Interchange, I-880 North Safety and Operational Improvements at 23rd and 29th Avenues, I-880 Southbound HOV Lane, and Route 84 Expressway North Segment.

In November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. These advances in funding demonstrate the public's understanding that supporting essential infrastructure, transportation programs, and maintenance are critical to support the economy and vitality of local communities.

In August 2013, the governor signed Assembly Bill 210, extending the authority of Alameda CTC and authorizing the County of Contra Costa to impose the transactions and use tax for countywide transportation programs until December 31, 2020 that may exceed the 2 percent sales tax threshold in both counties by one-half cent. This allowed placement of an Alameda County Transportation Expenditure Plan on the ballot in 2014 that will fund \$8 billion in transportation investments. Alameda CTC is in the process of implementing the Transportation Expenditure Plan that recognizes the county's needs and prioritizes projects that are ready to begin. Alameda CTC also developed its first Comprehensive Investment Plan adopted in June 2015 that serves as a funding vehicle for the Transportation Expenditure Plan and for projects that are listed in the long-range countywide plan, identifies anticipated transportation funding over a five-year horizon, and strategically matches funding sources to targeted transportation investments.

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. While no agreement was reached on new funding for statewide transportation needs, three separate sets of proposals were advanced by the Democrats, Republicans and the Governor. A conference committee has been established to address the varying proposals. Alameda CTC will

continue to monitor the special session efforts and bring reports to the Commission, as well as to actively support the Commission's adopted legislative platform related to transportation funding and bills the Commission has already acted upon.

Alameda CTC's legislative priorities for transportation funding include the following:

Increase transportation funding

- Support efforts to lower the two-thirds 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.
- Support efforts to increase transportation funding

Protect and enhance voter-approved funding

- Support legislation that protects and provides increased, flexible funding from different fund sources to Alameda County for operating, maintaining, rehabilitating, and improving transportation infrastructure and operations.
- Support increases in federal, state, and regional funding, including through new funding sources 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 that are locally funded and locally managed.
- 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.

2. Project Delivery

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting local communities and the environment, and creating jobs. However, delivery of projects is often bogged down by long time frames for current project delivery processes, including environmental clearance and mitigation, design, right of way, and project financing. Furthermore, Alameda County's population is expected to grow by 30 percent by 2040, which will affect congestion and the demand on the transportation system. Alameda CTC will continue to expedite project delivery through partnerships and best management practices.

Advance innovative project delivery

- Support environmental streamlining and expedited project delivery.
- Support contracting flexibility and innovative project delivery methods.
- Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective and streamlined 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

- Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.
- Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.

3. Multimodal Transportation and Land Use

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver food and goods, and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic, reduce greenhouse gas emissions, and improve the transportation system efficiency. To that end, Alameda CTC is updating its Countywide Transportation Plan and developing three new multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Effective implementation of multimodal transportation systems relies on how local coordination and development supports these types of investments. Linking land use and transportation decisions can result in economic growth and expanded mobility for local residents and businesses.

Legislation such as Senate Bill 375, which requires a reduction of greenhouse gas emissions from the transportation sector and requires housing all sectors of the population in the region, further strengthens the link between transportation and land use planning, funding, and implementation.

Alameda CTC supports efforts that encourage, fund, and provide incentives and/or reduce barriers to integrating transportation, housing, and jobs development in areas that foster effective transportation use. In addition, since transportation systems must serve all of society to meet the mobility needs of youth, seniors, people with disabilities, working people, and people at all income levels in our communities, Alameda CTC supports a balanced, flexible system with multiple transportation options that expand access for all transportation users.

Reduce barriers to the implementation of transportation and land use investments

- Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.
- Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).
- Support innovative financing opportunities to fund TOD and PDA implementation.

Expand multimodal systems and flexibility

- Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities, and low-income people; and policies that 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.

4. Climate Change

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions, link transportation and housing, and create a funding stream to pay for projects and programs that reduce GHG emissions (the state's Cap-and-Trade Program) affect transportation planning, funding, and delivery in Alameda County and throughout the state.

Cap-and-Trade Program Implementation

The Cap-and-Trade Program sets a statewide limit on greenhouse gas (GHG) emissions from sources responsible for 85 percent of California GHG. The governor's May 2015 budget revision to the 2015-16 Cap-and-Trade Expenditure Plan assumes a total of \$2.2 billion in total cap-and-trade revenue, specifically \$1.6 billion for clean transportation, mass transit, and sustainable community development. According to the Legislative Analyst's Office, in 2015-16 and beyond, state statute continuously appropriates 60 percent of cap-and-trade revenues for specific programs, including high-speed rail, affordable housing, and sustainable communities grants. The remaining 40 percent is available for annual appropriation by the legislature as discretionary spending.

One bill presented in the Assembly Special Session that Alameda CTC supports may increase the share of cap-and-trade funds dedicated to transit. ABX 17 would increase the amount allocated to the Low Carbon Transit Operations Program from 5 percent to 1 percent, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10 percent to 20 percent. In September 2015 the Senate passed a similar bill (SBX1-8).

In addition, Alameda CTC and the other Bay Area Congestion Management Agencies

supported the first update to the Climate Change Scoping Plan and actively support investments in sustainable communities and clean transportation, sustainable freight investments, and clean fuels.

Alameda CTC has also supported investments from new revenue streams for transportation, while supporting legislative options to increase funding for housing. Alameda CTC has participated in commenting on the development of cap-and-trade guidelines and will continue to work with the state and region on the implementation of the Cap-and-Trade Program, continuing to advocate for significant funding in the Bay Area. Alameda CTC supports climate change legislation as follows:

Support climate change legislation to reduce GHG emissions

- Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.
- Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.
- Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.
- Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.

5. 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. Efficient goods movement expands job opportunities, supports local communities, and bolsters the economy of Alameda County, the Bay Area, and the nation.

In September 2015, Alameda CTC wrote a letter to the House Transportation and Infrastructure Committee expressing support for SBX-1 and the governor's proposal for transportation reform and other legislation that will make critical investments in improving our goods movement corridors.

At the federal level, Alameda CTC continues to support a strong freight program as part of the federal surface transportation bill that supports the multi-modal goods movement system in Alameda County.

Alameda CTC supports the following legislative priorities related to goods movement.

Expand goods movement funding and policy development

- Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.
- Support a designated funding stream for goods movement.

- Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.
- Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
- Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs

6. Partnerships

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state, and federal levels to collaborate on policies, funding, legislation, and project and program delivery opportunities.

Regional Partnerships

On a regional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area congestion management agencies and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable.

State Partnerships

Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government, is participating in providing input on CEQA reform, and the Cap-and-Trade Program. Alameda CTC views these efforts as essential to having more impact at the policy and planning levels, and unifying efforts to help ensure common policies and practices that can translate into more effective transportation project and program advocacy and implementation.

State and Local Partnership Program: The governor's September 3, 2015 transportation 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 ongoing 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 for accelerated loan repayment to pay for transit and intercity rail, trade corridors, local traffic congestion relief, and state highway repairs.

Investment in a State and Local Partnership Program (SLPP) not only leverages 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 has urged the state to include a similar program that is open to all counties.

Federal Partnerships

On a federal level, Alameda CTC advocates for a long-term transportation funding program that is sustainable, reliable, and supports both capital investments and operations. Alameda CTC supports federally-funded vehicle miles traveled studies, and wants to streamline the environmental process and reduce duplication for Condition of Approval/National Environmental Protection Act and the CEQA process.

Other Partnering Opportunities

Alameda CTC will continue to partner on the update of its Countywide Transportation Plan and development of its three multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan—and the policies that will arise from the plans that will provide more transportation choices and improve efficiencies throughout the county and beyond. Alameda CTC will continue its many multi-county transportation efforts, such as transit planning, express lane implementation, implementation of the first-ever affordable student transit pass program, and other types of transportation projects or programs implemented in more than one county to provide a system of transportation infrastructure or services for the traveling public that can be developed so that the region is ready to receive federal, state, or other grants as they become available. This includes work on a mega-regional effort to address infrastructure that supports inter-regional goods movement and transit.

Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

Expand partnerships at the local, regional, state, and federal levels.

- Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation.
- Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.
- Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.
- Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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Draft 2016 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted in the 2012 Countywide Transportation Plan:

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

(Alameda CTC will adopt a final legislative platform in December 2016.)

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

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

MAP-21, DRIVE, STRR Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	DRIVE Act (Senate) (H.R. 22)	STRR Act (House) (H.R. 3763)
<p>Long-term Funding Certainty</p> <p><i>Counties need long-term funding certainty to plan, fund and deliver transformative transportation projects.</i></p>	<ul style="list-style-type: none"> MAP-21 was passed in the summer of 2012 and provided a two-year authorization of surface transportation programs, which has been extended four times. 	<ul style="list-style-type: none"> The DRIVE Act is a six-year authorization of surface transportation programs but only has three years of guaranteed funding. 	<ul style="list-style-type: none"> The STRR Act is a six-year authorization of surface transportation programs but is only intended to rely on three years of guaranteed funding.
<p>Increased Investment</p> <p><i>Current levels of federal spending on transportation have failed to meet the needs of America's infrastructure, including county owned highways, bridges and transit systems.</i></p>	<ul style="list-style-type: none"> MAP-21 authorized \$105 billion for FY13 and FY14 (an average of \$52.5 billion per year). 	<ul style="list-style-type: none"> The DRIVE Act authorizes \$350 billion in spending from the Highway Trust Fund (an average of \$58 billion annually). 	<ul style="list-style-type: none"> The STRR Act authorizes \$325 billion in spending from the Highway Trust Fund (an average of \$54 billion annually).
<p>Increased Funding for Locally Owned Highways and Bridges</p> <p><i>Counties and other local governments are major owners of the nation's transportation system, collectively owning 50 percent of the National Bridge Inventory and 78 percent of the nation's road miles, including 43 percent of all federal-aid highways.</i></p>	<ul style="list-style-type: none"> MAP-21 consolidated and eliminated a number of federal-aid highway programs, including some that provided funding for county infrastructure. Overall, these changes caused a 30 percent decrease in the funding available to locally owned highways and bridges. 	<ul style="list-style-type: none"> While the DRIVE Act increases funding for locally owned infrastructure above current law, it does not completely repair the 30 percent cut to locally owned highways and bridges that occurred under MAP-21. 	<ul style="list-style-type: none"> The STRR Act makes more federal-aid highway dollars available to locally owned highways and bridges when compared to both current law and the DRIVE Act. The STRR Act increases the overall funding for the STP program but it also opens up the National Highway Performance Program (NHPP) to support all on-system bridges – essentially making an additional \$140.2 billion available to locally owned highway bridges.

MAP-21, DRIVE, STRR Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	DRIVE Act (Senate) (H.R. 22)	STRR Act (House) (H.R. 3763)
<p>Surface Transportation Program (STP)</p> <p><i>STP provides flexible funding that may be used by counties for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects.</i></p>	<ul style="list-style-type: none"> MAP-21 expanded the list of projects eligible for STP funding and provided approximately \$10 billion annually for the program. 	<ul style="list-style-type: none"> The DRIVE Act slightly increases the overall funding available to the STP program but actually decreases its share of overall highway funding, providing \$64.4 billion for FY16-21. <p style="text-align: center;">Authorized Amounts</p> <p style="text-align: center;">FY 16: \$10.2 billion FY 17: \$10.4 billion FY 18: \$10.6 billion FY 19: \$10.8 billion FY 20: \$11.1 billion <u>FY 21: \$11.4 billion</u> Total: \$64.5 billion</p>	<ul style="list-style-type: none"> The STRR Act increases the overall funding available for the STP program above and beyond inflationary growth, providing \$65.3 billion for FY16-21. <p style="text-align: center;">Authorized Amounts</p> <p style="text-align: center;">FY 16: \$10.3 billion FY 17: \$10.5 billion FY 18: \$10.8 billion FY 19: \$11.0 billion FY 20: \$11.2 billion <u>FY 21: \$11.5 billion</u> Total: \$65.3 billion</p>
<p>Bridge Funding</p> <p><i>While counties own 39 percent of the National Bridge Inventory, they own a disproportionate amount of the nation's structurally deficient bridges, making bridge repair, rehabilitation and replacement top priorities for federal-aid by county governments.</i></p>	<ul style="list-style-type: none"> Prior to MAP-21, all bridges were eligible for funding under the Highway Bridge Program. MAP-21 eliminated the Highway Bridge Program, shifting a majority of the program's funding under the NHPP program and putting funding for off-system bridges under the STP program. Under MAP-21, 77 percent of the National Bridge Inventory relies on funding from the STP program. Off-System Bridge Set-aside: Under MAP-21, States are required to obligate a portion of their STP funds for bridges not on Federal-aid highways—equaling about \$776.4 million on an annual basis. 	<ul style="list-style-type: none"> Under the STP Program, the DRIVE Act creates a new set-aside (equal to 15 percent of the program or an average of \$1.6 billion annually) for bridges off the National Highway System. Of that amount, states would be required to invest at least half on off-system bridges (or an average of \$800 million annually). 	<ul style="list-style-type: none"> The STRR Act maintains the current off-system bridge set-aside, providing \$776.5 million annually out of the state's share of the STP program. In addition, the bill allows for on-system bridges to be funded through the NHPP program and provides additional flexible funding for the STP program, which can support on and off-system bridges.

MAP-21, DRIVE, STRR Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	DRIVE Act (Senate) (H.R. 22)	STRR Act (House) (H.R. 3763)
<p>Increased Suballocation to Local Areas</p> <p><i>As the level of government closest to the people, local governments and their elected officials understand best the transportation needs, conditions and circumstances of their communities. Increasing the amount of STP dollars that is suballocated to local areas will put more funding in the hands of local decision-makers and allow communities and regions to prioritize projects with the greatest need.</i></p>	<ul style="list-style-type: none"> Under MAP-21, states are required to sub-allocate 50 percent of the program’s funding to local areas. Out of the other 50 percent, states must obligate a designated amount for the off-system bridge set-aside with the balance remaining under the discretion of the state departments of transportation. Across all states, about \$5 billion is suballocated annually. 	<ul style="list-style-type: none"> The DRIVE Act changes the structure of the STP program so that first 15 percent is set aside for bridges off the National Highway System. Then, 55 percent of remaining amount is suballocated to local areas. Since the bridge set-aside comes off the top of the program, rather than the state’s share of the program, only 46.75 percent of the total STP program is actually suballocated. Across all states, the amount suballocated would grow from approximately \$4.6 billion in FY 16 to \$5.3 billion in FY 21. <p style="text-align: center;">Suballocation Estimates</p> <p style="text-align: center;">FY 16 = 55%* (Approx. \$4.6 billion) FY 17 = 55%* (Approx. \$4.8 billion) FY 18 = 55%* (Approx. \$4.9 billion) FY 19 = 55%* (Approx. \$5.0 billion) FY 20 = 55%* (Approx. \$5.1 billion) FY 21 = 55%* (Approx. \$5.3 billion)</p> <p style="text-align: center;"><i>*After Non-NHS Bridge Set-aside, which really equals 46.75% of annual apportionment</i></p>	<ul style="list-style-type: none"> The STRR Act phases in an increase in suballocation from MAP-21 levels, raising the portion by one percent every year until 55 percent of the program is suballocated to local areas. It does this while maintaining the current treatment of the off-system bridge set-aside out of the state’s share of the program. Across all states, the amount suballocated to local areas would grow from approximately \$5.2 billion in FY 16 to \$6.3 billion in FY 21. <p style="text-align: center;">Suballocation Estimates</p> <p style="text-align: center;">FY 16 = 51% (Approx. \$5.2 billion) FY 17 = 52% (Approx. \$5.4 billion) FY 18 = 53% (Approx. \$5.7 billion) FY 19 = 54% (Approx. \$5.9 billion) FY 20 = 55% (Approx. \$6.1 billion) FY 21 = 55% (Approx. \$6.3 billion)</p>
<p>Safety on Rural Roads</p> <p><i>Safety is one of the greatest concerns for rural counties, with the fatality rate on rural roads being about 2.5 times higher than that on urban roads.</i></p>	<ul style="list-style-type: none"> MAP-21 eliminated the High Risk Rural Road program and replaced it with a special rule that requires states to obligate Highway Safety Improvement Program dollars to address fatality rates on rural roads only if the fatality rates increase over a two-year period. 	<ul style="list-style-type: none"> The DRIVE Act changes the special rule for high risk rural roads to require states to invest safety funds on rural road safety improvements if their rural road fatality rate fails to decrease over a two-year period of time AND if their rural road fatality rates exceed the national average – this change intends to better target areas with the highest incident rates and compliments the goal of moving our nation’s transportation system ‘towards zero deaths.’ 	<ul style="list-style-type: none"> The STRR Act adds to the current special rule for high risk rural roads by requiring that states demonstrate in their state strategic highway safety plan strategies to address fatalities and improve safety on rural roads if their rural road fatality rate exceeds the median rural road fatality rate for all states.

MAP-21, DRIVE, STRR Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	DRIVE Act (Senate) (H.R. 22)	STRR Act (House) (H.R. 3763)
<p>Funding for Rural and Urban Public Transportation Systems</p> <p><i>Counties are involved with the ownership and/or operation of a third of the nation's public transportation systems. Federal funding for public transportation supports everything from major projects in urban areas to critical community connections for transit-dependent populations in rural areas.</i></p>	<ul style="list-style-type: none"> MAP-21 provided funding for numerous public transportation programs that support county governments, including the urban and rural public transportation formula grants programs. MAP-21 also reduced funding for the Bus and Bus Facilities program and changed the program from a discretionary program (that had been largely earmarked) to a formula program. 	<ul style="list-style-type: none"> The DRIVE Act continues funding for urban and rural public transportation formula grants. In addition, the bill increases funding for Bus and Bus Facilities formula grants and authorizes funding for Bus and Bus Facilities competitive grants, providing a total of \$1.13 billion in discretionary funding for bus and bus facility projects. <p><u>FY16-21 Total Funding Authorizations</u> Urbanized Area Form.-----\$29.28 billion Rural Form. Grants -----\$3.99 billion Bus and Bus Facilities Form. ---\$3.18 billion Bus and Bus Facilities Disc. ----\$1.13 billion</p>	<ul style="list-style-type: none"> The STRR Act continues funding for urban and rural public transportation formula grants. In addition, the bill increases funding for the Bus and Bus Facilities formula grant program and creates an additional competitive bus grants program that will provide a total of \$1.09 billion in discretionary funding to further support bus and bus facility projects. <p><u>FY16-21 Total Funding Authorizations</u> Urbanized Area Form.-----\$27.67 billion Rural Form. Grants -----\$3.77 billion Bus and Bus Facilities Form. ---\$2.72 billion Competitive Bus Grants ----- \$1.09 billion</p>



Memorandum

6.5

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DATE: November 30, 2015

SUBJECT: California Transportation Commission October 2015 Meeting Summary

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

Summary

The October 2015 California Transportation Commission (CTC) meeting was held in Oakland. Detailed below is a summary of the three (3) 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.

The meeting began with the City of Oakland Mayor, Libby Schaff, providing opening remarks and welcoming the CTC commissioners to the Bay Region. Alameda CTC Executive Director, Art Dao's presentation "Promises Made, Promises Kept" included Alameda CTC's projects and programs implemented with Measure B funds and its association delivering the Proposition 1B funded projects within Alameda County. The presentation emphasized how our partnership supports win-win solutions for regional, mega-regional and state investments in freight, highways, express lanes and transit.

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

1. 2015 Active Transportation Program (ATP)

CTC adopted the 2015 ATP Statewide (50%) and Small Urban & Rural (10%) components. The ATP, as articulated in SB 99 and AB 101, was signed into law on September 26, 2013. It replaced the existing system of small dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program ("Statewide Competitive ATP");
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

In summary, the CTC recommendations include:

- Statewide Component– ATP funds of \$179,922,000 for 87 projects valued at \$219,739,000, and
- Small Urban & Rural Component– ATP funds of \$35,525,000 for 27 projects valued at \$42,527,000

Outcome: CTC recommendation includes 2 projects in Alameda County for a total of approximately \$5.4 million.

1. City of Berkeley's 9th Street Bicycle Blvd Pathway Extension, Phase-2 → \$850K
2. City of Oakland's 19th Street BART to Lake Merritt Urban Greenway → \$4.5 million

2. Final Environmental Impact Report (FEIR)/ I-680 Express Lanes Project

CTC accepted the FEIR and approved Alameda CTC's I-680 Express lanes project for future consideration of funding.

Outcome: Construction work is estimated to begin fiscal year 2016-17.

3. Proposition 1B Trade Corridors Improvement Fund (TCIF)/ Cool Port Oakland Project

CTC approved TCIF program amendment to include the Northern California Trade Corridors Coalition (NCTCC) and Port of Oakland's Cool Port Oakland project and to program \$5 million of TCIF funds to the project. Since award savings in TCIF funds were realized in the Northern California Corridor, NCTCC and the Port propose to place TCIF savings on Segment 1 of this project with Segment 2 providing the additional match required. Segments 1 and 2 are estimated to cost \$8.605 million and \$82.7 million respectively, with a total project cost of \$91.305 million.

Outcome: Construction is expected to begin in April 2016.

Fiscal Impact: There is no fiscal impact.

Attachment

A. October 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

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October 2015 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2015 Active Transportation Program (ATP)	Approve 2015 ATP Statewide (50%) and Small Urban & Rural (10%) components	Approved
Alameda CTC/ Caltrans	I-680 Express Lanes Project /Final Environmental Impact Report (FEIR)	Accept the FEIR and approve Alameda CTC's I-680 Express lanes project for future consideration of fundingt	Approved
Northern California Trade Corridors Coalition (NCTCC) and Port of Oakland	Trade Corridors Improvement Fund (TCIF)/ Cool Port Oakland Project	Approve TCIF program amendment to include the NCTCC and Port of Oakland's Cool Port Oakland project and program \$5 million of TCIF funds to the project	Approved

<http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015-10/00 ETA.pdf>

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Memorandum

6.6

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

DATE: November 30, 2015

SUBJECT: Timely Use of Funds Policies for Direct Local Distributions

RECOMMENDATION: Approve the Timely Use of Funds Policies for Direct Local Distributions.

Summary

The existing timely use of funds policies for Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) programs require all fund recipients to spend funds expeditiously or place funds into conditional fund reserves. This policy requires extraordinary recipient reporting and compliance monitoring that is beyond the industry practice for similar sales tax administration and revenue programs. Per the existing policies, recipients are required to provide annual compliance reports to Alameda CTC that identify the use of fund balances as annual expenditures or future fund reserves. Monitoring a recipient's compliance to the current policies requires complex analytics and tracking of multiple reserve types. The additional reporting for Measure BB DLDs will significantly increase future recipient reporting and monitoring.

Staff recommends the approval of proposed timely use of funds policies to replace the existing policies and improve efficiencies in recipient reporting process and compliance monitoring. The proposed policy states recipients may not carry a fiscal year ending fund balance greater than 40 percent of the DLD revenue received for that same fiscal year for four consecutive fiscal years. The proposed policies will apply to the fund balance for each DLD program i.e. Measure B, Measure BB, and VRF. Recipients out of compliance will be subject to a "Use It or Lose It Policy", which entails a forfeit of a subsequent year's distribution upon Commission approval.

The proposed policies provide a more effective and simplistic approach to achieve the intended purpose of a timely use of funds policy - to create accountability and encourage expeditious use of funds among the recipients. The new policy will be incorporated through new master agreements in Spring 2016.

Background

In April 2012 and June 2015, Measure B, Measure BB, and Vehicle Registration Fee recipients entered into Master Programs Funding Agreements (MPFAs) with the Alameda

CTC to be eligible to receive formula allocations of Direct Local Distribution (DLD) funds. The MPFA's existing timely use of funds requires all recipients to spend funds expeditiously or place funds into conditional fund reserves. Any funds not spent within the allotted time, including funds placed into fund reserves will be subject to rescission. Recipients report annually the uses of funds (balances and revenues) in the following categories:

1. Annual Planned Projects *(must be spent annually as planned)*
2. Capital Fund Reserve *(must be expended in four years of reserve establishment)*
3. Operations Fund Reserve *(revolving fund of up to 50 percent of annual revenues)*
4. Undesignated Fund Reserve *(revolving fund of up to 10 percent of annual revenues)*

The existing policy necessitates considerable reporting by recipients, and the subsequent tracking of multiple reserves and their commitments by the Alameda CTC to ensure program compliance. Each year, recipients designate funds to approximately 300 total separate fund reserve categories between the Measure B/VRF programs including a list of project specific expenditures. Alameda CTC monitors each allocation to verify reserves do not exceed their allowable capacities and expenditures are completed before the reserve window expires. The compliance reporting and monitoring effort is expected to increase considerably with the addition of Measure BB program funds.

Staff recommends the approval of the proposed timely use of funds policies to improve efficiencies in recipient reporting process and compliance monitoring (*Attachment A*). The proposed timely use of funds policies states recipients may not carry a fiscal year ending fund balance greater than 40 percent of the DLD revenue received for that same fiscal year for four consecutive fiscal years. A recipient that is determined out of compliance is subject to the "Use It or Lose It Policy", where the recipient's subsequent year's distribution may be rescinded and redistributed upon Commission approval. Alameda CTC will compare the recipient's annual ending fund balance to revenue received ratio to verify policy compliance. This data is already collected through mandatory financial statements and no additional reporting or analysis is required.

The proposed policy will streamline the implementation of the timely use of policies for the recipient and Alameda CTC by reducing the administrative burden associated with annual reporting and tracking reserves and project commitments. The proposed policies are consistent with the original policies' objectives - to maintain accountability and ensure expeditious use of funds. The proposed policies will be incorporated in new master agreements in spring 2016, and will replace the existing policies.

Fiscal Impact: There is no significant fiscal impact to result from the recommended action.

Attachments:

- A. Timely Use of Funds Policies

Staff Contact

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

[John Nguyen](#), Senior Transportation Planner



**Measure B/ Measure BB / Vehicle Registration Fee
Timely Use of Funds Policies**

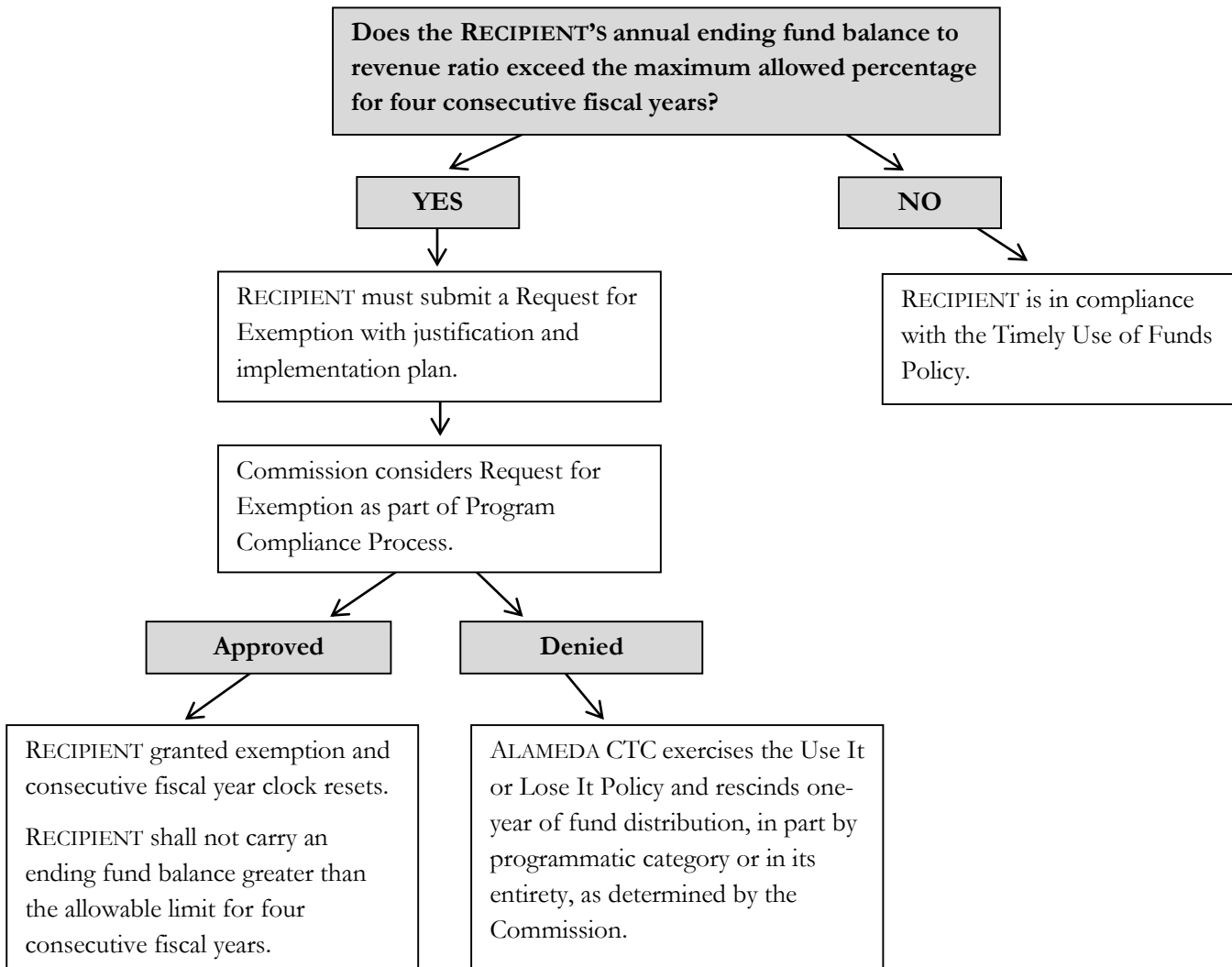
TIMELY USE OF FUNDS POLICY

INTENT: The intent of the Timely Use of Funds Policy is to encourage Measure B/Measure BB/Vehicle Registration Fee recipients to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

POLICY: RECIPIENT shall not carry a fiscal year ending fund balance greater than 40 percent of the Direct Local Distribution revenue received for that same fiscal year for four consecutive fiscal years, by funding program. Non-compliance with this policy may invoke rescission penalties per the Use it or Lose It Policy.

RECIPIENT may seek an exemption from the Timely Use of Funds Policy through the Annual Program Compliance reporting process. RECIPIENT must demonstrate that extraordinary circumstances have occurred and provide a timely expenditure plan that would justify the exemption. Exemption requests must be submitted to ALAMEDA CTC and approved by the Commission.

IMPLEMENTATION: Through the Annual Program Compliance reporting process, ALAMEDA CTC will monitor the RECIPIENT’s annual ending fund balance to revenue received ratio, cumulatively across the RECIPIENT’s programmatic categories by fund program, to verify policy compliance.





Measure B/ Measure BB / Vehicle Registration Fee

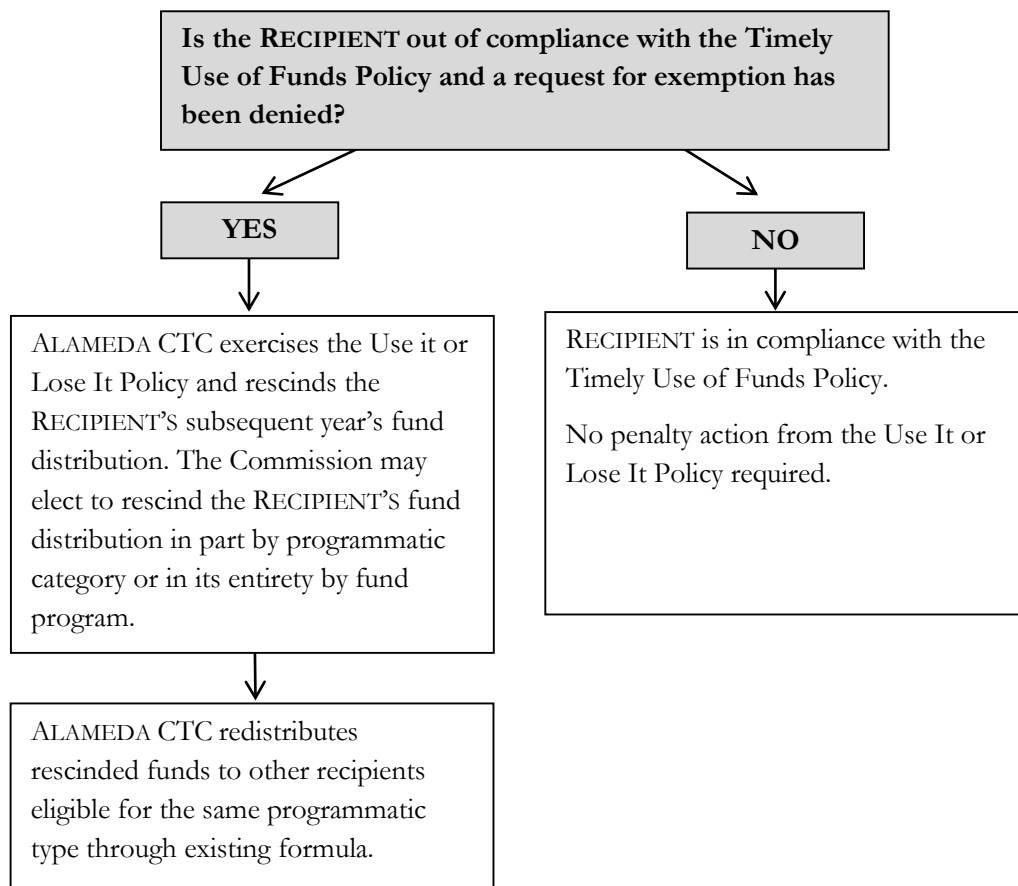
Timely Use of Funds Policies

USE IT OR LOSE IT POLICY

INTENT: The Use It or Lose It Policy serves as the penalty action for non-compliance with the Timely Use of Funds Policy for Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution program funds. The Use It or Lose It Policy enforces the timely use of funds requirements to encourage the RECIPIENT to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

POLICY: If RECIPIENT does not meet the requirements of the Timely Use of Funds Policy, ALAMEDA CTC may determine that the RECIPIENT does not need Measure B/Measure BB/Vehicle Registration Fee funding. In such a case, ALAMEDA CTC may exercise the Use It or Lose It Policy to rescind the RECIPIENT’S subsequent fiscal year’s Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution, in part by programmatic category or in its entirety. All such funds rescinded by ALAMEDA CTC shall be placed into an account for redistribution to the same programmatic type.

IMPLEMENTATION: If a RECIPIENT does not meet the provisions of the Timely Use of Funds Policy, ALAMEDA CTC may exercise the Use it or Lose It Policy and rescind the RECIPIENT’S subsequent year’s Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution. ALAMEDA CTC will redistribute rescinded funds to other eligible recipients within the same programmatic type. Redistribution will be determined by the existing formula distribution for the respective fund program and programmatic type.





Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: November 30, 2015

SUBJECT: Webster Street SMART Corridor Project (PN 740.0): Completion of System Integration

RECOMMENDATION: Approve the Execution of a Funding Agreement with the City of Alameda for Completion of System Integration

Summary

The Webster Street SMART Corridor Project is an expansion of the East Bay SMART Corridors System which has been implemented through multi-agency participation. The City of Alameda will be responsible for the operations and maintenance of the corridor. The construction contract was accepted by the Alameda CTC in April 2015, and since then the project partners have been working to complete the system integration. The recommended action will allow for the City of Alameda to be reimbursed from project funding for eligible costs incurred in relation to the completion of the system integration.

It is recommended that the Commission authorize the Executive Director, or a designee of the Executive Director, to execute a funding agreement with the City of Alameda for an amount not to exceed \$70,000 from funding currently available for the project from the Vehicle Registration Fee.

Background

A partnership of the Alameda CTC, City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans and AC Transit has implemented the Webster Street SMART Corridor Project. This project is an expansion of the existing East Bay SMART Corridors System. The project included installation of Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System (MVDS) devices along Webster Street in the City of Alameda. The field elements connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC). The City of Alameda will be responsible for the Operations and Maintenance of this corridor.

The Alameda CTC accepted the construction contract work in April 2015, and has been working with the City of Alameda and the System Integrator (under contract to the Alameda CTC) to complete the system integration. The recommended action will allow for the execution of a funding agreement by which the City of Alameda can be

reimbursed for eligible costs incurred by the City in relation to the completion of the system integration.

The project is funded by a mix of funding including a Federal Earmark, Federal CMAQ, Vehicle Registration Fee (VRF), FGCA, EECBG and City funds. The recommended amount is within the amount of VRF funds currently available for the project.

Fiscal Impact: The recommended action will allow for the encumbrance and subsequent expenditure of \$70,000 of VRF funding included in the current fiscal year budget.

Staff Contact

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

[Connie Fremier](#), PCT Project Manager



Memorandum

6.8

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www.AlamedaCTC.org

DATE: November 30, 2015

SUBJECT: I-680 Northbound and Southbound Express Lanes

RECOMMENDATION: Approve funding for the I-680 Northbound Express Lane Project including the I-680 Southbound Express Lane Conversion.

Summary

Over the last three years, Interstate 680 Corridor in Alameda County (from I-580 to Route 237) has very quickly emerged as one of the most congested corridor in the entire Bay Area. In particular, the 9-mile segment of northbound I-680 from south of Auto Mall Parkway in Fremont to Route 84 near Pleasanton has experienced substantial daily congestion and delays between the hours of 1:30 PM and 7:30 PM. Bottlenecks or traffic queues are often four to six miles long with speed of less of 10 miles per hour, essentially standstill condition.

The emerging congestion and operational deterioration of this major Interstate freeway through Alameda County has markedly increased delays, created major cut-through traffic on neighborhood streets thus causing congestion on local roadways, slowed the movement of goods and freights, worsened air quality, and negatively affected commuters' and residents' quality of life because of time spent in bottlenecks. The Alameda CTC has been monitoring the congestion level in the Corridor and proactively working on developing solutions. The Commission accelerated the process to develop the environmental document and the required Caltrans' project approval report for the project to construct a northbound express carpool lane (high occupancy toll lane) from Route 237 in Santa Clara County to Route 84 in Pleasanton. This accelerated effort resulted in an environmental clearance for the project in July 2015, in record time.

To further expedite the development and delivery of the project, the Alameda CTC Board approved the initiation of the final design and preparation of the Plan, Specifications, and Estimate (PS&E) for the construction of the initial most congested 9-mile segment of northbound I-680 from south of Auto Mall Parkway in Fremont to Route 84 in Pleasanton. A major requirement for the delivery of the project is the execution of multiple cooperative agreements with Caltrans for project development and for construction contract administration. As often is the case for any agency investing in the state highway system, the State has many rigorous requirements including a requirement for the Alameda CTC to identify a full funding commitment for the construction of the project.

The current estimated total cost of the project is \$202.4 million, from inception to complete construction. The project is currently funded by 2000 Measure B funds in the amount of \$14.5 million, 2014 Measure BB funds in the amount of \$40 million, State Highways Operation and Protection Program (SHOPP) in the amount of \$24.5 million, State Traffic Congestion Relief Program (TCRP) in the amount of \$20.9 million, and SB 680 toll revenue in the amount of \$2.5 million, for a total of \$102.4 million. The current funding need to construct a new 9-mile express lane on northbound I-680 is about \$100 million.

In addition to the needed improvements on northbound I-680, additional improvements on the existing 14-mile southbound express lane are also needed to modify the current limited toll lane ingress and egress arrangement throughout the southbound corridor to allow for more open and free-flowing access between general purpose lanes and the toll lane. This modification will improve overall freeway operations and eliminate known congestion at specific locations such as at the Route 262 (Mission Boulevard) and the Auto Mall Parkway exits. The current estimated cost for the southbound I-680 express lane modifications is \$20 million. All together, the remaining funding need for improvements in both the northbound and southbound I-680 is \$120 million.

To bridge this \$120 million funding gap for the delivery of the improvements needed on the I-680 Corridor, it is recommended that the Commission program \$120 million (\$100 million for northbound plus \$20 million for southbound) from the 2000 Measure B Capital Program. The funding from the 2000 Measure B Capital Program would come from capacity in the 2000 Measure B Capital Fund projected over the remainder of the Program until revenue collection ceases in 2022. The current 2000 MB Capital Program financial model shows adequate capacity during the latter part of the construction phase and system integration, i.e. FY17/18, FY18/19, and FY 19/20 to fund the shortfalls for the northbound project and southbound conversion. The early part of the construction phase and system integration can be funded with currently programmed funds, including funding from the 2014 Measure BB Capital Program. The actual amount expended from the 2000 Measure B Capital Fund will be repaid by net operating revenues from the northbound and southbound express lane once they are both operational. Based on current cash flow projections for the northbound and southbound express lane operations, the \$120 million of net operating revenues needed to reimburse the 2000 Measure B Capital Fund could be generated within 20 years of opening the northbound express lane. In effect, the recommended action is a means by which the construction can be funded by advancing the anticipated express lane revenues.

Background

Express Lanes in the I-680 Corridor are included in both the 2000 Measure B and 2014 Measure BB capital programs. The I-680 corridor has long been a critical element of the Alameda County transportation network, and has recently moved up the list of the most congested corridors in the Bay Area.

Currently, there is heavy afternoon congestion on I-680 northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that this heavy congestion is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 on weekday afternoon/evening commutes between 1:30pm and 7:30pm. The first bottleneck is located near Washington Boulevard. The second is at the lane drop near the truck scales located between Sheridan Road and Andrade Road. The congestion on the freeway has spilled onto local streets that parallel the freeway causing significant congestion along local streets in the area. The initial phase of construction, the Phase 1 Modified Project, will add a new HOV/Express Lane from south of Auto Mall Parkway to SR 84, eliminate the two bottlenecks, and alleviate the congestion on the freeway and local streets.

The I-680 Northbound Express Lane Project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and construct a 14-mile long northbound HOV/Express Lane facility in the corridor. The project is intended to provide a number of benefits including: 1) enhanced mobility by reducing traffic congestion; 2) reduced travel time and improved travel reliability; and 3) reduced congestion related accidents, thereby enhancing safety. The Express Lane facility will leverage available HOV lane capacity by offering solo drivers the choice to pay an electronic toll to access the lane. Regular carpool and carpool eligible users will be able to continue to use the lane at no cost.

The Project Approval and Environmental Document (PA&ED) for the overall project was completed in July 2015. A design consultant team has been procured and final design is underway for the Phase I Modified segment. A Request for Proposals to procure a consultant/contractor to provide Toll System Integration services was issued on September 21, 2015, with an anticipated date for contract execution in early 2016.

The approved Environmental Document and Project Report include studies and analysis for both the full project limits (SR 237 to SR 84) and the initial Phase 1 Modified limits from south of Auto Mall Parkway to SR 84. The limits for the construction of Phase 1 Modified are based on immediate operational benefits and projected funding availability. The Alameda CTC and Caltrans have also agreed to incorporate pavement rehabilitation into the Phase 1 Modified Project. The pavement rehabilitation work will be funded by Caltrans.

The Phase 1 Modified Project milestone schedule is as follows:

- Complete Final Design (PS&E): Late 2016/Early 2017
- Construction advertisement: Early 2017
- Construction: Mid 2017 - Late 2018
- System Integration: Mid 2018 – Late 2018/Early 2019

Alameda CTC, in partnership with Caltrans, is the implementing agency for the design, right-of-way acquisition, and utility relocation phases of the Phase I Modified Project.

The existing I-680 southbound express lane was the first express lane to operate in Northern California. More than 2.2 million solo drivers have used the facility since it opened in September 2010 which has benefited traffic operations in all of the southbound lanes of traffic. During the last five years, additional express lanes have been developed in the Bay Area Region, including express lanes along eastbound and westbound I-580 in eastern Alameda County. The development included research and analysis of additional access opportunities. Several of these new express lane facilities are considering a new type of access, referred to as "continuous" or "near continuous" that will not only increase the access opportunities to get in and out of the lanes, but also provide driver familiarity since they look and feel like any other HOV lane facility. As recommended in the approved traffic operational analysis, the I-680 Northbound Express Lane will be constructed as a continuous access type facility. To complement the northbound project and provide consistent driver expectations, the southbound express lane facility will have to be converted into either a continuous or near continuous access type express lane. Alameda CTC has been considering this conversion of the southbound facility to continuous access for some time, without making any final decisions. To ensure consistency and to benefit from economies of scale, the southbound conversion should be implemented with the northbound project.

The Alameda CTC desires to convert the southbound I-680 express lane access to continuous, but the current net operating revenues from the southbound express lane are not sufficient to fund the required improvements to convert the access. The conversion of the existing southbound I-680 express lane is currently estimated to cost \$20 million if included in the northbound project (as opposed to being a stand-alone project with separate project development and construction phases).

Fiscal Impact: The recommended action will result in \$120 million of 2000 Measure B capital funding being programmed for the construction phase and system integration of the Phase I Modified Project. Allocation, encumbrance and subsequent expenditure of the \$120 million will be approved in separate, future actions which will include the provisions for the repayment of any funds advanced. The 2000 MB Capital Program financial model will also be adjusted to reflect the pay back of \$120 million from the express lane net operating revenues.

Staff Contact

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

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

[Gary Sidhu](#), Highway Program Manager



Memorandum

6.9

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

DATE: November 30, 2015

SUBJECT: Alameda CTC FY2015-16 First Quarter Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2015-16 First Quarter Investment Report.

Summary

The Quarterly Consolidated Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of September 30, 2015. The report also shows balances as of June 30, 2015 for comparison purposes. The *Portfolio Review for Quarter Ending September 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 September 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 September 30, 2015:

- As of September 30, 2015, total cash and investments held by the Alameda CTC was \$384.0 million with bond proceeds accounting for \$38.6 million or 10.0% of the total.
- The 1986 Measure B investment balance decreased slightly by \$0.04 million from the prior year-end balance due to capital projects expenditures. The 2000 Measure B investment balance decreased \$7.9 million or 4.2% also due to capital project expenditures. The 2014 Measure BB investment balance increased \$16.5 million compared to one month of Measure BB collections received in June 2015. The ACCMA investment balance increased \$0.7 million or 1.6% primarily due to funds received for Measure F, Vehicle Registration Fees, during the first quarter of the fiscal year.

- Investment yields have increased slightly with the average return on investments for the first quarter at 0.39% compared to the prior year's average return of 0.30%. Return on investments were projected for the FY2015-16 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type.

Fiscal Impact

There is no fiscal impact.

Attachments

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

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

Alameda CTC Consolidated Investment Report As of September 30, 2015							
1986 Measure B	Un-Audited		Interest Earned			FY 2014-2015	
	Investment Balance	Interest earned	As of September 30, 2015			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 4,148,630	\$ 2,602	0.25%			\$ 4,284,902	6,361
State Treasurer Pool (LAIF) ⁽⁴⁾	13,960,059	10,487	0.30%			7,949,470	84,384
Investment Advisor ^{(1) (4)}	95,999,702	138,406	0.58%			101,830,435	355,760
Loan to ACCMA	10,000,000	-	-			10,000,000	-
1986 Measure B Total	\$ 124,108,391	\$ 151,496	0.49%	\$ 75,000	\$ 76,496	\$ 124,064,807	\$ 446,506
						<i>Approx. ROI</i>	<i>0.36%</i>
2000 Measure B	Un-Audited		Interest Earned			FY 2014-2015	
	Investment Balance	Interest earned	As of September 30, 2015			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 13,369,980	\$ 3,876	0.12%			\$ 7,414,099	\$ 17,509
State Treasurer Pool (LAIF) ⁽⁴⁾	37,731,777	27,766	0.29%			22,283,870	102,190
Investment Advisor ^{(1) (4)}	98,430,725	109,970	0.45%			108,981,958	209,089
2014 Series A Bond Project Fund	26,607,444	8,082	0.12%			26,626,082	85,074
2014 Series A Bond Interest Fund	11,968,184	23,185	0.77%			14,748,844	100,783
Project Deferred Revenue ⁽²⁾	8,345,433	6,859	0.33%			8,515,433	14,122
2000 Measure B Total	\$ 196,453,543	\$ 179,738	0.37%	\$ 60,500	\$ 119,238	\$ 188,570,286	\$ 528,767
						<i>Approx. ROI</i>	<i>0.28%</i>
2014 Measure BB	Un-Audited		Interest Earned			FY 2014-2015	
	Investment Balance	Interest earned	As of September 30, 2015			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 19,937,699	\$ 5,266	0.11%			\$ 3,448,809	\$ 102
2014 Measure BB Total	\$ 19,937,699	\$ 5,266	0.11%	\$ 35,750	\$ (30,484)	\$ 3,448,809	\$ 102
						<i>Approx. ROI</i>	<i>0.00%</i>
ACCMA	Un-Audited		Interest Earned			FY 2014-2015	
	Investment Balance	Interest earned	As of September 30, 2015			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 20,214,658	\$ 10,059	0.20%			\$ 16,560,969	\$ 9,590
State Treasurer Pool (LAIF) ⁽⁴⁾	17,837,526	15,332	0.34%			20,386,043	59,742
Project Deferred Revenue ⁽³⁾	15,484,625	12,942	0.33%			15,910,452	43,947
Loan from ACTA	(10,000,000)	-	-			(10,000,000)	-
ACCMA Total	\$ 43,536,810	\$ 38,332	0.35%	\$ -	\$ 38,332	\$ 42,857,464	\$ 113,280
						<i>Approx. ROI</i>	<i>0.26%</i>
Alameda CTC TOTAL	\$ 384,036,444	\$ 374,833	0.39%	\$ 171,250	\$ 203,583	\$ 358,941,366	\$ 1,088,655

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
September 30, 2015***

Fixed Income Market Review and Outlook

The roller coaster ride for the 10-year US Treasury yield continued during the third quarter, rising when it seemed like a Fed rate hike was imminent and then falling when hopes were dashed; it ended September at 2.0%, near the low for the quarter.

The higher quality bond segments weathered the choppy interest rate environment relatively well. The Barclays Aggregate Bond Index rose 0.7% for the month and 1.2% for the quarter. Municipal bonds rose 0.7% for the month and 1.5% for the quarter. Even non-US investment grade bonds participated, notching solid gains of 1.7% for the third quarter. Riskier bond segments, such as emerging markets bonds, US high yield and convertibles were punished in the quarter.

Portfolio Allocation

As of the end of the quarter, the consolidated Alameda CTC ACTA/ACTIA portfolio consisted of 46.2% US Government Agency securities, 31.5% US Treasury securities, 19.3% High Grade Corporate Bonds, 1.6% Commercial Paper and 1.4% of cash and cash equivalents.

Compliance with Investment Policy Statement

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

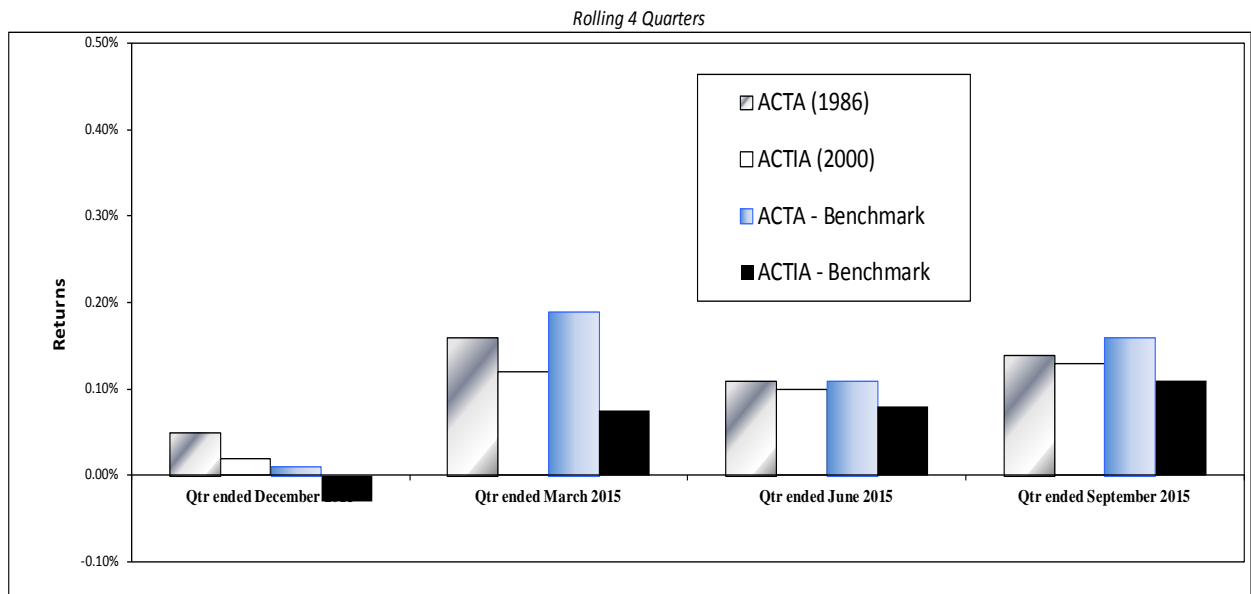
Budget Impact

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 September 30, the ACTA (1986 Measure B) portfolio returned **0.14%**. This compares to the benchmark return of **0.16%**.

For the quarter ending September 30, the ACTIA (2000 Measure B) portfolio returned **0.13%**. This compares to the benchmark return of **0.11%**. 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 September 30, the ACTA (1986 Measure B) portfolio's yield to maturity or call was **0.44%**. The benchmark's yield to maturity was **0.34%**. For the quarter ending September 30, the ACTIA (2000 Measure B) portfolio's yield to maturity or call was **0.40%**. The benchmark's yield to maturity was **0.20%**.

Alameda CTC Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Trailing 12 Months
MONTHLY PERFORMANCE DATA													
Alameda ACTA (1986)	0.06%	0.07%	-0.08%	0.11%	-0.01%	0.06%	0.05%	0.02%	0.04%	0.04%	-0.02%	0.12%	0.47%
Alameda ACTIA (2000)	0.02%	0.05%	-0.05%	0.08%	0.01%	0.03%	0.05%	0.03%	0.02%	0.04%	0.01%	0.08%	0.38%
Benchmark - ACTA ¹	0.08%	0.04%	-0.11%	0.19%	-0.07%	0.07%	0.06%	0.03%	0.02%	0.02%	-0.01%	0.15%	0.47%
Benchmark - ACTIA ²	0.01%	0.01%	-0.04%	0.07%	-0.01%	0.01%	0.05%	0.02%	0.01%	0.01%	0.00%	0.10%	0.24%

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 September 30, 2015, \$82,476,000.52 had been distributed from the Project Fund and \$8,504,513.75 had been distributed from the Interest Fund. The month end values of the Interest and Project Funds, including unrealized gains and losses, were \$12,021,626.28 and \$26,607,876.57 respectively.

The portfolios were invested by buying allowable high grade fixed income securities whose maturities matched the anticipated cash outlays. As of September 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 **1.25** months.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. As of the end of the quarter the Interest Fund portfolio's yield to maturity was **0.55%** 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 month would yield **0.40%** and **0.00%** respectively.

For the quarter ending September 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
September 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				2,441,612.55		2,441,612.55		2,441,612.55	2.60		0.0
	pendingcash	PENDING SETTLEMENT				56.75		56.75		56.75	0.00		0.0
						2,441,669.30		2,441,669.30		2,441,669.30	2.60		0.0
CORPORATE BONDS													
3,500,000.0000	46623ejr1	J P MORGAN CHASE & CO MTN BE	A3	A	100.03	3,500,875.00	100.02	3,500,805.00	17,752.78	3,518,557.78	3.72	0.55	0.0
		1.100% Due 10-15-15											
3,500,000.0000	36962g4t8	GENERAL ELEC CAP CORP MTN BE	A1	AA+	102.62	3,591,700.00	100.18	3,506,433.00	31,062.50	3,537,495.50	3.73	0.55	0.1
		2.250% Due 11-09-15											
1,000,000.0000	437076ap7	HOME DEPOT INC	A2	A	106.61	1,066,080.00	101.99	1,019,943.00	4,500.00	1,024,443.00	1.08	0.63	0.4
		5.400% Due 03-01-16											
1,600,000.0000	06406hcg2	BANK NEW YORK MTN BK ENT	A1	A+	99.83	1,597,200.00	100.11	1,601,747.20	840.00	1,602,587.20	1.70	0.44	0.4
		0.700% Due 03-04-16											
900,000.0000	064159bv7	BANK OF NOVA SCOTIA	AA2	A+	100.21	901,854.00	100.18	901,594.80	380.00	901,974.80	0.96	0.56	0.5
		0.950% Due 03-15-16											
800,000.0000	713448bt4	PEPSICO INC	A1	A-	103.03	824,232.00	101.18	809,457.60	7,833.33	817,290.93	0.86	0.56	0.6
		2.500% Due 05-10-16											
1,500,000.0000	084664bs9	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	101.35	1,520,175.00	101.00	1,515,045.00	9,066.67	1,524,111.67	1.61	0.98	1.6
		1.600% Due 05-15-17											
3,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT	A1	A+	101.52	3,045,480.00	100.89	3,026,841.00	18,700.00	3,045,541.00	3.22	1.09	1.6
		1.650% Due 05-15-17											
3,000,000.0000	03523bn7	ANHEUSER BUSCH INBEV WORLDWIDE	A2	A	100.78	3,023,430.00	99.97	2,999,133.00	8,708.33	3,007,841.33	3.19	1.39	1.8
		1.375% Due 07-15-17											
						19,071,026.00		18,880,999.60	98,843.61	18,979,843.21	20.08	0.80	0.8
GOVERNMENT BONDS													
5,000,000.0000	313396ph0	FEDL HOME LN MTG CORP DISC NT	AAA	AA+	99.82	4,990,878.47	99.99	4,999,585.00	0.00	4,999,585.00	5.32	0.06	0.1
		0.000% Due 11-16-15											
3,000,000.0000	912828b41	UNITED STATES TREAS NTS	AAA	AA+	100.15	3,004,570.32	100.09	3,002,814.00	1,895.38	3,004,709.38	3.19	0.09	0.3
		0.375% Due 01-31-16											
11,000,000.0000	912828uw8	UNITED STATES TREAS NTS	AAA	AA+	99.56	10,951,875.00	100.04	11,003,872.00	12,698.09	11,016,570.09	11.70	0.18	0.5
		0.250% Due 04-15-16											
3,000,000.0000	912828vc1	UNITED STATES TREAS NTS	AAA	AA+	99.70	2,990,859.36	100.01	3,000,195.00	2,832.88	3,003,027.88	3.19	0.24	0.6
		0.250% Due 05-15-16											
675,000.0000	3133834r9	FEDERAL HOME LOAN BANKS	AAA	AA+	99.69	672,934.50	99.90	674,352.68	682.03	675,034.71	0.72	0.51	0.7
		0.375% Due 06-24-16											
25,000,000.0000	3130a2t97	FEDERAL HOME LOAN BANKS	AAA	AA+	99.93	24,982,250.00	100.08	25,019,050.00	1,041.67	25,020,091.67	26.60	0.42	1.0
		0.500% Due 09-28-16											
10,000,000.0000	912828f47	UNITED STATES TREAS NTS	AAA	AA+	100.05	10,004,687.50	100.10	10,010,030.00	136.61	10,010,166.61	10.64	0.40	1.0
		0.500% Due 09-30-16											
3,000,000.0000	3137eads5	FEDERAL HOME LN MTG CORP	AAA	AA+	100.45	3,013,500.00	100.43	3,012,855.00	12,177.08	3,025,032.08	3.20	0.46	1.0
		0.875% Due 10-14-16											
2,000,000.0000	3137eadc0	FEDERAL HOME LN MTG CORP	AAA	AA+	100.62	2,012,340.00	100.64	2,012,710.00	1,277.78	2,013,987.78	2.14	0.56	1.4
		1.000% Due 03-08-17											
10,000,000.0000	912828k66	UNITED STATES TREAS NTS	AAA	AA+	99.73	9,972,656.25	99.92	9,992,450.00	20,972.22	10,013,422.22	10.62	0.55	1.6
		0.500% Due 04-30-17											
						72,596,551.40		72,727,913.68	53,713.74	72,781,627.42	77.33	0.36	0.9

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
September 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>
TOTAL PORTFOLIO						94,109,246.70		94,050,582.58	152,557.35	94,203,139.93	100.00	0.44	0.9

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
September 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				266,386.51		266,386.51		266,386.51	0.28		0.0
	pendingcash	PENDING SETTLEMENT				36.80		36.80		36.80	0.00		0.0
						266,423.31		266,423.31		266,423.31	0.28		0.0
CORPORATE BONDS													
1,000,000.0000	36962gu69	GENERAL ELEC CAP CORP MTN BE	A1	AA+	101.83	1,018,300.00	101.19	1,011,930.00	11,527.78	1,023,457.78	1.05	0.60	0.3
		5.000% Due 01-08-16											
1,000,000.0000	17275rac6	CISCO SYS INC	A1	AA-	106.60	1,066,000.00	101.92	1,019,218.00	5,958.33	1,025,176.33	1.06	0.61	0.4
		5.500% Due 02-22-16											
2,000,000.0000	437076ap7	HOME DEPOT INC	A2	A	106.61	2,132,160.00	101.99	2,039,886.00	9,000.00	2,048,886.00	2.11	0.63	0.4
		5.400% Due 03-01-16											
2,500,000.0000	46625hxx1	JPMORGAN CHASE & CO	A3	A	103.73	2,593,300.00	101.10	2,527,490.00	7,187.50	2,534,677.50	2.62	0.82	0.4
		3.450% Due 03-01-16											
825,000.0000	05531faf0	BB&T CORPORATION	A2	A-	104.92	865,617.50	101.82	840,010.88	13,759.17	853,770.04	0.87	0.80	0.6
		3.950% Due 04-29-16											
1,000,000.0000	459200h18	INTERNATIONAL BUSINESS MACHS	AA3	AA-	100.07	1,000,664.00	100.02	1,000,237.00	1,812.50	1,002,049.50	1.04	0.41	0.6
		0.450% Due 05-06-16											
1,000,000.0000	166764ac4	CHEVRON CORP NEW	AA1	AA	100.50	1,005,000.00	100.36	1,003,587.00	2,395.36	1,005,982.36	1.04	0.40	0.7
		0.889% Due 06-24-16											
1,500,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	100.30	1,504,485.00	100.32	1,504,729.50	1,820.83	1,506,550.33	1.56	0.59	0.9
		0.950% Due 08-15-16											
1,000,000.0000	25468pcm6	DISNEY WALT CO MTNS BE	A2	A	100.72	1,007,200.00	100.73	1,007,325.00	1,687.50	1,009,012.50	1.04	0.51	0.9
		1.350% Due 08-16-16											
2,934,000.0000	458140ah3	INTEL CORP	A1	A+	101.56	2,979,887.76	101.19	2,968,943.94	28,606.50	2,997,550.44	3.08	0.76	1.0
		1.950% Due 10-01-16											
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE	A2	A	100.78	3,023,430.00	99.97	2,999,133.00	8,708.33	3,007,841.33	3.11	1.39	1.8
		1.375% Due 07-15-17											
						18,196,044.26		17,922,490.32	92,463.81	18,014,954.12	18.58	0.77	0.8
COMMERCIAL PAPER													
3,000,000.0000	89233hxx5	TOYOTA MOTOR CREDIT CORP COML PAPER	P-1	A-1+	99.79	2,993,837.49	99.99	2,999,700.00	0.00	2,999,700.00	3.11	0.19	0.1
		0.000% Due 10-19-15											
GOVERNMENT BONDS													
5,500,000.0000	313371nw2	FEDERAL HOME LOAN BANKS	AAA	AA+	100.91	5,549,940.00	100.25	5,513,750.00	23,107.64	5,536,857.64	5.72	0.11	0.2
		1.375% Due 12-11-15											
2,000,000.0000	313384sz3	FEDL HOME LOAN BK CONS DISC NT	AAA	AA+	99.87	1,997,472.22	99.94	1,998,726.00	0.00	1,998,726.00	2.07	0.17	0.4
		0.000% Due 02-12-16											
2,500,000.0000	3130a5kw8	FEDERAL HOME LOAN BANKS	AAA	AA+	99.94	2,498,550.00	100.05	2,501,250.00	488.89	2,501,738.89	2.59	0.10	0.4
		0.220% Due 02-29-16											
10,000,000.0000	912828uw8	UNITED STATES TREAS NTS	AAA	AA+	99.57	9,957,048.00	100.04	10,003,520.00	11,543.72	10,015,063.72	10.37	0.18	0.5
		0.250% Due 04-15-16											
25,000,000.0000	3137eadq9	FEDERAL HOME LN MTG CORP	AAA	AA+	100.11	25,027,500.00	100.11	25,026,650.00	47,916.67	25,074,566.67	25.95	0.33	0.6
		0.500% Due 05-13-16											
7,000,000.0000	3137eacw7	FEDERAL HOME LN MTG CORP	AAA	AA+	101.80	7,126,140.00	101.43	7,099,869.00	14,000.00	7,113,869.00	7.36	0.41	0.9
		2.000% Due 08-25-16											

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNB1
 September 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
10,000,000.0000	3135g0cm3	FEDERAL NATL MTG ASSN 1.250% Due 09-28-16	AAA	AA+	100.96	10,095,537.04	100.80	10,080,070.00	1,041.67	10,081,111.67	10.45	0.44	1.0
3,000,000.0000	912828rj1	UNITED STATES TREAS NTS 1.000% Due 09-30-16	AAA		100.55	3,016,523.43	100.61	3,018,165.00	83.33	3,018,248.33	3.13	0.39	1.0
10,000,000.0000	912828wf3	UNITED STATES TREAS NTS 0.625% Due 11-15-16	AAA	AA+	100.18	10,017,578.10	100.23	10,022,530.00	23,611.11	10,046,141.11	10.39	0.42	1.1
						75,286,288.79		75,264,530.00	121,793.02	75,386,323.02	78.03	0.32	0.7
TOTAL PORTFOLIO						96,742,593.85		96,453,143.63	214,256.83	96,667,400.45	100.00	0.40	0.7

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Project Fund
Account # N001UNB3
September 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				11,311,526.86		11,311,526.86		11,311,526.86	42.51		0.0
	pendingcash	PENDING SETTLEMENT				132.32		132.32		132.32	0.00		0.0
						11,311,659.18		11,311,659.18		11,311,659.18	42.51		0.0
COMMERCIAL PAPER													
1,250,000.000	36959jz22	GENERAL ELEC CAP CORP 0% CP 02/12/2015 0.000% Due 12-02-15	P-1	A-1+	99.92	1,248,958.33	99.92	1,248,958.34	0.00	1,248,958.34	4.69	0.48	0.2
1,300,000.000	89233hze7	TOYOTA MTR CR CORP 0% CP 12/14/2015 0.000% Due 12-14-15	P-1	A-1+	99.91	1,298,779.81	99.91	1,298,779.81	0.00	1,298,779.81	4.88	0.45	0.2
						2,547,738.14		2,547,738.14	0.00	2,547,738.14	9.58	0.46	0.2
GOVERNMENT BONDS													
3,000,000.0000	313384pd5	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 11-12-15	AAA	AA+	99.96	2,998,905.83	99.99	2,999,772.00	0.00	2,999,772.00	11.27	0.06	0.1
3,000,000.0000	313384ph6	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 11-16-15	AAA	AA+	99.96	2,998,862.50	99.99	2,999,751.00	0.00	2,999,751.00	11.27	0.06	0.1
3,250,000.0000	313384ps2	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 11-25-15	AAA	AA+	99.96	3,248,559.17	99.99	3,249,678.25	0.00	3,249,678.25	12.21	0.06	0.2
2,500,000.0000	313384qb8	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 12-04-15	AAA	AA+	99.95	2,498,760.42	99.98	2,499,510.00	0.00	2,499,510.00	9.39	0.11	0.2
1,000,000.0000	313384qp7	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 12-16-15	AAA	AA+	99.94	999,414.17	99.98	999,768.00	0.00	999,768.00	3.76	0.11	0.2
						12,744,502.09		12,748,479.25	0.00	12,748,479.25	47.91	0.08	0.2
TOTAL PORTFOLIO						26,603,899.41		26,607,876.57	0.00	26,607,876.57	100.00	0.08	0.1

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Interest Fund
Account # N001UNB2
September 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				301,241.20		301,241.20		301,241.20	2.51		0.0
	pendingcash	PENDING SETTLEMENT				9.90		9.90		9.90	0.00		0.0
						301,251.10		301,251.10		301,251.10	2.51		0.0
CORPORATE BONDS													
950,000.0000	17275rac6	CISCO SYS INC	A1	AA-	109.62	1,041,409.00	101.92	968,257.10	5,660.42	973,917.52	8.07	0.61	0.4
		5.500% Due 02-22-16											
1,000,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP	AA2	AA	100.76	1,007,570.00	100.32	1,003,153.00	1,213.89	1,004,366.89	8.36	0.59	0.9
		0.950% Due 08-15-16											
1,000,000.0000	69353rcg1	PNC BK N A PITTSBURGH PA	A2	A	100.06	1,000,550.00	100.05	1,000,546.00	2,000.00	1,002,546.00	8.34	1.08	1.3
		1.125% Due 01-27-17											
950,000.0000	478160aq7	JOHNSON & JOHNSON	AAA	AAA	115.02	1,092,709.00	108.48	1,030,527.70	6,737.08	1,037,264.78	8.59	0.98	1.8
		5.550% Due 08-15-17											
						4,142,238.00		4,002,483.80	15,611.39	4,018,095.19	33.35	0.82	1.1
GOVERNMENT BONDS													
1,800,000.0000	912828b82	UNITED STATES TREAS NTS	AAA	AA+	99.82	1,796,695.31	100.05	1,800,844.20	383.24	1,801,227.44	15.01	0.14	0.4
		0.250% Due 02-29-16											
1,800,000.0000	912828vr8	UNITED STATES TREAS NTS	AAA	AA+	100.15	1,802,671.88	100.23	1,804,125.60	1,436.82	1,805,562.42	15.03	0.36	0.9
		0.625% Due 08-15-16											
1,800,000.0000	912828b74	UNITED STATES TREAS NTS	AAA	AA+	99.75	1,795,429.67	100.19	1,803,351.60	1,436.82	1,804,788.42	15.03	0.49	1.4
		0.625% Due 02-15-17											
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS	AAA	AA+	98.58	1,518,163.28	100.00	1,539,939.94	819.71	1,540,759.65	12.83	0.63	1.9
		0.625% Due 08-31-17											
750,000.0000	912828ur9	UNITED STATES TREAS NTS	AAA	AA+	98.00	734,970.70	99.93	749,463.00	479.05	749,942.05	6.24	0.78	2.4
		0.750% Due 02-28-18											
						7,647,930.84		7,697,724.34	4,555.65	7,702,279.99	64.14	0.43	1.2
TOTAL PORTFOLIO						12,091,419.94		12,001,459.24	20,167.04	12,021,626.28	100.00	0.55	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: \$8,267.47
Int Earned Since Last Stmt: \$910.21

The Annual Percentage Yield Earned is 0.55%.

CD Issued by BB&T

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$963.16	09/30/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$106.04			

CD Issued by East West Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$963.16	09/30/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$106.04			

CD Issued by EverBank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$963.16	09/30/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$106.04			

CD Issued by Grandpoint Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$161,289.32
Interest Accrued:	\$664.83	09/30/15	ENDING BALANCE	\$161,289.32
Int Earned Since Last Stmt:	\$73.19			

CD Issued by Mutual of Omaha Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$963.16	09/30/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$106.04			

CD Issued by The Park National Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$208,763.03
Interest Accrued:	\$860.52	09/30/15	ENDING BALANCE	\$208,763.03
Int Earned Since Last Stmt:	\$94.74			

CD Issued by Wallis State Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$963.16	09/30/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$106.04			

CD Issued by Western Alliance Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$963.16	09/30/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$106.04			

CD Issued by WesBanco Bank, Inc.

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$963.16	09/30/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$106.04			

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%	\$2,010,999.51	\$2,010,999.51
TOTAL				\$2,010,999.51	\$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: \$2,963.79
Int Earned Since Last Stmt: \$907.80

The Annual Percentage Yield Earned is 0.55%.

CD Issued by Banco Popular de Puerto Rico – IBC

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$358.87	09/30/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$109.92			

CD Issued by BB&T

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$358.87	09/30/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$109.92			

CD Issued by Commerce Bank & Trust Company

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$4,821.48
Interest Accrued:	\$7.10	09/30/15	ENDING BALANCE	\$4,821.48
Int Earned Since Last Stmt:	\$2.18			

CD Issued by First Foundation Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$358.87	09/30/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$109.92			

CD Issued by First Independence Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$358.87	09/30/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$109.92			

CD Issued by Howard Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$358.87	09/30/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$109.92			

CD Issued by Legacy Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$358.87	09/30/15	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$109.92			

CD Issued by Signature Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$33,347.38
Interest Accrued:	\$49.14	09/30/15	ENDING BALANCE	\$33,347.38
Int Earned Since Last Stmt:	\$15.05			

CD Issued by The Park National Bank

YTD Interest Paid:	\$0.00	09/01/15	OPENING BALANCE	\$24,830.65
Interest Accrued:	\$36.59	09/30/15	ENDING BALANCE	\$24,830.65
Int Earned Since Last Stmt:	\$11.21			

CD Issued by The PrivateBank and Trust Company

YTD Interest Paid:	\$0.00	09/01/15	<i>OPENING BALANCE</i>	\$243,500.00
Interest Accrued:	\$358.87	09/30/15	<i>ENDING BALANCE</i>	\$243,500.00
Int Earned Since Last Stmt:	\$109.92			

CD Issued by TriState Capital Bank

YTD Interest Paid:	\$0.00	09/01/15	<i>OPENING BALANCE</i>	\$243,500.00
Interest Accrued:	\$358.87	09/30/15	<i>ENDING BALANCE</i>	\$243,500.00
Int Earned Since Last Stmt:	\$109.92			

Thank you for your business.

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Memorandum

6.10

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

DATE: November 30, 2015

SUBJECT: Alameda CTC FY2015-16 First Quarter Financial Report

RECOMMENDATION: Approve the Alameda CTC FY2015-16 First Quarter Financial Report.

Summary

The attached FY2015-16 First Quarter Financial Report has been prepared on a consolidated basis by governmental fund type including the General Fund, Special Revenue Funds, the Exchange Fund, the Debt Service Fund, and the Capital Projects Funds. This report provides a summary of FY2015-16 actual revenues and expenditures through September 30, 2015 with comparisons to the year-to-date currently adopted budget. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100% indicate that the actual revenue or expenditure item is over 25% of the total annual budget through the first quarter of the fiscal year, and percentages under 100% indicate that the actual revenue or expenditure item is under 25% of the total annual budget through the first quarter of the fiscal year. A separate report for the Enterprise Fund has not been included in this first quarter report since the I-580 express lanes are not yet operational. At the end of the first quarter, the Alameda CTC is showing a net increase in fund balance in the amount of \$21.0 million primarily due to 2000 Measure B and 2014 Measure BB sales tax funds collected but not yet distributed to fund TEP projects and programs.

Activity

The following are highlights of actual revenues and expenditures compared to budget as of September 30, 2015 by fund type:

General Fund

In the General Fund, the Alameda CTC's revenues are less than budget by \$2.4 million or 37.3%, and expenditures are under budget by \$3.0 million or 63.1% (see attachment A). These variances are mainly due to the timing of costs for Transportation Planning activities. In addition expenditures for the Safe Routes to School Programs were less than anticipated in the first quarter of the fiscal year. Expenditures for Transportation Planning activities and Safe

Routes to School Program costs in the General Fund correspond directly to revenues as the grant funds are received on a reimbursement basis, therefore as expenditures increase through the end of the fiscal year, the revenues also will increase.

Special Revenue Funds

The Special Revenue Funds group is made up of Measure B and Measure BB Program funds including funds for express bus; paratransit service; bike and pedestrian; transit oriented development; transit operations, maintenance and safety including affordable transit programs; freight and economic development; community development; technology development; and direct local distributions as well as Transportation Fund for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, revenues are more than budget by \$1.3 million or 3.0% mainly due to actual collections of both sales tax and VRF revenues which were higher than anticipated (see attachment B). Expenditures in the Special Revenue Funds are \$4.8 million or 11.0% less than budget mostly attributable to the timing of TFCA, VRF and other discretionary programming which were lower than projected for the first quarter of the fiscal year. Many programming agreements cover a two-year period and invoicing may occur at the end of the agreement period.

Exchange Fund

As of September 30, 2015, Exchange Fund revenues were less than budget by \$2.4 million and expenditures were also less than budget by \$2.4 million (see attachment C). The recognition of revenue corresponds directly with the expenditures; therefore as expenditures increase, revenue will increase as well.

Debt Service Fund

The Debt Service Fund, held by Union Bank as the bond trustee, originally received \$20.3 million in bond proceeds from Alameda CTC's inaugural Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 to pay interest costs. These funds were the premium amount, or the amount received over the par amount, of the bonds issued which is required to be used for debt service per our enabling legislation (see attachment D). The Government Accounting Standards Board requires bond interest to be recorded when paid; per the bond documents, interest payments are required to be made to bondholders on a semi-annually basis on September 1 and March 1 of each year. Expenditures appear to be over budget by 100%, however, the year to date budget amount represents only 25% of the annual total. Expenditures in the debt service funds should equal 100% of the budget by the end of the fiscal year.

Capital Projects Funds

The Capital Projects Funds incorporate all Alameda CTC capital projects whether they were originally projects of the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Transportation Authority (ACTA) or the Alameda County Congestion Management Agency (ACCMA) and now also includes Measure BB capital projects. In fiscal year 2011-2012, Alameda CTC implemented a rolling capital budget

system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year to date budget amount used for comparisons is a straight line amortization of the total approved project budget including unspent funds rolled over from the prior year. Expenditures planned through September 30, 2015 in the budget process generally will differ from the straight line budgeted amount used for the comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team to review year-to-date expenditures to give them an idea of how the project is progressing as compared to the approved budget.

In the Capital Projects Funds, the Alameda CTC's revenues are more than budget by \$1.6 million or 5.0%, and expenditures are less than budget by \$39.9 million or 69.2% (see attachment E). Grant revenue corresponds directly to expenditures for capital projects. The following are some major factors contributing to project expenditures variance from budget.

1986 Measure B

The contract for the final design was just recently executed for the 1986 Measure B's I-880 to Mission Blvd. East/West Connector project so staff expects to see activity and invoicing on this project in the future quarters for this fiscal year which will bring the expenditures for this project closer to budget.

2000 Measure B

2000 Measure B capital projects were below budget partially due to a delay in invoicing on the BART Warm Springs Extension project. In addition the I-680 Express Lane project expenditures are below projections because the final design work has not yet started as anticipated. Expenses for the Route 92/Clawiter-Whitesell Interchange is also below budget because the project is experiencing a delay in invoicing, although construction is in progress. There is a delay in construction for the Route 84 Expressway project which is also attributing to the variance of expenditures with budget.

ACCMA

Actual expenditures for the ACCMA I-680 Sunol Express Lanes were less than budget as the final design phase has not yet started on the project as anticipated. The I-80 Integrated Corridor Mobility project is experiencing a delay in contractor billing which adds to the variance of expenditures to the budget. This project is wrapping up and budget for this project includes all remaining contingency amounts through the life of the project which is expected to conclude later this fiscal year.

Limitations Calculations

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

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Alameda CTC General Fund Revenues/Expenditures Actual vs. Budget as of September 30, 2015
- B. Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of September 30, 2015
- C. Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of September 30, 2015
- D. Alameda CTC Debt Service Fund Revenues/Expenditures Actual vs. Budget as of September 30, 2015
- E. Alameda CTC Capital Projects Funds Revenues/Expenditures Actual vs. Budget as of September 30, 2015

Staff Contact

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

[Lily Balinton](#), Accounting Manager

ALAMEDA COUNTY TRANSPORTATION COMMISSION
General Fund Revenues/Expenditures
September 30, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Sales Tax Revenue	2,956,816	2,868,750	103.07	88,066
Investment Income	26,110	8,250	316.49	17,860
Member Agency Fees	348,705	348,705	100.00	(0)
Other Revenues	30,253	30,246	100.02	7
Grants	723,603	3,258,959	22.20	(2,535,356)
Total Revenues	<u>4,085,488</u>	<u>6,514,910</u>		<u>(2,429,422)</u>
<u>EXPENDITURES</u>				
<u>Administration</u>				
Salaries and Benefits	453,186	464,944	97.47	11,758
General Office Expenses	323,272	415,544	77.79	92,272
Other Administration	449,673	662,183	67.91	212,510
Commission and Community Support	33,551	25,725	130.42	(7,826)
Contingency	-	47,000	0.00	47,000
<u>Planning</u>				
Salaries and Benefits	165,041	194,633	84.80	29,591
Transportation Planning	202,984	1,925,935	10.54	1,722,951
Congestion Management Program	27,991	170,000	16.47	142,009
<u>Programs</u>				
Salaries and Benefits	98,649	69,938	141.05	(28,711)
Safe Routes to School Programs	(21)	668,808	0.00	668,829
Other Programming	3,163	114,625	2.76	111,462
<u>Indirect Cost Recovery/Allocation</u>				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(27,850)	(70,670)	39.41	(42,820)
Total Expenditures	<u>1,729,637</u>	<u>4,688,662</u>		<u>2,959,025</u>
Net revenue over / (under) expenditures	<u>2,355,850</u>	<u>1,826,247</u>		<u>(5,388,447)</u>

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Special Revenue Fund Revenues/Expenditures
September 30, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Sales Tax Revenue	41,748,453	40,708,482	102.55	1,039,971
Investment Income	21,832	26,000	83.97	(4,168)
VRF Funds	3,306,515	3,000,000	110.22	306,515
Other Revenues	452,401	504,239	89.72	(51,838)
Grants	115,280	77,565	148.62	37,715
Total Revenues	<u>45,644,480</u>	<u>44,316,286</u>		<u>1,328,194</u>
<u>EXPENDITURES</u>				
<u>Administration</u>				
General Office Expenses	178	750	23.71	572
Other Administration	76	10,000	0.76	9,924
Commission and Community Support	1,400	7,063	19.82	5,663
<u>Programs</u>				
Salaries and Benefits	235,727	185,407	127.14	(50,320)
Programs Management	77,353	459,090	16.85	381,737
VRF Programming and Other Costs	2,270,514	4,088,527	55.53	1,818,013
Measure B/BB Direct Local Distribution	35,974,740	34,878,665	103.14	(1,096,076)
Grant Awards	90,072	3,044,800	2.96	2,954,728
Other Programming	579,020	1,401,308	41.32	822,288
Total Expenditures	<u>39,229,080</u>	<u>44,075,609</u>		<u>4,846,529</u>
Net revenue over / (under) expenditures	<u>6,415,400</u>	<u>240,677</u>		<u>(3,518,335)</u>

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Exchange Fund Revenues/Expenditures
September 30, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Investment Income	8,017	-	-	8,017
Exchange Program Funds	327,059	2,733,795	11.96	(2,406,736)
Total Revenues	<u>335,076</u>	<u>2,733,795</u>		<u>(2,398,719)</u>
<u>EXPENDITURES</u>				
Salaries & Benefits	14,754	10,190	144.80	(4,565)
Programming of Funds	312,304	2,723,605	11.47	2,411,301
Total Expenditures	<u>327,059</u>	<u>2,733,795</u>		<u>2,406,736</u>
Net revenue over / (under) expenditures	<u>8,018</u>	<u>-</u>		<u>(4,805,455)</u>

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Debt Service Funds Revenues/Expenditures
September 30, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Investment Income	23,185	5,750	403.22	17,435
Total Revenues	<u>23,185</u>	<u>5,750</u>		<u>17,435</u>
<u>EXPENDITURES</u>				
Bond Interest Expense	2,850,675	1,425,338	200.00	(1,425,338)
Total Expenditures	<u>2,850,675</u>	<u>1,425,338</u>		<u>(1,425,338)</u>
Net revenue over / (under) expenditures	<u>(2,827,490)</u>	<u>(1,419,588)</u>		<u>(1,407,902)</u>

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Capital Projects Funds Revenues/Expenditures
September 30, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
REVENUES				
Sales Tax Revenue	24,938,829	23,922,768	104.25	1,016,061
Investment Income	275,888	131,250	210.20	144,638
Other Revenues	440	298,475	0.15	(298,035)
Other Grants	7,627,313	6,918,206	110.25	709,106
Total Revenues	32,842,469	31,270,699		1,571,770
EXPENDITURES				
Administration				
Salaries & Benefits	29,499	28,730	102.68	(769)
General Office Expenses	41,153	39,828	103.33	(1,325)
Other Administration	49,614	66,657	74.43	17,044
Capital Projects				
<u>1986 Measure B</u>				
Salaries and Benefits	4,778	21,263	22.47	16,484
Capital Expenditures	-	21,497	0.00	21,497
I-880/Mission Blvd Interchange	1,219	124,408	0.98	123,188
I-880 to Mission Blvd East-West Connector	6,395	5,579,884	0.11	5,573,489
I-580/Redwood Road Interchange	638,393	892,846	71.50	254,453
I-580, 238 and 880 Corr Study	(24,621)	100,741	(24.44)	125,362
Central Alameda County Freeway	-	495,485	0.00	495,485
<u>2000 Measure B</u>				
Salaries and Benefits	21,163	13,147	160.98	(8,016)
Project Management/Close Out	768,013	1,623,755	47.30	855,743
ACE Capital Improvements	131,781	986,093	13.36	854,312
BART Warm Springs Extension	43,773	2,885,052	1.52	2,841,279
Downtown Oakland Streetscape	35,792	945,675	3.78	909,883
Telegraph Avenue Bus Rapid Transit	-	123,533	0.00	123,533
I-680 Express Lane	(104,333)	2,678,969	(3.89)	2,783,301
Iron Horse Trail	-	750,000	0.00	750,000
I-880/Broadway-Jackson Interchange	106,733	580,682	18.38	473,949
I-580/Castro Valley Interchange Improvement	61	62,041	0.10	61,980
Lewelling/East Lewelling Blvd Widening	(1,510)	-	-	1,510
I-580 Auxiliary Lanes	-	308	0.00	308
I-580 Aux Lane-WB Fallon to Tassajara	-	223,861	0.00	223,861
I-580 Aux Lane-WB Airway to Fallon	113,039	473,163	23.89	360,124
Rte 92/Clawiter -Whitesell Interchange	-	2,965,326	0.00	2,965,326
Hesperian Blvd/Lewelling Blvd Widening	-	15,906	0.00	15,906
Westgate Parkway Extension	-	44,663	0.00	44,663
E. 14th/Hesperian/150th Improvements	-	438,318	0.00	438,318
I-680/I-880 Cross Connector Study	-	91,625	0.00	91,625
I-238 Widening	24,653	-	-	(24,653)
Isabel Avenue - 84/I-580 Interchange	451,388	1,824,674	24.74	1,373,285
Route 84 Expressway	3,767,035	6,969,387	54.05	3,202,351
Dumbarton Corridor Improvement	-	43,474	0.00	43,474
Dumbarton Corridor - Central Avenue Overpass	-	700,000	0.00	700,000
I-580 Corridor/BART to Livermore Study	3,326,430	2,935,643	113.31	(390,787)
I-80 Integrated Corridor Mobility	987	11,250	8.77	10,263

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Capital Projects Funds Revenues/Expenditures
September 30, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
I-880 Corridor Improvements	750,000	562,395	133.36	(187,605)
CWTP/TEP Development	-	12,172	0.00	12,172
Studies at Congested Seg/Loc on CMP	-	44,043	0.00	44,043
<u>2014 Measure BB</u>				
Salaries and Benefits	-	20,655	0.00	20,655
Grand/MacArthur BART	-	18,750	0.00	18,750
Alameda to Fruitvale BART Rapid Bus	-	18,750	0.00	18,750
College/Broadway Corridor Transit Priority	-	18,750	0.00	18,750
Irvington BART Station	-	18,750	0.00	18,750
Bay Fair Connector/BART METRO	-	18,750	0.00	18,750
BART Station Modernization and Capacity Program	-	18,750	0.00	18,750
Dumbarton Corridor Area Transportation Improvements	-	16,121	0.00	16,121
Union City Intermodal Station	-	18,750	0.00	18,750
Railroad Corridor Right of Way Preservation and Track Improvements	-	16,121	0.00	16,121
Oakland Broadway Corridor Transit	-	18,750	0.00	18,750
Capitol Corridor Service Expansion	-	18,750	0.00	18,750
Congestion Relief, Local Bridge Seismic Safety	-	312,500	0.00	312,500
Countywide Freight Corridors	-	50,000	0.00	50,000
I-80 Gilman Street Interchange Improvements	-	375,000	0.00	375,000
I-80 Ashy Interchange Improvements	-	18,750	0.00	18,750
SR-84/I-680 Interchange and SR-84 Widening	-	984,871	0.00	984,871
I-580/I-680 Interchange Improvements	-	16,121	0.00	16,121
I-580 Local Interchange Improvement Program	-	62,500	0.00	62,500
I-680 HOT/HOV Lane from SR-237 to Alcosta	-	500,000	0.00	500,000
I-880 NB HOV/HOT Extension from A Street to Hegenberger	-	18,750	0.00	18,750
I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	-	18,750	0.00	18,750
I-880 Industrial Parkway Interchange Improvements	-	62,500	0.00	62,500
I-880 Local Access and Safety Improvements	-	137,500	0.00	137,500
Gap Closure on Three Major Trails	-	137,500	0.00	137,500
East Bay Greenway	(1,209)	789,988	(0.15)	791,197
<u>ACCMA</u>				
Salaries and Benefits	21,846	48,163	45.36	26,317
Project Management/Close Out	-	13,407	0.00	13,407
Grand MacArthur	-	250	0.00	250
I-680 Sunol Express Lanes-Southbound	-	759,686	0.00	759,686
Route 24 Caldecott Tunnel Settlement	(49,441)	1,000,000	(4.94)	1,049,441
I-680 North Safety & Oper Impr @ 23rd/29th	854,387	1,119,779	76.30	265,392
I-580 HOV Lane - CMIA	-	500	0.00	500
I-580- Environmental Mitigation	-	49,299	0.00	49,299
I-580 EB Express (HOT) Lane	2,263,647	1,746,540	129.61	(517,107)
I-580 EB Express (AUX) Lane	(1,753)	1,267,100	(0.14)	1,268,853
I-580 Corridor ROW Preservation	-	32,105	0.00	32,105
I-680 Sunol Express Lanes-Northbound	179,835	2,250,000	7.99	2,070,165

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Capital Projects Funds Revenues/Expenditures
September 30, 2015

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
I-580 Westbound HOV Lane	477,597	472,544	101.07	(5,053)
I-580 Westbound HOT Lane	3,710,805	3,360,271	110.43	(350,535)
Altamont Commuter Express	135,520	581,549	23.30	446,029
I-880 Southbound HOV Lane	15,956	1,388,362	1.15	1,372,406
I-880 Southbound HOV Lane Landscaping	-	163,633	0.00	163,633
Webster Street SMART Corridor	(1,150)	3,801	(30.25)	4,951
I-680/I-880 Cross Connector PSR	-	85,123	0.00	85,123
I-80 Gilman Interchange Improvements	24,332	530,431	4.59	506,099
I-680 SB HOV Lane	-	963,334	0.00	963,334
I-580 Soundwall Design	4,817	5,602	85.99	785
Route 84 Widening-Pigeon Pass to I-680	-	600,000	0.00	600,000
I-80 Integrated Corridor Mobility	(180,782)	1,958,830	(9.23)	2,139,612
SMART Corridors Operation and Management	138,019	285,054	48.42	147,035
Total Expenditures	<u>17,773,861</u>	<u>57,628,510</u>		<u>39,854,649</u>
Net revenue over / (under) expenditures	<u>15,068,608</u>	<u>(26,357,811)</u>		<u>(38,282,879)</u>

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Memorandum

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

DATE: November 30, 2015

SUBJECT: Alameda CTC Staff and Retiree Benefits for Calendar Year 2016 and Salaries for Fiscal Year 2016-17

RECOMMENDATION: Approve the Alameda CTC Staff and Retiree Benefits for Calendar Year 2016 and Salaries for Fiscal Year 2016-17 and adopt Resolution No. 15-009 Fiscal Year 2016-17 Salaries and Calendar Year 2016 Benefits for Staff Members.

Summary

The Administrative Code calls for the Executive Director to annually submit, for Commission approval, a resolution establishing the Agency staffing positions, salary ranges, and benefits for the calendar year. The Agency currently has 30 approved full-time equivalent (FTE) positions in 30 staff classifications, as shown in Attachment A. Currently, there are 20 employees. It is anticipated that the number of Agency staff will increase to 25 once job announcements for five positions, which were advertised in October 2015, are filled.

This memorandum seeks the Commission's approval of the Alameda CTC Staff and Retiree Benefits for Calendar Year 2016 and Salaries for FY2016-17. The calendar year 2016 benefits outlined in Resolution 15-009 include holiday, vacation and sick leave policies, and health insurance and other benefits for staff members. The calendar year 2016 benefits remain generally unchanged from Resolution 14-017, which was approved by the Commission in December 2014. Changes in this calendar year's benefits include:

1. An increase in the Cafeteria Plan benefit allowance of 4.06% from \$2,045 to \$2,128 for active employees; and
2. An increase in the Public Employees' Medical and Hospital Care Act (PEMHCA) monthly minimum required contribution of 2.46% from \$122 to \$125.

The attached FY2016-17 Staff Classifications and Salary Ranges schedule incorporates the following changes to the Alameda CTC organizational structure which were approved by the Commission in September:

- a. Reclassification of the Project Controls Engineer classification to Senior Transportation Engineer;

- b. Separation of one classification into two classifications: Assistant Transportation Planner/Programming Analyst to (1) Assistant Transportation Planner, and (2) Associate Program Analyst; and
- c. 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) Assistant Administrative Analyst, (8) Senior Administrative Assistant, (9) Associate Transportation Planner, (10) Associate Transportation Engineer, and (11) Assistant Transportation Engineer, with associated salary ranges.

In addition, salary ranges have been adjusted on the Staff Classifications and Salary Ranges schedule to reflect recommendations based on a Total Compensation Study recently completed by Koff & Associates (Attachment C). A total compensation study has not been completed for the Alameda CTC since inception. Total compensation studies are necessary to ensure that the Alameda CTC continues to offer competitive salaries and benefits in order to retain and attract valuable, dedicated employees to perform the extensive work coming before this agency with the implementation of Measure BB and its many large capital and planning projects and programs.

Koff & Associates selected several classifications within the Agency's structure and compared the salaries and benefits to other similar agencies, both locally and throughout California, to determine how the current Alameda CTC levels of salaries and benefits compare to other similar agencies. Based on the results of this study, Koff & Associates has recommended adjustments to the Alameda CTC salary ranges. Recommendations for classifications not selected for comparison were determined based on internal alignment within each department to the positions within the Agency that were selected for comparison.

Background

At its September meeting, the Commission approved increasing the Agency's 26 FTE positions to 30 FTE positions, a net increase of four FTE positions and an increase in the number of classifications from 20 staff classifications to 30, as shown in Attachment A.

The Alameda CTC has elected to show the pay rate for each position as a range and the Commission has delegated to the Executive Director the administrative authority to adjust salaries for agency employees within the ranges authorized by the resolution. Factors taken into account include job performance, job expansion, added responsibilities and economic context. There are no automatic pay increases or pay grade step increases.

The attached Salaries and Benefits Resolution (Attachment B) is consistent with the Public Employees' Pension Reform Act of 2013 (AB 340), as it pertains to the agency. The details of

the agency's retirement system are contained in the agency's pension plan. The most significant changes from AB 340 apply to new employees hired on or after January 1, 2013. For employees hired prior to January 1, 2013 (Classic Employees), the major features of the agency's pension plan includes a "2.5%@55" benefit and employer paid member contribution (EPMC) cost sharing of 5% by the agency and 3% by the employee. For employees hired on or after January 1, 2013 (New Employees), the major features of the agency's pension plan includes a "2%@62" benefit, but does not include cost sharing of the required employee contribution as it is not allowed per AB 340 which is effective for New Employees. The plan does not include any optional features, payout conversions or optional benefits that have been characterized as "spiking" of the pension benefit.

The Alameda CTC Retiree Health Benefit Amount for the 2016 calendar year is reimbursed to retirees through the Health Reimbursement Arrangement (HRA) Plan. The HRA Plan is a premium reimbursement plan for retiree health care premiums. The Alameda CTC will contribute only the required minimum contribution amount directly to CalPERS for retirees (\$125 per month in 2016). CalPERS requires that the remaining premium costs be deducted directly from the retiree's monthly retirement check under the CalPERS pension plan. Once CalPERS takes this deduction, the Alameda CTC's HRA will reimburse each retiree for the deduction, up to the annually determined amount. The HRA contribution amount recommended for 2016 is \$1,368 per retiree per month (\$1,492.94 Kaiser CA [Retiree] Plus One Rate, less \$125 PEMHCA-required minimum contribution). Similar to active employees, if a retiree's elected health coverage costs exceed the amount approved by the Commission, the retiree will be required to pay for the additional amount from his or her own funds.

The California Code of Regulations (CCR) 570.5 as contained in the California Public Employees' Retirement Law requires a publicly available pay schedule for purposes of determining the amount of "compensation earnable" pursuant to Government Code (GC) sections 20630, 20636, and 20631.1. Pay rate shall be limited to the amount listed on a pay schedule that meets all of the following requirements:

1. Has been duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meeting laws;
2. Identifies the position title for every employee position;
3. Shows the pay rate for each identified position, which may be stated as a single amount or as multiple amounts within a range;
4. Indicates the time base, including, but not limited to, whether the time base is hourly, daily, bi-weekly, monthly, bi-monthly, or annually;
5. Is posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's internet website;
6. Indicates an effective date and date of any revisions;

7. Is retained by the employer and available for public inspection for not less than five years; and
8. Does not reference another document in lieu of disclosing the pay rate."

Whenever an agency does not provide a publicly available pay schedule as defined in CCR 570.5, CalPERS will determine that the pay amount reported fails to meet the definition of pay rate as provided in GC sections 20636 (b)(1), 20636.1(b)(1) and 7522.34(a), and will therefore be excluded when calculating a member's retirement benefit.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Recommended FY2016-17 Staff Classifications and Annual Salary Ranges for Alameda CTC Effective July 1, 2016
- B. Resolution No. 15-009 Fiscal Year 2016-2017 Salaries and Calendar Year 2016 Benefits for Staff Members
- C. [Total Compensation Study \(Koff & Associates\)- hyperlinked to the web](#)

Staff Contact

Arthur L Dao, Executive Director



**Recommended FY2016-17 Staff Classifications
and Annual Salary Ranges for Alameda CTC
Effective July 1, 2016**

Position/Classification	Min	Med	Max
Executive Director	\$207,505	\$238,631	\$269,756
Deputy Director of Projects and Programming	\$161,664	\$185,914	\$210,163
Deputy Director of Planning and Policy	\$161,664	\$185,914	\$210,163
Director of Finance and Administration	\$161,664	\$185,914	\$210,163
Principal Transportation Engineer	\$123,211	\$141,693	\$160,175
Contracting, Administration and Fiscal Resource Manager	\$111,623	\$128,367	\$145,110
Principal Transportation Planner	\$108,901	\$125,236	\$141,571
Accounting Manager	\$108,901	\$125,236	\$141,571
Senior Transportation Engineer	\$103,653	\$119,202	\$134,750
Principal Program Analyst	\$98,659	\$113,458	\$128,257
Principal Administrative Analyst	\$98,659	\$113,458	\$128,257
Senior Transportation Planner	\$93,905	\$107,991	\$122,076
Associate Transportation Engineer	\$89,380	\$102,787	\$116,194
Senior Program Analyst	\$85,073	\$97,834	\$110,595
Senior Administrative Analyst	\$85,073	\$97,834	\$110,595
Assistant Transportation Engineer	\$80,974	\$93,120	\$105,266
Senior Accountant	\$80,974	\$93,120	\$105,266
Associate Transportation Planner	\$80,974	\$93,120	\$105,266
Office Supervisor	\$73,358	\$84,362	\$95,366
Assistant Transportation Planner	\$73,358	\$84,362	\$95,366
Associate Program Analyst	\$73,358	\$84,362	\$95,366
Associate Administrative Analyst	\$73,358	\$84,362	\$95,366
Clerk of the Board/Commission	\$71,569	\$82,305	\$93,040
Accountant	\$69,824	\$80,297	\$90,771
Assistant Program Analyst	\$66,459	\$76,428	\$86,397
Assistant Administrative Analyst	\$66,459	\$76,428	\$86,397
Accounting Technician	\$60,209	\$69,240	\$78,271
Executive Assistant	\$60,209	\$69,240	\$78,271
Senior Administrative Assistant	\$54,546	\$62,728	\$70,910
Administrative Assistant	\$49,416	\$56,828	\$64,241

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 15-009

Fiscal Year 2016-2017 Salaries and Calendar Year 2016 Benefits for Staff Members

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember 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

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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
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Mayor Barbara Halliday

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Councilmember Luis Freitas

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Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujjoka

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Mayor Jerry Thorne

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Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

WHEREAS, the Alameda County Transportation Commission, hereinafter referred to as Alameda CTC, was created pursuant to a joint powers agreement ("Joint Powers Agreement") entered into among the 14 cities in Alameda County, the County of Alameda, the Bay Area Rapid Transportation District, the Alameda-Contra Costa Transit District, the Alameda County Transportation Improvement Authority ("ACTIA"), and the Alameda County Congestion Management Agency ("ACCMA");

WHEREAS, Alameda CTC is empowered by the Joint Powers Agreement to carry out numerous transportation planning, programming and construction functions and responsibilities, including all functions and powers of ACTIA and ACCMA;

WHEREAS, Alameda CTC is authorized under Section 11 and 13 of the Joint Powers Agreement to appoint and retain staff as necessary to fulfill its powers, duties and responsibilities;

WHEREAS, Alameda CTC previously adopted Resolution 14-017, thereby establishing a consistent set of benefits and leave policies, and this Resolution is intended to supersede and replace such Resolution 14-017; and

NOW, THEREFORE, BE IT RESOLVED that the salaries for fiscal year 2016-2017 and employment benefits for staff of the Alameda CTC for January 1, 2016 through December 31, 2016 are hereby adopted, and are herein set forth.

1. Salaries

1.1 The fiscal year 2015-2016 classifications approved by the Commission on December 4, 2014, are revised to include the following: (a) Reclassification of the Project Controls Engineer classification to Senior Transportation Engineer; (b) Separation of one classification into two classifications: Assistant Transportation Planner/Programming Analyst to 1) Assistant Transportation Planner and 2) Associate Program Analyst; and (c) 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) Assistant Administrative Analyst, 8) Senior Administrative Analyst, 9) Associate Transportation Planner, 10) Associate Transportation Engineer, and 11) Assistant Transportation Engineer, with associated salary ranges. The revised classifications also shall apply during the period from July 1, 2016 through June 30, 2017.

- 1.2 An employee shall be compensated at a rate set between or equal to the minimum (min) and maximum (max) of the range specified in Attachment A for their respective position classification.
- 1.3 The duties and responsibilities of the position classification identified in Paragraph 1.2 shall be described by an Alameda CTC job specification approved by the Executive Director.
- 1.4 The salary ranges for the employees described in Paragraph 1.2 shall not include steps and/or provision for any automatic or tenure-based increases.
- 1.5 Starting compensation, including salary, for each employee shall be set by the Executive Director consistent with the prescribed ranges for the position classification identified in Paragraph 1.2.

2. Appointment and Performance Management

- 2.1 Original appointments of new employees shall be tentative and subject to a probationary period of one (1) year of actual service.
 - 2.1.1 Every six (6) months during the probationary period new employees may meet with their supervisor to discuss performance to date. At the time of the discussion the supervisor may complete a written evaluation for the employee's personnel records.
 - 2.1.2 Upon completion of the probationary period, the employee shall be given a written evaluation. If this evaluation shows that the employee has satisfactorily demonstrated the qualifications for the position, the employee shall gain regular status, and shall be so informed.
 - 2.1.3 At any time during the probationary period, a probationary employee may be terminated with or without cause and with or without notice. Employee shall be notified in writing by the Executive Director of such termination.
 - 2.1.4 The probationary period may be extended once by the Executive Director at his/her sole discretion in order to further evaluate the performance of the probationary employee.
 - 2.1.5 The probationary period is automatically extended by a period of time equal to the time the employee is absent due to any type of leave, including time absent while receiving workers' compensation.
- 2.2 Following successful completion of the probationary period, written performance reviews for employees shall be conducted at least once a year by the employee's supervisor and reviewed and approved by the Executive Director or his/her designee. In addition, a review of an employee's progress in meeting

annual goals and objectives may be conducted at the end of six months by the employee and his or her supervisor.

- 2.3 On the basis of the performance reviews, increases or decreases in compensation may be granted at that time by the Executive Director at his/her sole discretion consistent with the Board approved annual budget.

3. Holidays

- 3.1 The following eleven (11) paid holidays shall be observed by the Agency:

New Year's Day	-	January 1, 2016, Friday
Martin Luther King Day	-	January 18, 2016, Monday
Presidents' Day	-	February 15, 2016, Monday
Memorial Day	-	May 30, 2016, Monday
Independence Day	-	July 4, 2016, Monday
Labor Day	-	September 5, 2016, Monday
Veterans Day	-	November 11, 2016, Friday
Thanksgiving Day	-	November 24, 2016, Thursday
Day after Thanksgiving	-	November 25, 2016, Friday
Christmas Eve	-	December 23, 2016, Friday
Christmas Day	-	December 26, 2016, Monday

- 3.2 **Holiday Policy.** When a holiday falls on a Sunday, the following Monday shall be observed as the holiday date. When a holiday falls on a Saturday, the preceding Friday shall be observed.

- 3.3 **Floating Holidays.** Regular full-time employees are entitled to two (2) floating holidays per fiscal year. Employees shall be granted such holidays at the beginning of each fiscal year (i.e., effective on July 1 of each year). Floating Holidays are not accruable and those unused at the end of the fiscal year will be eliminated from the employee's available leave bank.

- 3.4 **Holiday Time.** Regular full-time employees shall receive eight (8) hours of holiday pay for each of the above holidays at their regular base rate. Regular part-time employees shall receive paid holiday time prorated based on actual hours worked should their regular work schedule fall on one of the above listed holidays.

- 3.5 **Administrative Procedure.** The Executive Director shall establish holiday procedures governing employees of the Agency.

4. Leaves of Absence

4.1 Vacation

- 4.1.1 **Accrual Rates.** The Agency shall provide vacation leave with pay for regular employees (including probationary employees) based on accrual guidelines shown in the table below. Vacation leave earned shall accrue upon completion of each pay period beginning upon completion of the pay period following that in which the employee commences service.

Accrual Rates Based on Years of Service:

Years of Service	Vacation Days Accrued Per Year	Maximum Hours Accrued Per Year
0-3 Years	10 Days	120 Hours
3.1-10 Years	15 Days	240 Hours
10.1-15 Years	20 Days	320 Hours
15.1+ Years	25 Days	400 Hours

Part-time employees shall earn vacation leave on a pro rata basis based on actual hours worked. The maximum accrual will also be prorated.

- 4.1.2 **Maximum Vacation Benefits.** Once an employee reaches the maximum accrual, the employee will cease accruing any additional vacation leave until such time as vacation leave hours fall below the maximum.
- 4.1.3 **Payment of Vacation upon Separation.** Accrued vacation pay that has not been used will be paid at time of resignation or termination. An employee terminating employment with the Agency for reasons other than paid retirement from the Agency employment shall be paid at such employee's current rate of pay for all unused accrued vacation up to the maximum amount of permissible accumulated vacation time as set forth above, in one (1) lump sum less applicable taxes. An employee separating from service with the Agency for paid retirement will be paid at the employee's current rate of pay for vacation up to the ceiling amount as set forth above, in one lump sum. At the Executive Director's discretion, the Alameda CTC may allow an employee separating from service with the Agency for paid retirement to elect to take time off for vacation prior to the employee's date of retirement.
- 4.2 **Management Leave.** Regular full-time exempt employees may receive paid management leave of up to 80 hours per year at the sole discretion of the Executive Director. The leave is intended to compensate exempt employees who are required to attend work-related meetings outside of normal working hours. The amount of leave will be determined by the Executive Director based on each employee's function and the number of off hour meetings he/she is required to attend. No employee shall be eligible to accrue more than the amount of their annual Management Leave. Use of Management Leave shall be at the discretion of the Executive Director.
- 4.3 **Sick Leave.** Regular employees (including probationary employees) shall receive sick leave, accumulating at the rate of one day per calendar month up to four hundred eighty (480) hours (prorated for part-time employees based on actual hours worked). Up to sixty (60) days of accrued but unused sick leave may be used toward service credit for CalPERS retirement benefits. Sick leave is available only for the actual illness or injury of an employee or the employee's spouse, registered domestic partner, children, parents, or other dependents.
- 4.4 **Family and Medical Leave.** The Agency may grant regular employees (including probationary employees) up to twelve (12) workweeks of time off in a 12-month

period (whether paid or unpaid) for the employee's own serious health condition or that of the employee's immediate family member, i.e., child, parent, spouse, or registered domestic partner, or for baby/child bonding after the birth, adoption, or foster care placement of an employee's child.

Employees may exhaust any accrued vacation time and/or sick leave (if the leave is due to the employee's own serious health condition or to care for the serious health condition of an immediate family member as described above) while on unpaid leave. Employees taking family/medical leave due to the birth of a child to that employee's spouse or registered domestic partner, or the adoption or foster placement of a child, or to care for such child, may utilize accrued sick leave and/or vacation time during such leave. Such use of accrued vacation time and/or sick leave is the only pay such employee will receive from the Agency while on family/medical leave.

- 4.5 **Leave Due to Pregnancy, Child Birth or Related Conditions.** The Agency shall comply with California's Pregnancy Disability Leave Law. Employees may, but are not required to, utilize accrued vacation and sick leave during any pregnancy leave so as to receive pay during some or all such leave.
 - 4.6 **Military Leave.** Military leave shall be granted in accordance with federal and state law.
 - 4.7 **Bereavement Leave.** In the event of a death in the immediate family of a regular full-time employee, paid leave not chargeable to sick or vacation leave will be granted for a period up to three (3) consecutive scheduled work days for the purpose of making arrangements for, or to attend, the funeral. Employees shall receive one (1) day to attend a funeral for a friend or relative outside their immediate family. Immediate family is defined as spouse, registered domestic partner, child, sister, brother, mother, father, legal guardian, any other person sharing the relationship of in loco parentis, legal dependent, current mother- or father-in-law, grandparents, or grandchildren.
 - 4.8 **Jury and Witness Duty Leave.** All regular full-time employees will be granted a leave of absence with pay for all or any part of the time required for jury duty in the manner prescribed by law. The employee must return to work on the same day he or she is excused from service. The employee shall be paid the difference between his/her full salary and any payment received for such duty, except travel pay. All regular full-time employees will be granted a leave of absence with pay for their appearance as a witness in a civil or criminal proceeding (other than as an accused) for any appearance that is solely attributable to the employee's work for the Agency.
 - 4.9 **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all of the leave policies.
- 5. Health Insurance and Other Benefits**
- 5.1 **Cafeteria Plan.** Alameda CTC provides a Cafeteria Plan for its eligible employees, into which Alameda CTC will pay \$2,128 per month per employee. This amount is in addition to the Public Employees' Medical and Hospital Care

Act (PEMHCA) minimum required contribution of \$125. With these funds, each participating employee is able to choose the following coverage:

- Health Insurance (through the State of California's Public Employees' Retirement System (CalPERS));
- Dental Insurance;
- Vision Care Insurance;
- Life Insurance;
- Dependent Life Insurance;
- Accidental Death and Dismemberment Insurance;
- Long-term Disability Insurance; and
- Short-term Disability Insurance.

When an employee is required to work on a less than full-time basis due to medical or other valid reasons, the accrual for the cafeteria plan contribution amount will be prorated by dividing the actual hours worked plus any accrued sick/vacation hours used during the pay period, by the fulltime equivalent hours in the same pay period.

Regular full-time employees who elect not to use the CalPERS health care benefit shall receive \$400 per month which will be paid with each paycheck (\$200 per pay-period) and is subject to all applicable payroll taxes.

Regular part-time employees will receive a prorated amount of the monthly contribution based on actual hours worked.

6. Additional Benefits Programs

6.1 **Transit Subsidy.** All regular full-time employees of the Agency are eligible for \$230 per month in commuter checks (elected to be received by the employee) as a transit subsidy benefit.

6.2 **Tuition Assistance.** Following completion of their probationary period, regular full-time employees are eligible for reimbursement of 90% of tuition fees for job-related courses, subject to budget availability up to \$500 per academic year at an accredited institution each fiscal year, at the sole discretion of the Executive Director.

7. **Other benefits.** The Agency will also provide: (1) A Flexible Spending Account (FSA) program which will be administered through the cafeteria plan for both dependent care expense up to \$5,000 per calendar year and medical expenses up to \$2,550 per calendar year consistent with the new IRS limit for 2016. To participate in and receive benefits in the form of reimbursements for dependent and/or medical care expenses from the FSA, an employee can elect to pay his or her contribution for FSA benefits on a pre-tax salary reduction basis; and, (2) An optional deferred compensation program, CalPERS 457 Supplemental Income Plan

8. **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all benefit policies.
9. **Retirement.** All employees of the Agency shall be entitled to membership with the California Public Employees' Retirement System (CalPERS) according to the guidelines established in the CalPERS Retirement Benefits Policy and the applicable contract with CalPERS. The Agency shall contribute to CalPERS each pay period 5% of the 8% employee contribution on behalf of all "Classic" employees (Classic employees are those hired before January 1, 2013). Such contribution shall be reported to CalPERS as "employee contribution being made by the contracting agency" and shall not be deemed to be "compensation" reportable to CalPERS. This same benefit is not provided for new employees hired on or after January 1, 2013 per the requirements of the Public Employees' Pension Reform Act of 2013 (AB340).
10. **Reimbursement of Expenses.** Alameda CTC will reimburse employees of the Agency for reasonable and normal expenses associated with Alameda CTC business approved by the Executive Director or his designee. An employee may be offered a fixed taxable monthly allowance in lieu of actual expenses, which may be adjusted annually by the Executive Director.
11. **Office Hours.** The offices of the Alameda CTC shall be open for the public between 8:30 a.m. and 5:00 p.m. each weekday, except on Alameda CTC holidays as defined in Paragraph 3.1. Employees are required to be at the Alameda CTC's offices during business hours from Monday through Friday.
12. All provisions of this Resolution shall be effective and pertain to all employees of the Agency as of the date of hire of the employee, or January 1, 2016, whichever is later, unless otherwise provided.
13. The Executive Director is authorized to execute the necessary contracts for the benefits and insurance coverage described herein.
14. This resolution is intended to and shall replace and supersede in its entirety that certain Resolution 14-017 adopted by the Commission on December 4, 2014.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Commission held on Thursday, December 3, 2015 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

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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.

Bicycle and Pedestrian Advisory Committee (BPAC)

Current Appointment: D1 Kristi Marleau
(no action required)

[Redacted]

Term Began: December 2014
Term Ends: December 2016

Current Appointment: D2 Ben Schweng
(no action required)

[Redacted]

Term Began: July 2015
Term Ends: July 2017

Reappoint: D3 Jeremy Johansen
(action required)

[Redacted]

Term Began: September 2013
Term Ends: September 2015

Reappoint: D4 Midori Tabata
(action required)

[Redacted]

Term Began: September 2013
Term Ends: September 2015

Current Appointment: D5 Sara Zimmerman
(no action required)

[Redacted]

Term Began: April 2014
Term Ends: April 2016

(over)

Citizens Watchdog Committee (CWC)

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)



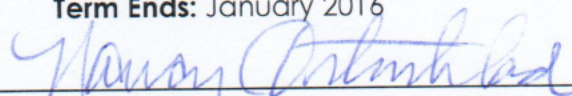
Term Began: June 2014
Term Ends: June 2016

Current Appointment: D5 Cynthia Dorsey
(no action required)



Term Began: January 2014
Term Ends: January 2016

7/28/15
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: ayers@alamedactc.org
Fax: (510) 893-6489

Application for the Alameda CTC Citizens Watchdog Committee (CWC)



Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets quarterly on the second Monday of the month from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name: Oscar Dominguez

Home Address: _____

Mailing Address (if different): _____

Phone: (home) _____ (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 the CWC 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. **Bio or Resume :** Please include your current biography or resume.

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

Signature [Signature] Date 11/15/15

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: _____

Date: _____

Oscar Dominguez
Alameda CTC CWC Supplemental Application

- I. I've served and currently serve on nonprofit boards (formerly Community Legal Services in East Palo Alto and currently California Association of Micro-Enterprise Opportunity). I am also the co-chair of the Economic Development Directors Council of East Bay Economic Development Alliance and also sit on the Executive Committee of East Bay EDA. I am also a member of the Small Business Task Force of the East Bay Leadership Council, and serve on the advisory boards of Travis Credit Union and Working Solutions and the soon-to-be convened Lao Family Center.

- II. I am interested in serving on the CWC because I was nominated by reside in Alameda County, owning a home in the Eastmont Hills since 2009, I am a Contra Costa County employee and a proud public servant. This committee is extremely important, particularly because of the sheer volume of commerce that is transported throughout the Bay Area. In my present position, I am fortunate enough to be informed about key regional economic development issues including goods movement. I bring a wealth of knowledge from the private, nonprofit and public sectors as demonstrated by my professional track record. Furthermore, my personal mission is social and economic justice for all, regardless of background or status and welcome leadership opportunities such as this.

- III. I currently serve as the Director of the Contra Costa Small Business Development Center (SBDC) hosted by the Workforce Development Board of Contra Costa (WDB). I have a long history of volunteering going back at least to my college days where I was a mentor and tutor for at-risk youth around my undergraduate campus. More recently, I am fortunate enough to have the opportunity to volunteer for myriad work-related roles, many of which are listed above. I am also a founding and current judge in Project ReMADE, a program for re-entering citizens starting and growing businesses at Stanford Law School and will begin volunteer teaching on Sundays for the current cohort next January.

OSCAR DOMINGUEZ

PROFESSIONAL EXPERIENCE

- WORKFORCE DEVELOPMENT BOARD (WDB) OF CONTRA COSTA** PLEASANT HILL, CALIFORNIA, MAY 2012 TO PRESENT
Small Business Development Center (SBDC) Director – Direct, secure and maximize resources of County-hosted business technical assistance program delivering advising, training and special events. Doubled budget and direct services delivered. Launched programs, including Spanish language in historically underserved portions of the County. Act as community liaison, establishing and developing collaborations/partnerships for SBDC and WDB throughout region. Recruit, select, manage and evaluate performance of staff, contractors and volunteers. Develop policies, reporting and procedures to comply with applicable laws, rules, and regulations. Participate in NorCal SBDC regional and WDB strategic plan development. Initiated work plans agency-wide. Serve as treasurer on board of California Association of Microenterprise Opportunity, as co-chair of Economic Development Council of the East Bay Economic Development Alliance, on Bilingual Advisory Board of Travis Credit Union, on Business Task Force of the East Bay Leadership Council, Advisory Board for Working Solutions, on Ad-hoc procurement committee of UC Global Campus Working Group and as proxy on Advisory Board of JFK Institute for Entrepreneurial Leadership.
- RENAISSANCE ENTREPRENEURSHIP CENTER** East Palo Alto, California, April 2008 to May 2012
Program Manager/Director – Directed day-to-day operations, budget, service delivery and PR/communications of regional bilingual entrepreneurship training center. Developed new processes, programs and partnerships to nearly triple budget and clients served four-fold. Launched and directed online program, remote bilingual training sites and financial literacy/asset building initiative. Led staff, contractors and volunteers to develop/deliver business training/technical assistance, track client outcomes, increase awareness and goodwill. Initiated agency-wide yearly planning process and served on board of Community Legal Services in East Palo Alto.
- MISSION ECONOMIC DEVELOPMENT AGENCY (MEDA)** San Francisco, California, December 2005 to October 2007
Business Consultant – Consulted with, developed and delivered workshops in English and Spanish to low-income populations starting and expanding micro-enterprises. Consistently served 50-70% of all clients on a four-person team. Managed remote Excelsior District program, led team development of micro loan program, drafted operations manual for the SF Day Laborers Center, supported fund-raising efforts, program development/implementation, performed outreach and served on strategic planning committee.
- SAN MATEO COUNTY MENTAL HEALTH** San Mateo, California, December 2002 to December 2005
Shadow Mentor – Worked with severely emotionally disturbed (SED) youth from 9 to 18 both one-on one and in group settings. Transported clients, role modeled social/life skills, collaborated with parents, teachers, probation officers and licensed clinicians.
- CYGNET TECHNOLOGIES** Lewisville, Texas April 2001 to September 2001
Regional Sales Manager – Performed same responsibilities/duties as below, but worked from home office.
- WAILAN COMMUNICATIONS** San Jose, California, July 2000 to April 2001
Regional Sales Manager - Was responsible for all sales activities in California, Nevada, Hawaii, Oregon, Washington, Idaho, Utah, Colorado and Canada. Managed Sales Engineer and Business Development Representative. Generated, prospected and managed relationships in multiple vertical markets selling copper-based networking solutions. Consistently met and exceeded monthly quota. Represented firm at trade shows.
- FRONT PORCH COMMUNICATIONS** Sonora, California, August 1999 to July 2000
Account Executive - Working from home office, prospected for, initiated, negotiated and closed revenue sharing agreements with ISP's, CLEC's Telco's throughout the country. Was a top performer on domestic sales team closing four contracts per month. Presented at various trade shows and industry meetings.
- AUDIOSOURCE, INC.** Burlingame, California, August 1996 to August 1999
Customer Service/Inside Sales - Resolved technical calls and warranty claims. Communicated with sales reps and dealers, issued RMA's and processed orders. Coordinated field service program, participated in development of new product line, represented company at trade shows.
National Sales Manager – Promoted October 1997. Drove national sales/marketing strategy and was responsible for \$10 million in annual sales. Supervised inside sales department, hired, trained and managed sales representatives, initiated and led sales presentations with accounts nationwide. Opened new channels of distribution and strengthened brand awareness by leading development of company's first website (AudioSource.net). Managed brand through site content and e-commerce strategy, technical writing and graphic design. Led National Sales Meeting and represented/presented at trade shows/vendor meeting
- Education**
- SAN FRANCISCO STATE UNIVERSITY** San Francisco, California, August 2002 to June 2005
Masters of Business Administration- Management and marketing major with entrepreneurship concentration
- STANFORD UNIVERSITY** Stanford, California, September 1992 to June 1996
Bachelor of Arts in Political Science - Wrote for Stanford Daily, volunteered as tutor, mentor and fund-raiser

On Oct 16, 2015, at 4:50 PM, Louie, Darien, East Bay EDA <darien@eastbayeda.org> wrote:

Art,

By way of this email, I'm introducing you to Oscar Dominguez for consideration of the East Bay EDA Watchdog Committee representative. Oscar is a Berkeley resident and is very passionate about the needs of businesses in our region. He is the head of Contra Costa County's Small Business Development Center. We believe he can keep the business community's perspective in mind as he reviews audit reports for ACTC. Supervisor Carson, our Chair, is also endorsing Oscar's nomination.

Please proceed with contacting him through this email address.

Thanks.

Darien Louie
Executive Director
East Bay Economic Development Alliance
1221 Oak Street, Suite 555
Oakland, CA 94612
Office (510) 272-3874
Mobile (510) 418-8605
darien@EastBayEDA.org
www.EastBayEDA.org



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



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

Name: Chimberly Eng Tamura
Home Address: _____
Mailing Address (if different): SAME AS ABOVE
Phone: (home) _____ (fax) NA
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 PAPCO 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. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

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

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

Signature: Chimberly Eng Tamura Date: November 16, 2015

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

Appointing Commissioner:
Signature: Pauline Rosolotto
Date: 11-23-15

①

PAPCO

Kimberly Tamura
Application for
Alameda CTC

I. Commission/Committee Experience

1. Appointed by Mayor Stephen Cassidy to San Leandro Senior Commission (at large representative)
2. Reappointed by Mayor Pauline Cutter to San Leandro Senior Commission. (Currently serving.)
3. Applied to serve on Bayfair TOD Committee. (See Tom Lead)
4. 3 years on the San Leandro Moon Festival Committee
5. Committee for Sausage & Suds Festival, 2012 - 2015.
6. Current 2015 San Leandro Unified School District adoption for Mandarin Language Curriculum for coming school year and for enrichment after school program. Met with SLEF representative to start pilot program at John Muir Middle School.

(2)

II. Statement of Qualifications:

I am interested in all ^{types of} public transportation modes. I would like to see a reduction of use of private vehicles (for congestion in our city streets & ecological purposes too!)

Use of public transportation would help!

III. Relevant Work or Volunteer Experience:

1. Retired Educator & administrator for the New Haven Unified School District.
2. Held Leadership positions in curricula development, discipline and policy implementation for the New Haven Unified School District
3. Assisted in staff development for beginning teachers.
4. Board Member currently for O League

(3)

- of Women Voters (2) Asian Community Culture Association of San Leandro (Current BPP Director)
- (3) Wa Sung Community Service Club - Oak (Board Member)
- (4) All Saints Episcopal Church Vestry member San Leandro. (5) Past President of the San Francisco Chinatown Optimist Club (2 year term) (6) Treasurer of Diablo View Toastmasters International.

IV Paratransit Experience:

- (1) Coordinator of New Haven Unified District Bus Transportation for the Colonguard and Winterguard weekend competitions.
- (2) I've used the following ~~and~~ transportation services: BART, AC Transit and East Bay Paratransit (City of San Leandro)
- (3) Attended ADA 25th Anniversary Celebration and Grand Opening of The East Bay Paratransit Office

**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	1
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	1
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.	Murtha	Dave	Hayward	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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Independent Watchdog Committee Meeting Minutes Monday, July 13, 2015, 6:30 p.m.

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Call to Order

Independent Watchdog Committee (IWC) Vice Chair Deborah Taylor called the meeting to order at 6:30 p.m. The meeting began with introductions, and the vice chair confirmed a quorum. All IWC members were present, except the following: Brian Lester and Robert Tucknott.

Robert Tucknott arrived during agenda item 2.

2. Public Comment

Public comment was heard from Jason Bezis.

3. Presentation of CWC Annual Report

Deborah Taylor presented the *CWC 13th Annual Report to the Public* for review. Deborah said that the committee would discuss any last-minute comments during agenda item 7.

4. Open Public Hearing

Deborah Taylor opened the public hearing for review of the report.

5. Public Comment on Hearing of CWC Annual Report

There was one public comment on this item from Jason Bezis.

6. Close Public Hearing on CWC Annual Report

Deborah Taylor closed the public hearing.

7. Approval of CWC Annual Report

Committee members discussed the final draft of the CWC Annual Report and requested the following changes:

- On page 1, under "Summary of Expenditures" explain how the \$172.7 million includes prior year's funds.
- On page 2, under "Financials At-a-Glance" in the second paragraph, remove the footnote number 2 at the end of the first sentence and remove the second sentence.
- On page 5, replace the construction picture with a city shuttle bus.
- On Page 6, modify the text under the Union City Intermodal Station to say "... will include family apartments ..." Verify if it will include "retail stores." If not, remove the text.
- On page 7, in the "2000 MB" column heading, change "MB" to "Measure B"; check the numbers on the BART Oakland Airport Connector project and correct them if they are not accurate.
- On page 8, for CWC members that joined the committee during the reporting period include ** after the name and a supporting footnote.
- On page 8, under "How to Get Involved" split the second sentence into two and add "... "to attend" as follows: "Join one of Alameda CTC's community advisory

committees or feel free to attend and participate in the meetings. In addition to the CWC, the public serves on the Bicycle and Pedestrian Advisory Committee and the Paratransit Advisory and Planning Committee."

Harriette Saunders moved to approve the CWC Annual Report with the above changes. Herb Hastings seconded the motion. The motion passed with two abstentions, Pat Piras and Robert Tucknott (Brian Lester was absent).

There was a public comment on this item from Jason Bezis.

8. CWC Meeting Minutes

8.1. Approval of June 8, 2015 CWC Meeting Minutes

A member requested an update to the meeting minutes in the last paragraph for agenda item 8 to include the year "2016" after the month on page 12.

Harriette Saunders moved to approve the minutes with the correction. Herb Hastings seconded the motion. The motion passed with two abstentions, Cynthia Dorsey and Robert Tucknott (Brian Lester was absent).

The committee requested that Alameda CTC include the sign-in sheet in the agenda packets going forward, and staff agreed to adhere to the request.

9. Organizational Meeting

9.1. Discussion of IWC Purview

Zach Wasserman, Alameda CTC's legal counsel with Wendel Rosen Black and Dean LLP, led the discussion on the scope of authority of the IWC.

The committee discussed the language in the memo, in particular the sentence on page 16, "On a periodic basis, the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC as appropriate."

The committee wanted an explanation on the usage of "on a periodic basis." Zack informed the committee that the statement is in the 2014 Transportation Expenditure Plan (Plan), and if the language is unclear, a request may be made to the Commission to amend the Plan, which is a fairly complex process. He stated that an approach that can be taken is to annually review the performance criteria and/or review the criteria more frequently if a reason exists. Deborah Taylor said that once the performance criteria are established, the committee may review this topic further.

The committee discussed that the IWC should review and comment on the performance criteria being established. Zack disagreed and stated that the performance criteria policy is set by the Commission, and the IWC will review the criteria retrospectively. It was noted that the Commission will adopt the performance criteria around early 2016.

Further discussion took place on the role and responsibility of the IWC as mentioned on page 16, "the IWC will have the responsibility of reviewing and overseeing all expenditures ..." Discussion also took place on the language "... clarifying word "overseeing" does not change the committee's basic role or provide it any additional authority." Zack said that his interpretation is that the language is intended to emphasize that the IWC has the right and responsibility to comment on the expenditures, and it does

not change the fundamental nature of what the CWC had been doing and what the IWC will do. Per the 2014 Plan, "The Independent Watchdog Committee is the same committee as the Citizens Watchdog Committee, as defined in the 2000 Plan." It doesn't add a different aspect to what the IWC should be doing.

The last comment the committee had on this agenda item is that the IWC is not an advisory committee as mentioned on page 17 of this item.

There was one public comment on this item from Jason Bezis.

9.2. Discussion of IWC Bylaws

Questions/feedback from the members:

- Article 1.11 – Delete everything after Measure BB in the first sentence. (Remove “, with assistance of the League of Women Voters and other citizens groups.” Change the second sentence from the bottom to read when referring to Measure BB, “... reviewing and overseeing”
- Article 1.19 – Change the article to read, “An organizational meeting will be scheduled in June for a future date to select officers and adopt an annual calendar.”
- Article 1.22 – “Performance Measures” and “a quantifiable method” should be in agreement. Change the sentence to “Quantifiable methods used to ...”
- Article 2.1 – The Committee discussed the IWC being appointed to review Measure B expenditures and review and oversee Measure BB expenditures. In addition, they discussed using the language on page 38 of the 2014 Transportation Expenditure plan “on a periodic basis, the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC as appropriate.”

Hale Zukas moved to approve scheduling a special meeting to review the bylaws on August 10, 2015 at 6:30 p.m. Cynthia Dorsey seconded the motion. The motion passed unanimously (Brian Lester was absent).

There were two public comments on this item from Jason Bezis and Dave Campbell.

9.3. Approval of IWC Calendar for FY2015-16

Herb Hastings moved to approve the IWC calendar for FY2015-16 with the addition of August 10, 2015. Murphy McCalley seconded the motion. The motion passed unanimously (Brian Lester was absent).

10. Approval of CWC Annual Report Publication Methods and Costs, and Press Release

10.1. Proposed Publication Costs and Distribution

Murphy McCalley moved to approve the proposed publication costs and distribution. Robert Tucknott seconded the motion. The motion passed unanimously (Brian Lester was absent).

10.2. Draft CWC Annual Report Press Release

The committee requested that the language stays consistent regarding the \$172.7 million, which includes expenditures paid from revenues received in prior years. A request was made to modify the second sentence in the first paragraph to read “The report confirms that Alameda CTC’s audited income ...” A request was also made to confirm if the James Paxson quote should remain in the press release.

Murphy McCalley moved to approve the annual report press release as revised. Pat Piras seconded the motion. The motion passed unanimously (Brian Lester was absent).

11. Staff Responses to IWC Requests for Information

11.1. Independent Auditor Scope of Work for FY2014-2015

Patricia Reavey informed the committee that agenda items 11.1, 11.2, and 11.3 were in response to requests made by the committee. A member suggested that the auditor's scope of work should include a test/sample of the compliance and audit reports, and it will tie into the Comprehensive Annual Financial Report (CAFR).

11.2. 2014 Audit Subcommittee Meeting Minutes

Patricia Reavey said that James Paxson wanted the committee to know the types of things discussed during the Audit Subcommittee meetings.

11.3. Comprehensive Annual Financial Report for the Year Ended June 30, 2014

Patricia Reavey informed the committee that a link is provided on the Alameda CTC website for the CAFR.

12. IWC Member Reports/Issues Identification

12.1. Ad Hoc Committee Formation

Patricia Reavey informed the committee that James Paxson requested this agenda item.

12.2 Letter to Member of the Public

Patricia Reavey told the committee that James Paxson wrote a letter to Jason Bezis, and this is the method of sharing the letter with the committee. As a result of the letter, a member requested further exploration in the allegation of Measure B money being used to campaign for Measure BB.

12.3. IWC Issues Identification Process Form

The process for identifying issues is in the agenda packet for review purposes.

12.4. Issues Discussion (Verbal)

There were no items for discussion.

13. Staff Reports/Board Actions (Verbal)

13.1. Projects and Programs Watchlist Next Steps – Sample Letter to Agencies

The sample letter to an agency is in the agenda packet for review purposes.

13.2. CWC Roster

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

14. Adjournment

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



Independent Watchdog Committee Special Meeting Minutes Monday, August 10, 2015, 6:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Welcome and Call to Order

The Independent Watchdog Committee (IWC) Vice Chair Deborah Taylor called the meeting to order at 6:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All IWC members were present, except the following: Miriam Hawley, Brian Lester, and Robert Tucknott.

2. Public Comment

There was one public comment from Ken Bukowski.

3. Discussion of IWC Bylaws

Public comments were heard from Ken Bukowski, Dave Campbell, and Midori Tabata.

The committee took the following actions during the discussion of the IWC bylaws:

- Global modification to change "Citizens" to "Independent" and CWC to IWC.

Pat Piras moved to approve the above changes. Cheryl Brown seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Articles 1.1 and 1.2 – Changed Article 1.8, "Expenditure Plan" to Article 1.1, "2000 Transportation Expenditure Plan" and added a definition for the 2014 Transportation Expenditure Plan as Article 1.2.

Jo Ann Lew moved to approve the above changes. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.4 – Added "administration of" in the last sentence to read, "Alameda CTC has now assumed responsibility for administration of the sales tax."

Jo Ann Lew moved to approve the above change. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.7 – Updated the definition for the Bicycle and Pedestrian Advisory Committee to match the other bylaws.

Murphy McCalley moved to approve the above change. Harriette Saunders seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.9 – Added a definition for “Expenditures.”

Cheryl Brown moved to approve the above change. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Articles 1.8 and 1.9 (previous numbers) – Changed the description and moved the definition for “Expenditure Plan” to Article 1.1, “2000 Transportation Expenditure Plan” and removed the definition for “Executive Director.”

Steve Jones moved to approve the above changes. Harriette Saunders seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.11 – Amended the language to delete “, with the assistance of the League of Women Voters and other citizen groups” in the first sentence. In the fourth sentence replaced “is charged with” with “has the responsibility of” and added “reviewing and overseeing all” prior to “Measure BB expenditures and performance measures”

Murphy McCalley moved to approve the above changes. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.12 – Added a definition for “Local Newspapers” and modified the wording to include “or unincorporated communities.”

Cheryl Brown moved to approve the above changes. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.13 – Updated the Measure B definition to add “2000 Transportation” before “Expenditure Plan” in the first sentence and “Collections for the” before “sales tax authorized by Measure B ...” in the second sentence.

Pat Piras moved to approve the above changes. Cynthia Dorsey seconded the motion. The motion passed with one abstention, Glenn Nate (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.14 – Added a definition for “Measure BB.”

Cheryl Brown moved to approve the above change. Murphy McCalley seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.15 – Modified the definition for Measure B Program to add “2000 Transportation” before “Expenditure Plan for funding” and “transportation programs and projects” after it.

Pat Piras moved to approve the aforementioned changes. Cynthia Dorsey seconded the motion. The motion passed with one abstention, Glenn Nate (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.16 – Added a definition for “Measure BB Program.”

Cheryl Brown moved to approve the above change. Murphy McCalley seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.17 – Updated the definition for Measure B Project to add “2000 Transportation” before “Expenditure Plan.”

Pat Piras moved to approve the above change. Cynthia Dorsey seconded the motion. The motion passed with one abstention, Glenn Nate (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.18 – Added a definition for “Measure BB Project.”

Cheryl Brown moved to approve the above change. Murphy McCalley seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.19 – Accepted the updated definition for “Organizational Meeting” and added “of the IWC” after “organizational meeting” and replaced “scheduled annually” with “held in July.”

Pat Piras moved to approve the above changes. Murphy McCalley seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.21 – Updated the definition for Paratransit Advisory and Planning Committee (PAPCO) to match PAPCO’s revised bylaws.

Steve Jones moved to approve the above change. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.22 – Accepted the new definition for “Performance Measures” and changed “A quantifiable method” to “Quantifiable methods,” changed “desired objectives” to “adopted objectives,” and inserted “Measure BB” before “projects and programs.”

Harriette Saunders moved to approve the above changes. Murphy McCalley seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 1.23 - Deleted the word “of” after “Geographic groupings of cities and” in the “Planning Area” definition.

Steve Jones moved to approve the aforementioned change. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 2.1 –Accepted the updated language for the “Committee Purpose” definition and amended it to reflect the language in the 2014 Transportation Expenditure Plan by included “to review, oversee and monitor” before “all expenditures and performance measures ...”

Herb Hastings moved to approve the above changes. Murphy McCalley seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Articles 2.2-2.2.5 – Updated the language for Articles 2.2-2.2.5 using the language from the 2014 Transportation Expenditure Plan.

Murphy McCalley moved to approve the above changes. Cheryl Brown seconded the motion. The motion passed unanimously.

- Articles 2.3.1-2.3.2 – The committee rejected staff's recommendation to delete all articles under Article 2.3, “Additional Responsibilities.”

Pat Piras moved to reject staff's recommendations. Jon Ann Lew seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 2.3.1 – Added “and Measure BB” before “funds.”

Cheryl Brown moved to approve the above change. Pat Piras seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 3.1.2 – Modified the language to include “2014 Transportation” before “Expenditure Plan” and changed “Alameda County Economic Development Alliance for Business” to “East Bay Economic Development Alliance.”

Cheryl Brown moved to approve the above changes. Pat Piras seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 3.3 – The committee accepted staff's recommended changes in the first sentence to “Membership Qualification.” However, the committee rejected the new second sentence that required IWC members to meet qualifications indicated in the Alameda CTC application form.

Jo Ann Lew moved to approve the above changes. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 3.3 – Changed the word “entity” to “agency” in the first sentence.

Pat Piras moved to approve the above change. Jo Ann Lew seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 3.4 – The committee rejected staff's recommended changes to "Membership Term."

Jo Ann Lew moved to approve the above action. Herb Hastings seconded the motion. The motion passed (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 3.5 – The committee accepted staff's recommended changes to "Attendance."

Harriette Saunders moved to approve the above changes. Herb Hastings seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 3.5 – Amended the language to delete "actively support committee activities and" after "Members will ..."

Pat Piras moved to approve the above changes. Hale Zukas seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

- Article 3.7 – The committee rejected staff's recommended changes.

Harriette Saunders moved to approve the above action. Jo Ann Lew seconded the motion. The motion passed unanimously (Miriam Hawley, Brian Lester, and Robert Tucknott were absent).

4. Adjournment

The meeting adjourned at 9:10 p.m. The next special IWC meeting is scheduled for August 17, 2015 at the Alameda CTC offices.

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Independent Watchdog Committee Special Meeting Minutes Monday, August 17, 2015, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Call to Order

The Independent Watchdog Committee (IWC) Vice Chair Deborah Taylor called the meeting to order at 5:41 p.m. The meeting began with introductions, and the chair confirmed a quorum. All CWC members were present, except the following: Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott.

Glenn Nate arrived during the discussion of Article 4.1.1.

2. Public Comment

There were no public comments.

3. Discussion of IWC Bylaws

The IWC members continued their August 10, 2015 discussion of the bylaws, beginning with Article 4.1. The committee took the following actions during the discussion of the IWC bylaws:

- Article 4.1 – The committee accepted staff's recommendations.

Pat Piras moved to approve staff's recommendations. Jo Ann Lew seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, Glenn Nate, and Robert Tucknott were absent).

- Article 4.2 – The committee accepted staff's recommendations.

Harriette Saunders moved to approve staff's recommendations. Jo Ann Lew seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 5.1 – The committee rejected staff's recommendations.

Pat Piras moved to reject staff's recommendations. Harriette Saunders seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 5.3 – The committee accepted staff's recommendations.

Pat Piras moved to approve staff's recommendations. Cynthia Dorsey seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 5.6 – The committee accepted staff's recommendations.

Jo Ann Lew moved to approve staff's recommendations. Miriam Hawley seconded the motion. The motion passed (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 6.1 – The committee rejected staff's recommendations.

Murphy McCalley moved to reject staff's recommendations. Jo Ann Lew seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 7.1 – The committee accepted staff's recommendations.

Harriette Saunders moved to approve staff's recommendations. Jo Ann Lew seconded the motion. The motion passed (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 7.3 – The committee accepted staff's recommendations.

Murphy McCalley moved to approve staff's recommendations. Jo Ann Lew seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 8.2 – The committee accepted staff's recommendations.

Jo Ann Lew moved to approve staff's recommendations. Cynthia Dorsey seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 8.3 – The committee rejected staff's recommendations.

Pat Piras moved to reject staff's recommendations. Harriette Saunders seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 8.5 – The committee accepted staff's recommendations.

Jo Ann Lew moved to approve staff's recommendations. Miriam Hawley seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Articles 8.6 – The committee accepted staff's recommendations.

Harriette Saunders moved to approve staff's recommendations. Murphy McCalley seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 8.7 – The committee accepted staff's recommendations.

Pat Piras moved to approve staff's recommendations. Harriette Saunders seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

The committee also discussed further amendments to the bylaws discussed on August 10 and August 17, 2015 and took the following actions:

- Article 1.24 – Added a new definition for "Subcommittee" to read, "A subset of the IWC, less than a quorum, usually organized for a certain purpose."

Jo Ann Lew moved to approve the additional definition. Harriette Saunders seconded the motion. The motion passed (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 2.3.3 – Added a new article under Article 2.3, "Additional Responsibilities" to read, "Annually develop and adopt a budget and work plan to fulfil the Committee responsibilities."

Murphy McCalley moved to approve the above changes. Pat Piras seconded the motion. The motion passed (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 4.1.1 – Added the word "voting" before "ex-officio member" in the second sentence.

Pat Piras moved to approve the above change. Hale Zukas seconded the motion. The motion passed with one abstention, Harriette Saunders (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 4.2 – Added the word "secret" before "ballot" in the third sentence.

Cynthia Dorsey moved to approve the above change. Pat Piras seconded the motion. The motion passed unanimously (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 5.1 – Suggested adding the following sentence after the third sentence: "Written comments may be submitted prior to the meeting."

Miriam Hawley moved to approve the above change. Steve Jones seconded the motion. The motion failed (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 5.6 – Amended the article to delete the second sentence: "Action may be taken only on items indicated on the agenda as action items."

Hale Zukas moved to approve the above change. Jo Ann Lew seconded the motion. The motion passed (Cheryl Brown, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 5.8 – Changed “there under” in the second sentence to one word.

The vice chair said a motion was not needed to fix a typographical error.

- Article 6 – Suggested adding an article on “Audit Subcommittee” as a standing committee.

Deborah Taylor made the recommendation; however, a motion was not made. (Cynthia Dorsey left the meeting before the discussion of Article 7.3.)

- Article 7.3 – Suggested modifying the first sentence to read “IWC and its subcommittees.”

Pat Piras moved to approve the above change. Hale Zukas seconded the motion. The motion failed (Cheryl Brown, Cynthia Dorsey, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 7.4 – Suggested adding a sentence that the notice shall include a link to Alameda CTC and to the Regional Video website.

Pat Piras moved to approve the above change. No one seconded the motion. The motion failed (Cheryl Brown, Cynthia Dorsey, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

- Article 8 – Suggested adding an article on “Amendment to the Bylaws.”

Harriette Saunders moved to approve the above change. No one seconded the motion. The motion failed (Cheryl Brown, Cynthia Dorsey, Herb Hastings, Brian Lester, and Robert Tucknott were absent).

Pat Piras moved to approve the IWC bylaws as amended on August 10, 2015 and August 17, 2015. Murphy McCalley seconded the motion. The motion passed unanimously (Cheryl Brown, Cynthia Dorsey, Herb Hastings, Brian Lester, Robert Tucknott, and Hale Zukas were absent).

4. Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for November 9, 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	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15		Feb-17	0
2	Ms.	Hawley, Vice Chair	Miriam	Oakland	League of Women Voters	Apr-14		N/A	0
3	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		N/A	1
4	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance Pending Commission Approval	Dec-15		N/A	0
5	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14		Jan-16	0
6	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	Jan-17	1
8	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	2
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Sep-13	Sep-15	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.	Price	Barbara	Alameda	Alameda County Taxpayers Association	Oct-15		N/A	0
13	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16	0
14	Ms.	Taylor	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	0
15	Mr.	Tucknott	Robert A.	Dublin	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	1

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

16	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	0
17		Vacancy			Bike East Bay				



Paratransit Advisory and Planning Committee 7.3 Meeting Minutes Monday, September 28, 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

A Joyce
Jacobson

P Sandra
Johnson-Simon

A Jonah Markowitz

A Rev. Carolyn Orr

P Sharon Powers

A Vanessa Proee

P Carmen Rivera-
Hendrickson

P Michelle Rousey

A Harriette

Saunders

P Esther Waltz

P Hale Zukas

Staff:

P Jacki Taylor, Program Analyst

P Krystle Pasco, Paratransit Coordination Team

P Cathleen Sullivan, Paratransit Coordination Team

P Christina Ramos, Project Controls Team

Guests:

Ken Bukowski, Public Member; Mollie Cohen-Rosenthal, Alameda CTC; Jennifer Cullen, Senior Support Services of the Tri-Valley; Sarah Dawn Smith, Bay Area Outreach and Recreation Program; Jonathan Torres, City of Berkeley Paratransit Program

MEETING MINUTES

1. Welcome and Introductions

Will Scott, PAPCO Vice 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. Administration

3.1. July 27, 2015 PAPCO Meeting Minutes

Herb Hastings moved to approve the July 27, 2015 PAPCO Meeting minutes as written. Esther Waltz seconded the motion. The motion passed (8-0-1; Member Sharon Powers abstained). Members Shawn Costello, Herb Hastings, Sandra Johnson-Simon, Sharon Powers, Carmen Rivera-Hendrickson, Michelle Rousey, Will Scott, Sylvia Stadmire, Esther Waltz and Hale Zukas were present.

3.2. PAPCO Bylaws Update

Jacki Taylor gave an update on the PAPCO Bylaws. She noted that on September 24, 2015 the Commission approved the bylaws as they were reviewed by the Committee at the July 27, 2015 PAPCO meeting. There were no additional changes to that draft of the bylaws.

3.3. FY 2015-16 PAPCO Meeting Calendar

Committee members received the updated FY 15-16 PAPCO meeting calendar.

3.4. PAPCO Appointments

Committee members received the current PAPCO appointments.

4. Quarterly Paratransit Strategic Planning Workshop Feedback

Cathleen Sullivan gave an overview of the Paratransit Strategic Planning Workshop that took place on July 27, 2015. The workshop focused on trends, challenges, and opportunities related to dialysis transportation. PAPCO members had the opportunity to provide feedback on the workshop.

Questions and feedback from PAPCO members:

- A member found the workshop very informative. She believes that the in-home dialysis treatment that was discussed may help with the ongoing capacity issues with paratransit services.
- A member found that it was helpful to open up all of the conference rooms for the set up of the workshop. This made it very accessible and easy to get around the workshop space.

- A member found that he was amazed to learn the actual amount of dialysis treatments that are needed in a week to sustain a patient. He also noted that some patients may need treatment every day. Local agencies, paratransit and other interested parties should be working on addressing this issue. He would like to see more in depth studies done on how we can address the need for improved dialysis transportation.
- A member noted that she was interested in Tom Roberts' comments. She noted that as tax payers, we are paying for this type of service while the larger corporation is making a healthy profit. She is also concerned for dialysis patients who are susceptible to diseases and illnesses from other riders while they are on paratransit or other services. Riders can get more ill this way. Overall, she thought it was a very good workshop.
- A member wanted to see some follow up regarding the main talking points of the workshop. She would like to see the Committee follow what is going on with this issue and receive ongoing updates from staff.
- A member noted that Richard Weiner did a great job of keeping the workshop's program on track. We received excellent talking points from the panelists.
- A member found the workshop to be boring and dull. He would have liked to see more interesting interaction. He also would have liked to say more at the workshop but he didn't get an opportunity to speak up.

Cathleen noted that the next quarterly paratransit strategic planning workshop is scheduled for Monday, October 26, 2015 and will be a Joint PAPCO and ParaTAC meeting focused on same day accessible transportation. If members have any feedback or suggestions for this upcoming workshop, please forward any comments to Naomi Armenta.

5. Gap Grant Cycle 5 Progress Reports (Verbal)

Jacki Taylor gave an update on the Gap Grant Cycle 5 progress reports.

Questions and feedback from PAPCO members:

- How do we deal with programs that are below target on their performance measures? Staff noted that during the extension process, staff met with all the program sponsors that were performing under target to identify whether the program itself was underperforming or if the targets were overly optimistic. Most of the programs agreed that their targets may have been overly optimistic. Although staff does not currently have any punitive measures to address these issues, staff will continue to monitor these programs as it will affect their ability to apply for future Gap Grant funding. Staff will also provide additional information regarding sponsors' responses on these progress reports at the November 23, 2015 PAPCO meeting.
- Which grant program was not extended in the last extension? The Central County Taxi Program was not a part of the funding extension as they rolled the program into their base program. It is no longer grant funded.
- A member noted that he has real concerns with Senior Helpline Services and their volunteer driver program. Staff noted that Senior Helpline Services is definitely on the list of programs that are underperforming. Staff will continue to work with the program sponsor to improve their performance.

6. PAPCO Member Reports and Outreach Update

Will Scott reported that he participated in East Bay Paratransit's ADA Anniversary Celebration and Open House at their new offices on September 16, 2015. He also noted that there was another ADA Anniversary Celebration at UC Hastings Law Center in San Francisco but he was unable to attend.

Herb Hastings reported that he also attended East Bay Paratransit's ADA Anniversary Celebration and Open House on September 16, 2015.

Sandra Johnson-Simon reported that she attended USOAC's Healthy Living Festival on September 17, 2015 at the Oakland Zoo.

Esther Waltz reported that she attended the Alameda County Fair's Senior Days in early July.

Michelle Rousey reported that she also attended USOAC's Healthy Living Festival on September 17, 2015 at the Oakland Zoo. She also attended the ADA Anniversary Celebration and conference at UC Hastings Law Center in San Francisco.

Sylvia Stadmire reported that she also attended USOAC's Healthy Living Festival on September 17, 2015 at the Oakland Zoo. She also noted that James Paxson is no longer Chair of the Independent Watchdog Committee. Lastly, she noted that Joyce Jacobson is still recovering from surgery earlier in the year.

Shawn Costello reported that he attended the Alameda County Fair's Senior Days in early July with Herb Hastings. He also attended council meetings in Dublin regarding traffic safety and wheelchairs.

6.1. Paratransit Outreach Calendar

Krystle Pasco gave an update on the following outreach events:

- 9/17/15 – USOAC Healthy Living Festival, Oakland Zoo from 8:00 a.m. to 2:00 p.m.
- 10/3/15 – Senior Info Fair, Dublin Senior Center from 10:00 a.m. to 2:00 p.m.
- 10/6/15 – Newark Senior Center Senior Health Fair, Silliman Activity Center from 9:00 a.m. to 12:00 p.m.

7. Committee and Transit Reports

7.1. Independent Watchdog Committee (IWC)

Herb Hastings noted that the Committee is now officially called the Independent Watchdog Committee as of July 1, 2015. They also released their Annual Report which is available on the Alameda CTC website or in hard copy. He also noted that James Paxson is no longer the Chair of the Committee as he recently resigned. Lastly, Committee members reviewed their bylaws and any potential changes due to the change in the Committee's name.

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

Esther Waltz noted that at the July 7, 2015 SRAC meeting recommendations to the nominating committee were made, elections for Chair and Vice Chair were held, the broker's report was given as well as various member reports. The next SRAC meeting will be on Tuesday, November 3, 2015.

7.3. Other ADA and Transit Advisory Committees

Committee members received other ADA and transit advisory committee meeting minutes.

8. Information Items

8.1. Mobility Management – Expanding Specialized Transportation: New Opportunities under the Affordable Care Act

Cathleen Sullivan reviewed the mobility management attachment regarding specialized transportation and the Affordable Care Act.

8.2. Other Staff Updates

Jacki Taylor gave a staff update regarding the July PAPCO meeting per diems. She noted that a new financial system has been introduced into the agency and has caused some delays with payments. She apologized for the delay and notified members that their checks are now in the mail.

9. Draft Agenda Items for November 23, 2015 PAPCO Meeting

9.1. Quarterly Paratransit Strategic Planning Workshop Feedback

9.2. Draft Implementation Guidelines and Performance Measures Review

9.3. Gap Grant Cycle 5 Program Report: Tri-City Taxi Program

9.4. Gap Grant Cycle 5 Program Report: Central County Taxi Program

9.5. East Bay Paratransit Report

10. Adjournment

The meeting adjourned at 2:20 p.m. The next PAPCO meeting is scheduled for November 23, 2015 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.



Joint Paratransit Advisory and Planning Committee
and Paratransit Technical Advisory Committee
Meeting Minutes
Monday, October 26, 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)

PAPCO Members:

A Sylvia Stadmire,
Chair
P Will Scott,
Vice-Chair
P Larry Bunn
P Shawn Costello
P Herb Hastings

A Joyce
Jacobson
P Sandra
Johnson-Simon
A Jonah Markowitz
A Rev. Carolyn Orr
P Sharon Powers

A Vanessa Proee
A Carmen Rivera-
Hendrickson
P Michelle Rousey
P Harriette
Saunders
P Esther Waltz
P Hale Zukas

ParaTAC Members:

P Diane Atienza
P Dana Bailey
P Jessica Cutter
P Pam Deaton
P Shawn Fong
A Brad
Helfenberger
A Rashida Kamara
A Jackie Krause

A Kadri Klm
A Isabelle Leduc
P Wilson Lee
P Hakeim McGee
A Scott Means
A Mallory Nestor
P Julie Parkinson
A Gail Payne
P Kim Ridgeway

A Sandra Rogers
A Sid Schoenfeld
A Leah Talley
A Laura Timothy
A Jonathan Torres
A Rochelle
Wheeler
A David Zehnder

Staff:

P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Terra Curtis, Paratransit Coordination Team
P Krystle Pasco, Paratransit Coordination Team
P Richard Weiner, Paratransit Coordination Team
P Laurel Poeton, Alameda CTC Staff
P Christina Ramos, Project Controls Team

Guests: Susan Bonnett, Care Neighborhood; Sharon Coleman, Care Neighborhood/Paratransit Rider; Monica Davis, City of Hayward; Dr. Aki Eejima, San Mateo County PCC; Cynthia Fong, Alameda County APS; Jon Gaffney, Marin Transit; Alice Kennedy, Care Neighborhood; Sundeeep Kumar, A-Paratransit; Mary Lawrence, Disabled Rider; Mike Levinson, San Mateo County PCC Chair; Erin McAuliff, Marin Transit; Angela O'Brien, Care Neighborhood; Penny Powers, Public Member; John Sanderson, SamTrans; Rebeca Servin, Center for Independent Living; Jennifer Shelton, ACCA/Allen Temple B.C.; Marc Soto, Transdev/SF Paratransit; Victoria Williams, Mobility Matters

MEETING MINUTES

1. Welcome and Introductions

Naomi Armenta, Paratransit Coordinator, called the meeting to order at 1:00 p.m. and notified members that a quorum had not yet been established. The meeting began with introductions and a review of the meeting outcomes.

2. Same Day Accessible Trips Presentation

Terra Curtis, with Nelson\Nygaard Consulting Associates, gave a presentation on same day accessible trips in Alameda County. She reviewed the existing same day accessible programs currently available in Alameda County as well as national programs that also provide same day accessible transportation.

3. Same Day Accessible Trips Discussion

Richard Weiner gave a presentation on strategies and opportunities to address the issue of same day accessible transportation in Alameda County. He then facilitated a discussion regarding these strategies and opportunities with the meeting attendees.

Questions and feedback from PAPCO, ParaTAC and members of the public:

- General Comments
 - A Committee member noted that Medi-Cal and Medicare trips are only available for specific trips outside of the patient's city of residence. She also noted that the reason

why the Hospital Discharge Transportation Service is not seeing more ridership is due to the lack of awareness of people who might need the program. Hospital staff members are not sharing information regarding this service. She also noted that in order for companies like Uber to utilize Measure B or BB funding she thinks they would need to be based in Alameda County.

- A guest asked where we can find the contact information for the programs discussed. There is a table next to the sign in table that includes information for Alameda CTC's mobility programs.
- Marin Transit staff gave an update on their Catch-A-Ride program and their accessible vehicles. They noted that as of last week there are no longer any accessible taxis operating in the County. Initially there were four vehicles that were purchased by the program and one operating through the local cab company. However, the largest cab company closed their business with little notice and one driver decided to continue the business and provide rides. Initially the new provider continued providing accessible rides. Unfortunately, due to the low demand and the cost of operating an accessible vehicle, the driver decided to stop providing rides, leaving Marin County with no accessible taxicab options. And although the vehicles are rather old, they are still operational. The program is still able to provide many trips to those that are able to transfer.
- A Committee member noted that when the Tri-City Taxi program was being administered by the Alameda CTC, there were reportedly a lot of wheelchair accessible trips being provided. However, consumers would be calling the taxi service provider and would book trips a day ahead of time so ultimately when consumers couldn't book a return trip on paratransit they would call the taxi service. This is not necessarily a same day accessible trip. Additionally, that taxi provider did not necessarily have wheelchair accessible trips, they owned another company that was a for profit business that happened to provide wheelchair accessible vans for transportation. This is not necessarily the

way we want to provide accessible service to our consumers. It is important to know that when we talk about this issue that we understand there is a variety of accessible services for users in mobility devices. Also we should talk about the access and equitably of our non-same-day accessible transportation options.

- Staff from San Francisco's paratransit program shared that there is a \$10.00 financial incentive given to taxi drivers who transport paratransit riders in wheelchairs using a ramped taxi. On average approximately \$8,000-9,000 a month is paid out for these financial incentives. The taxi companies are also rewarded through a formula for the average number of wheelchairs that are transported per medallion. Their staff believes that their participation in promoting the taxi program is also critical to the program's success. All of this data is generated through computer tracking of the paratransit rides. There is also another incentive to bypass the line at the airport if drivers go outside of the central area of the city to pick up a person in a wheelchair. The program does not have a way to provide incentives for non-paratransit riders, although when this program started taxi drivers were only receiving \$5.00 incentive per trip but the staff offered them \$10.00 per trip to incentivize the drivers to offer rides to non-paratransit wheelchair riders like tourists that are visiting the city and want to get around. Regarding the Transportation Network Companies (TNCs), their services were created with only the ambulatory population in mind. Addressing the ways in which this service can benefit wheelchair users was an afterthought. There is currently no data that supports any of the supposed efforts that the TNCs are making to provide accessible service. Lastly, the ramp medallions for San Francisco are not being sold. They are currently free to qualified drivers who are willing to operate them, however the cost of the vehicles poses a challenge. One of the potential initiatives is a partnership with a credit union that will help finance the regular taxi medallion as well as the vehicles perhaps at a reduced interest rate for those who are willing to operate

the ramp medallions to serve the disabled community. Another initiative, when there is another taxi fare increase, could put \$0.05 or \$0.10 towards funding the ramped taxi program or capital for vehicles. An initiative like CIL's partnership with Lyft could also be expanded.

- Countywide Needs Assessment
 - A Committee member noted that in the 1990s there was a DART bus that provided same day service from bus stop to bus stop from 10:00 a.m. to 2:00 p.m. and it was very beneficial. Unfortunately, that service lost funding and was discontinued.
 - A Committee member noted there needs to be a study to identify the actual need for same day accessible service.
 - A Committee member noted that the Tri-City Taxi program was intended to provide a same day service for both ambulatory and accessible consumers in the Tri-City area, however, what staff members realized is that the program was actually preferred by consumers due to its convenience. We need to look at the necessity for same day need versus choice for travelling same day. Also due to the historical limitations of same day service, consumers may have gotten accustomed to planning their trips ahead of time.
 - A Committee member noted that if a Countywide Needs Assessment will be done it is important to point out that seniors may have different needs than younger, working individuals. There would need to be categories identified for different needs. Also working with CRIL and CIL would be very beneficial in getting more in depth information.
 - A guest reminded the attendees of how the disabled movement and the efforts around the Americans with Disabilities came to be and what events took place at the capitol (when people with disabilities crawled up the Capitol steps in 1990). She urged the committee members to take actions based on what the disabled community actually wants.
 - A guest agreed with the previous speaker regarding the voice of the disabled community. She noted that the senior

and disabled community could do something to make sure that committee members are aware of what they face on a day-to-day basis. There was also not enough information provided on what would be discussed at today's meeting regarding same day accessible transportation but our community does want to have the availability and flexibility to be able to use transportation for reasons that are not just medical. A solution may be identifying paratransit vehicles and drivers that are available on the weekends and providing them additional financial incentives to drive during these times.

- A guest noted that in the presentation Nelson/Nygaard pointed out that the programs that worked the best were programs where the County or City government ran the regulation as well as the transit system. That is an astute observation. When working with East Bay Paratransit years ago, I had wished that Alameda County would take over the oversight of all of the taxis in Alameda County. This would've been a more efficient and effective way to have control of the entire industry without having to go to thirteen different cities and jurisdictions. I urge members of the Committee to consider the viability of this change and consider it a first step to making the taxi industry more robust in Alameda County.
- A Committee member noted that it seems like there is some confusion around the necessity versus convenience of same day service. What are the actual different needs of the community and who would benefit the most from this service?
- A Committee member suggested that perhaps a survey be done with existing taxi drivers to ask whether they would be willing to operate a wheelchair accessible vehicle with a possible incentive. Therefore the driver incentive or loan purchase programs might be able to thrive.
- Feasibility of TNCs
 - A Committee member wanted more information about the impact of TNCs on the local taxi industry in Alameda County.

- A guest that works with the local Yellow Cab and Veterans Cab companies noted that they have a broad perspective when it comes to transportation as they also contract with East Bay Paratransit and other local agencies. He noted that the impact of the TNCs on their taxi company is pretty strong. It's causing a lot of the existing drivers to look elsewhere. Furthermore, TNCs are not as well regulated as taxi companies so they are free to do what they please. The insurance requirements are also different as are the fees involved in operating a taxi vehicle. The TNCs have obviously found a loophole to operate in cities where they don't have permits. Unless the local governments can help the taxi industry in a way that will allow them to continue competing with the TNCs, these companies will continue to thrive. Although TNCs are a great way to provide service, they are definitely impacting the taxi industry. The other difference is that taxi companies including paratransit contractors have to undergo extensive training (i.e. first aid, CPR) whereas TNC drivers do not. Safety and reliability are not well accounted for with TNCs.
- A Committee member asked if general taxi drivers (i.e. those not working with paratransit riders) have to receive training on first aid and CPR? The same guest answered that general taxi drivers are not required to receive these types of trainings but some of them are certified.
- A Committee member asked if there is data on TNCs drivers that are providing wheelchair accessible rides? Staff replied that there is currently one individual that has come forth about providing wheelchair accessible trips for both Lyft and Uber. This information was shared on the Berkeley Disabled email list serve. Naomi and Terra will be testing out this opportunity in the near future. The Committee member wondered if there is a way to market to folks that have those vehicles and might choose to drive for the same reasons that other folks may choose to drive for TNCs. Is there enough market share? The Committee member continued that if we talk about safe streets and improving pedestrian safety, then we should be talking about

everyone including those in wheelchairs. We should acknowledge this as a baseline for transportation service especially same day service. Staff noted that at last year's Workshop there were representatives from Lyft and Lift Hero. Lift Hero is a smaller company that serves senior trip needs. Both representatives discussed the strategy of getting individuals who own their wheelchair accessible vehicles to drive on their platforms. They both concluded that there is not enough supply in the community to sustain that type of service. The next step that was discussed was identifying where there is an underused supply of unused accessible vehicles that could be recruited onto the platform.

- A Committee member noted that the taxis in San Francisco are really hurting from the TNCs.
- A Committee member noted that she doesn't really understand why there is such a problem with the availability of same day service such as taxi services. There are still many larger questions about the issue in general.
- A Committee member noted that a lot of these programs are mobile application based and for seniors that is more difficult to navigate and can be considered a barrier for seniors. A staff member added that some mobile application companies and nonprofits are starting to offer training sessions on how to use various mobile applications.
- Feasibility of grant/loan program
 - Have staff members looked into Montgomery County's (in Maryland) experience with accessible taxis? Staff will look into this.
 - A Committee member noted that when their program looked at putting money towards purchasing accessible vehicles for taxi companies, there was some concern from the City attorney's office regarding risk management and liability. There might be more flexibility and political will on a county level to get things implemented on a local level. If a local jurisdiction is funneling clients to a private, for-profit service there is a higher duty of care. The legal department that we spoke with wanted to see a higher level of

insurance. These are just some barriers that we encountered.

- A Committee member noted that it seems easy to just get a group of individuals to start a co-op and run this service for the benefit of people in wheelchairs. However, is there funding available for this type of service? Staff noted that in Alameda County there is currently no funding available for this type of business effort.
- Staff asked what is the current cost of an accessible vehicle? A guest that works with SF Paratransit replied that there are different factors that are considered when estimating a cost for an accessible vehicle including whether the vehicle is side or rear loading and a new or used vehicle. They can range from \$39,000 to \$42,000 on the high end and as low as \$29,000. Also as a comparison, a used crown Victoria for a taxi driver costs only about \$7,000. Other costs to consider, including the capital costs, are the operational costs for an accessible vehicle. Unfortunately, accessible vehicles are not currently available as hybrids so from a fuel perspective they are harder to operate. Although the insurance may be about the same the maintenance will also be higher.
- Feasibility of driver incentive program
 - A Committee member noted that would be a positive idea to get more drivers to provide accessible service.
 - A Committee member noted that when talking with car manufacturers, they mentioned having particular incentives for purchasing accessible vehicles that are a part of their fleets.
 - A Committee member noted that LAVTA still has their Dial-A-Ride vans even though they do not currently have the funding to operate them. They should be available for this type of use. If vehicles are not operating full time, they could be used for other purposes. Another grant could make this possible.
- Feasibility to contract same-day provider
 - A Committee member noted that working with Bell Transit in San Leandro for same day accessible service has been a

bit of a challenge as they are not able to accommodate requests on a timely basis.

- A Committee member noted that it would be great to have a conversation with the various providers. She also noted that the competition of the private wheelchair companies takes away the ability to foster and nurture accessible taxis. She is currently not sure how to approach the situation given the market share as it exists today.
- Support travel training and promote accessible transit
 - A Committee member noted that in Livermore there needs to be more promotion of using fixed route transit. The travel training program needs more outreach in the community. There is also a lack of funding for this type of work.
 - A Committee member noted that having a travel ambassador program can also be very beneficial for one-on-one and group trainings.
 - A Committee member noted that we should continue our efforts for travel training users in wheelchairs and scooters. In southern Alameda County, she noted that individuals in mobility devices are more likely to be successfully trained to use public transit in a suburban community since the bus stops are not close together. However, it is not so successful for individuals in manual wheelchairs. The accessibility of bus stops in different geographic locations should be evaluated in order to make travel training programs in the County generally more useful.
 - A Committee member noted that the City of Pleasanton has a beta travel training program that helps people get onto the Downtown Route Shuttle or the door-to-door services. The program is a little broader and does not just focus on fixed route transit.
 - A Committee member noted that having to call for transportation a day in advance is like wearing a straight jacket and with proper travel training those who can use fixed route transit will learn these services can provide more freedom.
- Feasibility of using accessible shuttles and vans for same-day trips along common paths

- A Committee member noted that in the City of Pleasanton there exists an accessible shuttle. The group that started using the shuttle in the very beginning is still using the shuttle even though they are less mobile and many use mobility devices. The residents from the local senior housing facilities are using the accessible shuttle the most.
- A Committee member noted that in the City of San Leandro there exists a fixed route shuttle that is accessible but it doesn't eliminate the need for same day trips as those individuals still need the door-to-door program as they are not able to get to the bus stops. Individuals who are able to get to the shuttle route benefit from the service the most as the buses are not allowed to deviate from the route. Another consideration is the amount of time it will take the shuttle to make a complete route. The shuttle in San Leandro takes about an hour and any additional stops forces riders to wait on the bus that much longer.
- A Committee member noted that although this is a great idea, the successes of the Cities of Pleasanton and San Leandro are focused in a concentrated area. When the City of Fremont tried to do something similar ten years ago there was no success as the area was too large and the senior housing complexes were too spread out. Even with a designated shuttle service on a specific route it was too complicated to make happen. The rider base was also not there. Shuttles work best with small, concentrated cities or areas.
- A Committee member noted that the City of Pleasanton shuttle does not work with residents of the general area that includes City of Dublin residents. Even though the BART is located at the border of Dublin and Pleasanton, the accessible shuttle still doesn't make a stop at the BART station.
- Refine HDTS program
 - A Committee member noted that staff should look back at the statistics and recognize that a majority of the rides come from Central County, where the transportation provider is located. It is fairly impossible for someone to get

service in the Tri-Valley in a reasonable amount of time. Perhaps the resources used for this program to serve that part of the County could be transferred over to the Para-Taxi service to provide more local and timely service to Tri-Valley residents.

- A Committee member noted the hospital staff may need to have additional training as they are not fully familiar with the program qualifications. The City of San Leandro is seeing a number of folks at the Senior and Community Center, after having recently been discharged that are looking for a ride home.
- A Committee member noted that there should be an agreement with the local hospitals in the Tri-Valley area and with the local paratransit program to better assist with these hospital discharges. Staff noted that it is often difficult to schedule a return paratransit ride in advance when an individual is not always aware of their discharge time.
- A Committee member noted that consumers do not know about the HDTS program and that's why ridership is so low. More outreach needs to be done for this program. Also would these efforts take away some of our existing programs like the Wheelchair Scooter Breakdown Transportation Service program? Staff noted that these efforts are not meant to take away service. These efforts are looking at ways to go above and beyond the basic programs we provide today.
- A Committee member noted that from the Tri-Valley area most people go to Kaiser Walnut Creek for medical care. Unfortunately, this hospital is not in Alameda County. Most of the time, riders are able to get a ride to Kaiser Walnut Creek but not a return trip. Also individuals are not often told about their transportation reimbursements through Medi-Cal until after they've already made arrangements for transportation.
- Potential accessible option for the Guaranteed Ride Home (GRH) program
 - A Committee member noted that she was not aware of this program in Alameda County.

- Consider Alameda County taxi regulation
 - A Committee member asked if this effort is about looking into overall taxi regulation by the County or are we looking at some other level where we would be able to implement within the current ordinances to have an accessible vehicle requirement for their fleets. Staff is willing to look into both options.
 - What would occur on a county level that is more effective than a local jurisdiction? Staff replied that more incentives would be offered to taxi companies and there would be more vehicles in the market in general and more specifically there could be requirements to provide more accessible vehicles in the respective fleets. This is ultimately different from the TNCs.
 - A Committee member noted that in the City of Berkeley this type of ownership and governance is already the case. It would be interesting to see what their roadblocks are and how this structure is working for them.
 - A Committee member noted that one of the biggest challenges for larger cities that are doing both regulations of taxi companies as well as drivers is that they are receiving all of the revenue. How might changing this structure to a countywide level affect jurisdictions like the City of Berkeley and other processes that are currently in place?
 - A Committee member noted that the proposed changes might be unfavorable with the taxi drivers given the current situation and their loss of productivity.
 - A Committee member noted that in the City of Oakland the taxi regulations are done through the City Administrator's office through their special permits division. He noted that the City of Oakland revised their taxi ordinance a couple years back to ensure that a ratio of 1:20 accessible ramped taxis be available in any given fleet.
 - A Committee member noted that the ratio in the City of Fremont for accessible taxis in a given fleet is 1:8.

Committee members expressed interest in refining the strategies and opportunities at another meeting.

4. Public Comment

Penny Powers, Sharon Power's daughter, expressed the difficulty of making arrangements for transportation for Sharon's medical appointments. As a result, an ambulance was used. Unfortunately, the HDTs program does not have an agreement with Washington Hospital in Fremont. Staff is looking into refining the program to change these types of barriers. A member noted that some individuals are also forced to use gurney transportation or ambulance services if the medical provider deems it medically necessary to do so and it is covered by insurance. If the providers are not doing that then it is coming out of the pocket of the consumers.

Marc Soto, as an Alameda County resident, expressed gratitude for Naomi and the Alameda CTC's work to address these very important issues in the County. He also noted that there is still a lot to consider with the TNC and taxi industries with regards to how the California PUC will respond to this larger issue. Lastly, with regards to the benefits of having County oversight of the taxi industry, the uniform regulations across the thirteen jurisdictions in Alameda County would make things easier as well as standardized enforcement coming from one entity. The community really needs to open up to the concept and identify a champion. There is a lot of potential for people that could champion this issue including Nate Miley and Scott Haggerty.

Jon Gaffney, with Marin Transit, would be interested in the areas that are requiring a certain number of accessible taxi vehicles. Does anyone have any information on operating statistics on whether or not they are actually on the road 24 hours a day? Marin Transit purchased 4 vehicles and most of them sat in the taxi company's parking lot as they were not being rented. Also are there any regulations that require taxi companies to actually generate productivity with their accessible vehicles? In the City of Fremont, there are no taxi companies that have gone over the required threshold for accessible vehicles so there is not necessarily enough business for that to happen. If there was more funding going into this purpose, there might be more

market share including if driver permits were paid for by the local jurisdiction and other financial incentives were in place.

A guest noted that opening up same day service to everyone could open up additional funds to the overall program. Members of the public are willing to pay for the service just as long as the County staff members are willing to listen to the consumers. This is potentially a revenue generating program.

5. Information Items

5.1. Member Announcements

Jessica Cutter, with the City of San Leandro, announced that Diane Atienza will be doing more work with paratransit moving forward.

5.2. Staff Updates

There were no staff updates.

6. Draft Agenda Items for November 23, 2015 PAPCO Meeting

6.1. Quarterly Paratransit Strategic Planning Workshop Feedback

6.2. Draft Implementation Guidelines and Performance Measures Review

6.3. Gap Grant Cycle 5 Program Report: Tri-City Taxi Program

6.4. Gap Grant Cycle 5 Program Report: Central County Taxi Program

6.5. East Bay Paratransit Report

7. Adjournment

The meeting adjourned at 3:30 p.m. The next ParaTAC meeting is scheduled for November 10, 2015. The next PAPCO meeting is scheduled for November 23, 2015. Both meetings will take place 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	1
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	1
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	3
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 Mayor Peter Maass	Dec-04	Oct-12	Oct-14	2
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Vice Mayor Rebecca Kaplan	Oct-05	Jan-14	Jan-16	2
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 Mayor Barbara Halliday	Mar-10	Jan-14	Jan-16	2
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	1

	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	1
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: November 30, 2015

SUBJECT: Draft Countywide Goods Movement Plan

RECOMMENDATION: Approve the Draft Countywide Goods Movement Plan.

Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that 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. This plan development has been supported by robust stakeholder engagement that has sought input throughout the plan development process using a variety of methods. Staff recommends approval of the Draft Countywide Goods Movement Plan. Approval of the draft plan will enable the project team to proceed with a draft plan review period and to bring a final plan for Committee and Commission adoption in February 2016.

Background

Goods movement is critical to a strong economy and a high quality of life in Alameda County. Alameda County is a goods movement hub that enjoys one of the most strategic trade locations in the world and is home to much of the Bay Area's manufacturing, transportation, logistics, and warehousing employment and much of the Northern California Megaregion's vital goods movement infrastructure. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that 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. This work has culminated in a Draft Countywide Goods Movement Plan, provided as Attachment A.

The Countywide Goods Movement Plan development has been supported by a robust stakeholder engagement process referred to as the Goods Movement Collaborative. The Collaborative has included a technical team, an executive team, interest group meetings, and roundtables. The Technical Team is comprised of ACTAC and has also featured participation from community, environmental, and public health groups. The Executive Team is comprised of executives from MTC, other CMAs, the Air District, Caltrans, and the Port and has provided strategic guidance throughout the plan development. Interest group outreach has been conducted via in person meetings and surveys in three phases and

groups including, shippers, maritime, trucking, railroads, third party logistics companies, community, environmental, public health, and federal regulatory bodies have provided input. Finally, input has been sought via four roundtables which have convened all different stakeholder groups at key plan milestones.

The Countywide Goods Movement Plan incorporates nearly two years of technical analysis and stakeholder engagement. At prior meetings, the Commission has approved the plan's vision and goals, performance measures, needs assessment, and projects, programs, and policies (referred to as strategies) for evaluation. The draft plan builds on these previous milestones. The plan also incorporates the results of a detailed evaluation of all strategies against the plan's adopted performance measures. The strategy evaluation was reviewed by the Technical Team and by Interest Groups in October, and comments and responses on the Strategy Evaluation are provided as an attachment to the Goods Movement Draft Plan. Finally, the draft plan includes discussion of next steps to move the plan forward including potential funding sources and roles and responsibilities for various agencies and entities.

A key feature of the Countywide Goods Movement Plan is the grouping of high priority projects, programs, and policies into "opportunity packages." Opportunity packages serve to ensure that synergistic strategies are considered together (e.g. expansion in Port rail terminal capacity and improvements in rail access routes) and that strategies that address different goals are considered together (e.g. increased warehousing activity at the Port and zero emission truck demonstration projects). The plan identifies three opportunity packages: Sustainable Global Competitiveness, Smart Deliveries and Operations, and Modernizing Infrastructure.

Staff recommends approval of the Draft Countywide Goods Movement Plan. Following approval, the project team will seek input on the draft plan during the months of December and January, and will return to Committees and Commission for approval of a Final Countywide Goods Movement Plan in February 2016. In addition, the project team will convene a final Goods Movement Roundtable on January 22, 2016 which will highlight advocacy for the priorities and opportunities identified in the plan.

The Draft Goods Movement Plan was approved unanimously by the Goods Movement Technical Team and the Planning, Policy, and Legislation Committee. A summary of PPLC comments is included as Attachment B; these will be addressed in the Final Plan.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [Draft Countywide Goods Movement Plan \(hyperlinked to web\)](#)
- B. Comments from Planning, Policy, and Legislation Committee

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

Draft Countywide Goods Movement Plan Summary of PPLC Comments

- Consider adding an addendum of policy suggestions that are not within the jurisdiction of Alameda CTC
- Plan should clearly communicate Alameda County's role supporting the megaregion. Plan should convey that Alameda County shoulders impacts such as emissions and potholes from goods movement activity that benefits the entire state. Consider adding graphic showing freight flows throughout Northern California Megaregion from earlier materials.
- Truck parking should be rated high on economic prosperity due to economic activity and sales tax revenue from associated truck services.
- Railroad quiet zone program should be rated high on quality of life.
- Plan should discuss role of high capacity transit in improving freeway operations on I-580 which could reduce truck idling.
- Plan should include a "cash for clunkers" type of program to pay for retirement of older, dirtier trucks. Program could be implemented at state level and should include an adequate level of funding to ensure successful participation by truck owner/operators.

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Memorandum

9.1

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

DATE: November 30, 2015

SUBJECT: Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2015

RECOMMENDATION: Approve the Alameda CTC draft audited Comprehensive Annual Financial Report for the year ended June 30, 2015.

Summary

Pursuant to the Joint Powers Agreement of the Alameda County Transportation Commission, California Public Utilities Code Section 180105, the Joint Powers Agreement of the Alameda County Congestion Management Program and the California Government Code Section 6505, an independent audit was conducted for the fiscal year ended June 30, 2015 by Vavrinek, Trine, Day & Co., LLP. Financial statements are the responsibility of management. The auditor's responsibility is to express an opinion on the financial statements based on their audit. As demonstrated in the Independent Auditor's Report on page three (3) of the Draft Audited Comprehensive Annual Financial Report (Draft Audited CAFR), the Alameda CTC's auditors have reported what is considered to be an unmodified or clean audit.

"In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Alameda CTC, as of June 30, 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America."

The Alameda CTC Draft Audited CAFR and the ACTIA Limitations Worksheet for the year ended June 30, 2015 were reviewed in detail and approved by the Alameda CTC's audit committee on October 22, 2015.

Financial Highlights:

- Total net position was \$143.4 million at June 30, 2015, a decrease of \$36.0 million or 20.1 percent from the prior fiscal year end primarily related to capital project expenditures in the Measure B capital project funds.
- Total assets and deferred outflows increased slightly by \$0.1 million from \$436.5 million to \$436.6 million as of June 30, 2015 compared to June 30, 2014 related to an increase in

sales tax revenues receivable due to the passage of Measure BB, a new sales tax which augments and extends the Measure B sales tax and began collections in April 2015. Cash and investments comprised \$359.1 million or 82.2 percent of the total assets as of June 30, 2015.

- Revenues totaled \$213.9 million for the fiscal year ended June 30, 2015. This was an increase of \$35.9 million or 20.2 percent over the fiscal year ended June 30, 2014 mostly related to an increase in sales tax revenues.
- Total liabilities and deferred inflow increased by \$36.7 million or 14.1 percent from \$257.0 million to \$293.2 million as of June 30, 2015 compared to June 30, 2014. This increase is primarily related to an increase in the accrual of Measure B capital project expenditures as Measure B bond funds are utilized to fund specific Measure B projects indicated in the official statement and an accrual for the distribution of new Measure BB Direct Local Distribution funds, which were received in the last week of the fiscal year for distribution to the member agencies in July 2015.
- Expenses totaled \$249.9 million for the fiscal year ended June 30, 2015. This was an increase of \$35.8 million or 16.7 percent over the fiscal year ended June 30, 2014 mostly related to Measure B and congestion management capital project expenditures and the new Measure BB Direct Local Distribution expenditures.

Background

As part of the audit process, Vavrinek, Trine, Day & Co., LLP considered Alameda CTC's internal control over financial reporting to determine the audit procedures that are appropriate in order to express their opinions on the financial statements. They have not expressed an opinion on the effectiveness of the Alameda CTC's internal controls; however Vavrinek, Trine, Day & Co., LLP's Report on Internal Control over Financial Reporting and on Compliance and other Matters states that they did not identify any deficiencies in internal control that they consider to be a material weakness.

In addition, Vavrinek, Trine, Day & Co., LLP audited the calculation of the limitation ratios required by the Transportation Expenditure Plan which requires that the total cost for salaries and benefits for administrative employees not exceed 1.00 percent of sales tax revenues and expenditures for administration, in total, do not exceed 4.50 percent of sales tax revenues. The Measure B and Measure BB ratios for the fiscal year ended June 30, 2015 are 0.59 percent and zero percent, respectively, for salaries and benefits as a percent of sales tax revenues and 2.73 percent and .04 percent, respectively, for total administration costs as a percent of sales tax revenues which are in compliance with the requirements set forth in the TEP.

Vavrinek, Trine, Day & Co., LLP also performed a Single Audit for the fiscal year ended June 30, 2015. Per the Office of Management and Budget (OMB) Circular A-133, a single audit is required when a grantee spends \$500,000 or more in Federal funds in the fiscal year to

provide assurance to the federal government as to the management and use of these funds. Alameda CTC's federal expenditures were well over the threshold at approximately \$9.4 million during the fiscal year ended June 30, 2015 therefore a Single Audit was required. As demonstrated in the Independent Auditor's Report on page 102 of the Draft audited CAFR, the Alameda CTC's auditors have reported the following:

"In our opinion, Alameda CTC complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major Federal programs for the year ended June 30, 2015."

The Alameda CTC's Comprehensive Annual Financial Report (CAFR) has been drafted to meet all Government Finance Officers Association (GFOA) requirements for an award for excellence in financial reporting and will be submitted to the GFOA in December with the hope of receiving this award once the CAFR is approved by the Commission. The Alameda CTC won the GFOA Certificate of Achievement for its CAFRs dated June 30, 2013 and June 30, 2014. A copy of the June 30, 2014 award has been included in the CAFR dated June 30, 2015 on page xi as required by the GFOA.

Similar to Alameda CTC's previous CAFRs, this CAFR was designed to provide detailed financial information by function so that interested parties can review agency financials as a whole or at a more detailed functional level. For example, for the benefit of the Independent Watchdog Committee whose purview consists of 2000 Measure B and 2014 Measure BB activity only, these funds have been broken out in a separate column whenever possible in the fund financial statements beginning on page 20 of the Draft audited CAFR except the General Fund and the Debt Service Fund. There can only be one general fund; however the Alameda CTC's financial system was designed to distinguish costs related to the administration of congestion management projects and programs from that of each of the individual sales tax measures. Therefore a breakout of financial information for the general fund has been provided as supplemental information beginning on page 61 of the Draft audited CAFR, and a breakout of financial information for the nonmajor governmental funds, which are generally those funds that contain less than ten (10) percent of the total governmental funds' assets, liabilities, revenues or expenditures and includes the Debt Service Fund, also has been provided as supplemental information beginning on page 63.

In addition, in the supplemental information section, we have provided a breakout of the 2000 Measure B and the 2014 Measure BB Special Revenue Funds financial information by sub-fund beginning on pages 73 and 77, respectively, of the Draft audited CAFR.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. [Alameda County Transportation Commission Draft Audited Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2015](#)- *(Hyperlinked to website)*

Staff Contact

[Patricia Reavey](#), Director of Finance