



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**Commission Chair**  
Vice Mayor Rebecca Kaplan,  
City of Oakland

**Commission Vice Chair**  
Mayor Bill Harrison,  
City of Fremont

**AC Transit**  
Director Elsa Ortiz

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

**BART**  
Director Rebecca Saltzman

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Mayor Trish Spencer

**City of Albany**  
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**City of Berkeley**  
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**City of Dublin**  
Mayor David Haubert

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Councilmember Ruth Atkin

**City of Hayward**  
Mayor Barbara Halliday

**City of Livermore**  
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**City of Newark**  
Councilmember Luis Freitas

**City of Oakland**  
Councilmember Dan Kalb

**City of Piedmont**  
Mayor Margaret Fujioka

**City of Pleasanton**  
Mayor Jerry Thorne

**City of San Leandro**  
Mayor Pauline Cutter

**City of Union City**  
Mayor Carol Dutra-Vernaci

**Executive Director**  
Arthur L. Dao

## Alameda County Transportation Commission

Thursday, May 26, 2016, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

### Mission Statement

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

### Public Comments

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

### Recording of Public Meetings

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


### Reminder

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

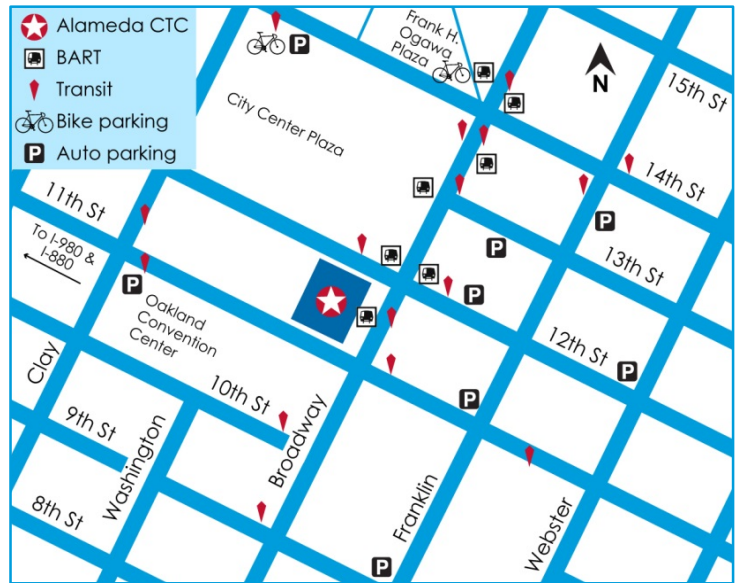
### Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://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](http://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](http://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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# Commission Meeting Agenda

## Thursday, May 26, 2016, 2 p.m.

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**Chair:** Councilmember Rebecca Kaplan,  
City of Oakland

**Vice Chair:** Mayor Bill Harrison,  
City of Fremont

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

**1. Pledge of Allegiance**

**2. Roll Call**

**3. Public Comment**

**4. Chair and Vice Chair Report**

**Page A/I\***

**5. Executive Director Report**

I

**6. Approval of Consent Calendar**

On May 9, 2016 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1.	<a href="#">Approval of April 28, 2016 meeting minutes.</a>	1	A
6.2.	<a href="#">I-580 HOV/Express Lanes (PN 1373.002) Monthly Operation Update.</a>	7	I
6.3.	<a href="#">Receive the 2015 Alameda CTC Annual Report that includes reporting on the Vehicle Registration Fee Program.</a>	25	I
6.4.	<a href="#">Approval of the Alameda CTC proposed consolidated budget for FY2016-17.</a>	43	A
6.5.	<a href="#">Approval of the Alameda CTC FY2015-16 Third Quarter Financial Report.</a>	59	A
6.6.	<a href="#">Approval of the Alameda CTC FY2015-16 Third Quarter Investment Report.</a>	79	A
6.7.	<a href="#">Approval of the Revised Alameda CTC Organizational Structure and Associated Salary Ranges for Job Classifications.</a>	99	A
6.8.	<a href="#">Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.</a>	115	I
6.9.	<a href="#">2015 Performance Report Update.</a>	121	I
6.10.	<a href="#">Countywide Multimodal Arterial Plan Update.</a>	123	I
6.11.	<a href="#">Approval of the Draft Alameda Countywide Transit Plan</a>	127	A
6.12.	<a href="#">Approval of the Final 2016 Countywide Transportation Plan</a>	135	A
6.13.	<a href="#">Approval of the Pilot Model Program Sites and Parameters and the Shortlist of Schools; authorize Alameda CTC to enter into all necessary</a>	165	A

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

	<a href="#">agreements and contracts with transit agencies, school districts, schools, and Clipper for the Affordable Student Transit Pass Program.</a>		
6.14.	<a href="#">Approval of Amendment No. 4 to Professional Services Agreement No. A11-0024 with URS Corporation, for an additional amount of \$175,000 for Construction Support Services and Toll System Integrator Coordination for the I-580 Express Lanes Project (PN 1373.001/1373.002).</a>	199	A
6.15.	<a href="#">Approval of Alameda CTC Community Advisory Appointments.</a>	205	A
<b>7.</b>	<b>Community Advisory Committee Reports</b> (Time limit: 3 minutes per speaker)		
7.1.	<a href="#">Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair</a>	209	I
7.2.	<a href="#">Independent Watchdog Committee – Murphy McCalley, Chair</a>	211	I
7.3.	<a href="#">Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair</a>	213	I
<b>8.</b>	<b>Finance and Administration Committee Action Items</b> On May 9, 2016, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.		
8.1.	<a href="#">Alameda CTC Investment Policy: Reaffirm the current Alameda CTC investment policy.</a>	215	A
<b>9.</b>	<b>Planning, Policy and Legislation Committee Action Items</b> On April 11, 2016, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.		
9.1.	<a href="#">May Legislative Update: Receive an update on state and federal legislative activities and approve legislative positions</a>	233	A/I
9.2.	<a href="#">Discussion of Regional Gas tax for the Bay Area</a>	245	A/I
<b>10.</b>	<b>Closed Session - Closed Session pursuant to Government Code section 54956.9(d)(2): Potential exposure to litigation; one potential action</b>		A/I
<b>10.</b>	<b>Member Reports</b>		
<b>11.</b>	<b>Adjournment</b>		

**Next meeting:** June 30, 2016

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





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

6.1

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## 1. Pledge of Allegiance

## 2. Roll Call

A Roll call was conducted. All members were present with the exception of Commissioner Valle, Commissioner Miley, and Commissioner Halliday.

Commissioner Campbell-Washington was present as an alternate for Commissioner Chan. Commissioner Narum was present as an alternate for Commissioner Thorne. Commissioner Guillen was present as an alternate for Commissioner Kalb. Commissioner Biddle was present as an alternate for Commissioner Haubert.

### Subsequent to the roll call:

Commissioner Halliday arrived during item 5.  
Commissioner Miley arrived during item 8.2.

## 3. Public Comment

There were no public comments

## 4. Chair and Vice Chair Report

Vice Chair Harrison informed the Commission that he attended a ceremony celebrating the retirement of Norm Hughes. He also stated that both he and Commissioner Spencer visited the Google offices to discuss transportation issues. Chair Kaplan stated that she was recently appointed as a board member to the Air District and she updated the Commission on the City of Oakland's City Council's recent vote on coal as it relates to the Port of Oakland.

Commissioner Fujioka informed the Commission that she is running for a Superior Court judge seat this year and thanked the Commission for allowing her to participate in important transportation discussions for Alameda County.

## 5. Executive Director Report

Art Dao stated his Executive Director report could be found on the Alameda CTC website as well as the in the Commissioners' folders. He stated that staff dedicated resources in the month of April on finalizing the FastLane Grant application for the Seventh street Grade Separation at Port of Oakland project. He also informed the Commission that the open house for the Gilman Interchange project was held on April 27, 2018 and was well attended.

## 6. Consent Calendar

- 6.1. Approval of March 24, 2016 meeting minutes: Approval of the March 24 2016 meeting minutes
- 6.2. I-580 HOV/Express Lanes (PN 1373.002): Monthly Operation Update
- 6.3. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.4. 2016 Alameda Countywide Transportation Plan Update
- 6.5. Wheelchair and Scooter Breakdown Transportation Service (WSBTS) and Hospital Discharge Transportation Service (HDTS) (PN 1337.000): Approve and authorize the Executive Director to execute Amendment No. 2 to the Professional Services Agreement No. A14-0002 with MV Transportation, Inc. for an additional amount of \$70,000 for a total not-to-exceed amount of \$140,000 and a one-year time extension to provide continued WSBTS and HDTS program services for FY 2016-17
- 6.6. I-580 Soundwall Landscape Project (PN 1384.001): Construction Contract Acceptance (Alameda CTC Resolution 16-005): Adoption of Alameda CTC Resolution 16-005 which authorizes acceptance of the completed construction contract with Bortolussi & Watkin, Inc. for the I-580 Soundwall Landscape Project
- 6.7. I-680 Sunol Express Lane- Southbound Access Conversion (PN 1408.001): Approve and Authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the Scoping and Project Approval & Environmental Document phases of the I-680 Sunol Express Lane- Southbound Access Conversion Project
- 6.8. I-80 Integrated Corridor Mobility (ICM) Project (PN 1378.001-6): Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A11-0039 with Kimley-Horn and Associates, Inc. for an additional amount of \$700,000 for a total not-to-exceed amount of \$2,696,870 and a one-year time extension to provide system manager services through the project completion.
- 6.9. East Bay Greenway (Coliseum BART to 85th Avenue) Project (PN 1255.000): Close-out of East Bay Greenway – Segment 7A Project: Approve and authorize:1) The Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A13-0020 with Ghirardelli Associates, Inc. for an additional not-to-exceed amount of \$100,000 for a total not-to-exceed amount of \$940,800; 2) The Executive Director to negotiate and execute a contract change order with GradeTech, Inc. for final settlement of notice of potential claims required for project closeout; 3) The adoption of Alameda CTC Resolution 16-006 which authorizes acceptance of the completed construction contract with GradeTech, Inc. for the East Bay Greenway – Segment 7A Project, pending submittal of final closeout documents; 4) The allocation of \$500,000 in 2000 Measure B funds for project close-out activities and settlement of notice of potential claims
- 6.10. Approval of Alameda CTC Community Advisory Appointments

Commissioner Cutter moved to approve the consent calendar. Commissioner. Commissioner Haggerty seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Campbell-Washington, Carson, Saltzman, Spencer, Maass, Capitelli, Biddle, Atkin, Harrison, Halliday, Marchand, Freitas, Guillen, Fujioka, Narum, Cutter, Dutra-Vernaci  
No: None  
Abstain: None  
Absent: Valle, Miley

## **7. Community Advisory Committee Reports**

### **7.1. Bicycle and Pedestrian Advisory Committee (BPAC)**

Midori Tabata, BPAC Chair, stated that the committee meet on April 7, 2016. The committee reviewed proposed improvements to the I-80 Gilman Interchange project, discussed annual bicycle and pedestrian counts and reviewed TDA article 3 projects for the County of Alameda and City of Hayward.

### **7.2. Independent Watchdog Committee (IWC)**

There was no one present from the IWC.

### **7.3. Paratransit Advisory and Planning Committee (PAPCO)**

Sylvia Stadmire, Chair of PAPCO stated that the committee met on March 28, 2016 as well as April 25, 2016. At the March 28<sup>th</sup> meeting the committee reviewed the FY 2015-16 work plan and received an update on the strategic planning workshop and Gap Grant Cycle 5 extensions. At the April 25<sup>th</sup> meeting, the committee met jointly with the Paratransit Technical Advisory Committee to discuss the taxi card feasibility study as well as taxi program incentives. Sylvia concluded her report by informing the Commissioners of vacancies that need to be filled on the committee.

## **8. Planning, Policy and Legislation Committee Action Items**

### **8.1. Legislative Update:**

Tess Lengyel provided an update on state and federal legislative activities and recommended approval of positions on legislation. On the federal side, Tess updated the committee on the FASTLANE grant, TIGER grant and federal appropriation efforts. On the state side, Tess recommended the following positions on five bills:

AB 1746 (Stone, Mark)- Support position  
AB 2090 (Alejo) - Support position  
SB 998 (Wieckowski) - Support position  
SB 1051 (Hancock)- Support position  
SB 1128 (Glazer)- Support position

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

*Yes: Kaplan, Ortiz, Haggerty, Campbell-Washington, Carson,  
Saltzman, Spencer, Maass, Capitelli, Biddle, Atkin, Harrison, Halliday,  
Marchand, Freitas, Guillen, Fujioka, Narum, Cutter, Dutra-Vernaci*

*No: None*

*Abstain: None*

*Absent: Valle, Miley*

## **8.2. Affordable Student Transit Pass Program Site Selection and Model Program Update**

Tess presented an update on the Affordable Student Transit Pass Program Site Selection and Model Program. She stated that Alameda CTC and the consultant team have done extensive work to develop pilot program sites that will be ready for implementation at the beginning of the 2016-2017 school year. She provided information on the site selection framework that was approved by the Commission in March 2016 and reviewed the initial short list of schools that had been selected.

Commissioner Ortiz expressed her support for the use of Clipper cards and wanted to ensure that a mechanism is put into place describing the parties who would be responsible for issuing the cards.

Commissioner Atkin asked how many schools will make the first pilot roll-out. Tess stated that there will be a pilot program in each area of the county. The recommendation next month will include pairs of schools who will participate in pilot programs. The Commission will approve a set of schools that will participate in the program in May.

Commissioner Cutter wanted clarification on what the Free Meal eligibility and reduced price lunch categories meant. Tess stated that the categories are used to define which schools have students who receive free lunch versus schools where the lunch price is reduced.

Commissioner Cutter asked how use of the Clipper card would be available for BART. Tess stated that BART doesn't have a student rate on clipper but it does issue paper tickets to schools during the school year. Staff has been working with BART to incorporate the use of paper tickets into the program.

Commissioner Carson asked for an explanation of the methodology for school site selection. Tess stated that the Commission approved the methodology in March and provided a brief overview of the five step approach.

Commissioner Carson asked if the schools were selected based on a weighted numeric ranking. Tess stated there was not a number weight assigned to each school but there was a sequential sorting of the schools to prioritize schools for readiness.

Commissioner Spencer questioned why Emeryville, Albany, Alameda and Piedmont were not on the short list and wanted more detailed information on how the ranking was completed. Tess stated that all schools were initially included on the list but after a series of reviewing and ranking certain schools were short listed while others were not included in this round.

Commissioner Halliday wanted information on the ranking for Cesar Chavez school in Hayward. Tess stated that staff would look into those details and provide that information at a later date.

Commissioner Atkin wanted to ensure that as the program expands cities who have been left off will be included in the next round. Tess confirmed that there will be opportunities for other schools to participate as the program grows and develops.

Commissioner Miley stated that every school district should be included and benefit from the program. Tess stated that the intention is to have an all-inclusive program that benefits the county as a whole.

This item was for information only.

## 9. Member Reports

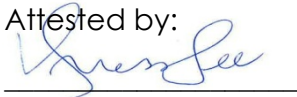
Commissioner Haggerty stated that he attended a retreat with the Metropolitan Transportation Commission and shared information regarding polling results on a gas tax by county. Commissioner Atkin encouraged the Commission and public to participate in Bike to Work Day. Commissioner Saltzman stated that BART is working on updating its Station Access Policy and will be contacting each jurisdiction's planning staff for input. Commissioner Ortiz informed the Commission that AC Transit wants to coordinate with city staff to ensure service needs are discussed and vetted with AC Transit staff. Commissioner Guillen informed the Commission that the Cities of Piedmont and Oakland will open the Grand Avenue bike lanes on May 12, 2016.

## 10. Adjournment

The next meeting is: May 24, 2016 @ 2:00 p.m

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

Attested by:



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**DATE:** May 19, 2016

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

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

### 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 that are now in operation, opened to traffic on February 19<sup>th</sup> and 22<sup>nd</sup> of 2016. See Attachment A – Project Location Map for express lane operational limits.

The March 2016 operations reports indicate that the new express lane facility is providing travel time savings and travel reliability throughout the day, with average hourly speeds in the westbound express lanes estimated at 9 to 20 mph higher than the average hourly speeds in the general purposes lanes during the morning peak hours in the most congested segment of the corridor, and average hourly speeds in the eastbound express lanes estimated at 24 to 33 mph higher than the average hourly speeds in the general purposes lanes during the afternoon peak hours in the most congested segment of the corridor.

### Background

The I-580 Corridor Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19<sup>th</sup> and 22<sup>nd</sup> of 2016, in the eastbound and westbound directions, respectively. Motorists who have been using the I-580 HOV/Express Lanes facility are enjoying travel time savings and travel reliability benefits, as the express lanes optimize the corridor capacity by providing a new choice to drivers. As anticipated, lane use continues to ramp up, and is expected to stabilize over time. Carpool, clean-air vehicles, motorcycles and transit vehicles are enjoying the benefits of toll-free travel in the HOV lanes, including in the two new HOV lanes, one each added in each direction of travel.

**March 2016 Operation Update:** The March update is included as Attachment B to this report. During the 23 days of operations in March, nearly 550,000 motorists utilized the

express lanes; over 211,000 westbound trips and 338,000 eastbound trips. The number of daily trips increased throughout the month, as well as the number of HOV trips, suggesting that motorists are becoming increasingly aware of how the express lanes work. An estimated 23% of motorists in the express lanes were of HOV users with FasTrak® Flex toll tags, 39% were single-occupant vehicles with FasTrak® (standard or Flex) toll tags, and the remaining 38% failed to carry a toll tag or had an invalid tag. In these instances, pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," our customer service representatives either assess tolls to the matching FasTrak accounts or issue notices of toll evasion violation to the registered vehicle owners. Of those motorists without a toll tag, approximately 40% of the trips were matched to existing FasTrak® by means of license plate information.

During the morning commute hours, which appear to span between 5 am and 10 am, the motorists in the westbound express lane traveled with average speeds approximately 9 to 20 mph faster than the motorists traveling in the general purpose lanes in the vicinity of Hacienda Drive, which was observed to be the most congested segment of the corridor. During the afternoon/evening commute hours, which appear to span between 3:30 pm and 6:30 pm, the motorists in the eastbound express lane traveled with average speeds between 24 and 33 mph faster than the motorists traveling in the general purpose lanes in the vicinity of N. First Street, a location of significant congestion in the general purpose lanes.

Even though the operational maximum toll rates to travel the entire length of the westbound and eastbound are set at \$13.00 and \$9.00, respectively, to date the actual maximum posted toll rates have never exceeded \$6.50 in either direction. During the month of March 2016, the average westbound posted toll rate to travel the entire corridor was \$2.29, with an average toll assessed to non-HOV users of \$1.34. The average eastbound posted toll rate to travel the entire corridor was \$2.47, with an average assessed toll to non-HOV users of \$2.32.

Minor construction activities are ongoing within the corridor and are expected to be completed in summer 2016.

Broad public outreach and education activities have been underway throughout the I-580 corridor commute shed, including paid and earned media, special events and employer and other stakeholder outreach. These efforts will continue through the end of Fiscal Year 2015/16 in order to promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak and FasTrak flex toll tags.

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

## Attachments

- A. I-580 Corridor Express Lane Projects – Location Map
- B. I-580 Corridor Express Lane March 2016 Operations Update
- C. I-580 HOV Lane Projects – Construction Update
- D. I-580 Corridor Express Lane – Outreach Update
- E. Summary of Toll System Construction Contract Change Orders

## Staff Contact

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

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

[Stefan Garcia](#), Construction Program Manager

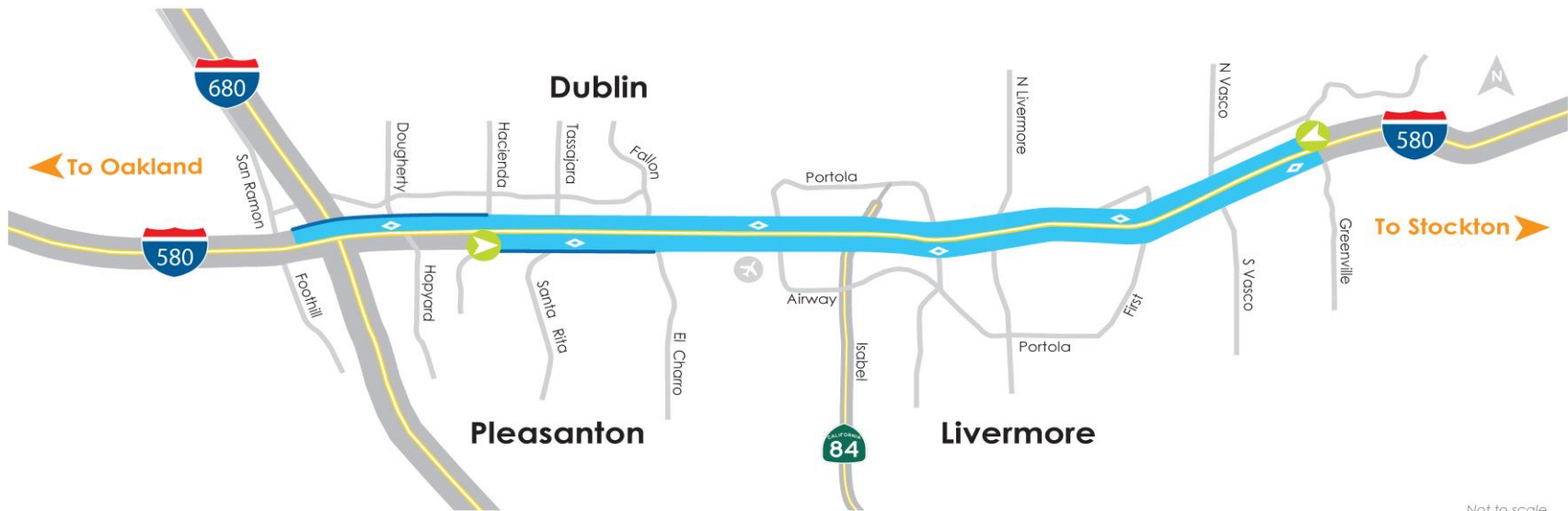
[Heather Barber](#), Communication Manager

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# I-580 Express Lanes Project Location Map

6.2A



Not to scale



### Two Eastbound Express Lanes

#### Lanes begin at Hacienda

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

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



### One Westbound Express Lane

#### Lane begins at Greenville

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

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

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**I-580 Express Lanes  
Monthly Operations Update**

TOLL-PAYING VEHICLES  
FASTTAG

TRANSIT


A Presentation for the  
**I-580 Express Lane Policy Committee**  
May 9, 2016



## I-580 Express Lanes – March 2016

- Nearly 550,000 total express lane trips in March 2016
  - 23% HOV (Toll Tag Setting)
  - 39% SOV (Toll Tag Setting)
  - 1% Invalid Toll Tag (negative balance, stolen tag, etc)
  - 37% No Toll Tag
    - Estimated 40% of these have been matched to existing accounts
- Westbound: Over 211,000 trips in March
- Eastbound: Over 338,000 trips in March

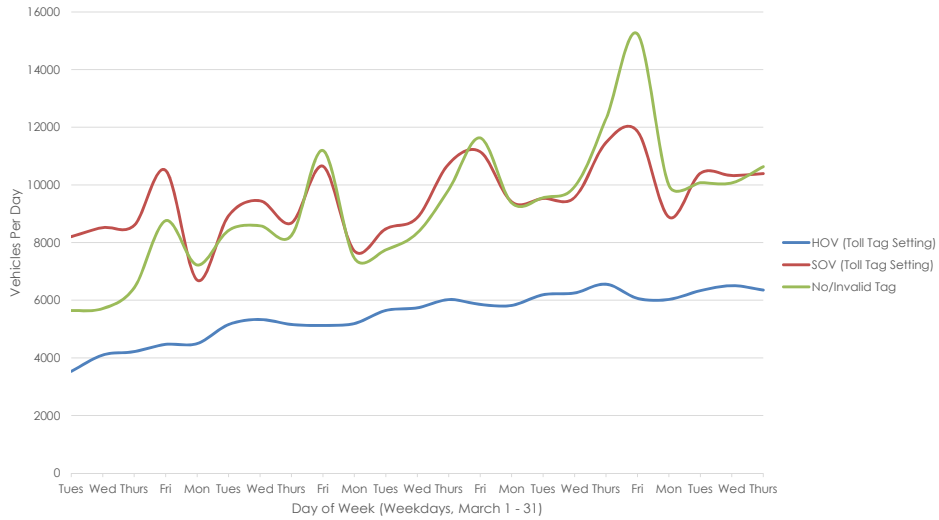
I-580 Express Lane Policy Committee Meeting | May 2016



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# EL Transaction Breakdown

March 2016



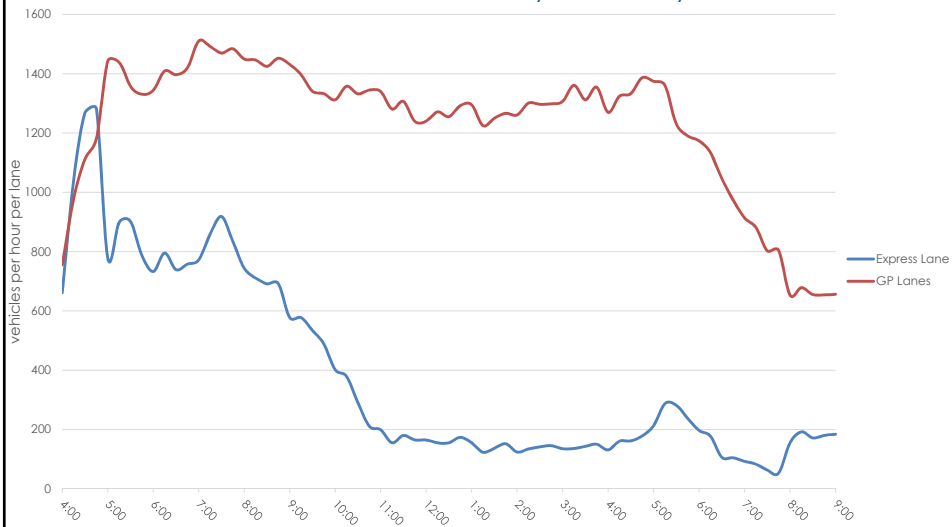
I-580 Express Lane Policy Committee Meeting | May 2016



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# Average Hourly Lane Volume

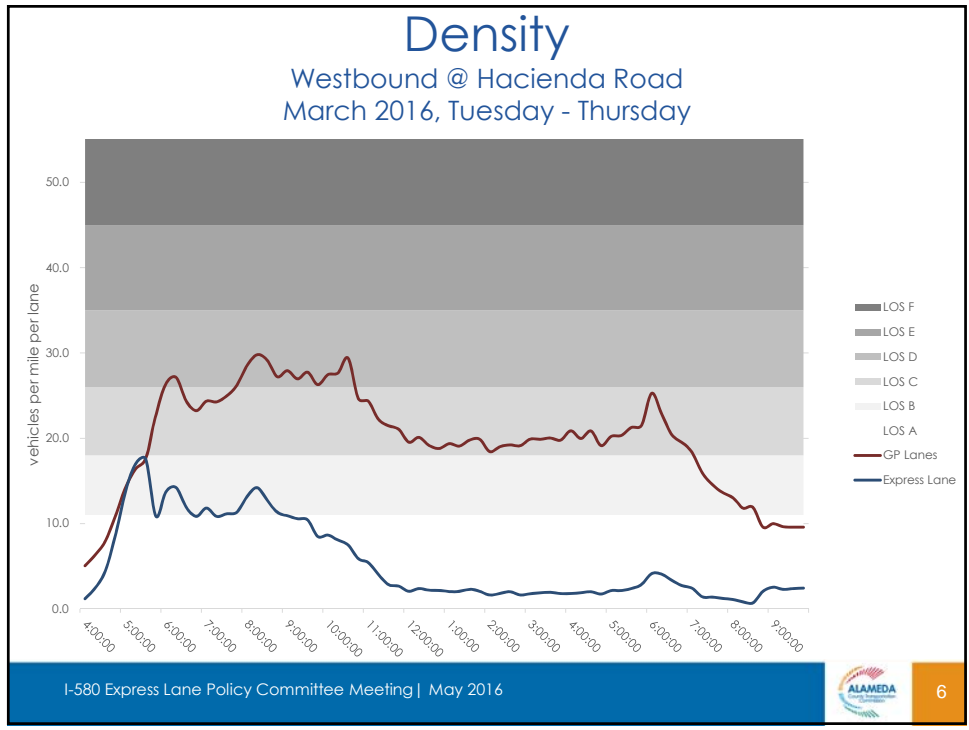
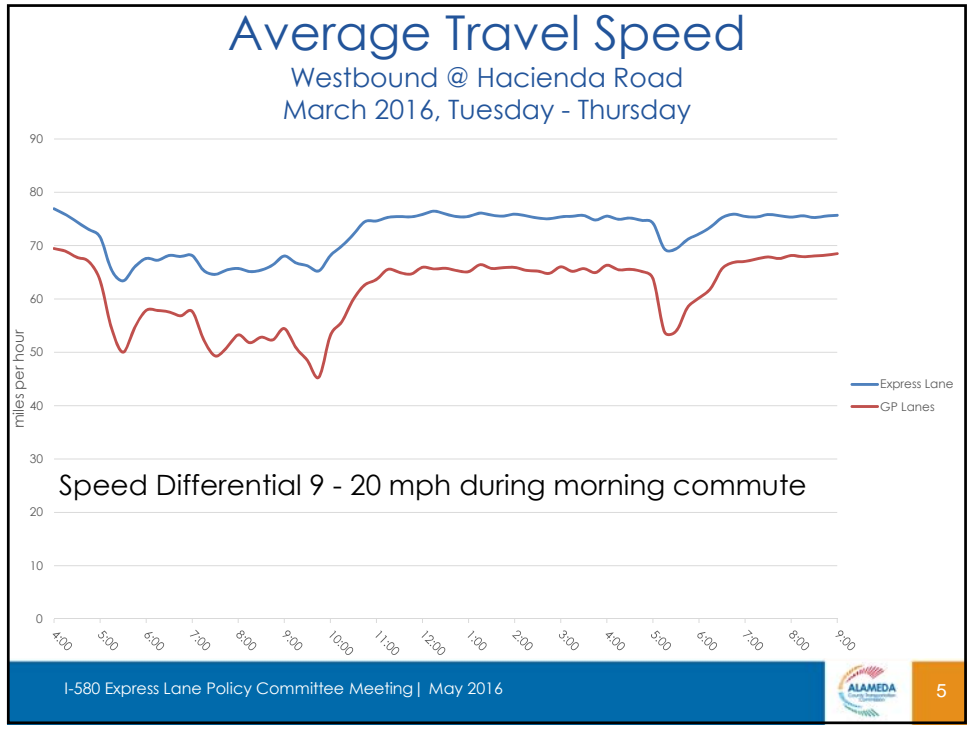
Westbound @ Hacienda Road  
March 2016, Tuesday – Thursday

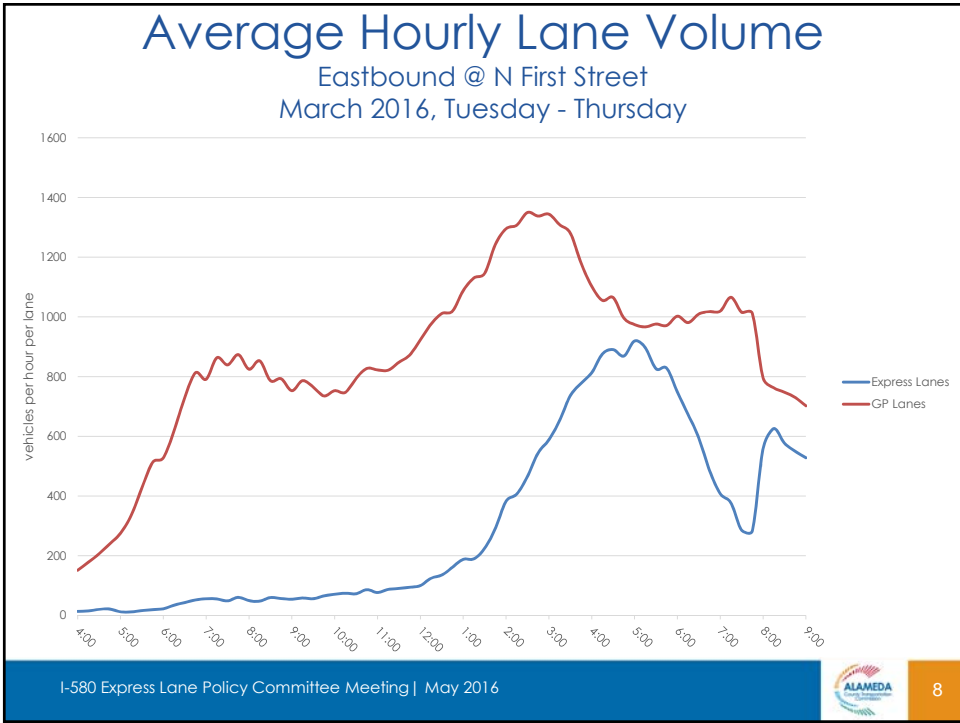
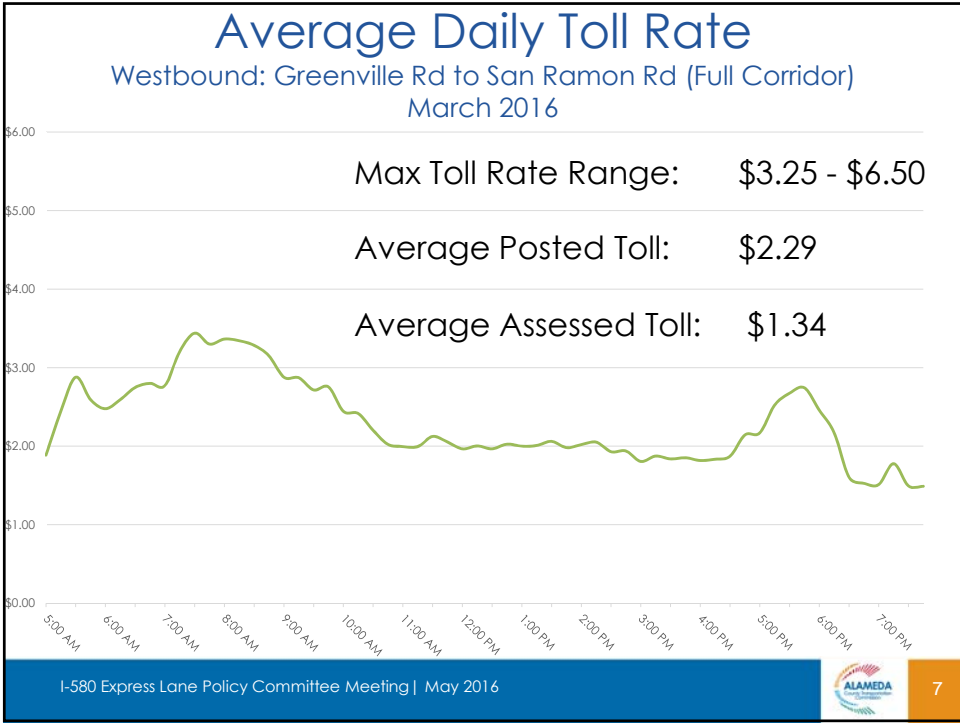


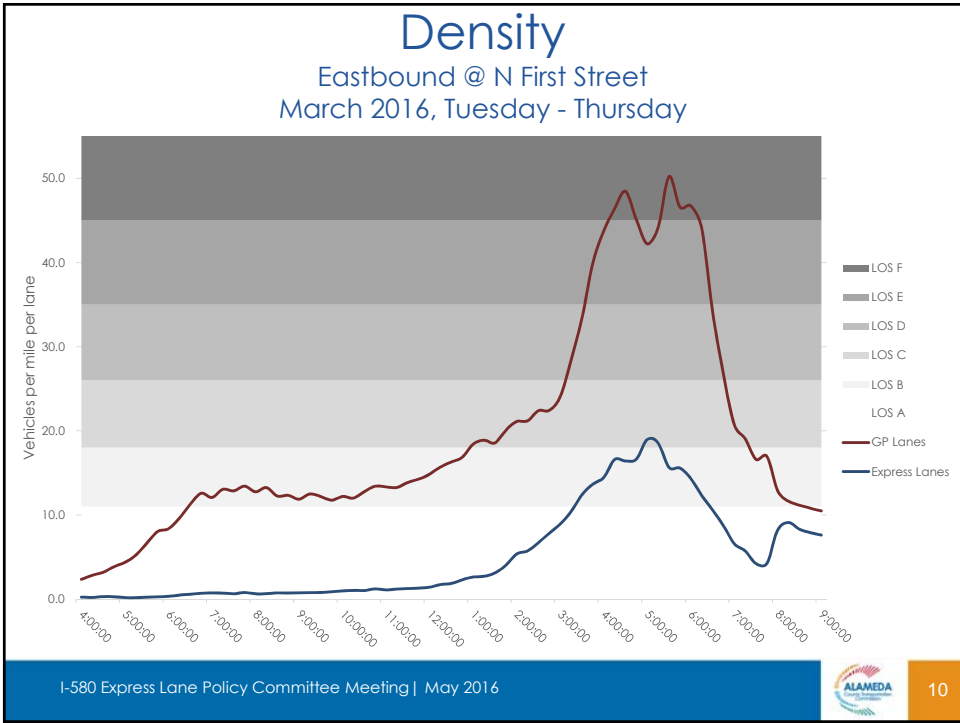
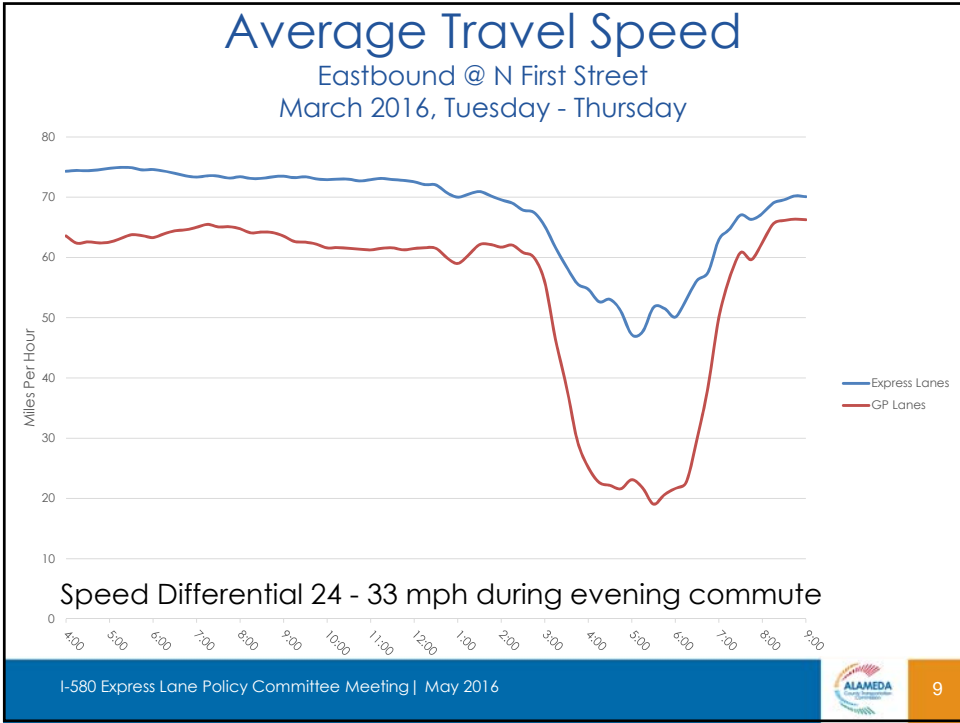
I-580 Express Lane Policy Committee Meeting | May 2016

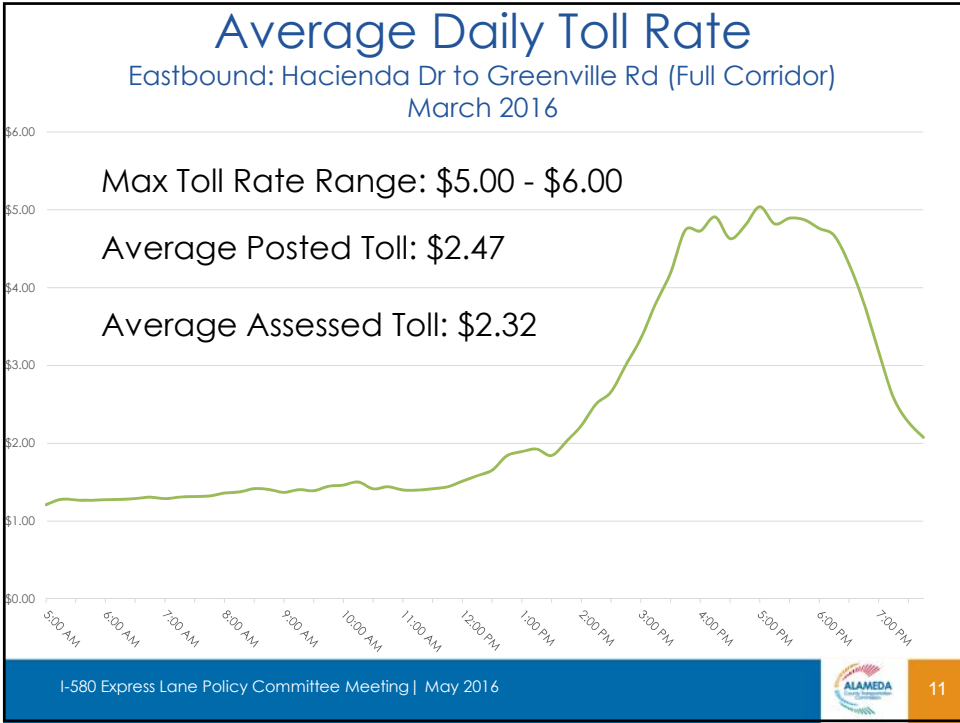


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**ATTACHMENT C**  
**I-580 Corridor HOV Lane Projects**  
**Alameda CTC Projects 1368.004/1372.004/1372.005**  
**Monthly Progress Report**  
**April 2016**

6.2C

**PROJECT DESCRIPTION**

Completion of the construction of new HOV lanes in the I-580 Corridor in the Livermore Valley in the eastbound and westbound directions, and construction of auxiliary lanes.

The final I-580 Corridor HOV segments include:

- Eastbound (EB) Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road.
- Westbound (WB) HOV Lane between Greenville Road and San Ramon Road

**CONSTRUCTION STATUS**

Construction activities began in March 2013 and opened to traffic in February 2016 with the commissioning of both the Eastbound and Westbound Express Lanes.

**Ongoing & Upcoming Activities**

Ongoing and upcoming work activities include:

- Maintain Express Lane operations as HOV contract work punch list items and final corrective work is completed outside of commute hours.
- Complete the installation of permanent power sources along the corridor.
- All construction work is expected to complete by early summer 2016.

A project website (<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) is maintained by Caltrans.

**FUNDING AND FINANCIAL STATUS**

The I-580 Corridor HOV Projects are funded through federal, state and local funds. All projects are tracking to complete within established and available budget.

**SCHEDULE STATUS**

The I-580 Corridor HOV Lane Projects completed the construction of the final HOV segments and opened them to traffic in February 2016 as Express Lanes. Closeout activities and final accounting will continue in 2016.

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**ATTACHMENT D**  
**I-580 Express Lane Public Outreach Update**  
**May 2016**

Extensive public outreach and education activities have been underway throughout the I-580 corridor commute shed since fall 2015 to create general awareness, promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak® and FasTrak® flex toll tags, which are required to use the lanes. Tools and efforts to date have generated significant positive media coverage, millions of impressions and have helped to support successful lane operations.

Public outreach and education has included a paid media effort and significant earned media, special events and employer and other stakeholder outreach including the development and distribution of collateral materials including banners, posters, informational cards and fact sheets, video and website and social media content for partners and stakeholders including for localities, transportation partner websites, local radio, television, businesses and civic organizations as well as responding to public inquiries via the express lane hotline and e-mails.

Post-opening advertising on the Waze app began April 16, 2016, which include targeted advertisements to carpoolers and all users when they are driving on the express lane corridor. Each ad generated approximately 30,000 impressions during the first week, focusing on the FasTrak and FasTrak Flex toll tag requirements. Advertising on Tri-Valley Community Television will begin shortly.

More than 107,000 FasTrak flex tags have been activated through April 22, 2016 by retail locations and the BATA customer service center, as well as at stakeholder events. Staff attended the Workday Green Transportation Earth Week event in Pleasanton on April 19, 2016 and staff will continue to participate in outreach events, and work with partner agencies and media outlets with a focus on increasing FasTrak flex tag acquisition and supporting continued safe and appropriate express lane use.

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## Summary of Toll System Construction Contract Change Orders:

CCO	CCO Budget	Description of CCO	CCO Amount	Remaining CCO Budget
Budget approved in July 2015	<b>\$936,000</b>			
No. 1		Additional scope and budget for ETCC to remobilize and provide increased traffic control to manage toll system installation	\$113,400	
No. 2		Additional three long-distance toll sites, based on field conditions that increased the labor and materials costs	\$70,500	\$752,100
No. 3		Additional staff and communication lease line costs, associated with delay in lane opening	\$567,200	\$184,900
No. 4		Additional scope for mobile enforcement	\$60,000	<b>\$124,900</b>

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# Memorandum

6.3

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

**DATE:** May 19, 2016

**SUBJECT:** 2015 Alameda CTC Annual Report including the Vehicle Registration Fee Program

**RECOMMENDATION:** Receive the 2015 Alameda CTC Annual Report that includes reporting on the Vehicle Registration Fee Program.

## Summary

Alameda CTC prepares an annual report each year, as required in the Public Utilities Code section 180111, on progress made to achieve the objective of improving transportation conditions related to priority highway operations and local transportation needs. The 2015 Annual Report (Attachment A) includes a message from Executive Director Arthur L. Dao, highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers to foster a vibrant and livable Alameda County and financial information for FY2014-15.

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

**Fiscal Impact:** There is no fiscal impact.

## Attachments

- A. 2015 Alameda CTC Annual Report

## Staff Contact

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

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

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2015 ANNUAL REPORT

# DELIVERING

# THE PROMISE

MEASURE B, MEASURE BB AND VEHICLE REGISTRATION FEE TRANSPORTATION IMPROVEMENTS



MOVING PEOPLE AND GOODS



90% of Bay Area trade weight goes through the Port of Oakland.



23% of all Bay Area public transit boardings are in Alameda County.

*In 2015 Alameda CTC continued to plan, fund and deliver transportation projects and programs to move people and goods, plan for growing demand, protect and improve infrastructure, support alternative modes of transportation, stimulate the economy and create jobs.*

*Transit boardings increased, roads and highways improved, more students walked and biked to school than in past years, and Alameda CTC drafted the first-ever Goods Movement Plan for Alameda County that outlines 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.*

## TABLE OF CONTENTS:

Record-level Investments .....	3
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Projects That Improve Mobility .....	8
Programs That Enrich Communities .....	10
Investments in Transportation .....	12



DELIVERING

# RECORD-LEVEL INVESTMENTS

ENRICHING COMMUNITIES



2015 marked the launch of Measure BB and record-level investments in transportation for our local communities. Our Commission voted to invest \$47 million in Measure BB funds over a two-year period. We

also approved a \$1.2 billion Comprehensive Investment Plan funded by Measure B, Measure BB and Vehicle Registration Fee funds as well as regional, state and federal funds. In addition, the sales tax revenue bonds sold in 2014 will continue to reduce costs for project delivery and create jobs in construction and supporting industries to complete these projects.

## A year in review

We've made excellent progress on projects that will reduce highway congestion, improve our roadways and provide better transit access, including the I-680 Northbound Express Lane, I-580 Express Lanes, Route 84 Expressway, I-880 Southbound High Occupancy Vehicle Lane and the East Bay Greenway. The Oakland Airport Connector project that connects

Oakland International Airport and the BART Coliseum station was complete in 2014, operational throughout 2015 and has already served one million riders. The BART to Warm Springs Extension Project construction is moving to completion.

Measure B and Vehicle Registration Fee program fund recipients also were able to advance many projects in 2015, such as the Christie Avenue Bay Trail Gap Closure project in Emeryville, Wheels rapid bus service in the Tri-Valley, and BART plaza renovations in Berkeley. Programs that serve youth such as the Affordable Student Transit Pass Program and Safe Routes to Schools made progress, and Paratransit Gap Grants funded several programs that serve seniors and people with disabilities.

We continue to invest in and improve the transportation system in Alameda County to get people and goods where they need to go. I am proud of Alameda CTC's accomplishments and am pleased to share highlights with you.

— Arthur L. Dao, Executive Director

*In November 2014, voters approved Measure BB, a half-cent sales tax, and its 2014 Transportation Expenditure Plan (TEP) to support \$8 billion in transportation improvements across the county. Many of these investments will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers and residential developments.*

CWC UNDERGOES NAME CHANGE



DELIVERING

# TRANSPARENCY & ACCOUNTABILITY

*The new Measure BB Transportation Expenditure Plan required development of the Independent Watchdog Committee (IWC), which has the same composition as the Citizens Watchdog Committee (CWC) required by Measure B. The IWC reports directly to the public and is charged with reviewing all Measure B and Measure BB expenditures, and Measure BB performance measures.*

*Alameda CTC has 100 percent clean audits, and the Watchdog Committee has accepted the auditor's opinion.*

In 2015 Alameda CTC was named organization of the year for its many achievements in 2014 by the California Transportation Foundation. Alameda CTC celebrated 12 consecutive years of 100 percent clean audits, was the recipient of a Certificate of Achievement for Excellence in Financial Reporting and was the first agency of its kind in California to have its sales tax revenue bonds rated AAA by both Fitch Ratings and Standard & Poor's rating services. Also that year, Alameda CTC's major funding achievement was the passage of Measure BB, a 30-year, \$8 billion Transportation Expenditure Plan that received more than 70.7 percent voter support for transportation improvements throughout Alameda County.

### Overall Work Program provides focus

Each year, Alameda CTC staff develops a balanced budget. The Overall Work Program guides the agency's efforts and provides the Commission with information on major agency workflow activities in core functions to meet agency goals and ensures the agency is able to meet all needs of the Commission for the current fiscal year.

### Legislative Program builds partnerships

Alameda CTC's adopted 2015 Legislative Program provided direction for its legislative and policy activities for the year. The program has the following six priorities:

- Increase transportation funding and protect and enhance voter-approved funding.
- Advance innovative project delivery and ensure cost-effective project delivery.
- Reduce barriers to the implementation of transportation and land use investments; expand multimodal systems and flexibility.
- Support climate change legislation to reduce greenhouse gas emissions.
- Expand goods movement funding and policy development.
- Expand partnerships at local, regional, state and federal levels.

In 2015 staff visited legislators in Sacramento, CA and Washington, D.C. to partner on ways to improve transportation at local, regional, state and federal levels.

## 2015 Successes Have a Positive Impact

### Projects

- ✓ Improvements on five major highway corridors address congestion.
- ✓ New BART station closes a gap and serves millions of riders.
- ✓ Greenways and trails improve access to housing and jobs.

### Programs

- ✓ Student-focused transportation programs promote a healthy lifestyle.
- ✓ Paratransit helps keep seniors and people with disabilities active.
- ✓ Investments revitalize neighborhoods.

### Plans

- ✓ Transit plan coordinates numerous operators and moves people more efficiently.
- ✓ Goods movement plan supports moving goods while protecting the environment and local communities.
- ✓ Multimodal arterial plan focuses on keeping people and goods moving via every transportation mode.

### Contracts/Jobs

- ✓ More than \$835 million in contracts has gone to Alameda County businesses.
- ✓ Approximately 5,100 jobs are created annually.
- ✓ Alameda CTC supports small, local businesses.

### Measure BB Implementation Begins

- ✓ The first 100 days of Measure BB implementation resulted in considerable progress. Alameda CTC developed a two-year Measure BB allocation plan of \$184 million for capital projects, programs and direct local funds within its Comprehensive Investment Plan that integrates the planning and programming processes for transportation investments in Alameda County. Over the first five-year cycle, approximately \$1.2 billion will fund project and program investments.
- ✓ The agency also took the following steps to implement the 2014 Transportation Expenditure Plan: updating program agreements with local jurisdictions and transit agencies that will receive direct local distributions and initiating all capital projects.



*On October 29, 2015 Alameda CTC hosted an event in Hayward to give construction contractors the opportunity to learn more about Measure BB project opportunities and timelines. On November 4, 2015 Alameda CTC hosted a "Meet the Primes" event on behalf of the Bay Area Business Outreach Committee to give participants the opportunity to learn about contracting opportunities funded by Measure BB and other fund sources, as well as to network with other organizations.*

*An analysis by the Bay Area Council Economic Institute estimated that Measure BB will create 150,000 jobs and yield \$20 billion in economic activity.*





# PLANNING FOR FUTURE GENERATIONS

*Each year, Alameda CTC summarizes how the transportation system functions in Alameda County in the Performance Report. The 2014 Performance Report captures trends in overall travel patterns, roadways, transit, biking, walking and livable communities. This report is legislatively mandated as part of the Congestion Management Program.*

*Notable trends in the 2014 Performance Report:*

- *Alameda County residents' commutes have become more multimodal and more regional with increasing travel times over the last decade.*
- *Robust economic growth has increased traffic volumes and congestion, particularly on key free-ways and bridges leading into Alameda County.*
- *Transit ridership is at its highest level in more than five years.*

The 2016 Alameda Countywide Transportation Plan (CTP) is long-range, performance-based plan through 2040 for Alameda County's multimodal transportation network. In June 2015, Alameda CTC issued a call for projects for transportation programs and projects to include in the 2016 CTP update.

The agency reviewed over 300 submissions from public agencies totaling over \$24 billion, including these types of programs and projects for plan consideration: arterials; bicycle and pedestrian; countywide local street, intersection and major corridor improvements; freight and rail improvements; highways; trails; transit; and transit oriented development.

### Public open houses

Alameda CTC coordinated five public planning open houses with transit partners AC Transit and the Livermore Amador Valley Transit Authority in early 2015 to inform and engage our communities in the development of three countywide multimodal plans in addition to the CTP: transit, arterial and goods movement.



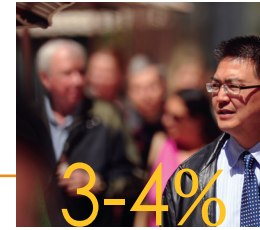
These open houses gave the public the opportunity to provide input on the transportation system in their communities:

- February 12, 2015 in Dublin
- February 21, 2015 in Hayward
- February 24, 2015 in Fruitvale
- March 7, 2015 in Oakland
- March 22, 2015 in Fremont





14%  
of Alameda County residents commuted by transit in 2013.



3-4%  
of Alameda County workers walk to work.



### Goods Movement Plan

Over the course of two years, Alameda CTC has developed a Countywide Goods Movement Plan to pursue a strategic vision for improving the efficiency of freight flows, creating jobs and reducing environmental and community impacts caused by goods movement. The plan reflects in-depth technical analyses and robust stakeholder involvement including more than 60 meetings with stakeholders and interest groups. The final plan was completed in early 2016.

### Multimodal Arterial Plan

An essential part of Alameda County's transportation system in Alameda County, arterial roadways move people and goods within our local communities and the county. Alameda CTC is in the process of developing a Countywide Multimodal Arterial Plan by summer 2016 to study and evaluate the countywide arterial network for all transportation modes. The arterial plan represents the next generation of complete streets planning and a new approach to managing Alameda County's roadways to meet growing community and economic needs.

### Countywide Transit Plan

Alameda CTC is leading the development of a Countywide Transit Plan to help guide future public transit investments, programs and policies for Alameda County through 2040. This comprehensive vision will be available in 2016 to help Alameda CTC and transit providers improve transit services in Alameda County by making services more convenient and reliable, adopting new technologies and enhancing services to seniors and people with disabilities.

# DELIVERING PROJECTS THAT IMPROVE MOBILITY



## I-880 Southbound HOV Lane

Alameda CTC has made excellent progress on several highway corridor improvements that address congestion. In October 2015, Alameda CTC and the California Department of Transportation (Caltrans) celebrated the opening of the \$114 million I-880 Southbound HOV Lane, between Hegenberger Road in Oakland and Marina Boulevard in San Leandro. Construction of this project was made possible with \$82 million in Proposition 1B voter-approved funding successfully secured by Alameda CTC through a competitive process with strict accountability and delivery deadlines.

## Route 84 Expressway – South Segment

Alameda CTC implemented the preliminary engineering and design of this essential widening project, from two to four lanes, along SR 84 in Livermore. Caltrans is responsible for the advertisement, award and administration of the \$34.7 million construction contract, which it awarded in September 2015. Major construction activities will begin in spring 2016 and continue through fall 2017.



## BART Oakland Airport Connector

November 2015 marked one year of active service and one million rides on BART to the Oakland International Airport via the automated BART Oakland Airport Connector that connects Coliseum Station passengers to the Oakland International Airport. Work began on this project in November 2010, BART hosted a public celebration on November 21, 2014, and service began on November 22, 2014 in time for the 2014 holiday season. The automated system is designed to reduce the average travel and wait time, increase passenger capacity and provide more frequent, seamless transit to the airport.





63% of Alameda County residents commute to work by driving alone.



10% of Alameda County residents carpool to work.

EXPRESS LANE 5TH ANNIVERSARY



### East Bay Greenway

On November 6, 2015, Alameda CTC and the East Bay Regional Park District hosted a dedication ceremony to celebrate the completion of the first segment of the East Bay Greenway Project. This half-mile link, from the Coliseum/Oakland Airport BART Station to 85th Avenue in Oakland, is the initial phase of an envisioned 15-mile bicycle and pedestrian pathway running roughly parallel to the BART tracks from Oakland to Hayward. The greenway will provide critical transit links from housing to jobs as well as create opportunities for recreation and community connections to parks, schools, local businesses and transit.



Photo by Bike East Bay on Twitter

### Bay Trail Gap Closure Project

In December 2015, the City of Emeryville completed construction on the Christie Avenue Bay Trail Gap Closure project. Alameda CTC allocated \$550,000 in Measure B and VRF grant funds to support this improvement. The project consists of the construction of a Class I bike path on the northwest side of Christie Avenue between Shellmound and Powell Streets, closing a gap in the Bay Trail between Frontage Road and the Bay Bridge Trail. The project redirects bicyclists and pedestrians from the city's most congested intersections and allows them to safely travel on a continuous Bay Trail.

The I-680 Southbound Express Lane opened in September 2010, and five years later, this major commute corridor connects the agriculturally rich Central Valley and eastern Alameda County with the thriving economic centers in Southern Alameda County and Silicon Valley.

Facts from the first five years:

- 2.87 million trips on the lane.
- \$1.94 average toll price since opening.
- 92% increase in average daily users from the first to the fifth year.
- 10+ mph faster than the general purpose lanes during peak commute time.

DELIVERING

# PROGRAMS

# THAT ENRICH COMMUNITIES



Alameda CTC funds critical transportation programs that serve the public, including youth, seniors and people with disabilities, and enrich communities. Interested stakeholders from schools, transportation agencies and business, community and government organizations met several times in 2015 to provide input on development of a pilot Affordable Student Transit Pass Program (Affordable STPP), with the goal of helping middle-school and high-schools students in Alameda County get to school affordably.

The 2014 Transportation Expenditure Plan funded by Measure BB provides \$15 million for the Affordable STPP pilot program and includes an Innovative Grant Program for innovative and emerging transit projects

that could fund successful models of the Affordable STPP. The program will be designed to improve school attendance, reduce the burden of transit costs on families and improve access to after-school activities and jobs.

### Safe Routes to Schools Program

In FY2014-15, the Alameda County Safe Routes to Schools (SR2S) Program increased the number of schools participating to more than 130 schools. Many of these schools held events and participated in activities such as International Walk & Roll to School Day, Bike to School Day and the Golden Sneaker Contest — activities

that encourage students to make safe and healthy transportation choices.

### Platinum Sneaker Award

Thousands of students from 107 schools participated in the Pollution Solution Golden Sneaker Contest, sponsored by Alameda County's SR2S Program in early March 2015. Students walked, biked, carpoled and took transit as much as possible for two weeks to support cleaner air and a healthier environment. At its March 2015 meeting, the Commission presented the ultimate prize, the "Platinum Sneaker" award, to Oakland's Westlake Middle School, which had the greatest increase in the number of students using green transportation modes.





*Since 2008, Alameda CTC has collaborated with local partners to develop and run a visual promotion to encourage biking – iBike – from mid-April through May to correspond with annual Bike to Work day events. These images around the county promote bicycling as a safe and healthy transportation and commute choice.*



*In 2015, iBike appeared on and in buses, trains, bus shelters, BART stations and social media throughout the county. One of the new elements of the iBike visual promotion this year was an increase in social media engagement on Facebook and Twitter that generated more than 700 clicks over three days.*

### Paratransit Gap Grant Program

Due to the recent passage of Measure BB and the development of Alameda CTC's Comprehensive Investment Plan, Alameda CTC, in conjunction with the Paratransit Advisory and Planning Committee, extended the Paratransit Gap Grant program for an additional fiscal year, through June 30, 2016. This program is intended to enhance quality of life for seniors and people with disabilities by offering accessible, affordable and convenient transportation options.

### Guaranteed Ride Home Program

The Alameda CTC Guarantee Ride Home Program provides commuters who register with the program a free ride home if they have an emergency and have made the commitment not to commute alone by car. By providing this assurance, more Alameda County residents can confidently choose to take transit, carpool, vanpool, walk or bike to work.

### Investments revitalize neighborhoods

**Berkeley BART Plaza:** In 2013, Alameda CTC awarded BART, in conjunction with the City of Berkeley, \$3.7 million in Vehicle Registration Fee transit grant funds to implement improvements to the Downtown Berkeley BART station. The project will redevelop the public space surrounding the station, improve pedestrian safety, support commerce, replace sidewalk and landscaping, and integrate sustainability practices. Construction began in late summer 2015.

**Wheels Rapid Route:** Measure B express bus funds support Livermore Amador Valley Transportation Authority (LAVTA) bus rapid services. These transit lines provide congestion relief along the I-580 corridor in East County. Express buses travel more quickly between far-reaching destinations, as they have limited stops and are equipped with technologies to provide real-time arrival and departure information at selected stops. In the first half of FY2014-2015, LAVTA rapid routes transported nearly 450,000 passengers.

### Lifeline Transportation Program:

The program funds projects that improve mobility for low-income residents of Alameda County. Projects are selected at the county level, based on MTC program guidelines, and are tailored to meet locally identified needs, including fixed-route transit, transit stop improvements, senior and children's transportation, community shuttles, auto loan programs and mobility management activities.

### Transportation Fund for Clean Air

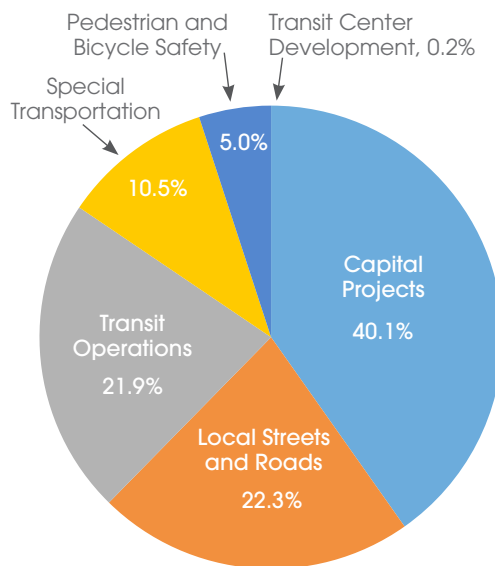
**(TFCA):** As the TFCA program manager for Alameda County, Alameda CTC annually programs 40 percent of the \$4 vehicle registration fee collected in Alameda County for TFCA. In 2015, Alameda CTC released a call for projects and awarded funding for projects such as shuttle operations, traffic management systems, bicycle and pedestrian projects and alternative-fuel infrastructure.

# INVESTMENTS IN TRANSPORTATION

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

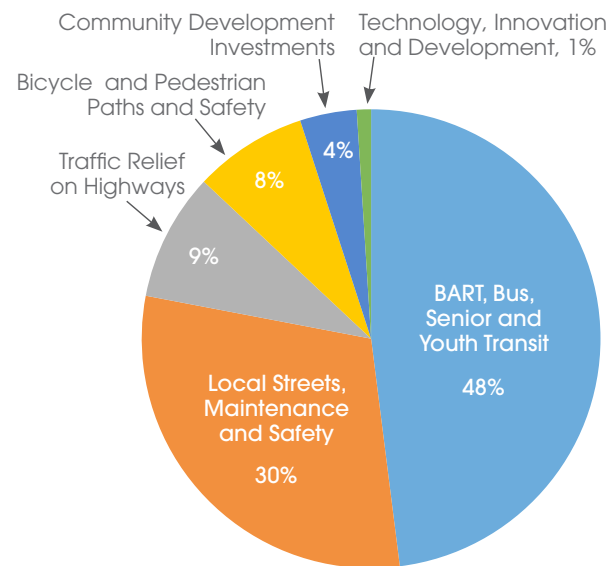
The financial information for this annual report covers the period of July 1, 2014 through June 30, 2015. Measure B, Measure BB and VRF financials appear on the following pages. Collections for Measure BB began in April 2015.

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



### Measure B funds

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



### Measure BB funds

Alameda CTC directly distributes approximately 53.55 percent of Measure BB sales tax funds, net of administrative funding, to the 14 incorporated cities in Alameda County and transit operators on a monthly basis. The remaining approximately 46.45 percent, net of administrative funding, supports capital improvements and a number of discretionary programs including the Affordable Student Transit Pass Program, paratransit coordination and service grants, a freight and economic development program, a bicycle and pedestrian grant program, community development investments and a technology, innovation and development program.

# Financials

## Alameda County Transportation Commission Governmental Funds

STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES FOR  
THE YEAR ENDED JUNE 30, 2015

	General Fund	2000 Measure B Special Revenue Fund	2014 Measure BB Special Revenue Fund	Exchange Fund	2000 Measure B Capital Projects Fund	1986 Measure B Capital Projects Fund	ACCMA Capital Projects Fund	2014 Measure B Capital Projects Fund	Nonmajor Governmental Funds	Inter-Fund Eliminations	Total Governmental Funds
<b>REVENUES</b>											
Sales tax - 1986 Measure B	\$-	\$-	\$-	\$-	\$-	\$258,920	\$-	\$-	\$-	\$-	\$258,920
Sales tax - 2000 Measure B	5,964,167	75,817,149	-	-	50,755,721	-	-	-	-	-	132,537,037
Sales tax - 2014 Measure BB	2,377,354	-	16,460,353	-	-	-	-	8,871,061	-	-	27,708,768
Project revenue	7,023,465	1,028,251	-	4,682,795	(8,500,586)	(5,403)	39,782,321	2,875	1,947,235	(12,053,260)	33,907,693
Member agency contributions	1,394,818	-	-	-	-	-	-	-	-	-	1,394,818
Vehicle registration fees	-	-	-	-	-	-	-	-	12,929,589	-	12,929,589
Investment income	78,378	19,429	-	9,428	266,392	378,949	1,369	102	159,369	-	913,416
Other income	57,412	18,369	-	65,676	-	50	-	-	-	(108,108)	33,399
<b>Total Revenues</b>	<b>16,895,594</b>	<b>76,883,198</b>	<b>16,460,353</b>	<b>4,757,899</b>	<b>42,521,527</b>	<b>632,516</b>	<b>39,783,690</b>	<b>8,874,038</b>	<b>15,036,193</b>	<b>(12,161,368)</b>	<b>209,683,640</b>
<b>EXPENDITURES</b>											
Current											
Administrative											
Salaries and benefits	2,684,771	173,056	-	-	206,803	283,086	171,694	-	174,923	-	3,694,333
Office rent	840,414	-	-	-	-	-	-	-	-	-	840,414
Professional services	1,479,345	556,183	624	-	-	381,862	-	-	60,958	-	2,478,972
Planning and programming	4,771,585	-	-	-	-	-	-	-	-	-	4,771,585
Other	2,169,070	168,664	356	-	5,759	53,775	-	-	108,541	(186,879)	2,319,286
Transportation improvements											
Highways and streets	-	-	-	-	33,457,332	(8,307,436)	-	-	-	5,578,405	30,728,301
Public transit	-	39,610,801	7,661,360	-	77,182,625	-	-	-	-	(15,451,216)	109,003,570
Local transportation	-	34,465,591	5,767,963	-	140,940	-	-	2,875	-	(745,887)	39,631,482
Congestion management	-	-	-	4,813,641	-	-	38,969,342	-	11,229,170	(1,355,791)	53,656,362
Debt service											
Interest	-	-	-	-	-	-	-	-	5,653,839	-	5,653,839
<b>Total Expenditures</b>	<b>11,945,185</b>	<b>74,974,295</b>	<b>13,430,303</b>	<b>4,813,641</b>	<b>110,993,459</b>	<b>(7,588,713)</b>	<b>39,141,036</b>	<b>2,875</b>	<b>17,227,431</b>	<b>(12,161,368)</b>	<b>252,778,144</b>
<b>OTHER FINANCING SOURCES</b>											
Transfer in	642,654	-	-	-	-	-	-	-	-	(642,654)	-
Transfer out	-	-	-	-	-	-	(642,654)	-	-	642,654	-
<b>Total Other Financing Sources</b>	<b>642,654</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(642,654)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NET CHANGE IN FUND BALANCES</b>	<b>5,593,063</b>	<b>1,908,903</b>	<b>3,030,050</b>	<b>(55,742)</b>	<b>(68,471,932)</b>	<b>8,221,229</b>	<b>-</b>	<b>8,871,163</b>	<b>(2,191,238)</b>	<b>-</b>	<b>(43,094,504)</b>
<b>Fund Balances - Beginning</b>	<b>24,006,374</b>	<b>10,637,471</b>	<b>-</b>	<b>4,985,291</b>	<b>147,577,841</b>	<b>117,840,970</b>	<b>-</b>	<b>-</b>	<b>35,880,012</b>	<b>-</b>	<b>340,927,959</b>
<b>Fund Balances - Ending</b>	<b>\$29,599,437</b>	<b>\$12,546,374</b>	<b>\$3,030,050</b>	<b>\$4,929,549</b>	<b>\$79,105,909</b>	<b>\$126,062,199</b>	<b>\$-</b>	<b>\$8,871,163</b>	<b>\$33,688,774</b>	<b>\$-</b>	<b>\$297,833,455</b>



### Vehicle Registration Fee Program

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

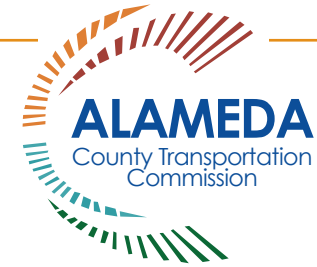
The VRF Program began collecting funds in spring 2011. Annually, the VRF Program generates approximately \$12 million, net of 5 percent administrative funding, for local distribution and discretionary programming to eligible recipients. The net VRF revenue from the start of the program in FY2010-11 through the end of FY2014-15 amounts to \$48.3 million.

VRF Programs	Percent	Revenue to Date (x \$1 M)	Expenditures to Date (x \$1 M)	Committed, Not Yet Expended (x \$1 M)
Local Road Improvement and Repair Program	60%	\$28.97	\$28.97	\$0.00
Transit for Congestion Relief Program	25%	\$12.07	\$1.64	\$10.43
Local Transportation Technology Program	10%	\$4.83	\$4.83	\$0.00
Pedestrian and Bicyclist Access and Safety Program	5%	\$2.42	\$0.08	\$2.34
<b>Total</b>	<b>100%</b>	<b>\$48.29</b>	<b>\$35.52</b>	<b>\$12.77</b>

The VRF Program funds improvements such as pavement rehabilitation, pothole repair, street maintenance, transit access enhancements and bicycle/pedestrian infrastructure. VRF funds are allocated by percentage to four specific programs

identified on the table above, which includes revenues and expenditures by program through June 30, 2015.





## VRF Programming

### Alameda County Planning Areas

	PA1: North	PA2: Central	PA3: South	PA4: East
VRF Programmed to Date	43.89%	19.92%	26.76%	9.43%
VRF Equity Formula	38.15%	25.17%	21.99%	14.69%

The VRF Program calls for funds to be distributed among the four geographical sub-areas or planning areas of the county in an equitable manner over the life of the program (see the table above).

The majority of VRF funds collected (60 percent) are distributed directly by a set formula to the 14 incorporated cities and the county for their Local Road Improvement and Repair Program. This program funds locally prioritize transportation improvements such as street resurfacing and maintenance, signal work and bicycle and pedestrian crossing improvements. Ten percent of VRF funds are committed to the Local Transportation Technology Program administered by Alameda CTC to support countywide smart corridor operations related to capital infrastructure, operations, maintenance and repair. The remaining 30 percent of VRF funds are programmed through a competitive process for eligible improvements within the Transit for Congestion Relief Program and the Pedestrian and Bicyclist Access and Safety Program.

Through the FY2012-13 Coordinated Call for Projects, Alameda CTC programmed \$11.5 million in competitive VRF funds to selected projects in Alameda County that garnered an additional \$50 million in federal and Measure B matching funds. These projects identified below are currently in various stages of development.

### VRF Program Improvements

BART station improvements:

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

Transit operations:

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

Bicycle/pedestrian improvements:

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

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Councilmember At-Large  
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Commission Vice Chair  
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AC Transit  
Director Elsa Ortiz

Alameda County  
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Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
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BART  
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Executive Director  
Arthur L. Dao





# Memorandum

6.4

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

**DATE:** May 19, 2016

**SUBJECT:** Alameda CTC Proposed Consolidated Budget for FY2016-17

**RECOMMENDATION:** Approve the Alameda CTC proposed consolidated budget for FY2016-17.

## Summary

The Alameda County Transportation Commission's (Alameda CTC) FY2016-17 Proposed Consolidated Budget demonstrates a sustainable, balanced budget utilizing projected revenues and fund balance to fund total expenditures. A budget is considered balanced when (1) total revenues equal total expenditures, (2) total revenues are greater than total expenditures, or (3) total revenues plus fund balance are greater than total expenditures. The overall consolidated Alameda CTC budget fits into the second category with total revenues greater than expenditures; however this varies by fund as some funds fit into the third category, as the accumulation of Measure B, Vehicle Registration Fee (VRF) and Transportation Fund for Clean Air (TFCA) funds are utilized to fund capital projects and programs in Alameda County and the CMA Capital Projects Fund fits into the first category.

The proposed budget has been prepared based on the modified accrual basis of accounting, which is consistent with the basis of accounting utilized to prepare our audited financial statements. It has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, Enterprise Fund, Special Revenue Funds, Exchange Fund, Debt Service Fund and Capital Projects Funds. The Enterprise Fund was set up last fiscal year to record operating activities for the I-580 Express Lanes.

The proposed budget contains projected revenues totaling \$310.5 million of which sales tax revenues comprise \$276.7 million, or 89.1 percent, and VRF revenues comprise \$12.0 million, or 3.9 percent. In addition, the proposed budget also includes a projected FY2015-16 ending fund balance of \$276.0 million for total available resources of \$586.4 million. The projected revenues are offset by \$281.7 million in anticipated expenditures of which \$87.4 million, or 31.0 percent, are allocated to capital projects funds. These revenue and expenditure totals constitute a net increase in fund balance of \$28.7 million and a projected consolidated ending fund balance of \$304.7 million. The increase in fund balance is mostly due to increased receipts of sales tax funds related to Measure BB.

Approval of the Proposed Capital Projects budgets is requested for the amounts found in the "Proposed FY2016-17 Capital Budget with Estimated Roll Over" column on each of the capital budget sheets for the Congestion Management function, 2000 Measure B sales tax, 1986 Measure B sales tax and 2014 Measure BB sales tax. This column includes both the additional capital budget amount requested for FY2016-17 as well as an estimated roll over balance from FY2015-16. The capital amount carried forward to the consolidated Alameda CTC Proposed Budget sheet does not include the roll forward balances because these amounts are still included in the projected roll forward fund balance from the FY2015-16 adopted budget. During the mid-year budget update process, the roll forward fund balance will be updated to actual based on the audited financial statements. Therefore, the capital budget amount on the consolidated budget spreadsheet for the mid-year budget update will be for the full capital budget including both the actual roll forward balance from FY2015-16 and any additional requested capital budget for FY2016-17. This methodology is required to ensure accurate and reliable fund balance information in Alameda CTC budgets.

The proposed budget includes revenues and expenditures necessary to provide the following vital programs and planning projects for Alameda County:

- Measure B and Measure BB Discretionary Grants and Direct Local Distribution Programs
- Vehicle Registration Fee Programs
- Transportation Fund for Clean Air Programs
- Safe Routes to School (SR2S) and BikeMobile Programs
- Student Transit Pass Program
- Congestion Management Programs
- Sustainable Communities Technical Assistance Program
- Modal Plans Implementation
- Passenger and Freight Rail Study
- Countywide Transit Plan Update

In addition to the programs and planning projects listed above, the proposed budget also contains revenues and expenditures necessary to fund and deliver significant capital projects that expand access and improve mobility in Alameda County consistent with the 2016 Comprehensive Investment Plan update which was approved by the Commission in March 2016. Some of the more significant projects included in the proposed budget are as follows:

- Route 84 Expressway Project
- I-580 Corridor Improvements Projects
- I-880 to Mission Boulevard East-West Connector Project
- I-680 Express Lanes Projects
- Route 92 Clawiter-Whitesell Interchange
- BART Warm Springs Extension Project
- I-80 Integrated Corridor Mobility Project
- Isabel Avenue – Route 84/I-580 Interchange Project

- I-880 South Bound HOV Lane Project

The Alameda CTC has included General Fund balance reserve information based on the General Fund Balance Reserve Policy approved by the Commission in January 2014. In addition, an operational reserve has been established for the Enterprise Fund, or I-580 Express Lanes operations, in the amount of 25 percent of expenditures. The goal would be to grow this operational reserve up to 100 percent of annual projected expenditures in order to mitigate current and future risks and to ensure sufficient liquidity for operations.

In addition, the proposed budget allows for an additional inter-fund loan from the ACTA Capital Fund to the Alameda County Congestion Management Agency (ACCMA) General Fund of \$5 million, if and when necessary during FY2016-17, which would bring the total authorized loan amount to \$15 million. The loan program was adopted by the Commission in March 2011 to help cash flow the ACCMA Capital Projects Fund.

## **Background**

Development of the proposed budget for FY2016-17 was focused on the mission and core functions of the Alameda CTC that will enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. The proposed budget helps meet these goals by assigning available resources in the budget to formulate strategies and solutions for transportation opportunities and needs identified in planning processes; assigning the funding necessary to evaluate, prioritize, and finance programs and projects; and programming funds in order to deliver quality programs and projects in Alameda County on schedule and within budget.

Staffing levels assumed in the proposed consolidated budget for FY2016-17 are based on the revised organizational structure proposed which allows for staffing of up to 37 full time equivalent (FTE) positions in 35 job classifications. Salaries and benefits account for 1.2 percent of budgeted expenditures including roll forward capital budget authority. The revised organizational structure is designed to prepare the agency to meet the many challenges and expanded responsibilities of administering the 2014 Measure BB sale tax, implementing the Capital Improvement Program (CIP) and Capital Project Delivery Plan (CPDP), and managing and maintaining the I-580 Express Lanes in addition to the I-680 Southbound Express Lane.

### Major Line Item Detail

Sales Tax Revenues – Increase of \$6.7 million, or 2.5 percent, over the FY2015-16 Revised Budget of \$270.0 million to \$276.7 million.

Vehicle Registration Fee (VRF) Revenues – There is no change in this projection.

Grant Revenues – Decrease of \$69.7 million, or 82.7 percent, from the FY2015-16 Revised Budget from \$84.3 million to \$14.6 million due to capital project roll forward balances accounted for in the budgeted fund balance rolled forward from FY2015-16.

Salaries and Benefits – Increase of \$1.2 million over the FY2015-16 Revised Budget to provide for funding for approximately 10 additional full-time equivalent (FTE) employees, from the current budgeted level of 23 FTEs to 32 FTEs.

General Office Expenses – Decrease of \$0.3 million, or 15.3 percent, from the FY2015-16 Revised Budget of \$1.9 million to \$1.6 million mostly due to a one time need in the prior year for computer equipment and software.

Other Administration – Decrease of \$0.4 million, or 14.5 percent, from the FY2015-16 Revised Budget of \$2.9 million to \$2.5 million mostly related to a one-time need in the prior year for planning and development of the Comprehensive Investment Plan, Capital Project Delivery Plan and a project controls system.

Operations – Increase of \$3.1 million, or 444.9 percent, over the FY2015-16 Revised Budget of \$0.7 million related to the ramp up for operations of the I-580 Express Lanes which opened in February 2016.

Planning Expenditures – Decrease of \$2.1 million, or 50.6 percent, from the FY2015-16 Revised Budget of \$4.2 million to \$2.1 million due to the completion of long-range planning documents in the prior year, such as the Countywide Transportation Plan, Countywide Goods Movement Plan, Countywide Transit Plan, and Countywide Multimodal Arterial Plan, as well as the elimination of internal funding sources in planning projects.

Programs Expenditures – Increase of \$4.9 million, or 2.7 percent, from the FY2015-16 Revised Budget of \$181.3 million to \$186.3 million mostly related to additional Direct Local Distributions due to higher projected sales tax revenues.

Capital Projects Expenditures – Decrease of \$137.4 million, or 72.0 percent, from the FY2015-16 Revised Budget of \$190.9 million to \$53.4 million due to the capital budget roll forward balances accounted for in the budgeted fund balance rolled from FY2015-16.

#### Limitation Ratios

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

#### **Fiscal Impact**

The fiscal impact of the FY2016-17 Proposed Consolidated Budget would be to provide resources of \$310.5 million and authorize expenditures of \$281.7 million, with an overall increase in fund balance of \$28.7 million for a projected ending fund balance of \$304.7 million.

## Attachments

- A. Alameda CTC FY2016-17 Proposed Consolidated Budget
- B. Congestion Management FY2016-17 Proposed Capital Projects Budget
- C. 1986 Measure B Sales Tax FY2016-17 Proposed Capital Projects Budget
- D. 2000 Measure B Sales Tax FY2016-17 Proposed Capital Projects Budget
- E. 2014 Measure BB Sales Tax FY2016-17 Proposed Capital Projects Budget

## Staff Contact

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

[Seung Cho](#), Contracting, Administration and Fiscal Resource Manager

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**Alameda County Transportation Commission  
Fiscal Year 2016-17 Proposed Budget**

	General Funds	Enterprise Fund	Special Revenue Funds	Exchange Fund	Debt Service Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
<b>Projected Beginning Fund Balance</b>	\$ 36,934,023	\$ 981,250	\$ 47,075,326	\$ 4,929,549	\$ 9,165,442	\$ 176,897,808	\$ -	\$ 275,983,398
<b>Revenues:</b>								
Sales Tax Revenues	\$ 11,756,500	\$ -	\$ 168,682,809	\$ -	\$ -	\$ 96,260,691	\$ -	\$ 276,700,000
Investment Income	115,000	-	175,000	25,000	75,000	585,000	-	975,000
Member Agency Fees	1,394,819	-	-	-	-	-	-	1,394,819
VRF Funds	-	-	12,000,000	-	-	1,715,000	(1,715,000)	12,000,000
Toll Revenues	-	4,800,000	-	-	-	-	-	4,800,000
Other Revenues	13,166	-	31,250	-	20,770,000	1,463	(20,801,250)	14,629
Regional/State/Federal Grants	7,434,749	-	2,211,266	-	-	(962,257)	(161,279)	8,522,479
Local and Other Grants	2,980,525	-	7,763	7,851,791	-	8,083,953	(12,866,498)	6,057,533
<b>Total Revenues</b>	<b>23,694,759</b>	<b>4,800,000</b>	<b>183,108,088</b>	<b>7,876,791</b>	<b>20,845,000</b>	<b>105,683,850</b>	<b>(35,544,028)</b>	<b>310,464,460</b>
<b>Expenditures:</b>								
<u>Administration</u>								
Salaries and Benefits	1,729,383	-	-	-	-	78,564	-	1,807,948
General Office Expenses	1,442,464	-	3,000	-	-	146,234	(3,000)	1,588,698
Travel Expense	31,500	-	-	-	-	3,500	-	35,000
Debt Service	-	-	-	-	26,471,350	20,770,000	(20,770,000)	26,471,350
Other Administration	2,328,051	-	-	-	-	168,453	-	2,496,504
Commission and Community Support	247,050	-	28,250	-	-	-	(28,250)	247,050
Contingency	190,000	-	-	-	-	10,000	-	200,000
<u>Enterprise</u>								
Salaries and Benefits	-	224,174	-	-	-	-	-	224,174
Project Management and Support	-	315,000	-	-	-	-	-	315,000
Other Operating Expenditures	-	3,485,000	-	-	-	-	-	3,485,000
<u>Planning</u>								
Salaries and Benefits	939,123	-	-	-	-	-	-	939,123
Planning Management and Support	631,949	-	-	-	-	-	-	631,949
Transportation Planning	2,883,776	-	-	-	-	-	(1,805,419)	1,078,357
Congestion Management Program	455,000	-	-	-	-	-	(100,083)	354,917
Other Planning Projects	-	-	-	-	-	-	-	-
<u>Programs</u>								
Salaries and Benefits	395,116	-	1,431,672	62,643	-	-	(176,152)	1,713,279
Programs Management and Support	246,447	-	2,898,000	37,357	-	-	-	3,181,804
Safe Routes to School Programs	3,164,945	-	-	-	-	-	(402,372)	2,762,573
VRF Programming	-	-	12,680,000	-	-	-	-	12,680,000
Measure B/BB Direct Local Distribution	-	-	142,966,573	-	-	-	-	142,966,573
Grant Awards	-	-	11,766,288	-	-	-	-	11,766,288
Programming	135,000	-	5,192,806	7,751,791	-	-	(169,042)	12,910,554
<u>Capital Projects</u>								
Salaries and Benefits	-	-	-	-	-	488,601	(55,659)	432,942
Project Management and Support	-	-	-	-	-	2,364,643	-	2,364,643
Capital Project Expenditures	-	-	-	-	-	63,334,602	(12,265,862)	51,068,741
<u>Indirect Cost Recovery/Allocation</u>								
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(231,811)	-	-	-	-	-	231,811	-
<b>Total Expenditures</b>	<b>14,587,994</b>	<b>4,024,174</b>	<b>176,966,589</b>	<b>7,851,791</b>	<b>26,471,350</b>	<b>87,364,597</b>	<b>(35,544,028)</b>	<b>281,722,467</b>
<b>Net Change in Fund Balance</b>	<b>9,106,765</b>	<b>775,826</b>	<b>6,141,499</b>	<b>25,000</b>	<b>(5,626,350)</b>	<b>18,319,253</b>	<b>-</b>	<b>28,741,993</b>
<b>Projected Ending Fund Balance</b>	<b>46,040,788</b>	<b>1,757,076</b>	<b>53,216,825</b>	<b>4,954,549</b>	<b>3,539,092</b>	<b>195,217,061</b>	<b>-</b>	<b>304,725,391</b>
<b>Fund Balance/Operational Reserves</b>	<b>45,597,366</b>	<b>1,006,043</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>46,603,409</b>
<b>Available Fund Balance</b>	<b>\$ 443,422</b>	<b>\$ 751,033</b>	<b>\$ 53,216,825</b>	<b>\$ 4,954,549</b>	<b>\$ 3,539,092</b>	<b>\$ 195,217,061</b>	<b>-</b>	<b>\$ 258,121,982</b>

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**Congestion Management  
FY2016-17  
Proposed Capital Project Budget**

Project Name	(A)	(B)	(A) - (B) = (C)	(D)	(C) + (D) = (E)	Funding Sources			
	Adopted FY 2015-16 Capital Budget	Estimated Expenditures	Estimated FY 2015-16 Rollover to FY 2016-17	Proposed FY 2016-17 Capital Budget	Proposed FY 2016-17 Capital Budget w/ Estimated Rollover	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
I-580 San Leandro Soundwall/Landscape	\$ 37,822	\$ -	\$ 37,822	\$ -	\$ 37,822	\$ 26,288	\$ -	\$ -	\$ 11,534
Grand MacArthur	21,519	-	21,519	-	21,519	20,519	-	-	1,000
I-680 HOT Lane	2,990,954	133,292	2,857,662	-	2,857,662	2,259,646	-	5,692	592,324
I-680 Northbound HOV / Express Lane	7,105,005	4,189,002	2,916,002	6,000,000	8,916,002	6,892,897	-	2,023,105	-
I-80 Gilman Interchange Improvements	586,902	262,355	324,547	1,613,098	1,937,645	446,251	-	-	1,491,395
I-580 PSR at 106th Eastbound Off-Ramp	-	-	-	-	-	-	-	-	-
Smart Corridors Operation and Maintenance	1,341,772	497,625	844,147	1,715,000	2,559,147	2,559,147	-	-	-
Smart Corridors Operation and Maintenance/Tri-Valley	-	-	-	-	-	-	-	-	-
Caldecott Tunnel	3,571,660	1,200,000	2,371,660	250,000	2,621,660	2,621,660	-	-	-
Center to Center	-	-	-	-	-	-	-	-	-
I-880 North Safety & Op Improv 23rd&29th	5,702,218	1,615,950	4,086,267	-	4,086,267	2,651,528	1,404,270	26,189	4,280
I-580 Eastbound HOV Lane	2,667	-	2,667	-	2,667	-	2,667	-	-
I-580 Enviromental Mitigation	197,196	-	197,196	-	197,196	-	197,196	-	-
I-580 Eastbound Express (HOT) Lane	7,889,686	8,731,148	(841,463)	3,000,000	2,158,537	1,579,761	358,032	796,803	(576,059)
I-580 Eastbound Auxiliary (AUX) Lane	6,075,156	1,105,878	4,969,278	-	4,969,278	4,074,030	855,952	-	39,295
I-580 Right of Way Preservation	585,330	-	585,329.74	-	585,330	578,373	-	6,957	-
I-580 Westbound HOV Lane	2,816,482	823,557	1,992,924	303,993	2,296,918	2,178,917	-	118,000	-
I-580 Westbound HOT Lane	17,861,290	10,014,603	7,846,687	-	7,846,687	6,784,389	-	1,062,298	-
Altamont Commuter Express Operations	10,666	1,350	9,316	30,000	39,316	39,316	-	-	-
Altamont Commuter Express	1,613,148	1,463,602	149,546	1,550,862	1,700,408	1,248,578	-	451,830	-
I-880 Southbound HOV Lane	8,735,356	307,244	8,428,112	-	8,428,112	8,428,112	-	-	-
I-880 Southbound HOV Lane Landscaping/Hardscaping	670,320	18,401	651,919	-	651,919	15,787	-	-	636,132
Webster Street Smart Corridor	166,938	99,985	66,952	-	66,952	27,772	-	-	39,180
Marina Boulevard/I-880 PSR	9,677	-	9,677	-	9,677	9,677	-	-	-
I-680/880 Cross Connector PSR	340,493	-	340,493	-	340,493	340,493	-	-	-
I-680 SB HOV Lane	3,853,637	-	3,853,637	-	3,853,637	143,529	-	3,541,749	168,359
Route 84 Widening Project - Pigeon Pass to Interstate 680	2,547,979	785,211	1,762,768	-	1,762,768	1,762,768	-	-	-
I-80 Integrated Corridor Mobility	10,522,688	2,947,142	7,575,546	-	7,575,546	177,899	-	7,334,366	63,281
Project Management / Closeout	90,985	90,985	-	-	-	-	-	-	-
	<u>\$ 85,347,544</u>	<u>\$ 34,287,331</u>	<u>\$ 51,060,213</u>	<u>\$ 14,462,953</u>	<u>\$ 65,523,166</u>	<u>\$ 44,867,337</u>	<u>\$ 2,818,118</u>	<u>\$ 15,366,990</u>	<u>\$ 2,470,721</u>

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**1986 Measure B Sales Tax  
Fiscal Year 2016-17  
Proposed Capital Project Budget**

<b>Project Name</b>	<b>(A) Adopted FY 2015-16 Capital Budget</b>	<b>(B) Estimated Expenditures</b>	<b>(A) - (B) = (C) Estimated FY 2015-16 Rollover to FY 2016-17</b>	<b>(D) Proposed FY 2016-17 Capital Budget</b>	<b>(C) + (D) = (E) Proposed FY 2016-17 Capital Budget w/ Estimated Rollover</b>
I-880 to Mission Blvd. Route 262 Interchange Reconstruction	\$ 556,499	\$ 58,000	\$ 498,499		\$ 498,499
I-880 to Mission Blvd. and East-West Connector	22,386,332	1,052,296	21,334,036		21,334,036
Route 238/Mission-Foothill-Jackson Corridor Improvement	142,000	-	142,000		142,000
I-580 Interchange Improvements Project in Castro Valley	13,696,924		13,696,924		13,696,924
Central Alameda County Freeway System Operational Analysis	630,596	2,000,000	(1,369,404)	2,370,000	1,000,596
Castro Valley Local Area Traffic Circulation Improvement	1,981,941		1,981,941		1,981,941
Project Closeout	231,030	83,200	147,830	1,149,007	1,296,837
	<u>\$ 39,625,323</u>	<u>\$ 3,193,497</u>	<u>\$ 36,431,826</u>	<u>\$ 3,519,007</u>	<u>\$ 39,950,834</u>

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**2000 Measure B Sales Tax  
FY2016-17  
Proposed Capital Project Budget**

Project Name	(A)	(B)	(A) - (B) = (C)	(D)	(C) + (D) = (E)	Funding Sources			
	Adopted FY 2015-16 Capital Budget	Estimated Expenditures	Estimated FY 2015-16 Rollover to FY 2016-17	Proposed FY 2016-17 Capital Budget	Proposed FY 2016-17 Capital Budget w/ Estimated Rollover	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
ACE Capital Improvements	\$ 4,023,508	\$ 1,453,355	\$ 2,570,153	\$ -	\$ 2,570,153	\$ 2,570,152	\$ -	\$ -	\$ -
BART Warm Springs Extension	10,450,000	6,836,473	3,613,527	-	3,613,527	3,613,527	-	-	-
BART Oakland Airport Connector	-	-	-	-	-	-	-	-	-
Downtown Oakland Streetscape	3,128,945	-	3,128,945	-	3,128,945	3,128,945	-	-	-
Telegraph Avenue Bus Rapid Transit	131,449	131,449	-	-	-	-	-	-	-
I-680 Express Lane	14,113,745	3,420,930	10,692,815	-	10,692,815	10,692,815	-	-	-
Iron Horse Trail	3,000,000	-	3,000,000	3,267,000	6,267,000	6,267,000	-	-	-
I-880/Broadway-Jackson Interchange	2,383,594	1,400,000	983,594	-	983,594	983,594	-	-	-
I-580/Castro Valley Interchanges Improvements	(1,007,035)	871,805	(1,878,840)	1,878,840	-	-	-	-	-
Lewelling/East Lewelling	560,380	-	560,380	-	560,380	560,380	-	-	-
I-580 Auxiliary Lanes	1,230	-	1,230	-	1,230	1,230	-	-	-
I-580 Auxiliary Lanes - Westbound Fallon to Tassajara	7,210	-	7,210	-	7,210	7,210	-	-	-
I-580 Auxiliary Lanes - Westbound Airway to Fallon	1,887,000	507,955	1,379,045	-	1,379,045	1,379,045	-	-	-
I-580 Auxiliary Lanes - E/B El Charro to Airway	-	-	-	-	-	-	-	-	-
Rte 92/Clawiter-Whitesell Interchange	10,900,000	7,200,000	3,700,000	-	3,700,000	3,700,000	-	-	-
Hesperian/Lewelling Widening	599,622	-	599,622	-	599,622	599,622	-	-	-
Westgate Extension	470,400	47,432	422,968	-	422,968	422,968	-	-	-
E. 14th/Hesperian/150th Improvements	2,024,773	4,197	2,020,576	-	2,020,576	2,020,577	-	-	-
I-238 Widening	79,838	-	79,838	-	79,838	79,838	-	-	-
I-680/I-880 Cross Connector Study	371,500	-	371,500	-	371,500	371,499	-	-	-
Isabel - Route 84/I-580 Interchange	2,132,000	455,000	1,677,000	-	1,677,000	1,676,999	-	-	-
Route 84 Expressway	24,577,544	11,853,073	12,724,471	-	12,724,471	12,724,471	-	-	-
Dumbarton Corridor	-	-	-	-	-	-	-	-	-
Dumbarton Corridor - Central Avenue Overpass	2,900,000	250,000	2,650,000	-	2,650,000	2,650,000	-	-	-
I-580 Corridor Improvements	12,763,946	19,129,513	(6,365,567)	12,000,000	5,634,433	5,634,433	-	-	-
I-80 Integrated Corridor Mobility	166,026	987	165,040	-	165,040	165,040	-	-	-
I-880 Corridor Improvements in Oakland and San Leandro	2,461,551	759,433	1,702,119	-	1,702,119	1,702,119	-	-	-
CWTP/TEP Development	48,689	48,689	-	-	-	-	-	-	-
Studies at Congested Segments/Locations on CMP	275,812	-	275,812	-	275,812	275,812	-	-	-
Project Management / Closeout	6,257,201	6,257,201	0	190,046	190,046	190,046	-	-	-
	<u>\$ 104,708,927</u>	<u>\$ 60,627,490</u>	<u>\$ 44,081,437</u>	<u>\$ 17,335,886</u>	<u>\$ 61,417,323</u>	<u>\$ 61,417,321</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

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**2014 Measure BB Sales Tax  
FY2016-17  
Proposed Capital Project Budget**

Project Name	(A)	(B)	(A) - (B) = (C)	(D)	(C) + (D) = (E)	Funding Sources			
	Adopted FY 2015-16 Capital Budget	Estimated Expenditures	Estimated FY 2015-16 Rollover to FY 2016-17	Proposed FY 2016-17 Capital Budget	Proposed FY 2016-17 Capital Budget w/ Estimated Rollover	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
Telegraph Ave/East 14th/International Blvd Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Alameda to Fruitvale BART Rapid Bus	100,000	-	100,000	-	100,000	100,000	-	-	-
Grand/MacArthur BRT	100,000	-	100,000	-	100,000	100,000	-	-	-
College/Broadway Corridor Transit Priority	100,000	-	100,000	-	100,000	100,000	-	-	-
Irvington BART Station	100,000	-	100,000	-	100,000	100,000	-	-	-
Bay Fair Connector/BART METRO	100,000	-	100,000	-	100,000	100,000	-	-	-
BART Station Modernization and Capacity Program	100,000	-	100,000	-	100,000	100,000	-	-	-
BART to Livermore Extension, Phase 1	25,000	-	25,000	-	25,000	25,000	-	-	-
Dumbarton Corridor Area Transportation Improvements	100,000	-	100,000	-	100,000	100,000	-	-	-
Union City Intermodal Station	100,000	-	100,000	-	100,000	100,000	-	-	-
Railroad Corridor Right of Way Preservation and Track Improvements	100,000	-	100,000	-	100,000	100,000	-	-	-
Oakland Broadway Corridor Transit	100,000	-	100,000	-	100,000	100,000	-	-	-
Capitol Corridor Service Expansion	100,000	-	100,000	-	100,000	100,000	-	-	-
Congestion Relief, Local Bridge Seismic Safety	1,500,000	-	1,500,000	18,600,000	20,100,000	20,100,000	-	-	-
Countywide Freight Corridors	250,000	-	250,000	4,500,000	4,750,000	4,750,000	-	-	-
I-80 Gilman Street Interchange Improvements	1,500,000	68,462	1,431,538	270,000	1,701,538	1,701,538	-	-	-
I-80 Ashby Interchange Improvements	100,000	-	100,000	-	100,000	100,000	-	-	-
SR-84/I-680 Interchange and SR-84 Widening	4,000,000	-	4,000,000	-	4,000,000	4,000,000	-	-	-
SR-84 Expressway Widening (Pigeon Pass to Jack London)	-	-	-	-	-	-	-	-	-
I-580/I-680 Interchange Improvements	100,000	-	100,000	-	100,000	100,000	-	-	-
I-580 Local Interchange Improvement Program	300,000	-	300,000	-	300,000	300,000	-	-	-
I-680 HOT/HOV Lane from SR-237 to Alcosta	2,000,000	-	2,000,000	-	2,000,000	2,000,000	-	-	-
I-880 NB HOV/HOT Extension from A Street to Hegenberger	100,000	-	100,000	-	100,000	100,000	-	-	-
I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	25,000	-	25,000	-	25,000	25,000	-	-	-
I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	100,000	-	100,000	-	100,000	100,000	-	-	-
I-880 Industrial Parkway Interchange Improvements	100,000	-	100,000	-	100,000	100,000	-	-	-
I-880 Local Access and Safety Improvements	2,550,000	-	2,550,000	7,500,000	10,050,000	10,050,000	-	-	-
Gap Closure on Three Major Trails	3,676,525	-	3,439,892	-	3,439,892	2,325,196	-	-	1,114,695
	<u>\$ 17,426,525</u>	<u>\$ 305,095</u>	<u>\$ 17,121,430</u>	<u>\$ 30,870,000</u>	<u>\$ 47,991,430</u>	<u>\$ 46,876,735</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,114,695</u>

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# Memorandum

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

**DATE:** May 19, 2016

**SUBJECT:** Alameda CTC FY2015-16 Third Quarter Financial Report

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

## Summary

The attached FY2015-16 Third Quarter Financial Report has been prepared on a consolidated basis by governmental fund type including the General Fund, the Enterprise 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 March 31, 2016 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 75% of the total annual budget through the third quarter of the fiscal year, and percentages under 100% indicate that the actual revenue or expenditure item is under 75% of the total annual budget through the third quarter of the fiscal year except as noted on the Enterprise Fund which began operations on the I-580 toll lane in mid-February. At the end of the third quarter, the Alameda CTC is showing a net increase in fund balance in the amount of \$78.2 million mostly due to sales tax revenues received, but not yet spent primarily in the Capital Projects Funds.

## Activity

The following are highlights of actual revenues and expenditures compared to budget as of March 31, 2016 by fund type:

### *General Fund*

In the General Fund, the Alameda CTC's revenues are less than budget by \$2.9 million or 16.4%, and expenditures are under budget by \$3.4 million or 27.7% (see attachment A). These variances are mainly due to the timing of costs for the Safe Routes to School Programs. In addition expenditures for Transportation Planning activities were less than anticipated through the third quarter of the fiscal year. Expenditures for the Safe Routes to School Program and Transportation Planning activities 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.

#### *Enterprise Fund*

The Enterprise Fund reports on the activity of the I-580 Express Lanes which opened for full operations on February 19, 2016. The year-to-date budget represents one-third of the annual fiscal budget to provide a more meaningful comparison to actual. While toll revenues are more than budget by 6.9%, as of March 31, 2016, total revenues are less than budget by \$0.5 million or 50.1%. This variance is due to a delay in invoicing for start-up and warranty costs which will require funding and the recording of revenue from various grant fund sources. Expenditures also are less than budget by \$0.3 million or 42.7% (see attachment B). Both revenues and expenditures are expected to increase as invoices for start-up work and warranty costs are received and approved for payment.

#### *Special Revenue Funds*

The Special Revenue Funds group is made up of various Measure B and Measure BB Program subfunds including subfunds 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 congestion management program funds including Transportation Fund for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, revenues are more than budget by \$2.8 million or 2.1% mainly due to actual collections of both sales tax and VRF revenues which were higher than anticipated (see attachment C). Expenditures in the Special Revenue Funds are \$5.5 million or 4.4% less than budget mostly attributable to the timing of discretionary programming and invoices received on grants in the TFCA, VRF and sales tax funds which were lower than projected through the third quarter of the fiscal year. Many programming agreements cover multiple years so invoices are frequently received later in the agreement period.

#### *Exchange Fund*

As of March 31, 2016, Exchange Fund revenues were less than budget by \$9.4 million or 85.3% and expenditures were also less than budget by \$9.5 million or 85.9% (see attachment D). Budget in this fund is generally utilized on an as needed basis as exchanges are established to accommodate governmental agencies' needs. The recognition of revenue corresponds with the expenditures; therefore as expenditures increase, revenue also will increase.

#### *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. 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 33%, however, the year-to-date budget amount represents 75% of the annual total whereas the actual amount includes both semi-annual payments. Actual expenditures in the debt service funds will equal 100% of the budget by the end of the fiscal year as no additional debt service payments are required for the remainder of the year (see attachment E).

#### *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) or 2000 Measure B, the Alameda County Transportation Authority (ACTA) or 1986 Measure B or the Alameda County Congestion Management Agency (ACCMA) and now also includes 2014 Measure BB capital projects. Alameda CTC utilizes 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 March 31, 2016 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 less than budget by \$47.5 million or 30.1% and expenditures are less than budget by \$133.8 million or 72.0% (see attachment F). Grant revenue corresponds directly to expenditures for capital projects. The following are some major factors contributing to project expenditure variances from budget.

#### 1986 Measure B

The 1986 Measure B capital project expenditures were less than budget mostly related to the I-880 to Mission Blvd. East/West Connector project which experienced a delay in the execution of the final design contract. In addition right-of-way acquisitions for this project have been delayed due to a shortfall in funding for construction. Also, expenses for the I-580 Interchange Improvements in Castro Valley project is lower than budget due to a reversal of a prior year expenditure.

#### 2000 Measure B

2000 Measure B capital project expenditures were less than budget in part due to a delay in invoicing on the BART Warm Springs Extension project. The I-680 Express Lane project expenditures are below projections because there was a delay in execution of the final design contract in addition to a reduction in the need for funding operating costs.

Expenditures for the Route 92/Clawiter-Whitesell Interchange project are below budget due to a delay in invoicing from the City of Hayward, although construction is in progress. Expenditures for the Route 84 Expressway project also are lower than projected because right-of-way agreements are still in negotiations. Expenditures are expected to approach budget as agreements are finalized and acquisitions are completed.

#### 2014 Measure BB

2014 Measure BB capital project expenditures were less than budget as the Measure BB program ramps up and staff awaits invoicing from agencies who were allocated initial grants funds in the Capital Investment Plan to develop a detailed project delivery strategy for their projects.

#### ACCMA

ACCMA capital project expenditures were less than budget partly due to the ACCMA I-680 Sunol Express Lanes-Northbound project which incurred a delay with the final design contract as a formal Caltrans audit was conducted. In addition, the I-580 Eastbound Express (AUX) Lane, the I-580 Westbound Express (HOT) Lane, the I-880 Southbound HOV Lane and the I-80 Integrated Corridor Mobility projects are all experiencing delays in invoicing from either Caltrans or their respective contractors.

#### *Limitations Calculations*

Staff has completed the limitations calculations required for both 2000 Measure B and 2014 Measure BB related to salary and benefits and administration costs, and Alameda CTC 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 March 31, 2016
- B. Alameda CTC Enterprise Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2016
- C. Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of March 31, 2016
- D. Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2016
- E. Alameda CTC Debt Service Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2016
- F. Alameda CTC Capital Projects Funds Revenues/Expenditures Actual vs. Budget as of March 31, 2016

## Staff Contact

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

[Lily Balinton](#), Accounting Manager

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**General Fund Revenues/Expenditures**  
**March 31, 2016**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<b>REVENUES</b>				
Sales Tax Revenue	8,766,870	8,606,250	101.87	160,620
Investment Income	101,597	24,750	410.49	76,847
Member Agency Fees	1,046,114	1,046,114	100.00	0
Other Revenues	90,774	204,332	44.42	(113,558)
Grants	4,916,135	7,962,212	61.74	(3,046,077)
Total Revenues	<u>14,921,489</u>	<u>17,843,659</u>		<u>(2,922,168)</u>
<b>EXPENDITURES</b>				
<u>Administration</u>				
Salaries and Benefits	1,543,243	1,346,519	114.61	(196,723)
General Office Expenses	1,163,974	1,295,437	89.85	131,463
Other Administration	1,844,110	2,014,217	91.55	170,108
Commission and Community Support	115,829	165,975	69.79	50,146
Contingency	-	141,000	0.00	141,000
<u>Planning</u>				
Salaries and Benefits	441,204	477,236	92.45	36,033
Planning Management and Support	-	540,112	0.00	540,112
Transportation Planning	2,255,847	3,390,009	66.54	1,134,162
Congestion Management Program	39,673	202,500	19.59	162,827
<u>Programs</u>				
Salaries and Benefits	301,982	230,087	131.25	(71,895)
Programs Management and Support	220,484	178,350	123.62	(42,134)
Safe Routes to School Programs	1,127,247	2,456,423	45.89	1,329,175
Other Programming	12,249	97,500	12.56	85,251
<u>Indirect Cost Recovery/Allocation</u>				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(143,496)	(192,644)	74.49	(49,148)
Total Expenditures	<u>8,922,346</u>	<u>12,342,720</u>		<u>3,420,374</u>
Net revenue over / (under) expenditures	<u>5,999,144</u>	<u>5,500,939</u>		

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Enterprise Fund Revenues/Expenditures**  
**March 31, 2016**

	<u>YTD Actuals</u>	<u>YTD Budget <sup>(1)</sup></u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Toll Revenues	507,897	474,953	106.94	32,944
Violation Revenues	-	99,990	0.00	(99,990)
Investment Income	31	-	-	31
Other Revenues	16,693	358,823	4.65	(342,130)
Grants	-	117,072	0.00	(117,072)
Total Revenues	<u>524,620</u>	<u>1,050,837</u>		<u>(526,217)</u>
<u>EXPENDITURES</u>				
<u>Operations</u>				
Salaries and Benefits	16,075	15,440	104.11	(634)
Project Management and Support	30,000	38,330	78.27	8,330
Operating Expenditures	368,461	670,016	54.99	301,556
Total Expenditures	<u>414,536</u>	<u>723,786</u>		<u>309,251</u>
Net revenue over / (under) expenditures	<u>110,085</u>	<u>327,051</u>		

<sup>(1)</sup>The I-580 Express Lanes opened for full toll operations on 2/19/16, therefore, the YTD Budget represents 1/3 of the annual budget.

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Special Revenue Fund Revenues/Expenditures**  
**March 31, 2016**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Sales Tax Revenue	124,418,891	122,125,446	101.88	2,293,445
Investment Income	98,432	78,000	126.20	20,432
VRF Funds	9,476,960	9,000,000	105.30	476,960
Other Revenues	1,500,707	1,507,430	99.55	(6,724)
Grants	231,981	236,313	98.17	(4,332)
Total Revenues	<u>135,726,971</u>	<u>132,947,189</u>		<u>2,779,782</u>
<u>EXPENDITURES</u>				
<u>Administration</u>				
General Office Expenses	3,959	5,025	78.78	1,066
Commission and Community Support	5,850	13,125	44.57	7,275
<u>Programs</u>				
Salaries and Benefits	420,445	639,871	65.71	219,426
Programs Management	1,766,284	1,385,145	127.52	(381,139)
VRF Programming and Other Costs	6,810,506	8,106,831	84.01	1,296,325
Measure B/BB Direct Local Distribution	106,620,941	104,635,994	101.90	(1,984,947)
Grant Awards	2,093,530	6,101,635	34.31	4,008,105
Other Programming	270,503	2,569,125	10.53	2,298,622
Total Expenditures	<u>117,992,017</u>	<u>123,456,750</u>		<u>5,464,733</u>
Net revenue over / (under) expenditures	<u>17,734,954</u>	<u>9,490,439</u>		

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Exchange Fund Revenues/Expenditures**  
**March 31, 2016**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Investment Income	37,576	-	-	37,576
Exchange Program Funds	1,585,199	11,015,339	14.39	(9,430,140)
Total Revenues	<u>1,622,774</u>	<u>11,015,339</u>		<u>(9,392,564)</u>
<u>EXPENDITURES</u>				
Salaries & Benefits	16,081	33,569	47.90	17,488
Programs Management and Support	11,115	3,750	296.41	(7,365)
Programming of Funds	1,526,092	10,978,019	13.90	9,451,927
Total Expenditures	<u>1,553,288</u>	<u>11,015,339</u>		<u>9,462,050</u>
Net revenue over / (under) expenditures	<u>69,486</u>	<u>-</u>		

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Debt Service Funds Revenues/Expenditures**  
**March 31, 2016**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<u>REVENUES</u>				
Investment Income	66,622	17,250	386.21	49,372
Total Revenues	<u>66,622</u>	<u>17,250</u>		<u>49,372</u>
<u>EXPENDITURES</u>				
Bond Interest Expense	5,701,350	4,276,013	133.33	(1,425,338)
Total Expenditures	<u>5,701,350</u>	<u>4,276,013</u>		<u>(1,425,338)</u>
Net revenue over / (under) expenditures	<u>(5,634,728)</u>	<u>(4,258,763)</u>		

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Capital Projects Funds Revenues/Expenditures**  
**March 31, 2016**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<b>REVENUES</b>				
Sales Tax Revenue	73,177,055	71,768,304	101.96	1,408,751
Investment Income	948,576	393,750	240.91	554,826
Other Revenues	14,708,857	6,304,367	233.31	8,404,490
Other Grants	21,584,353	79,416,406	27.18	(57,832,053)
<b>Total Revenues</b>	<b>110,418,840</b>	<b>157,882,827</b>		<b>(47,463,987)</b>
<b>EXPENDITURES</b>				
<b>Administration</b>				
Salaries & Benefits	109,008	82,052	132.85	(26,956)
General Office Expenses	122,951	141,629	86.81	18,678
Other Administration	192,785	175,004	110.16	(17,781)
Contingency	-	9,000	0.00	9,000
<b>Capital Projects</b>				
<b><u>1986 Measure B</u></b>				
Salaries and Benefits	14,252	26,414	53.96	12,161
Capital Expenditures	14,037	147,698	9.50	133,661
I-880/Mission Blvd Interchange	79,528	417,374	19.05	337,846
I-880 to Mission Blvd East-West Connector	206,179	16,788,911	1.23	16,582,731
Route 238/Mission-Foothill-Jackson Corridor Improve	-	106,500	0.00	106,500
I-580 Interchange Improvements in Castro Valley	841	10,272,693	0.01	10,271,852
Central Alameda County Freeway System Op. Analysis	427,034	472,947	90.29	45,913
Castro Valley Local Area Traffic Circulation Improvement	-	1,486,456	0.00	1,486,456
<b><u>2000 Measure B</u></b>				
Salaries and Benefits	65,224	88,612	73.61	23,388
Project Management/Close Out	2,623,019	4,606,302	56.94	1,983,283
ACE Capital Improvements	131,781	3,017,631	4.37	2,885,850
BART Warm Springs Extension	41,445	7,835,487	0.53	7,794,042
Downtown Oakland Streetscape	35,792	2,346,709	1.53	2,310,917
Telegraph Avenue Bus Rapid Transit	165,770	98,587	168.15	(67,183)
I-680 Express Lane	1,271,564	10,585,309	12.01	9,313,745
Iron Horse Trail	-	2,250,000	0.00	2,250,000
I-880/Broadway-Jackson Interchange	1,103,533	1,787,696	61.73	684,162
I-580/Castro Valley Interchange Improvement	(2,715,341)	(755,276)	359.52	1,960,065
Lewelling/East Lewelling Blvd Widening	(1,510)	420,285	(0.36)	421,795
I-580 Auxiliary Lanes	-	923	0.00	923
I-580 Aux Lane-WB Fallon to Tassajara	(5,352)	5,408	(98.98)	10,760
I-580 Aux Lane-WB Airway to Fallon	80,150	1,415,250	5.66	1,335,100
Rte 92/Clawiter -Whitesell Interchange	3,135,417	8,175,000	38.35	5,039,583
Hesperian Blvd/Lewelling Blvd Widening	-	449,717	0.00	449,717
Westgate Parkway Extension	(10,284)	352,800	(2.92)	363,084
E. 14th/Hesperian/150th Improvements	-	1,518,580	0.00	1,518,580
I-680/I-880 Cross Connector Study	-	278,625	0.00	278,625
I-238 Widening	134,589	59,879	224.77	(74,710)
Isabel Avenue - 84/I-580 Interchange	(46,317)	1,599,000	(2.90)	1,645,317
Route 84 Expressway	10,842,807	18,433,158	58.82	7,590,351
Dumbarton Corridor - Central Avenue Overpass	-	2,175,000	0.00	2,175,000
I-580 Corridor/BART to Livermore Study	10,883,874	9,572,960	113.69	(1,310,915)

**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Capital Projects Funds Revenues/Expenditures**  
**March 31, 2016**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
I-80 Integrated Corridor Mobility	987	124,520	0.79	123,533
I-880 Corridor Improvements	1,373,776	1,846,163	74.41	472,387
CWTP/TEP Development	-	36,517	0.00	36,517
Studies at Congested Seg/Loc on CMP	(73,153)	206,859	(35.36)	280,012
<u>2014 Measure BB</u>				
Salaries and Benefits	-	22,582	0.00	22,582
Grand/MacArthur BART	-	75,000	0.00	75,000
Alameda to Fruitvale BART Rapid Bus	-	75,000	0.00	75,000
College/Broadway Corridor Transit Priority	-	75,000	0.00	75,000
Irvington BART Station	-	75,000	0.00	75,000
Bay Fair Connector/BART METRO	-	75,000	0.00	75,000
BART Station Modernization and Capacity Program	-	75,000	0.00	75,000
BART to Livermore Extension, Phase 1	-	18,750	0.00	18,750
Dumbarton Corridor Area Transportation Improvements	-	74,832	0.00	74,832
Union City Intermodal Station	-	75,000	0.00	75,000
Railroad Corridor Right of Way Preservation and Track Improvements	-	74,916	0.00	74,916
Oakland Broadway Corridor Transit	-	75,000	0.00	75,000
Capitol Corridor Service Expansion	-	75,000	0.00	75,000
Congestion Relief, Local Bridge Seismic Safety	-	1,125,000	0.00	1,125,000
Countywide Freight Corridors	-	187,500	0.00	187,500
I-80 Gilman Street Interchange Improvements	76,981	1,125,000	6.84	1,048,019
I-80 Ashby Interchange Improvements	-	75,000	0.00	75,000
SR-84/I-680 Interchange and SR-84 Widening	-	2,999,832	0.00	2,999,832
I-580/I-680 Interchange Improvements	-	74,832	0.00	74,832
I-580 Local Interchange Improvement Program	-	225,000	0.00	225,000
I-680 HOT/HOV Lane from SR-237 to Alcosta	-	1,500,000	0.00	1,500,000
I-880 NB HOV/HOT Extension from A Street to Hegenberger	-	75,000	0.00	75,000
I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	-	18,750	0.00	18,750
I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	-	75,000	0.00	75,000
I-880 Industrial Parkway Interchange Improvements	-	75,000	0.00	75,000
I-880 Local Access and Safety Improvements	-	1,912,500	0.00	1,912,500
Gap Closure on Three Major Trails	-	450,000	0.00	450,000
East Bay Greenway	116,572	2,285,399	5.10	2,168,827
<u>ACCMA</u>				
Salaries and Benefits	96,924	135,636	71.46	38,712
Project Management/Close Out	-	(19,944)	0.00	(19,944)
Grand MacArthur	-	16,139	0.00	16,139
I-680 Southbound HOT Lane	123,668	2,243,216	5.51	2,119,548
Route 24 Caldecott Tunnel Settlement	124,136	2,678,745	4.63	2,554,609
I-880 North Safety & Op Improvements @ 23rd/29th	1,869,662	4,276,664	43.72	2,407,002
I-580 Eastbound HOV Lane	-	2,000	0.00	2,000
I-580 Environmental Mitigation	-	147,897	0.00	147,897
I-580 Eastbound Express (HOT) Lane	5,736,362	5,909,132	97.08	172,770
I-580 Eastbound Express (AUX) Lane	695,488	4,556,367	15.26	3,860,879

**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Capital Projects Funds Revenues/Expenditures**  
**March 31, 2016**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
I-580 Corridor ROW Preservation	-	438,998	0.00	438,998
I-680 Sunol Express Lanes-Northbound	1,529,173	5,321,209	28.74	3,792,036
I-580 Westbound HOV Lane	314,946	2,112,362	14.91	1,797,416
I-580 Westbound Express (HOT) Lane	7,474,128	13,391,006	55.81	5,916,878
Altamont Commuter Express	142,460	1,214,141	11.73	1,071,681
I-880 Southbound HOV Lane	897,120	6,551,517	13.69	5,654,397
I-880 Southbound HOV Lane Landscaping	-	502,740	0.00	502,740
Webster Street SMART Corridor	7,396	125,204	5.91	117,808
Marina Boulevard/I-880 PSR	-	7,258	0.00	7,258
I-680/I-880 Cross Connector PSR	-	255,370	0.00	255,370
I-80 Gilman Interchange Improvements	221,896	440,177	50.41	218,281
I-680 Southbound HOV Lane	-	2,890,228	0.00	2,890,228
I-580 Soundwall Landscaping	4,817	28,367	16.98	23,550
Route 84 Widening-Pigeon Pass to I-680	113,947	1,910,984	5.96	1,797,037
I-80 Integrated Corridor Mobility	1,796,712	7,892,016	22.77	6,095,304
SMART Corridors Operation and Management	374,140	983,234	38.05	609,094
Total Expenditures	<u>51,920,911</u>	<u>185,738,924</u>		<u>133,818,013</u>
Net revenue over / (under) expenditures	<u>58,497,929</u>	<u>(27,856,097)</u>		

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**DATE:** May 19, 2016

**SUBJECT:** Alameda CTC FY2015-16 Third Quarter Investment Report

**RECOMMENDATION:** Approve the Alameda CTC FY2015-16 Third 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 March 31, 2016. The report also shows balances as of June 30, 2015 for comparison purposes. The *Portfolio Review for Quarter Ending March 31, 2016* (Attachment B), prepared by GenSpring, provides a review and outlook of current market conditions, the investment strategy used to maximize return without compromising safety and liquidity, and an overview of the strategy for the bond proceeds portfolio. Alameda CTC investments are in compliance with the adopted investment policy as of March 31, 2016. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

## Activity

The following are key highlights of cash and investment information as of March 31, 2016:

- As of March 31, 2016, total cash and investments held by the Alameda CTC was \$407.2 million with bond proceeds accounting for \$17.4 million or 4.3% of the total.
- The 1986 Measure B investment balance increased by \$16.2 million or 13.0% from the prior year-end balance mainly due to the sale of real property on Fremont Blvd. to the Fremont Unified School District in October 2015. The 2000 Measure B investment balance decreased \$26.9 million or 14.3% due to capital project expenditures. The 2014 Measure BB investment balance increased \$48.3 million compared to one month of Measure BB collections received in June 2015. The ACCMA investment balance increased by \$10.7 million or 25.1% primarily due to the receipt of VRF and Exchange Funds.
- Investment yields have increased slightly with the average return on investments for the third quarter at 0.43% 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 March 31, 2016
- B. Portfolio Review for Quarter Ending March 31, 2016 (provided by GenSpring)
- C. Fixed Income Portfolio and CDARS Investment Statements as of March 31, 2016

### **Staff Contact**

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager



Alameda CTC Consolidated Investment Report As of March 31, 2016							
1986 Measure B	Un-Audited		Interest Earned			FY 2014-2015	
	Investment Balance	Interest earned	As of March 31, 2016			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 2,243,423	\$ 7,383	0.44%			\$ 4,284,902	6,361
State Treasurer Pool (LAIF) <sup>(1)</sup>	11,792,586	46,135	0.38%			7,949,470	84,384
Investment Advisor <sup>(1) (2)</sup>	116,186,500	487,630	0.56%			101,830,435	355,760
Loan to ACCMA	10,000,000	-	-			10,000,000	-
<b>1986 Measure B Total</b>	<b>\$ 140,222,508</b>	<b>\$ 541,148</b>	<b>0.51%</b>	<b>\$ 225,000</b>	<b>\$ 316,148</b>	<b>\$ 124,064,807</b>	<b>\$ 446,506</b>
						<i>Approx. ROI</i>	<i>0.36%</i>
2000 Measure B	Un-Audited		Interest Earned			FY 2014-2015	
	Investment Balance	Interest earned	As of March 31, 2016			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 10,947,232	\$ 11,357	0.14%			\$ 7,414,099	\$ 17,509
State Treasurer Pool (LAIF) <sup>(1)</sup>	26,690,620	83,954	0.38%			22,283,870	102,190
Investment Advisor <sup>(1) (2)</sup>	98,632,614	360,494	0.49%			108,981,958	209,089
2014 Series A Bond Project Fund	8,266,761	24,406	0.39%			26,626,082	85,074
2014 Series A Bond Interest Fund	9,166,581	66,622	0.97%			14,748,844	100,783
Project Deferred Revenue <sup>(3)</sup>	7,955,739	23,983	0.38%			8,515,433	14,122
<b>2000 Measure B Total</b>	<b>\$ 161,659,548</b>	<b>\$ 570,815</b>	<b>0.47%</b>	<b>\$ 181,500</b>	<b>\$ 389,315</b>	<b>\$ 188,570,286</b>	<b>\$ 528,767</b>
						<i>Approx. ROI</i>	<i>0.28%</i>
2014 Measure BB	Un-Audited		Interest Earned			FY 2014-2015	
	Investment Balance	Interest earned	As of March 31, 2016			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 13,700,650	\$ 22,894	0.22%			\$ 3,448,809	\$ 102
State Treasurer Pool (LAIF) <sup>(1)</sup>	38,005,690	43,649	0.44%			-	-
<b>2014 Measure BB Total</b>	<b>\$ 51,706,340</b>	<b>\$ 66,543</b>	<b>0.17%</b>	<b>\$ 107,250</b>	<b>\$ (40,707)</b>	<b>\$ 3,448,809</b>	<b>\$ 102</b>
						<i>Approx. ROI</i>	<i>0.00%</i>
ACCMA	Un-Audited		Interest Earned			FY 2014-2015	
	Investment Balance	Interest earned	As of March 31, 2016			Investment Balance	Interest earned
			Approx. ROI	Budget	Difference	June 30, 2015	FY 2014-2015
Bank Accounts	\$ 14,122,470	\$ 24,827	0.23%			\$ 16,560,969	\$ 9,590
State Treasurer Pool (LAIF) <sup>(1)</sup>	34,174,364	73,482	0.40%			20,386,043	59,742
Project Deferred Revenue <sup>(4)</sup>	15,297,947	45,112	0.38%			15,910,452	43,947
Loan from ACTA	(10,000,000)	-	-			(10,000,000)	-
<b>ACCMA Total</b>	<b>\$ 53,594,781</b>	<b>\$ 143,421</b>	<b>0.36%</b>	<b>\$ -</b>	<b>\$ 143,421</b>	<b>\$ 42,857,464</b>	<b>\$ 113,280</b>
						<i>Approx. ROI</i>	<i>0.26%</i>
<b>Alameda CTC TOTAL</b>	<b>\$ 407,183,176</b>	<b>\$ 1,321,928</b>	<b>0.43%</b>	<b>\$ 513,750</b>	<b>\$ 808,178</b>	<b>\$ 358,941,366</b>	<b>\$ 1,088,655</b>

## Notes:

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

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***Alameda County Transportation Commission***  
***Portfolio Review for the Quarter Ending***  
***March 31, 2016***

***Fixed Income Market Review and Outlook***

Global economic data remained sluggish, triggering cautious tones by global central banks—from Japan and the US to Europe and China—that helped stabilize rocky markets, though their policy prescriptions have been very different. US economic data continued to firm generally. Accordingly, the *will they/won't they* debate raged on about when the Federal Reserve might resume lifting interest rates during 2016, if at all.

Most bond indices notched gains for a third consecutive month, with US Core Bonds gaining 0.9%. US bonds—both investment grade and high yield bonds—were especially strong during March. Similarly, non-US bonds posted solid gains after the European Central Bank said it would begin buying high-quality European corporate bonds. Yet, high-quality bond sectors struggled in the “risk-on/risk-off” environment, including US government bonds and mortgage-backed securities.

The path of interest rates during March was the inverted image of February, as yields rose then fell but ended nearly flat for the month. The yield on the 10-year US Treasury started the month at 1.74%, jumped to 1.98% by mid-month before finishing at 1.77%.

***Portfolio Allocation***

As of the end of the quarter, the consolidated Alameda CTC portfolio consisted of 42.7% US Government Agency securities, 34.4% US Treasury securities, 22.2% High Grade Corporate Bonds and 0.7% of cash and cash equivalents.

***Compliance with Investment Policy Statement***

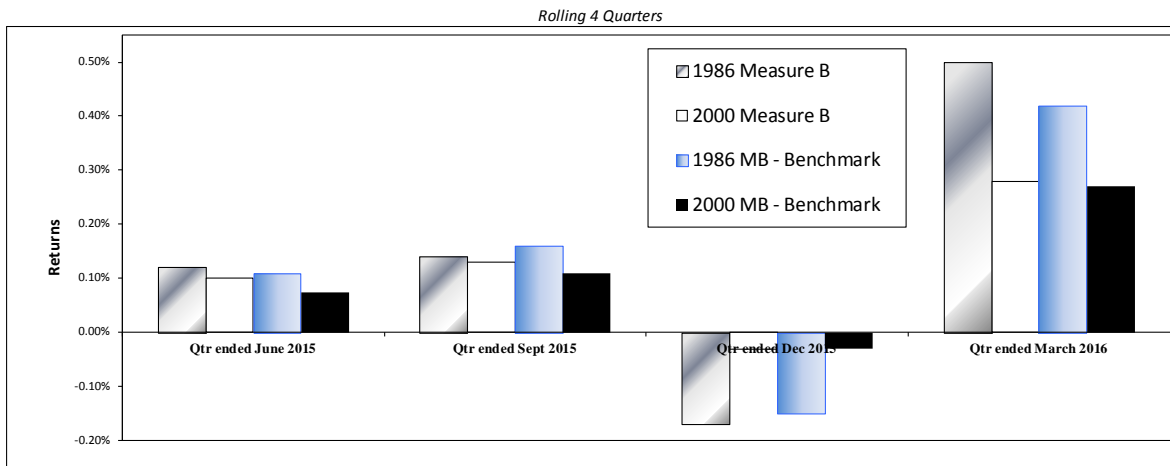
For the quarter ending March 31, 2016, the Alameda CTC portfolio was in compliance with the adopted investment policy statement.

## **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. For the quarter ending March 31, the 1986 Measure B portfolio returned **0.50%**. This compares to the benchmark return of **0.42%**. For the quarter ending March 31, the 2000 Measure B portfolio returned **0.28%**. This compares to the benchmark return of **0.27%**. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the 1986 Measure B portfolio's yield to maturity or call was **0.62%**. The benchmark's yield to maturity was **0.55%**. For the quarter ending March 31, the 2000 Measure B portfolio's yield to maturity or call was **0.50%**. The benchmark's yield to maturity was **0.44%**.

### **Alameda CTC** Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Trailing 12 Months
<b>MONTHLY PERFORMANCE DATA</b>													
1986 Measure B	0.05%	0.02%	0.04%	0.04%	-0.02%	0.12%	-0.01%	-0.11%	-0.05%	0.26%	0.08%	0.16%	0.59%
2000 Measure B	0.05%	0.03%	0.02%	0.04%	0.01%	0.08%	0.01%	-0.04%	0.00%	0.12%	0.06%	0.10%	0.49%
Benchmark - 1986 MB <sup>1</sup>	0.06%	0.03%	0.02%	0.02%	-0.01%	0.15%	-0.03%	-0.10%	-0.02%	0.28%	0.01%	0.13%	0.54%
Benchmark - 2000 MB <sup>2</sup>	0.05%	0.02%	0.01%	0.01%	0.00%	0.10%	-0.01%	-0.04%	0.02%	0.17%	-0.01%	0.11%	0.43%

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

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

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

### **Bond Proceeds Portfolios**

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

As of March 31, 2016, \$100,830,665.91 had been distributed from the Project Fund and \$11,355,188.75 had been distributed from the Interest Fund. The quarter end values of the Project and Interest Funds, including unrealized gains and losses, were \$8,268,578.01 and \$9,201,425.74 respectively.

The portfolios were invested by buying allowable high grade fixed income securities. As of March 31, 2016 the average life of the cash flows for the Interest Fund was roughly **0.9** years while the average life of the cash flows of the Project Fund was anticipated to be approximately **1.0** month.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. As of the end of the quarter the Interest Fund portfolio's yield to maturity was **0.65%** and the Project Fund portfolio's yield to maturity was **0.16%**. By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the month would yield **0.58%** and **0.17%** respectively.

For the quarter ending March 31, 2016, the Alameda CTC Series 2014 Bonds Interest Fund and Project Fund portfolios were invested in compliance with the Bond Indenture dated February 1, 2014.

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**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**ACTA 1986 Measure B**  
**Account # N001**  
**March 31, 2016**

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
<b>CASH</b>													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,153,708.41		1,153,708.41		1,153,708.41	1.01		0.0
<b>CORPORATE BONDS</b>													
800,000.0000	713448bt4	PEPSICO INC 2.500% Due 05-10-16	A1	A-	103.03	824,232.00	100.21	801,688.80	7,833.33	809,522.13	0.70	0.53	0.1
1,000,000.0000	191216bd1	COCA COLA CO 0.750% Due 11-01-16	AA3	AA	100.15	1,001,500.00	99.80	997,979.00	3,125.00	1,001,104.00	0.87	1.09	0.6
1,000,000.0000	742718ed7	PROCTER & GAMBLE CO 0.750% Due 11-04-16	AA3	AA-	100.23	1,002,270.00	100.03	1,000,305.00	3,062.50	1,003,367.50	0.88	0.69	0.6
1,000,000.0000	478160bf0	JOHNSON & JOHNSON 0.700% Due 11-28-16	AAA	AAA	100.13	1,001,290.00	99.99	999,936.00	2,391.67	1,002,327.67	0.88	0.71	0.7
1,000,000.0000	25468pcs3	DISNEY WALT CO MTNS BE 1.125% Due 02-15-17	A2	A	100.63	1,006,290.00	100.33	1,003,266.00	1,437.50	1,004,703.50	0.88	0.75	0.9
1,000,000.0000	17275rak8	CISCO SYS INC 3.150% Due 03-14-17	A1	AA-	103.34	1,033,370.00	102.26	1,022,550.00	1,487.50	1,024,037.50	0.89	0.77	0.9
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A	101.77	1,017,700.00	101.14	1,011,400.00	8,341.67	1,019,741.67	0.89	1.05	1.1
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.10	1,001,000.00	100.16	1,001,554.00	3,450.00	1,005,004.00	0.88	0.76	1.1
1,500,000.0000	084664bs9	BERKSHIRE HATHAWAY FIN CORP 1.600% Due 05-15-17	AA2	AA	101.35	1,520,175.00	100.84	1,512,555.00	9,066.67	1,521,621.67	1.32	0.85	1.1
3,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	101.52	3,045,480.00	100.53	3,015,750.00	18,700.00	3,034,450.00	2.64	1.17	1.1
1,000,000.0000	89233p6d3	TOYOTA MTR CRD CORP MTN BE 1.750% Due 05-22-17	AA3	AA-	101.32	1,013,200.00	100.80	1,008,016.00	6,270.83	1,014,286.83	0.88	1.04	1.1
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A2	A	100.78	3,023,430.00	100.55	3,016,404.00	8,708.33	3,025,112.33	2.64	0.94	1.3
2,500,000.0000	22160kae5	COSTCO WHSL CORP NEW 1.125% Due 12-15-17	A1	A+	100.14	2,503,475.00	100.44	2,510,942.50	8,281.25	2,519,223.75	2.20	0.86	1.7
2,500,000.0000	458140al4	INTEL CORP 1.350% Due 12-15-17	A1	A+	100.55	2,513,750.00	100.81	2,520,310.00	9,937.50	2,530,247.50	2.21	0.87	1.7
1,700,000.0000	05531fam5	BB&T CORPORATION 1.450% Due 01-12-18	A2	A-	99.52	1,691,806.00	100.11	1,701,805.40	5,409.31	1,707,214.71	1.49	1.39	1.7
1,000,000.0000	166764av2	CHEVRON CORP NEW 1.365% Due 03-02-18	AA1	AA-	99.72	997,200.00	100.36	1,003,560.00	1,099.58	1,004,659.58	0.88	1.18	1.9
2,500,000.0000	594918as3	MICROSOFT CORP 1.000% Due 05-01-18	AAA	AA+	99.70	2,492,500.00	100.28	2,506,975.00	10,416.67	2,517,391.67	2.19	0.86	2.1
						26,688,668.00		26,634,996.70	109,019.31	26,744,016.01	23.31	0.94	1.3
<b>GOVERNMENT BONDS</b>													
11,000,000.0000	912828uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	99.56	10,951,875.00	100.00	11,000,132.00	12,698.09	11,012,830.09	9.63	0.22	0.0
3,000,000.0000	912828vc1	UNITED STATES TREAS NTS 0.250% Due 05-15-16	AAA	AA+	99.70	2,990,859.36	100.00	2,999,850.00	2,843.41	3,002,693.41	2.63	0.29	0.1
675,000.0000	3133834r9	FEDERAL HOME LOAN BANKS 0.375% Due 06-24-16	AAA	AA+	99.69	672,934.50	100.00	674,995.95	682.03	675,677.98	0.59	0.37	0.2
25,000,000.0000	3130a2t97	FEDERAL HOME LOAN BANKS 0.500% Due 09-28-16	AAA	AA+	99.93	24,982,250.00	99.99	24,998,650.00	1,041.67	24,999,691.67	21.88	0.51	0.5

**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**ACTA 1986 Measure B**  
**Account # N001**  
**March 31, 2016**

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
10,000,000.0000	912828f47	UNITED STATES TREAS NTS 0.500% Due 09-30-16	AAA	AA+	100.05	10,004,687.50	100.04	10,003,910.00	136.61	10,004,046.61	8.75	0.42	0.5
3,000,000.0000	3137eads5	FEDERAL HOME LN MTG CORP 0.875% Due 10-14-16	AAA	AA+	100.45	3,013,500.00	100.24	3,007,269.00	12,177.08	3,019,446.08	2.63	0.42	0.5
2,500,000.0000	3134g3s50	FEDERAL HOME LN MTG CORP 0.625% Due 11-01-16	AAA	AA+	100.00	2,500,000.00	100.03	2,500,857.50	6,510.42	2,507,367.92	2.19	0.56	0.6
2,900,000.0000	3135g0gy3	FEDERAL NATL MTG ASSN 1.250% Due 01-30-17	AAA	AA+	100.68	2,919,691.00	100.47	2,913,606.80	6,142.36	2,919,749.16	2.55	0.68	0.8
2,000,000.0000	3137eadc0	FEDERAL HOME LN MTG CORP 1.000% Due 03-08-17	AAA	AA+	100.62	2,012,340.00	100.31	2,006,110.00	1,277.78	2,007,387.78	1.76	0.67	0.9
1,000,000.0000	3135g0zb2	FEDERAL NATL MTG ASSN 0.750% Due 04-20-17	AAA	AA+	100.32	1,003,180.00	100.04	1,000,368.00	3,354.17	1,003,722.17	0.88	0.71	1.0
10,000,000.0000	912828k66	UNITED STATES TREAS NTS 0.500% Due 04-30-17	AAA	AA+	99.73	9,972,656.25	99.85	9,985,160.00	20,972.22	10,006,132.22	8.74	0.64	1.1
2,000,000.0000	3130a6sw8	FEDERAL HOME LOAN BANKS 1.000% Due 12-19-17	AAA	AA+	99.97	1,999,340.00	100.38	2,007,670.00	5,666.67	2,013,336.67	1.76	0.77	1.7
3,000,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AAA	105.50	3,164,882.82	105.15	3,154,569.00	13,416.67	3,167,985.67	2.76	0.72	1.8
2,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP 0.875% Due 03-07-18	AAA	AA+	99.52	1,990,460.00	100.15	2,002,980.00	1,166.67	2,004,146.67	1.75	0.80	1.9
3,000,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	104.16	3,124,921.89	104.18	3,125,508.00	239.58	3,125,747.58	2.74	0.76	2.0
2,500,000.0000	3130a4gj5	FEDERAL HOME LOAN BANKS 1.125% Due 04-25-18	AAA	AA+	100.02	2,500,500.00	100.76	2,518,940.00	12,187.50	2,531,127.50	2.20	0.75	2.0
2,500,000.0000	912828qq6	UNITED STATES TREAS NTS 2.375% Due 05-31-18	AAA	AA+	103.19	2,579,687.50	103.44	2,586,035.00	19,956.60	2,605,991.60	2.26	0.77	2.1
						86,383,765.82		86,486,611.25	120,469.51	86,607,080.76	75.68	0.52	0.8
<b>TOTAL PORTFOLIO</b>						<b>114,226,142.23</b>		<b>114,275,316.36</b>	<b>229,488.82</b>	<b>114,504,805.18</b>	<b>100.00</b>	<b>0.62</b>	<b>0.9</b>



**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**ACTIA 2000 Measure B**  
**Account # N001UNBI**  
**March 31, 2016**

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
<b>CASH</b>													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				290,225.30		290,225.30		290,225.30	0.30		0.0
<b>CORPORATE BONDS</b>													
825,000.0000	05531faf0	BB&T CORPORATION 3.950% Due 04-29-16	A2	A-	104.92	865,617.50	100.25	827,081.48	13,759.17	840,840.64	0.86	0.67	0.1
1,000,000.0000	459200h18	INTERNATIONAL BUSINESS MACHS 0.450% Due 05-06-16	AA3	AA-	100.07	1,000,664.00	100.01	1,000,050.00	1,812.50	1,001,862.50	1.03	0.39	0.1
1,000,000.0000	166764ac4	CHEVRON CORP NEW 0.889% Due 06-24-16	AA1	AA	100.50	1,005,000.00	100.04	1,000,420.00	2,395.36	1,002,815.36	1.04	0.70	0.2
1,000,000.0000	46625hja9	JPMORGAN CHASE & CO 3.150% Due 07-05-16	A3	A	101.66	1,016,580.00	100.63	1,006,290.00	7,525.00	1,013,815.00	1.04	0.72	0.3
1,000,000.0000	459200gx3	INTERNATIONAL BUSINESS MACHS 1.950% Due 07-22-16	AA3	AA-	101.15	1,011,530.00	100.43	1,004,330.00	3,737.50	1,008,067.50	1.04	0.54	0.3
1,500,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	AA2	AA	100.30	1,504,485.00	100.10	1,501,533.00	1,820.83	1,503,353.83	1.55	0.67	0.4
1,000,000.0000	25468pcm6	DISNEY WALT CO MTNS BE 1.350% Due 08-16-16	A2	A	100.72	1,007,200.00	100.31	1,003,120.00	1,687.50	1,004,807.50	1.04	0.51	0.4
2,934,000.0000	458140ah3	INTEL CORP 1.950% Due 10-01-16	A1	A+	101.56	2,979,887.76	100.69	2,954,364.89	28,606.50	2,982,971.39	3.06	0.55	0.5
1,000,000.0000	07330nac9	BB&T BRH BKG & TR CO GLOBAL BK 1.450% Due 10-03-16	A1	A	100.64	1,006,366.00	100.25	1,002,508.00	7,169.44	1,009,677.44	1.04	0.95	0.5
1,250,000.0000	69353reg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.00	1,249,962.50	100.11	1,251,347.50	2,500.00	1,253,847.50	1.29	0.99	0.8
1,500,000.0000	17275rat9	CISCO SYS INC 1.100% Due 03-03-17	A1	AA-	100.35	1,505,280.00	100.30	1,504,431.00	1,283.33	1,505,714.33	1.56	0.78	0.9
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A	100.95	1,009,500.00	101.14	1,011,400.00	8,341.67	1,019,741.67	1.05	1.05	1.1
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.08	1,000,790.00	100.16	1,001,554.00	3,450.00	1,005,004.00	1.04	0.76	1.1
1,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	100.56	1,005,590.00	100.53	1,005,250.00	6,233.33	1,011,483.33	1.04	1.17	1.1
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A2	A	100.78	3,023,430.00	100.55	3,016,404.00	8,708.33	3,025,112.33	3.12	0.94	1.3
						20,191,882.76		20,090,083.87	99,030.47	20,189,114.34	20.79	0.76	0.7
<b>GOVERNMENT BONDS</b>													
10,000,000.0000	912828uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	99.57	9,957,048.00	100.00	10,000,120.00	11,543.72	10,011,663.72	10.35	0.22	0.0
25,000,000.0000	3137eadq9	FEDERAL HOME LN MTG CORP 0.500% Due 05-13-16	AAA	AA+	100.11	25,027,500.00	100.02	25,004,275.00	47,916.67	25,052,191.67	25.87	0.34	0.1
7,000,000.0000	3137eacw7	FEDERAL HOME LN MTG CORP 2.000% Due 08-25-16	AAA	AA+	101.80	7,126,140.00	100.59	7,041,489.00	14,000.00	7,055,489.00	7.29	0.51	0.4
10,000,000.0000	3135g0cm3	FEDERAL NATL MTG ASSN 1.250% Due 09-28-16	AAA	AA+	100.96	10,095,537.04	100.36	10,035,640.00	1,041.67	10,036,681.67	10.38	0.52	0.5
3,000,000.0000	912828rj1	UNITED STATES TREAS NTS 1.000% Due 09-30-16	AAA	AA+	100.55	3,016,523.43	100.28	3,008,436.00	83.33	3,008,519.33	3.11	0.44	0.5
10,000,000.0000	912828wf3	UNITED STATES TREAS NTS 0.625% Due 11-15-16	AAA	AA+	100.18	10,017,578.10	100.08	10,007,810.00	23,611.11	10,031,421.11	10.35	0.50	0.6

**FIXED INCOME PORTFOLIO**  
*Alameda County Transportation Commission*  
**ACTIA 2000 Measure B**  
**Account # N001UNBI**  
 March 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
3,000,000.0000	31359m2d4	FEDERAL NATL MTG ASSN 4.875% Due 12-15-16	AAA	AA+	103.98	3,119,349.00	103.08	3,092,388.00	43,062.50	3,135,450.50	3.20	0.49	0.7
2,500,000.0000	912828rx0	UNITED STATES TREAS NTS 0.875% Due 12-31-16	AAA	AA+	100.11	2,502,832.03	100.21	2,505,370.00	5,528.85	2,510,898.85	2.59	0.59	0.7
3,000,000.0000	912828sm3	UNITED STATES TREAS NTS 1.000% Due 03-31-17	AAA	AA+	100.28	3,008,320.32	100.37	3,011,010.00	81.97	3,011,091.97	3.12	0.63	1.0
1,300,000.0000	3130a5ep0	FEDERAL HOME LOAN BANKS 0.625% Due 05-30-17	AAA	AA+	99.75	1,296,711.00	99.94	1,299,184.90	2,730.90	1,301,915.80	1.34	0.68	1.2
1,200,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AAA	105.50	1,265,953.13	105.15	1,261,827.60	5,366.67	1,267,194.27	1.31	0.72	1.8
						76,433,492.05		76,267,550.50	154,967.38	76,422,517.88	78.91	0.43	0.4
<b>TOTAL PORTFOLIO</b>						<b>96,915,600.11</b>		<b>96,647,859.67</b>	<b>253,997.85</b>	<b>96,901,857.52</b>	<b>100.00</b>	<b>0.50</b>	<b>0.4</b>

**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**Interest Fund**  
**Account # N001UNB2**  
 March 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
<b>CASH</b>													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				284,784.11		284,784.11		284,784.11	3.10		0.0
<b>CORPORATE BONDS</b>													
1,000,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	AA2	AA	100.76	1,007,570.00	100.10	1,001,022.00	1,213.89	1,002,235.89	10.90	0.67	0.4
1,000,000.0000	69353rcg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.06	1,000,550.00	100.11	1,001,078.00	2,000.00	1,003,078.00	10.90	0.99	0.8
950,000.0000	478160aq7	JOHNSON & JOHNSON 5.550% Due 08-15-17	AAA	AAA	115.02	1,092,709.00	106.34	1,010,222.40	6,737.08	1,016,959.48	11.00	0.89	1.3
						3,100,829.00		3,012,322.40	9,950.97	3,022,273.37	32.79	0.85	0.8
<b>GOVERNMENT BONDS</b>													
1,800,000.0000	912828vr8	UNITED STATES TREAS NTS 0.625% Due 08-15-16	AAA	AA+	100.15	1,802,671.88	100.09	1,801,600.20	1,421.70	1,803,021.90	19.61	0.39	0.4
1,800,000.0000	912828b74	UNITED STATES TREAS NTS 0.625% Due 02-15-17	AAA	AA+	99.75	1,795,429.67	100.02	1,800,288.00	1,421.70	1,801,709.70	19.60	0.61	0.9
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	AA+	98.58	1,518,163.28	99.88	1,538,135.06	836.96	1,538,972.02	16.74	0.71	1.4
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	AA+	98.00	734,970.70	100.02	750,175.50	489.13	750,664.63	8.17	0.74	1.9
						5,851,235.53		5,890,198.76	4,169.49	5,894,368.25	64.11	0.58	1.0
<b>TOTAL PORTFOLIO</b>						<b>9,236,848.64</b>		<b>9,187,305.27</b>	<b>14,120.47</b>	<b>9,201,425.74</b>	<b>100.00</b>	<b>0.65</b>	<b>0.9</b>

**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**Project Fund**  
**Account # N001UNB3**  
 March 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
<b>CASH</b>													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,866,249.17		1,866,249.17		1,866,249.17	22.58		0.0
	pendingcash	PENDING SETTLEMENT				-599,643.58		-599,643.58		-599,643.58	-7.25		0.0
						<u>1,266,605.59</u>		<u>1,266,605.59</u>		<u>1,266,605.59</u>	<u>15.32</u>		<u>0.0</u>
<b>GOVERNMENT BONDS</b>													
1,000,000.0000	313396va8	FEDL HOME LN MTG CORP DISC NT	AAA	AA2	99.88	998,822.22	100.00	1,000,000.00	0.00	1,000,000.00	12.10	0.00	0.0
		0.000% Due 04-01-16											
1,000,000.0000	313384vd8	FEDL HOME LOAN BK CONS DISC NT	AAA	AA+	99.88	998,788.89	100.00	999,982.00	0.00	999,982.00	12.10	0.16	0.0
		0.000% Due 04-04-16											
600,000.0000	313588xw0	FEDERAL NATL MTG ASSN DISC NT	AAA	AA+	99.94	599,643.58	99.94	599,648.40	0.00	599,648.40	7.25	0.31	0.2
		0.000% Due 06-08-16											
800,000.0000	912828vg2	UNITED STATES TREAS NTS	AAA	AA+	100.06	800,500.00	100.04	800,359.20	1,180.33	801,539.53	9.68	0.28	0.2
		0.500% Due 06-15-16											
800,000.0000	313384zk8	FEDL HOME LOAN BK CONS DISC NT	AAA	AA+	99.91	799,293.34	99.90	799,160.00	0.00	799,160.00	9.67	0.36	0.3
		0.000% Due 07-15-16											
800,000.0000	912828vl1	UNITED STATES TREAS NTS	AAA	AA+	100.11	800,843.75	100.08	800,624.80	1,057.69	801,682.49	9.69	0.36	0.3
		0.625% Due 07-15-16											
						<u>4,997,891.78</u>		<u>4,999,774.40</u>	<u>2,238.02</u>	<u>5,002,012.42</u>	<u>60.48</u>	<u>0.23</u>	<u>0.2</u>
<b>TREASURY BILLS</b>													
2,000,000	912796hk8	UNITED STATES TREAS BILLS	AAA	AAA	99.92	1,998,438.22	100.00	1,999,960.00	0.00	1,999,960.00	24.19	0.10	0.0
		0.000% Due 04-07-16											
<b>TOTAL PORTFOLIO</b>						<b>8,262,935.59</b>		<b>8,266,339.99</b>	<b>2,238.02</b>	<b>8,268,578.01</b>	<b>100.00</b>	<b>0.16</b>	<b>0.1</b>

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](mailto:privatebanking@fremontbank.com), or visit our website at <http://www.fremontbank.com/>.

**Summary of Accounts Reflecting Placements Through CDARS**

<b>Account ID</b>	<b>Effective Date</b>	<b>Maturity Date</b>	<b>Interest Rate</b>	<b>Opening Balance</b>	<b>Ending Balance</b>
1016779551	06/26/14	06/23/16	0.55%	\$2,016,765.07	\$2,016,765.07
<b>TOTAL</b>				<b>\$2,016,765.07</b>	<b>\$2,016,765.07</b>

**ACCOUNT OVERVIEW**

**Account ID:** 1016779551  
**Product Name:** 2-YEAR PUBLIC FUND CD  
**Interest Rate:** 0.55%  
**Account Balance:** \$2,016,765.07

**Effective Date:** 06/26/14  
**Maturity Date:** 06/23/16  
**YTD Interest Paid:** \$0.00  
**Interest Accrued:** \$2,767.20  
**Int Earned Since Last Stmt:** \$943.09

The Annual Percentage Yield Earned is 0.55%.

**CD Issued by BB&T**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$234,953.13
Interest Accrued:	\$322.38	03/31/16	ENDING BALANCE	\$234,953.13
Int Earned Since Last Stmt:	\$109.87			

**CD Issued by East West Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$234,953.13
Interest Accrued:	\$322.38	03/31/16	ENDING BALANCE	\$234,953.13
Int Earned Since Last Stmt:	\$109.87			

**CD Issued by EverBank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$234,953.13
Interest Accrued:	\$322.38	03/31/16	ENDING BALANCE	\$234,953.13
Int Earned Since Last Stmt:	\$109.87			

**CD Issued by Grandpoint Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$162,178.82
Interest Accrued:	\$222.52	03/31/16	ENDING BALANCE	\$162,178.82
Int Earned Since Last Stmt:	\$75.84			

**CD Issued by Mutual of Omaha Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$234,953.13
Interest Accrued:	\$322.38	03/31/16	ENDING BALANCE	\$234,953.13
Int Earned Since Last Stmt:	\$109.87			

**CD Issued by The Park National Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$209,914.34
Interest Accrued:	\$288.02	03/31/16	ENDING BALANCE	\$209,914.34
Int Earned Since Last Stmt:	\$98.16			

**CD Issued by Wallis State Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$234,953.13
Interest Accrued:	\$322.38	03/31/16	ENDING BALANCE	\$234,953.13
Int Earned Since Last Stmt:	\$109.87			

**CD Issued by Western Alliance Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$234,953.13
Interest Accrued:	\$322.38	03/31/16	ENDING BALANCE	\$234,953.13
Int Earned Since Last Stmt:	\$109.87			

**CD Issued by WesBanco Bank, Inc.**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$234,953.13
Interest Accrued:	\$322.38	03/31/16	ENDING BALANCE	\$234,953.13
Int Earned Since Last Stmt:	\$109.87			

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](mailto:privatebanking@fremontbank.com), or visit our website at <http://www.fremontbank.com/>.

**Summary of Accounts Reflecting Placements Through CDARS**

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

**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:** \$8,510.02  
**Int Earned Since Last Stmt:** \$940.59

The Annual Percentage Yield Earned is 0.55%.

**CD Issued by Banco Popular de Puerto Rico – IBC**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$1,030.43	03/31/16	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.89			

**CD Issued by BB&T**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$1,030.43	03/31/16	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.89			

**CD Issued by Commerce Bank & Trust Company**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$4,821.48
Interest Accrued:	\$20.40	03/31/16	ENDING BALANCE	\$4,821.48
Int Earned Since Last Stmt:	\$2.26			

**CD Issued by First Foundation Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$1,030.43	03/31/16	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.89			

**CD Issued by First Independence Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$1,030.43	03/31/16	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.89			

**CD Issued by Howard Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$1,030.43	03/31/16	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.89			

**CD Issued by Legacy Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$1,030.43	03/31/16	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$113.89			

**CD Issued by Signature Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$33,347.38
Interest Accrued:	\$141.11	03/31/16	ENDING BALANCE	\$33,347.38
Int Earned Since Last Stmt:	\$15.60			

**CD Issued by The Park National Bank**

YTD Interest Paid:	\$0.00	03/01/16	OPENING BALANCE	\$24,830.65
Interest Accrued:	\$105.07	03/31/16	ENDING BALANCE	\$24,830.65
Int Earned Since Last Stmt:	\$11.61			



**CD Issued by The PrivateBank and Trust Company**

YTD Interest Paid:	\$0.00	03/01/16	<i>OPENING BALANCE</i>	\$243,500.00
Interest Accrued:	\$1,030.43	03/31/16	<i>ENDING BALANCE</i>	\$243,500.00
Int Earned Since Last Stmt:	\$113.89			

**CD Issued by TriState Capital Bank**

YTD Interest Paid:	\$0.00	03/01/16	<i>OPENING BALANCE</i>	\$243,500.00
Interest Accrued:	\$1,030.43	03/31/16	<i>ENDING BALANCE</i>	\$243,500.00
Int Earned Since Last Stmt:	\$113.89			

Thank you for your business.

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# Memorandum

6.7

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

**DATE:** May 19, 2016

**SUBJECT:** Revised Alameda CTC Organizational Structure

**RECOMMENDATION:** Approve the Revised Alameda CTC Organizational Structure and Associated Salary Ranges for Job Classifications

## Summary

It is recommended that the Commission approve the revised Alameda CTC organizational structure. This recommendation was formulated to provide the highest and best level of staffing resources for the delivery of critical and complex programs and projects, the flexibility needed to address emerging complexities in all functional areas, and balanced approach to planning, programming, and delivery of programs and projects. The revised organization structure will also allow for the optimization of productivity between staff and consultant resources over time, and will begin to help the agency develop in-house institutional and professional expertise in specific core functions.

Since the Commission's approval of the current organizational structure in September 2015, staff has conducted additional organizational assessments to evaluate and align core responsibilities with available resources on each functional team to prepare the agency to meet the many challenges and expanded responsibilities of administering the 2014 Measure BB sale tax, implementing the Capital Improvement Program (CIP) and Capital Project Delivery Plan (CPDP), and managing and maintaining the I-580 Express Lanes in addition to the I-680 Southbound Express Lane.

To meet these demands, staff is proposing revisions to the currently approved organizational structure which include:

- An increase in staff positions from the currently approved level of 30 full-time equivalent (FTE) positions to a new total of 37 FTE positions, as shown in Attachment A, and
- An increase in job classifications from the currently approved level of 30 to a new total of 35 job classifications, as shown in Attachment B.

The proposed increase in staff positions from the currently approved 30 FTE positions to 37 FTE positions will provide Alameda CTC with the ability to successfully meet the demands of the increased responsibilities related to the implementation of Measure BB and the CIP and CPDP, and managing the operations and maintenance of additional express lanes.

In addition to strengthening the reporting structure to boost productivity throughout the agency and improve internal alignment amongst staff and consultants, the proposed changes in job classifications were designed to help attract, retain, and motivate qualified individuals to the job classification and salary range that is best aligned with their experience, skills, knowledge, and performance. The revised structure will enable the Commission to proactively address recruiting, retention and succession planning challenges and offer a more effective and quality work program for the Commission.

The proposed adjustments include some reclassifications and additions and one elimination as detailed below.

#### Reclassifications

- Reclassification of the Deputy Director of Projects and Programming to Deputy Executive Director of Projects and Programming
- Reclassification of the Deputy Director of Planning and Policy to Deputy Executive Director of Planning and Policy
- Reclassification of the Director of Finance and Administration to Deputy Executive Director of Finance and Administration
- Reclassification of the Principal Transportation Engineer to either Director of Project Delivery, Director of Programming and Project Controls, or Director of Express Lane Operations

#### Additions

- Director of Budgets and Administration
- Director of Finance
- Director of Government Affairs and Communications
- Director of Planning

#### Elimination

- Office Supervisor

The increase of the five classifications proposed is derived from (i) the reclassification of one classification, Principal Transportation Engineer, to three different new classifications, (ii) the addition of four classifications listed above (Director of Budgets and Administration, Director of Finance, Director of Government Affairs and Communications, and Director of Planning), and (iii) the elimination of one classification (Office Supervisor).

The number of FTE positions approved by the Commission, in this case 37 if this item is approved, allows the Alameda CTC to hire up to 37 full-time staff members. The number of job classifications, in this case 35 if this item is approved, allows the Alameda CTC to hire up to 37 employees into any one of the 35 approved job classifications. More than one of the 37 employees can fall under the same job classification, which can leave some unutilized job classifications, and it is not necessary for all job classifications to be utilized at all times. The variety of job classifications, once approved, will allow the Executive Director to assess the needs of the agency and promote existing staff or fill positions in the job classification that best suits the needs of the agency.

The proposed salary ranges associated with the new or reclassified job classifications are shown in Attachment B. The plan for the proposed revised organizational structure is to ramp up to the full 37 FTE positions over the next few years. In FY2016-17, the plan is to fill up to four of these new positions which will increase the budget for FY2016-17 by approximately \$596.8 thousand.

This item was unanimously approved by the Finance and Administration Committee (FAC). There was discussion at the FAC about how the changes in this revised organizational structure, with a combined fiscal impact of \$748.9 thousand, is funded in the FY2016-17 budget. When developing the proposed budget, staff utilized a work breakdown structure (WBS) to determine the resource breakdown structure (RBS) necessary to fund each function performed within the agency. Each position is funded using appropriate resources based on the work being performed. Staff has attached a WBS/RBS to demonstrate how the changes in this revised organizational structure are funded in the proposed budget for FY2016-17 (see Attachment C).

The FAC also discussed a need to analyze staff's progress of reassigning work from consultants to internal staff and reducing the related redundancies in job functions. In addition to the many new challenges the agency is undertaking in relation to Measure BB and express lanes operations, this paradigm shift from reducing our dependence on consultant services and increasing the workload of our internal staff was just one of the contributing factors in staff's recommendation to increase the number of staff positions as proposed in this revised organizational structure. Staff expects FY2016-17 to be a transition period for the agency, as new staff will be hired and trained to do the related work before consultant staff can be relieved of their duties. However, staff also projects savings in consultant contract values in the proposed budget for FY2016-17. Most of these anticipated savings are expected to be offset by the costs to implement the revised organizational structure during FY2016-17, with projections for further savings in future years. Staff has included an analysis of the cost savings from the adopted FY2015-16 budget compared to the proposed budget for FY2016-17 in the combined contracts and salaries and benefits categories (see Attachment D).

## **Background**

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

Subsequently, the Commission approved updates to the agency's structure in an ongoing effort to reorganize the administrative aspects of the agency, support a revised staffing plan resulting from unanticipated changes in the agency's workforce, and ensure timely and quality responsiveness to new and emerging Commission and Committee priorities.

More recently, staff has considered converting work that has historically been performed by consultants and contractors to work performed by Alameda CTC staff members, as

recommended by the Commission. Some general examples of changes planned in response to this recommendation include the oversight and management of all programs and project management and controls by internal staff. This memorandum seeks to amend the existing organizational structure to address staffing needs due to additional responsibilities, align staff positions to suit organizational needs for optimal performance and collaboration amongst staff and consultants, and remain a competitive and desired employer in the job market.

Within the Administrative Code, the Commission has delegated to the Executive Director the responsibility to administer the agency's personnel system which includes the determination of a staffing plan and salary levels for each employee subject to conformance with the annual budget and the salaries and benefits plan established by the Commission. In determining salary level, the Executive Director takes the following into account: job performance, job expansion, added responsibilities and other current economic factors. The Alameda CTC does not provide automatic pay increases to employees due to inflation, changes in cost of living expenses, or pay grade step increases.

**Fiscal Impact:** The fiscal impact on the FY2016-17 budget of approving the revised organizational structure, including the changes to the number of FTE positions and classification changes with associated annual salary ranges, is approximately \$748.9 thousand. The impact to expenditures for FY2016-17 has been included in Alameda CTC's consolidated FY2016-17 draft budget which also is coming before you for review and approval today.

**Staff Contact:**

[Arthur Dao](#), Executive Director

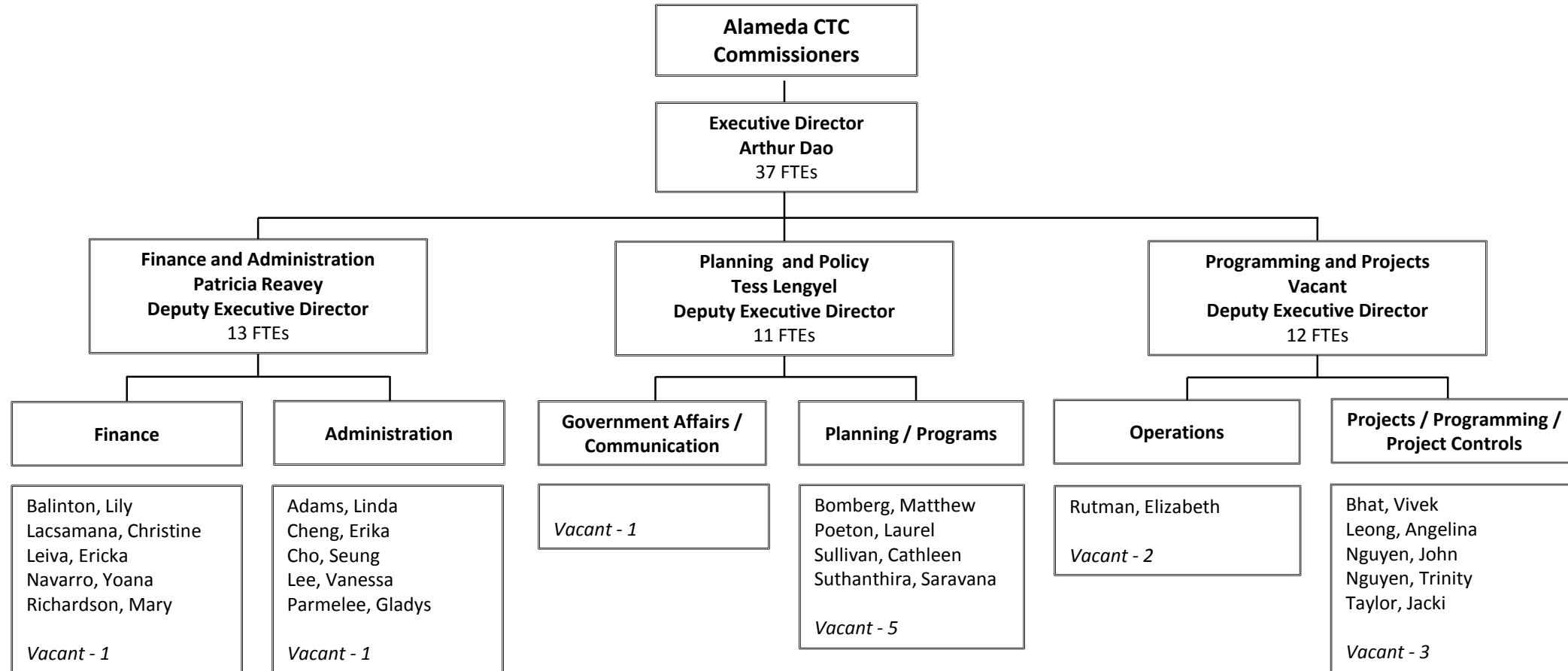
[Patricia Reavey](#), Director of Finance & Administration

[Seung Cho](#), Contracting, Administration and Fiscal Resources Manager

**Attachments:**

- A. Revised Staffing Organizational Chart
- B. Recommended FY2016-17 Job Classifications and Monthly and Annual Salary Ranges for Alameda CTC, Effective June 1, 2016
- C. Work Breakdown Structure/Resource Breakdown Structure Related to Revised Organizational Structure
- D. FY2015-16 Vs. FY2016-17 Budget Comparison for Contracts and Salaries and Benefits

**Alameda County Transportation Commission  
Staffing Organizational Chart  
May 2016**



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**Alameda County Transportation Commission  
FY2016-17 Job Classifications  
Effective June 1, 2016**

Job Classification	FLSA <sup>1</sup>	Grade
Executive Director	E	67
<b><u>Programming and Projects Team</u></b>		
Deputy Executive Director of Projects and Programming	E	56
<u>Projects Section</u>		
Director of Project Delivery	E	48
Senior Transportation Engineer	E	37
Associate Transportation Engineer	E	31
Assistant Transportation Engineer	N	27
<u>Programming Section</u>		
Director of Programming and Project Controls	E	47
Principal Program Analyst	E	35
Senior Program Analyst	E	29
Associate Program Analyst	E	23
Assistant Program Analyst	N	19
<u>Express Lane Operations Section</u>		
Director of Express Lane Operations	E	48
Senior Transportation Engineer	E	37
Associate Transportation Engineer	E	31
Assistant Transportation Engineer	N	27
<b><u>Planning and Policy Team</u></b>		
Deputy Executive Director of Planning and Policy	E	56
Director of Planning	E	47
<u>Planning Section</u>		
Principal Transportation Planner	E	39
Senior Transportation Planner	E	33
Associate Transportation Planner	E	27
Assistant Transportation Planner	N	23
<u>Programs Section</u>		
Principal Program Analyst	E	35
Senior Program Analyst	E	29
Associate Program Analyst	E	23
Assistant Program Analyst	N	19
<u>Policy Section</u>		
Director of Government Affairs and Communications	E	45
Principal Administrative Analyst	E	35
Senior Administrative Analyst	E	29
Associate Administrative Analyst	E	23
Assistant Administrative Analyst	N	19
<b><u>Finance and Administration Team</u></b>		
Deputy Executive Director of Finance and Administration	E	56
<u>Accounting Section</u>		
Director of Finance	E	47
Accounting Manager	E	39
Senior Accountant	E	27
Accountant	N	21
Accounting Technician	N	15
Director of Budgets and Administration	E	47
<u>Contracting and Budgets Section</u>		
Contracting, Administration, and Fiscal Resource Manager	E	40
Principal Administrative Analyst	E	35
Senior Administrative Analyst	E	29
Associate Administrative Analyst	E	23
Assistant Administrative Analyst	N	19
<u>Administration Section</u>		
Clerk of the Board/Commission	N	22
Executive Assistant	N	15
Senior Administrative Assistant	N	11
Administrative Assistant	N	07

<sup>1</sup> Fair Labor Standards Act (E-Exempt; N-Non-exempt)

**Alameda County Transportation Commission  
Monthly Salary Range Schedule  
May 2016**

Grade	Monthly Salary Range		
	Min	MP	Max
01	\$3,551	\$4,084	\$4,616
02	\$3,640	\$4,186	\$4,732
03	\$3,731	\$4,290	\$4,850
04	\$3,824	\$4,398	\$4,971
05	\$3,920	\$4,508	\$5,095
06	\$4,018	\$4,620	\$5,223
07	\$4,118	\$4,736	\$5,353
08	\$4,221	\$4,854	\$5,487
09	\$4,326	\$4,975	\$5,624
10	\$4,435	\$5,100	\$5,765
11	\$4,546	\$5,227	\$5,909
12	\$4,659	\$5,358	\$6,057
13	\$4,776	\$5,492	\$6,208
14	\$4,895	\$5,629	\$6,364
15	\$5,017	\$5,770	\$6,523
16	\$5,143	\$5,914	\$6,686
17	\$5,271	\$6,062	\$6,853
18	\$5,403	\$6,214	\$7,024
19	\$5,538	\$6,369	\$7,200
20	\$5,677	\$6,528	\$7,380
21	\$5,819	\$6,691	\$7,564
22	\$5,964	\$6,859	\$7,753
23	\$6,113	\$7,030	\$7,947
24	\$6,266	\$7,206	\$8,146
25	\$6,423	\$7,386	\$8,349
26	\$6,583	\$7,571	\$8,558
27	\$6,748	\$7,760	\$8,772
28	\$6,917	\$7,954	\$8,991
29	\$7,089	\$8,153	\$9,216
30	\$7,267	\$8,357	\$9,447
31	\$7,448	\$8,566	\$9,683
32	\$7,635	\$8,780	\$9,925
33	\$7,825	\$8,999	\$10,173
34	\$8,021	\$9,224	\$10,427
35	\$8,222	\$9,455	\$10,688

Grade	Monthly Salary Range		
	Min	MP	Max
36	\$8,427	\$9,691	\$10,955
37	\$8,638	\$9,933	\$11,229
38	\$8,854	\$10,182	\$11,510
39	\$9,075	\$10,436	\$11,798
40	\$9,302	\$10,697	\$12,093
41	\$9,535	\$10,965	\$12,395
42	\$9,773	\$11,239	\$12,705
43	\$10,017	\$11,520	\$13,022
44	\$10,268	\$11,808	\$13,348
45	\$10,524	\$12,103	\$13,682
46	\$10,787	\$12,406	\$14,024
47	\$11,057	\$12,716	\$14,374
48	\$11,334	\$13,034	\$14,734
49	\$11,617	\$13,359	\$15,102
50	\$11,907	\$13,693	\$15,479
51	\$12,205	\$14,036	\$15,866
52	\$12,510	\$14,387	\$16,263
53	\$12,823	\$14,746	\$16,670
54	\$13,143	\$15,115	\$17,086
55	\$13,472	\$15,493	\$17,514
56	\$13,809	\$15,880	\$17,951
57	\$14,154	\$16,277	\$18,400
58	\$14,508	\$16,684	\$18,860
59	\$14,871	\$17,101	\$19,332
60	\$15,242	\$17,529	\$19,815
61	\$15,623	\$17,967	\$20,310
62	\$16,014	\$18,416	\$20,818
63	\$16,414	\$18,876	\$21,339
64	\$16,825	\$19,348	\$21,872
65	\$17,245	\$19,832	\$22,419
66	\$17,676	\$20,328	\$22,979
67	\$18,118	\$20,836	\$23,554
68	\$18,571	\$21,357	\$24,143
69	\$19,036	\$21,891	\$24,746
70	\$19,511	\$22,438	\$25,365

**Alameda County Transportation Commission  
Annual Salary Schedule  
May 2016**

Grade	Annual Salary Range		
	Min	MP	Max
01	\$42,611	\$49,003	\$55,395
02	\$43,677	\$50,228	\$56,780
03	\$44,768	\$51,484	\$58,199
04	\$45,888	\$52,771	\$59,654
05	\$47,035	\$54,090	\$61,145
06	\$48,211	\$55,442	\$62,674
07	\$49,416	\$56,828	\$64,241
08	\$50,651	\$58,249	\$65,847
09	\$51,918	\$59,705	\$67,493
10	\$53,216	\$61,198	\$69,180
11	\$54,546	\$62,728	\$70,910
12	\$55,910	\$64,296	\$72,683
13	\$57,307	\$65,904	\$74,500
14	\$58,740	\$67,551	\$76,362
15	\$60,209	\$69,240	\$78,271
16	\$61,714	\$70,971	\$80,228
17	\$63,257	\$72,745	\$82,234
18	\$64,838	\$74,564	\$84,290
19	\$66,459	\$76,428	\$86,397
20	\$68,121	\$78,339	\$88,557
21	\$69,824	\$80,297	\$90,771
22	\$71,569	\$82,305	\$93,040
23	\$73,358	\$84,362	\$95,366
24	\$75,192	\$86,471	\$97,750
25	\$77,072	\$88,633	\$100,194
26	\$78,999	\$90,849	\$102,699
27	\$80,974	\$93,120	\$105,266
28	\$82,998	\$95,448	\$107,898
29	\$85,073	\$97,834	\$110,595
30	\$87,200	\$100,280	\$113,360
31	\$89,380	\$102,787	\$116,194
32	\$91,615	\$105,357	\$119,099
33	\$93,905	\$107,991	\$122,076
34	\$96,253	\$110,690	\$125,128
35	\$98,659	\$113,458	\$128,257

Grade	Annual Salary Range		
	Min	MP	Max
36	\$101,125	\$116,294	\$131,463
37	\$103,653	\$119,202	\$134,750
38	\$106,245	\$122,182	\$138,118
39	\$108,901	\$125,236	\$141,571
40	\$111,623	\$128,367	\$145,110
41	\$114,414	\$131,576	\$148,738
42	\$117,274	\$134,866	\$152,457
43	\$120,206	\$138,237	\$156,268
44	\$123,211	\$141,693	\$160,175
45	\$126,292	\$145,235	\$164,179
46	\$129,449	\$148,866	\$168,284
47	\$132,685	\$152,588	\$172,491
48	\$136,002	\$156,403	\$176,803
49	\$139,402	\$160,313	\$181,223
50	\$142,887	\$164,321	\$185,754
51	\$146,460	\$168,429	\$190,398
52	\$150,121	\$172,639	\$195,157
53	\$153,874	\$176,955	\$200,036
54	\$157,721	\$181,379	\$205,037
55	\$161,664	\$185,914	\$210,163
56	\$165,706	\$190,562	\$215,417
57	\$169,848	\$195,326	\$220,803
58	\$174,095	\$200,209	\$226,323
59	\$178,447	\$205,214	\$231,981
60	\$182,908	\$210,344	\$237,780
61	\$187,481	\$215,603	\$243,725
62	\$192,168	\$220,993	\$249,818
63	\$196,972	\$226,518	\$256,064
64	\$201,896	\$232,181	\$262,465
65	\$206,944	\$237,985	\$269,027
66	\$212,117	\$243,935	\$275,752
67	\$217,420	\$250,033	\$282,646
68	\$222,856	\$256,284	\$289,712
69	\$228,427	\$262,691	\$296,955
70	\$234,138	\$269,258	\$304,379

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**Work Breakdown Structure for Four New Positions in the FY16-17 Proposed Budget**

General Administration	2.2%
General Commission Attendance	0.7%
General Committee Attendance	0.2%
Independent Watchdog Committee (IWC)	0.7%
Alameda County Technical Advisory Committee (ACTAC)	0.2%
Bicycle and Pedestrian Advisory Committee (BPAC)	0.2%
Federal Funds Program Management Support	1.8%
State/Regional/Local Programming Coordination	2.1%
TFCA Program Management Support	0.9%
VRF Program Mangement Support	1.8%
STIP Program Management Support	1.8%
CMA TIP Program Management Support	0.9%
General Measure B Programs Management	4.1%
Measure BB Programs & Projects Management & Oversight	8.2%
General Transportation Planning	20.5%
Countywide Transportation Plan Development	1.8%
Major corridor studies, PSR's, and environmental documentation	3.7%
CMP Development, Monitoring, and Update	1.5%
Travel Demand Management (TDM)	1.8%
TOD/PDA Program	3.7%
General agency outreach	0.5%
General ACTIA Capital Projects Support	4.7%
General ACTA Capital Projects Support	3.5%
Capital Project ACCMA I-680 NB Express Lane	2.4%
Measure BB Capital Projects Support	10.9%
Sunol Smart Carpool Lane JPA Operations	7.5%
I-580 Express Lane Operations	11.8%
<b>Total</b>	<b>100.0%</b>

**Work Breakdown Structure for All Other Structural Changes in the FY16-17 Proposed Budget**

General Administration	2.7%
General Commission Attendance	1.2%
General Committee Attendance	0.5%
Paratransit Advisory and Planning Committee (PAPCO)	0.2%
Independent Watchdog Committee (IWC)	1.5%
Alameda County Technical Advisory Committee (ACTAC)	0.3%
Bicycle and Pedestrian Advisory Committee (BPAC)	0.4%
Finance and Accounting - ACTC	23.0%
Finance and Accounting - Measure BB	0.4%
Finance and Accounting - ACCMA	0.2%
Finance and Accounting - ACTIA	0.2%
Finance and Accounting - Sunol JPA	0.3%
Finance and Accounting - I-580 Express Lane Operations	0.1%
Contract Administration	1.0%
Contract Compliance Management	1.0%
Federal Funds Program Management	3.6%
State/Regional/Local Programming Coordination	3.2%
TFCA Program Management	2.3%
TFCA Program Management Support	0.2%
VRP Program Management	1.1%
VRP Program Management Support	0.4%
STIP Program Management	2.5%
CMA TIP Program Management	0.6%
CMA TIP Program Management Support	0.6%
General Measure B Programs Management	1.3%
General Measure B Programs Grant Projects Controls	0.8%
Measure BB Programs & Projects Management & Oversight	7.2%
Measure BB Programs & Projects Management & Oversight Controls	0.8%
Measure BB Direct Local Distribution Oversight	0.1%
Student Transit Pass Program	1.6%
General Transportation Planning	12.2%
Countywide Transportation Plan Development	1.7%
Major corridor studies, PSR's, and environmental documentation	0.5%
Alameda Countywide Bicycle Plan and Bicycle/Pedestrian Planning	1.6%
Sustainable Communities TAP	2.8%
CMP Development, Monitoring, and Update	2.0%
General agency outreach	1.0%
Legislative analysis and recommendations	2.0%
Policy review, analysis, formulation, and recommendation	3.1%
General ACTIA Capital Project Management	2.5%
ACTIA Capital Projects Controls	1.0%
General ACTA Capital Projects Management	0.9%
ACTA Capital Projects Controls	0.8%
Measure BB Capital Projects Management	3.4%
Measure BB Capital Projects Controls	2.3%
Eastbay Greenway	2.2%
I-580 Express Lane Operations	0.4%

<b>Total</b>	<b>100.0%</b>
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**Resource Breakdown Structure for Four New Positions in the FY16-17 Proposed Budget**

**Internal Funding Sources**

1986 Measure B Funds	\$ 22,043	3.7%
2000 Measure B Funds	96,520	16.2%
2014 Measure BB Funds	124,409	20.8%
Member Agency Contributions	10,038	1.7%
TFCA Funds	5,274	0.9%
VRF Funds	10,549	1.8%
CMA TIP Funds	5,274	0.9%
I-580 Toll Revenues	70,131	11.8%

**External Funding Sources**

STIP PPM	33,756	5.7%
MTC Planning (STP)	173,922	29.1%
Sunol JPA Toll Revenues (Not an ACTC Expense)	44,884	7.5%
<b>Total</b>	<b>\$ 596,801</b>	<b>100.0%</b>

**Resource Breakdown Structure for Structural Changes in the FY16-17 Proposed Budget**

**Internal Funding Sources**

1986 Measure B	\$ 11,997	3.9%
2000 Measure B	48,882	16.0%
2014 Measure BB	103,310	33.8%
Member Agency Contributions	43,891	14.3%
TFCA	4,519	1.5%
VRF	5,499	1.8%
CMA TIP	3,300	1.1%
I-580 EL Toll Revenues	1,367	0.4%

**External Funding Sources**

STIP PPM	41,303	13.5%
MTC Planning Funds (STP)	41,109	13.4%
JPA Toll Revenues	726	0.2%
<b>Total</b>	<b>\$ 305,904</b>	<b>100.0%</b>

**Summary**

New Positions	\$ 596,801
Structural Changes	305,904
Elimination of Position	(153,786)
	<u>\$ 748,918</u>

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## Changes in Administrative Contracts Compared to Salaries and Benefits:

<b>Firm</b>	<b>Services</b>	<b>FY2015-16 Budget</b>	<b>FY2016-17 Budget</b>	<b>Savings</b>
TBD	Media Consultant Services	\$ 150,000	\$ 150,000	\$ -
TBD	Temporary Employees	20,000	20,000	-
VTD	Audit Services	71,500	76,500	5,000
TBD	Website Services	30,000	30,000	-
WRBD	Legal Services	1,254,000	825,000	(429,000)
TBD	Computer Consultant Services	136,700	205,000	68,300
CJ Lake and Platunum	Legislative Support Services	123,000	123,000	-
Koff & Associates	Human Resource Services	75,000	75,000	-
GenSpring	Investment Advisor	100,000	110,000	10,000
TBD	Contract Equity Consultant	225,000	225,400	400
Various	Financial Services	50,000	50,000	-
Acumen	Planning/Programs Management Support Se	1,700,000	1,700,000	-
TBD	Paratransit Coordination Services	400,000	400,000	-
TBD	Project Management and Control Services	6,024,087	5,000,000	(1,024,087)
		\$ 10,359,287	\$ 8,989,900	\$ (1,369,387)
	Salaries and Benefits	3,899,570	5,117,465	1,217,895
	Total	\$ 14,258,857	\$ 14,107,365	\$ (151,492)

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# Memorandum

6.8

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

**DATE:** May 19, 2016

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

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

## Summary

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

Since the last update on April 11, 2016, the Alameda CTC reviewed a Draft Environmental Impact Report. Comments were submitted on this document and the comment letter is included as Attachment A.

**Fiscal Impact:** There is no fiscal impact.

## Attachments:

- A. Response to Draft Environmental Impact Report for Kaiser Dublin Medical Center Project

## Staff Contact

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

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March 18, 2016

Kristi Bascom  
Principal Planner  
City of Dublin  
100 Civic Plaza  
Dublin, CA 94568

**SUBJECT:** Response to the Draft Environmental Impact Report for the Kaiser Dublin Medical Center Project

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Kaiser Dublin Medical Center Project. The project site is approximately 58.7-acres located in the eastern portion of the City of Dublin and is bounded by undeveloped land and a stormwater basin to the west, Dublin Boulevard to the north, the Fallon Gateway retail center to the east, and Interstate 580 to the south. The proposed project would consist of approximately 1.2 million square feet of medical campus and commercial uses with surface and/or structured parking for 3,300 to 5,200 vehicles.

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

- The Alameda CTC's CMP requires that the DEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts of the project on MTS transit operators (BART and LAVTA in this case), Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The following revisions should be made to the DEIR to reflect the multimodal nature of the CMP requirements:
  - The language in Appendix J – Chapter 8 should incorporate the multimodal nature of Alameda CTC's CMP requirement.
  - Appendix J- Chapter 8 should include multimodal project impact analysis. The DEIR has included some elements of this analysis in the Appendix J – Chapter 9 Site Access, Circulation and Parking. Specifically:
    - Transit impacts to consider include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.
    - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.
    - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.

- The DEIR indicated that the Alameda CTC travel model was applied on the MTS roadway segments analysis to analyze the impacts of the proposed project on the regional network in 2025 and 2040. The current Alameda CTC model simulates travel demand for the forecast years 2020 and 2040. The DEIR should explain how 2025 traffic condition was estimated based on the Alameda CTC travel model.
- Alameda CTC notes that for the purpose of developing future forecasts, the DEIR assumed BART extension to Livermore/Isabel by 2040. Please note that Alameda CTC provided the following comment to the Notice of Preparation of the DEIR in March 2015 regarding the extension:

“Within your project area, the BART to Livermore Extension is a major transit project included in Alameda CTC’s 2014 Transportation Expenditure Plan (TEP) and Alameda CTC’s CTP. This letter requests your consideration of right-of-way preservation related to this project.”
- The DEIR correctly stated (on page 16 of Appendix J – Chapter 9) that Alameda CTC has not adopted any policy for determining a threshold of significance for Level of Service (LOS) for the Land Use Analysis Program (LUAP) of the CMP. However, the DEIR also stated (on page 17 of Appendix J – Chapter 9) that Alameda CTC has specific LOS thresholds standards for Caltrans facilities. Please correct the language to reflect that Alameda CTC has not adopted any thresholds of significance.
- Alameda CTC noted that the TIA included a VMT assessment in line with the pending update of the California Environmental Quality Act (CEQA) guidelines by the Office of Planning and Research (OPR). Alameda CTC has not set thresholds for a VMT assessment and is also closely monitoring the development of the CEQA guidelines update. Our comments regarding the VMT assessment are:
  - Appendix J – Tables 34 and 35: The VMT assessment estimated that there would be additional 3,975 employment created by the project in 2040. Please provide the source of how the DEIR converted square feet of project development to number of employees to model project land use.
- The DEIR indicated (on page 129) that the land use assumptions in the Alameda CTC travel model are consistent with Association of Bay Area Governments (ABAG) population and employment projections that may differ from the City of Dublin’s model. While this is true, please note that land use assumptions in the Alameda CTC travel model has been reviewed by City of Dublin staff in 2014 and incorporates their feedback.
- The DEIR concluded that in 2040, the following MTS roadway segments would experience significant project impacts:
  - Dublin Boulevard between Camp Parks Boulevard and Fallon Road
  - Hopyard Road/Dougherty Road between I-580 and Scarlett Drive
  - Isabel Avenue between Airway Boulevard and Jack London Boulevard
  - Isabel Avenue between Stanley Boulevard and Concannon Boulevard
  - Vallecitos Road between I-680 and Isabel Avenue:
    - Alameda CTC noted that the DEIR acknowledged:
      - That improvements to parallel corridors in the region would provide alternative routes and additional transportation capacity in the region.
      - The project developers would help fund improvements through payment of the City of Dublin and Tri-Valley Regional traffic impact fees .However, since implementation of a parallel capacity cannot be assured at this time, the impacts on these roadways could remain significant and unavoidable.

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

Sincerely,

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

Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2016

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# Memorandum

6.9

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

**DATE:** May 19, 2016

**SUBJECT:** Congestion Management Program: 2015 Performance Report Update

**RECOMMENDATION:** Receive an update on the 2015 Performance Report.

## Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, paratransit, biking, walking, and liveable communities. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs.

## Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring which assess performance of specific modes at a more detailed level. The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency.

The 2015 Performance Report includes data for the most recently available reporting period, which is typically calendar year 2015 or fiscal year 2014-15. Because publication of some data sources lags preparation of the report, older data are used in some instances.

The full report is available online at the following link:

[http://www.alamedactc.org/app\\_pages/view/8129](http://www.alamedactc.org/app_pages/view/8129) (hyperlinked to the website)

**Fiscal Impact:** There is no fiscal impact.

**Staff Contact**

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

[Matthew Bomberg](#), Assistant Transportation Planner

[Jacki Taylor](#), Program Analyst



# Memorandum

6.10

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

**DATE:** May 19, 2016

**SUBJECT:** Countywide Multimodal Arterial Plan Status Update

**RECOMMENDATION:** Receive Status Update on the Countywide Multimodal Arterial Plan.

## Summary

Arterial roadways are the backbone of Alameda County's transportation system, moving people and goods within the county and the region. These roadways provide regional and local mobility for multiple transportation modes, access to surrounding land uses, and connectivity between employment and activity centers that is essential for Alameda County's economy and quality of life. Alameda CTC is developing a Countywide Multimodal Arterial Plan (MAP), a first of its kind that will provide a framework for addressing needs for all modes on the county's arterials.

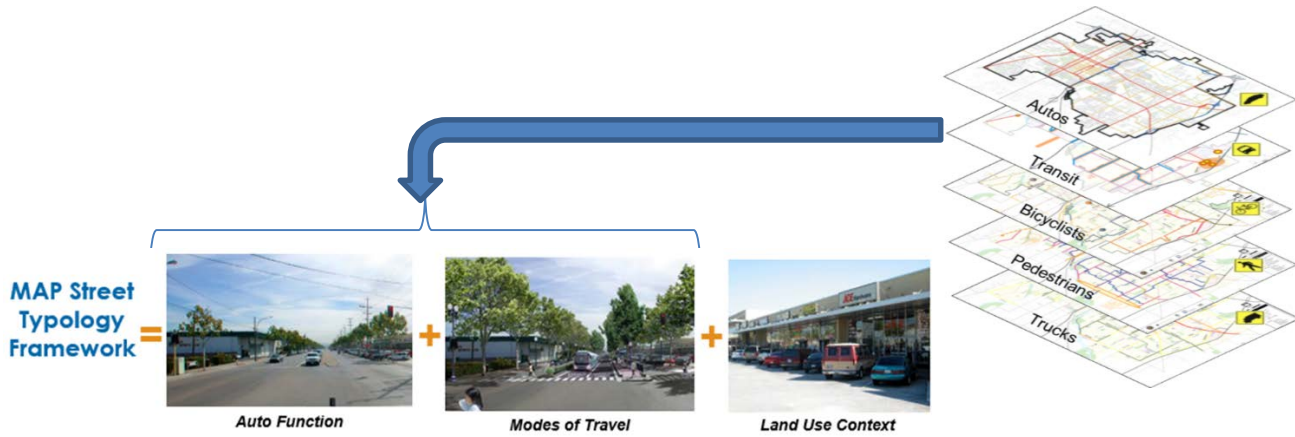
The MAP development is being closely coordinated with local jurisdictions, the California Department of Transportation (Caltrans), transit operators, and non-agency members representing all modes. It develops typology (classifying the arterials based on the modes they support and the land use they serve) for the major arterials and identifies modal priorities, and ultimately provides recommendation for potential short and long-term multimodal transportation infrastructure improvements, based on the multimodal needs estimated to accommodate the multimodal travel demand growth in Alameda County. The typology and modal priorities were approved by the Commission in October 2015. The draft Plan including the short and long term improvements will be presented to the Commission in June 2016.

## Discussion

The Arterials Plan that studies 1,200 miles of major arterials, essentially 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. As illustrated in Figure 1, the intent is to address the needs of all modes and users on the county's arterial roadways in the context of surrounding land use, as well as providing a connected and continuous countywide network for all modes. In February 2015, the Commission approved the vision, goals, and multimodal performance measures for the Arterials Plan. The project team then

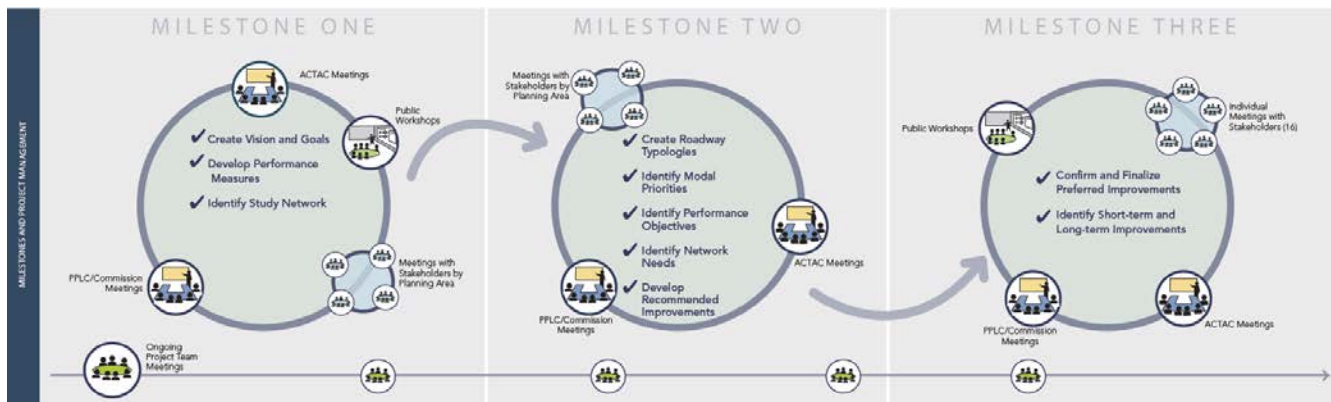
worked with agency and non-agency stakeholders to develop a typology framework – a classification of the arterials that reflected the surrounding land use context and identified the role and needs of various modes on these roads. This typology framework informed prioritizing of various modes on the arterials. The Typology and Modal Priority development process received about 700 comments from the stakeholders. The Commission approved the MAP's typology framework and modal priorities in October 2015.

**Figure 1 – Typology – A Review of All Modes and Integrating Land Use**



Using the adopted performance measures and the modal priorities for the arterials, the project team identified needs of various modes on the arterial roadways. This needs assessment informed the development of draft proposed improvements for various modes on 510 miles of core arterials, known as the Arterial Network. The plan development process including the improvements identification are illustrated in Figure 2 below.

**Figure 2 – Arterial Plan Development Process**



These draft proposed improvements were discussed and reviewed during a series of small group and one-on-one meetings with the jurisdictions, transit agencies, and Caltrans from February 29th through March 7th. Agency stakeholders provided more than 300 comments regarding the MAP's draft proposed improvements. The project team is currently addressing these comments and the updated draft improvements grouped into short and long term

improvements will be presented to the Committees and the Commission for approval as part of the draft Multimodal Arterial Plan in June 2016.

**Fiscal Impact:** There is no fiscal impact.

**Staff Contact**

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

[Saravana Suthanthira](#), Senior Transportation Planner

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**DATE:** May 19, 2016

**SUBJECT:** Alameda Countywide Draft Transit Plan

**RECOMMENDATION:** Approve the Draft Countywide Transit Plan.

## Summary

The first stand-alone Countywide Transit Plan identifies a vision for a comprehensive countywide transit network designed to support Alameda County's needs now and in 2040. The Countywide Transit Plan provides a framework for bringing a fast, frequent, and reliable transit network to fruition. This framework will allow Alameda CTC to target future transit programs, policies, and investments to better capture the growing demand for transit throughout the County.

Alameda County has a mature transit network, with robust service coverage to most of Alameda County communities. Therefore, Transit Plan network recommendations were not intended to focus on identifying new routes; rather, based on market analyses, these recommendations intend to identify a framework to guide investments in the transit corridors that have the potential to capture the greatest market share of transit riders throughout the county.

The Transit Plan targets a set of improvements in 14 corridors that are most likely to carry some of the strongest future demand for transit. The identification of these corridors was based upon a market analysis and is intended to serve primarily as a guidepost for maximizing future transit investments in the county. The Transit Plan also outlines a set of network recommendations with the types of improvements that can enable fast, frequent, and reliable service to capture ridership demand and address the unique needs of each corridor. All recommendations will require extensive further development and evaluation by operating agencies and local jurisdictions before implementation.

The Plan has been informed by ongoing interagency coordination, stakeholder input, and extensive public outreach efforts. The Countywide Transit Plan is designed to build upon and relate to a variety of recent and ongoing planning

activities in the county and region.

The Draft Countywide Transit Plan was unanimously recommended for adoption at the May 2016 meetings for the Alameda County Technical Advisory Committee (ACTAC) and the Planning, Policy and Legislation Committee (PPLC) with incorporation of AC Transit and PPLC comments.

## Background

Alameda County's mature transit network is critical to supporting the economy, the environment and the quality of life. To strengthen this transit network the Countywide Transit Plan employed a market-based approach to identify the most critical needs, challenges and opportunities for our existing and future transit network.

Since March 2014, when development of the plan got underway, Alameda CTC has: (1) Identified transit needs and opportunities through an assessment of existing trends and forecasted future conditions; (2) Defined a vision and goals for the plan; (3) Identified transit service tiers and corridors for transit investments through performance based planning and evaluation; (4) Approved Draft Network Recommendations and performance measures; (5) Completed a quantitative and qualitative evaluation of network recommendations using adopted performance measures; (6) Developed a complementary paratransit strategy; (7) Developed complementary guidelines for building transit-oriented communities; and finally (8) Developed a financial plan and a set of strategies for moving the Final Network Recommendations forward.

The Countywide Transit Plan will position the county, its jurisdictions and transit operators to pursue upcoming funding opportunities, including the FAST Act, Cap and trade grants, and other funding opportunities that may become available in the planning horizon to support the network recommendations, fulfilling the vision and goals of the Transit Plan.

## Vision and Goals

Alameda CTC adopted a focused transit vision: *Create an efficient and effective transit network that enhances the economy and the environment while improving the quality of life in Alameda County.* This vision led to the development of seven goals focused on the issues that are central to creating an effective transit system. These goals are also intended to help Alameda CTC determine where transit investments will go farthest in serving transit needs. The goals include:

- **Increase Transit Mode Share:** The goal supports increasing per capita transit ridership, and reducing dependence on auto travel on a per capita basis.
- **Increase System Effectiveness:** This goal supports achieving a more financially



sustainable transit system whereby supply matches demand by location, service type, frequency, time of day and day of week.

- **Increase the Effectiveness of Inter-Regional Transit Travel:** Alameda County is a key gateway to and from the San Francisco Bay Area with a significant portion of inter-regional trips beginning or ending in, or passing through Alameda County. This goal supports more effective inter-regional transit service to shift some of these inter-regional trips from roads and highways onto rail, bus and shuttle transit services by making transit more competitive.
- **Increase Cost Efficiency:** The cost of transit service is outpacing service and ridership growth. This goal supports using funds as efficiently as possible to maintain current transit service levels, as well as to increase frequency and service hours.
- **Improve Access to Work, Education, Services, and Recreation:** The transit system should make it easy for all people to travel without reliance on private automobiles. This goal supports improving transit with development of a coordinated transit network that integrates modes, routes, schedules, service periods, fares and fare payment types to provide fast, reliable connections between major residential populations and activity centers. Additionally, the potential to capture more trips on transit can be improved by promoting land use patterns that provide a mix of uses and greater density around transit hubs and or activity centers. A focus on improving pedestrian and bicycle access from the catchment area of transit stops and stations is also important in improving access.
- **Reduce Emissions:** Transportation is the single largest contributor to emissions (greenhouse gases and air pollutants<sup>1</sup>). This goal supports creating an accessible, reliable, safe and efficient transit network, so that transit can capture a larger mode share, resulting in less reliance on SOV driving. Shifting travel from cars to transit can help reduce emissions, provide a more environmentally sustainable transportation system, and enhance the quality of life and the environment in Alameda County.
- **Achieve a State of Good Repair:** To provide a safe and reliable transit experience for the user, the transit system needs to be in good working condition. This goal support both the maintenance of existing transit facilities and fleets.

## Regional and County Planning Context

The Countywide Transit Plan is designed to build upon planning efforts in the county and region. Among the most relevant efforts are;

- Metropolitan Transportation Commission's (MTC) Transit Sustainability Project (TSP)

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<sup>1</sup> Sustainable Communities and Climate Protection Act of 2008.

- AC Transit's Major Corridors Study (MCS)
- LAVTA/Wheels' Comprehensive Operations Analysis
- Alameda CTC's Countywide Multimodal Arterial Plan
- Alameda CTC's Countywide Goods Movement Collaborative and Plan

In addition, the Countywide Transit Plan recognizes that there are many other transit studies and plans underway, including those sponsored by MTC (e.g., Core Capacity Study), Bay Area Rapid Transit (BART), Altamont Corridor Express (ACE), San Francisco Municipal Transportation Agency (MTA), Capitol Corridor and WETA. The Countywide Transit Plan acknowledges these efforts, but will not make recommendations on these specific studies, because independent detailed analyses of these potential improvements are underway.

### Challenges and Opportunities

The county's land use characteristics, population density, economic vitality, and travel patterns provide strong market conditions for transit. The robust and mature transit network, and the presence of strong transit markets, however, has not translated to high transit ridership. More than half of all trips take place in transit competitive markets, yet only 14 percent of commute trips currently take place on transit. Trends of population and employment growth point towards an increasing demand for transit in future. Increasing transit mode share will be critical for accommodating forecasted growth and for serving mobility needs in an environmentally sustainable manner.

While Alameda County has market conditions supportive of a greater share of transit trips, there are significant obstacles to overcome. The following indicate that improvements are necessary system-wide:

**Low transit mode share:** Despite the high overall transit competitive markets identified in the plan, transit currently captures only 11% of commute trips in the county.

**Transit ridership is not growing for intra-county trips:** Where transit markets are strong and transit service is frequent, reliable, and highly competitive with vehicle travel times, such as the East Bay-San Francisco Transbay corridor, transit ridership has grown significantly. However, bus ridership within Alameda County declined between 2006 and 2012 and then remained relatively flat through 2015.

**System-wide operating costs are increasing faster than ridership:** This trend will inevitably result in a lack of sustainability for operators to continue to provide high levels of service. However, the county's ability to accommodate new residents and support environmental goals requires that transit stay competitive and grow its share of the overall transportation market.

**Congestion, on-time performance and bus operating speeds:** Buses stuck in traffic causes longer travel times and unreliable service for customers; this affects both ridership and the financial sustainability of the bus operators. As operating speeds get slower, more vehicles and drivers are required merely to maintain current frequencies. Simultaneously the service becomes less attractive, resulting in lower ridership and worse productivity. Close coordination between local jurisdictions and transit operators is critical to address this challenge.

### **Transit Network Recommendations**

The Countywide Transit Plan's network recommendations and strategies were developed based on an extensive assessment of the underlying market conditions and location characteristics and are intended to address the challenges described above. The resulting recommendations identify a network of transit corridors throughout the county that have the potential to capture the greatest market share of transit riders.

The 14 projects that are included in the Vision Network were developed in response to the evaluation of current transit service, current and forecasted transit market conditions. The evaluation was also informed by other on-going planning studies. It is important to note that Alameda County is a mature transit network, with robust service coverage to most of Alameda County communities. Therefore, Transit Plan network recommendations were not intended to focus on identifying new routes; rather, based on market analyses, these recommendations intend to identify a framework to guide investments in the transit corridors that have the potential to capture the greatest market share of transit riders throughout the county. This information helps to inform where transit funding investments can be made to capture increases in the transit rideshare market.

Further, network capital improvements are identified that can facilitate improved frequency and reliability of services. These recommendations focus on a network of corridors, and this plan recognizes that a critical next step to moving forward will be to focus on specific corridor improvements that can be linked to arterials improvements as identified in Alameda CTC's Multi-modal Arterial Plan and to projects identified in the 2014 Transportation Expenditure Plan. Agency partnerships and public and business outreach will be essential for moving forward any of the recommendations included in this plan. The Draft Plan includes complementary strategies for addressing needs of paratransit services, and design guidelines for transit oriented communities.

In order to accommodate anticipated population and job growth in Alameda County and achieve greenhouse gas emission goals, the efficient and effective transit network envisioned by the Transit Plan is an absolute necessity. Achieving this

will require ongoing efforts and partnerships to address the following topics as detailed in the draft plan:

- **Improve the efficiency of transit operations** so that cost increases do not exceed the rate of inflation and that the benefit of dollars invested in transit operations and capital is maximized.
- **Increase investment in transit** to fully develop the corridors identified in the Countywide Transit Plan and to provide the highest levels of service (frequency, span, and coverage) that population and employment densities can support throughout the County.
- **Improve integration of transit service among operators** to provide a truly seamless travel experience for all transit customers regardless of their origin or destination. This includes coordinated routes and schedules, easy to access information of all services provided regardless of operator or mode, and a single payment system using smart cards and mobile payment that do not penalize a customer who needs to transfer between vehicles or providers.
- **Improve integration between transit providers and local, regional, and state government** to construct and maintain infrastructure that provides for fast and reliable transit service supported by high quality pedestrian and bicycle access to transit stations and stops.

The Alameda County transit market shows potential for transit use that is significantly higher than actual use. Population and employment growth will only make this potential higher. The Transit Plan has outlined transit improvements that allow transit to fulfill its promised potential. This approach is fundamental to meeting Alameda CTC and the region's economic and environmental goals.

### **Next Steps**

The Countywide Transit Plan will provide a framework for targeting investments. It will aid in the county, its jurisdictions and transit operators to coordinate to develop corridor specific priorities and pursue upcoming funding opportunities,

Staff recommends approval of the Draft Countywide Transit Plan. Following approval, the project team will seek input on the draft plan during the month of May, with final comments requested by May 30, 2016. Staff will return to Committees and Commission for approval of a Final Countywide Transit Plan in June 2016.

**Fiscal Impact:** There is no fiscal impact.

### **Attachment**

A. [Draft Countywide Transit Plan](#) *(hyperlinked to the website)*

**Staff Contacts**

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

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# Memorandum

6.12

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

**DATE:** May 19, 2016

**SUBJECT:** Final 2016 Countywide Transportation Plan

**RECOMMENDATION:** Approve the Final 2016 Countywide Transportation Plan

## Summary

Alameda CTC is responsible for preparation of the Alameda Countywide Transportation Plan (CTP), a long-range planning and policy document that provides a framework for future transportation investments for all transportation modes and users in Alameda County. It is updated every four years: the existing CTP was adopted in 2012 and 2016 is the scheduled update. Alameda CTC has been working on the 2016 CTP update closely with local jurisdictions, transit agencies and stakeholders over the past several years as part of a coordinated effort with the three countywide modal plans. The 2016 CTP update has also been coordinated with the update to the Regional Transportation Plan, Plan Bay Area 2040, and projects and programs were submitted to MTC representing Alameda County's long range transportation needs. Robust public outreach informed the plan development process. Staff recommends approval of the Final 2016 Countywide Transportation Plan.

The 2016 Countywide Transportation Plan was unanimously recommended for adoption at the May 2016 meetings for the Alameda County Technical Advisory Committee (ACTAC) and the Planning, Policy and Legislation Committee (PPLC).

## Background

Alameda CTC is currently finalizing the 2016 Countywide Transportation Plan, the long-range document that establishes a vision and goals and provides the framework for the County's future transportation investments through 2040. This Plan continues the performance based planning that began with the 2012 CTP, which was the basis for the 2014 Transportation Expenditure Plan that supported the voter approved Measure BB in 2014. The final 2016 CTP document can be found as Attachment A. The 2016 CTP includes all projects and programs submitted to Alameda CTC, which was also approved by the Commission in October 2015 for submittal to inform the Metropolitan Transportation Commission's Plan Bay Area 2040 (Attachment B).

State legislation mandates that the CTPs form the basis for the Regional Transportation Plan/Sustainable Communities Strategy, which is the Plan Bay Area for the Bay Area region.

Since the update to the Plan Bay Area, called Plan Bay Area 2040, is currently underway, and is scheduled to be adopted by Metropolitan Transportation Commission and Association of Bay Area Governments (ABAG) in 2017, Alameda CTC coordinated the 2016 CTP update with and provided input into the Plan Bay Area 2040 development by MTC and ABAG. This update also followed the MTC's updated CTP guidelines adopted in September 2014. Questions have been raised regarding this CTP whether it is required to undergo a CEQA analysis. The MTC CTP guidelines do not require a CEQA review on countywide transportation plans, and because the CTP is a policy document that provide a lists of needs, possible projects and funding sources it is not a document that serves as an explicit project approval document that directs a specific course of action on a project. As such, the CTP does not propose project "approvals" and is therefore, according to state statutes and case law, not subject to CEQA.

Alameda CTC for the first time undertook development of three major modal plans: the Countywide Transit Plan, Countywide Multimodal Arterial Plan and Countywide Goods Movement Plan to better understand, analyze and identify short and long term strategies to support goods movement and multimodal mobility in Alameda County. The Goods Movement Plan was adopted in February 2016 while the other two plans are scheduled to be adopted in the summer of 2016. The 2016 CTP update coordinated with these modal plans and the adopted Countywide Bicycle Plan and Countywide Pedestrian Plan, and the Congestion Management Program in identifying the future visionary transportation opportunities for all modes – transit, automobiles, bicycle, pedestrian and freight, and all users.

Extensive public outreach was done through various methods ranging from public workshops by planning areas to intercept surveys for focus groups to online feedback. Attachment C provides details of the public outreach.

The first stage of the CTP update was approval of the CTP Vision and Goals. The vision and goals for the 2016 CTP were adopted based upon the 2012 CTP vision and goals which were developed after an extensive, several-month long process which included several rounds of input from the community, jurisdiction staff, and policy makers. The commission approved performance measures tied to the adopted vision and goals to assess performance of the 2016 CTP in relation to the vision and goals.

The performance assessment presented to the Commission in April 2016 showed that overall the county is moving in the right direction, supporting climate change goals. In addition, the 2016 CTP recognizes that the visionary planning work that has been done for the modal plans will serve to inform future project development and will be the cornerstone for advancing the county's vision and goals.

The 2016 CTP acknowledges that the transportation industry is in the middle of a major transition impacted by technological changes ranging from automated vehicles to shared mobility. This transformation warrants new tools to capture the impacts of any transportation investment on the transportation system and the environment. In this regard, the California



Air Resources Board's Emission Factors (EMFAC) Model, which is generally used to estimate the Greenhouse Gas emissions of transportation projects, was significantly changed between the 2012 CTP and the 2016 CTP in terms of capturing the fuel efficiency and vehicle technology of automobiles. The 2016 CTP employed the 2014 EMFAC version that estimated significant reduction in GHG emission for the future year 2040 compared to the prior version used for the 2012 CTP. Similar updated tools and new tools are anticipated in the next few years that will support better capturing the impact of the transportation investments.

Staff recommends approval of the Final 2016 Countywide Transportation Plan.

**Fiscal Impact:** There is no fiscal impact.

**Attachments:**

- A. [Final 2016 Countywide Transportation Plan](#) (hyperlinked to the website)
- B. CTP Projects and Programs List
- C. Public Outreach Summary

**Staff Contact**

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[Saravana Suthanthira](#), Senior Transportation Planner

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**Table 1 - Final Alameda County Submittal to PBA 2040  
Applications Summary (October 2015)**

	Total Cost (\$ 000s)	Total Programmed Funding (\$ 000s)	Total Funding Requests (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)
<b>MTC Programmatic Categories</b>					
Intersection Improvements	\$63,948	\$12,259	\$51,689	Specific Local Fund allocations to be made based upon local discretionary actions	\$452
Intersection Improvements (Grade Separations)	\$631,067	\$7,715	\$623,352		\$26,775
Management Systems	\$132,647	\$45,649	\$86,998		\$774
Minor Freight Improvements	\$183,281	\$1,812	\$181,469		\$50,257
Minor Transit Improvements	\$362,177	\$120,716	\$241,461		\$76,409
Multimodal Streetscape Improvements	\$1,127,942	\$70,699	\$1,057,242		\$137,519
New Bicycle and Pedestrian Facilities	\$1,733,258	\$72,931	\$1,660,327		\$443,627
Other	\$510,000	\$0	\$510,000		\$145,196
Planning	\$219,158	\$6,225	\$212,933		\$77,465
Preservation Rehabilitation	\$1,109,760	\$340,443	\$769,317		\$6,901
Routine Operation and Maintenance	\$1,452,560	\$96,900	\$1,355,660		\$133,367
Safety and Security	\$159,371	\$13,777	\$145,594		\$22,457
Travel Demand Management	\$327,202	\$55,086	\$272,116		\$17,374
<b>TOTAL Programmatic</b>	<b>\$8,012,371</b>	<b>\$844,212</b>	<b>\$7,168,158</b>	<b>\$3,277,087</b>	<b>\$1,138,574</b>
<b>Transportation Project Categories</b>					
Arterial Projects (Improvements)	\$409,854	\$27,202	\$382,652	\$191,326	\$191,326
Arterial Projects (Gap Closures)	\$310,103	\$26,954	\$283,149	\$141,575	\$141,575
Highway Projects (Interchanges & Crossings)	\$601,218	\$301,992	\$299,226	\$87,065	\$212,162
Transit Oriented Development Projects	\$570,712	\$12,850	\$557,862	\$60,000	\$497,862
Transit Projects	\$252,878	\$10,020	\$242,858	\$4,781	\$238,078
Three Major Trail Development Program	\$206,551	\$12,780	\$193,771	\$96,886	\$96,886
Local Arterial Network Gap Closure	\$38,562	\$1,100	\$37,462	\$18,731	\$18,731
I-580 Corridor TEP Freeway Improvements	\$267,377	\$157,345	\$110,032	\$55,016	\$55,016
I-880 Corridor TEP Freeway Improvements	\$57,002	\$12,418	\$44,584	\$22,292	\$22,292
Union City Rail Program	\$75,000	\$0	\$75,000	\$37,500	\$37,500
<b>TOTAL Alameda County Projects</b>	<b>\$2,789,257</b>	<b>\$562,661</b>	<b>\$2,226,596</b>	<b>\$715,170</b>	<b>\$1,511,426</b>
<b>TOTAL Regional</b>	<b>\$14,871,817</b>	<b>\$3,013,859</b>	<b>\$11,857,959</b>	<b>\$2,824,617</b>	<b>\$9,033,342</b>
<b>TOTAL Committed</b>	<b>\$547,844</b>	<b>\$505,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>GRAND TOTAL</b>	<b>\$26,221,289</b>	<b>\$4,926,703</b>	<b>\$21,252,713</b>	<b>\$6,816,874</b>	<b>\$11,683,342</b>
Current Request for Regional Allocation					<b>\$2,650,000</b>
Percent Programmatic					43%
Percent Projects					57%
<b>Regional Allocation for Alameda CTC</b>					<b>\$2,650,000</b>

**Table 2 - Final Alameda County Submittal to PBA 2040 - Regional Program**

Criteria - Projects of regional significance/ falls within or supports a Regional Program/efforts (Managed Lanes)/ top performer in the prior RTP which is a criteria for Regional Discretionary funding.

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Funding: Discretionary* (\$ 000s)	Requested Funding: Other Sources (\$ 000s)	Planning Area
<b>Regional Goods Movement</b>								
214	City of Oakland	Oakland Army Base transportation infrastructure improvements	\$307,106	\$238,563	\$68,543	\$68,543	\$0	North
302	Port of Oakland	7th Street Grade Separation East	\$490,091	\$2,800	\$487,291	\$227,291	\$260,000	North
303	Port of Oakland	7th Street Grade Separation West	\$163,707	\$3,050	\$160,657	\$160,657	\$0	North
306	Port of Oakland	Middle Harbor Road Improvements	\$29,200	\$25	\$29,175	\$4,175	\$25,000	North
305	Port of Oakland	Oakland International Airport Perimeter Dike	\$54,200	\$13,200	\$41,000	\$41,000	\$0	North
308	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	\$179,545	\$25,638	\$153,907	\$153,907	\$0	North
307	Port of Oakland	Outer Harbor Turning Basin	\$57,321	\$10	\$57,311	\$3,388	\$53,923	North
<b>Subtotal Regional Goods Movement</b>			<b>\$1,281,170</b>	<b>\$283,286</b>	<b>\$997,884</b>	<b>\$658,961</b>	<b>\$338,923</b>	
<b>Regional Highway (Interchanges)</b>								
027	Alameda CTC	I-580/I-680 Interchange Improvement Project	\$1,478,150 (1)	\$20,000	\$1,458,150 (1)	\$1,458,150 (1)	\$0	East
037	Alameda CTC	SR-84/I-680 Interchange Improvements and SR-84 Widening	\$244,000 (1)	\$125,940 (1)	\$118,060 (1)	\$0 (1)	\$118,060	East
150	City of Fremont	SR-262 Mission Boulevard Cross Connector Improvements (2)	\$100,000 (1)	\$50 (1)	\$99,950 (1)	\$99,950 (1)	\$0	South
<b>Subtotal Regional Highway (Interchanges)</b>			<b>\$1,822,150</b>	<b>\$145,990</b>	<b>\$1,676,160</b>	<b>\$1,558,100</b>	<b>\$118,060</b>	
<b>Regional Highway (Managed Lanes)</b>								
318	Alameda CTC	I-580 Integrated Corridor Mobility (ICM) Widen I-580 for eastbound and westbound HOV/HOT from between	\$117,000	\$0	\$117,000	\$0	\$117,000	East
330	Alameda CTC	Greenville Road and San Joaquin County line (3) I-680 Northbound and Southbound HOV/HOT Lanes (SR-84 to Alcasta	\$391,000	\$0	\$391,000	\$0	\$391,000	East
030	Alameda CTC	Boulevard)	\$225,100	\$20,000	\$205,100	\$205,100	\$0	East/South
029	Alameda CTC	I-680 Northbound HOV/HOT Lane (SR-237 to SR-84)	\$385,000	\$185,000	\$200,000	\$0	\$200,000	South
028	Alameda CTC	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	\$37,508	\$2,000	\$35,508	\$35,508	\$0	South
034	Alameda CTC	I-880 Northbound HOV/HOT Extension (A Street to Hegenberger)	\$221,100 (1)	\$20,000	\$201,100 (1)	\$89,000	\$112,100 (1)	Central
<b>Subtotal Regional Highway (Managed Lanes)</b>			<b>\$1,376,708</b>	<b>\$227,000</b>	<b>\$1,149,708</b>	<b>\$329,608</b>	<b>\$820,100</b>	
<b>Bay Trail Implementation</b>								
049	City of Alameda	Alameda Point Trails	\$12,100	\$100	\$12,000	\$12,000	\$0	North
078	City of Albany	Pierce Street Park Bikeway	\$1,005	\$317	\$688	\$688	\$0	North
192	City of Oakland	Coliseum BART to Bay Trail Connector	\$3,183	\$980	\$2,203	\$2,203	\$0	North
193	City of Oakland	City-Wide Bay Trail Network	\$23,400	\$5,180	\$18,220	\$18,220	\$0	North
211	City of Oakland	Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure	\$20,984	\$5,043	\$15,941	\$14,341	\$1,600	North
223	City of Oakland	Bay Trail Connections - Four Sites	\$660	\$160	\$500	\$450	\$50	North
286	City of Union City	Union City Boulevard Bike Lanes (Phase 2)	\$8,800	\$1,000	\$7,800	\$0	\$7,800	South
<b>Subtotal Regional Pedestrian &amp; Bicycle</b>			<b>\$70,132</b>	<b>\$12,780</b>	<b>\$57,352</b>	<b>\$47,902</b>	<b>\$9,450</b>	
<b>Regional Transit and Park &amp; Ride</b>								
001	AC Transit	East Bay BRT Extension to Bayfair BART	\$50,700	\$0	\$50,700	\$0	\$50,700	Central
006	AC Transit	San Pablo Corridor Transit Improvements	\$103,000	\$0	\$103,000	\$0	\$103,000	North
041	BART	BART Metro: Bay Fair Connection	\$234,049	\$100,000 (1)	\$134,049 (1)	\$134,049 (1)	\$0	Central
043	BART	BART to Livermore/ACE Project Development	\$552,800	\$552,800 (1)	\$0 (1)	\$0	\$0 (1)	East
313	BART	BART Metro Program	\$1,700,000	\$0	\$1,700,000	\$0	\$1,700,000	All
314	BART	BART Security Program	\$250,000	\$205,941	\$44,059	\$0	\$44,059	All
315	BART	BART Station Modernization	\$4,744,000	\$0	\$4,744,000	\$0	\$4,744,000	All
316	BART	BART Station Access	\$800,000	\$0	\$800,000	\$0	\$800,000	All
317	BART	BART Transbay Corridor Core Capacity	\$1,600,000	\$1,306,000	\$294,000	\$0	\$294,000	All
062	City of Alameda	Mariner Square Drive Extension and Park and Ride Lot	\$7,360	\$0	\$7,360	\$7,360	\$0	North
057	City of Alameda	New Alameda Point Ferry Terminal	\$127,198	\$60,062	\$67,137	\$67,137	\$0	North
142	City of Fremont	Irvington BART Station	\$140,300	\$120,000	\$20,300	\$20,300	\$0	South
234	City of Pleasanton	Bernal Park and Ride	\$1,100	\$0	\$1,100	\$1,100	\$0	East
186	City of Newark	Newark Transit station	\$11,150	\$0	\$11,150	\$100	\$11,050	South
<b>Subtotal Regional Transit</b>			<b>\$10,321,657</b>	<b>\$2,344,803</b>	<b>\$7,976,854</b>	<b>\$230,046</b>	<b>\$7,746,809</b>	
<b>Total</b>			<b>\$14,871,817</b>	<b>\$3,013,859</b>	<b>\$11,857,959</b>	<b>\$2,824,617</b>	<b>\$9,033,342</b>	

\* Includes B, BB, VRF discretionary, (1) funding requests applicants included with their application, and other needs requests identified as (4) "Other/TBD - Alameda CTC."

**Changes Made to September 24, 2015 Draft List**

- (1) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.
- (2) Project moved from projects category (Table 5).
- (3) Regional project carried over from 2012 CTP.

## Table 3 - Final Alameda County Submittal to PBA 2040 Committed Projects

*Criteria: 100% funded through local funds; or project/program has full funding plan and environmental clearance by Sep 30, 2015*

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Environmental Clearance (Mo/Yr)	Planning Area
004	AC Transit	East Bay BRT	\$179,985	06/12	North/Central
002	AC Transit	Line 51 Project Completion and Capital Replacement	\$20,673	02/14	North/Central
024	Alameda CTC	Dumbarton Corridor Area Transportation Improvements	\$120,000	07/18	South
032	Alameda CTC	I-880 at 23rd/29th Avenue Interchange Improvements	\$110,653	04/10	North
038	Alameda CTC	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	\$87,533	08/08	East
070	City of Alameda	Rapid Bus Service (Alameda Point to Fruitvale BART)	\$9,000	09/20	North
331	City of Newark	Central Avenue Overpass	\$20,000	11/14	South
<b>Total</b>			<b>\$547,844</b>		

**Table 4 - Final Alameda County Submittal to PBA 2040 - Programmatic Projects by MTC RTP Category**

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
<b>Intersection Improvements</b>						
021	Alameda County	Strobridge Avenue Extension	\$13,380	\$1,370	\$12,010	
022	Alameda County	Tesla Road Safety Improvements Phase 1	\$11,065	\$5,065	\$6,000	
052	City of Alameda	New Traffic Signal at Central Avenue/Taylor Avenue/3rd Street	\$437	\$0	\$437	
060	City of Alameda	McCartney Road Road and Island Drive Intersection Improvements	\$300	\$300	\$0	
061	City of Alameda	Main Street Improvements & Realignment	\$6,710	\$3,000	\$3,710	
064	City of Alameda	New Traffic Signal at Oak Street and Clement Avenue	\$320	\$0	\$320	
065	City of Alameda	New Traffic Signal at Park Street and Pacific Avenue	\$320	\$0	\$320	
129	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	\$5,206	\$0	\$5,206	
241	City of Pleasanton	Nevada Street Extension	\$2,200	\$200	\$2,000	
249	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	\$16,920	\$1,074	\$15,846	
254	City of San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	\$7,090	\$1,250	\$5,840	
<b>Subtotal Intersection Improvements</b>			<b>\$63,948</b>	<b>\$12,259</b>	<b>\$51,689</b>	<b>\$452</b>
<b>Intersection Improvements (Grade Separations)</b>						
094	City of Berkeley	Gilman Street Multimodal Railroad Grade Separation Project	\$65,682	\$0	\$65,682	
165	City of Hayward	Tennyson Avenue Grade Separation at Niles Subdivision	\$40,360	\$4,640 (1)	\$35,720 (1)	
261	City of Union City	Alvarado Boulevard Grade Separation	\$30,000	\$320	\$29,680	
270	City of Union City	Dyer Street Grade Separation	\$25,000	\$270	\$24,730	
279	City of Union City	Niles Subdivision Grade Separation	\$200,000	\$1,920	\$198,080	
280	City of Union City	Oakland Subdivision Grade Separation	\$220,025	\$25	\$220,000	
285	City of Union City	Smith Street Grade Separation	\$20,000	\$220	\$19,780	
287	City of Union City	Union City Boulevard Grade Separation	\$30,000	\$320	\$29,680	
<b>Subtotal Intersection Improvements (Grade Separation)</b>			<b>\$631,067</b>	<b>\$7,715</b>	<b>\$623,352</b>	<b>\$26,775</b>
<b>Management Systems</b>						
056	City of Alameda	Emergency Vehicle Preemption System	\$200	\$0	\$200	
071	City of Alameda	Citywide Signal Upgrades	\$455	\$0	\$455	
077	City of Alameda	Webster / Posey Tubes Incident Management System	\$400	\$0	\$400	
103	City of Berkeley	Multimodal Corridor Signal Interconnect	\$8,933	\$0	\$8,933	
159	City of Hayward	Citywide Fiber Optics Installation	\$10,000	\$0	\$10,000	
208	City of Oakland	Citywide Intelligent Transportation System Program	\$46,335	\$1,000	\$45,335	
220	City of Oakland	Citywide Traffic Signal System Management	\$40,600	\$26,000	\$14,600	
294	LAVTA	AVL ITS Replacement	\$9,990	\$5,540	\$4,450	
191	MTC (Cities of Oakland and San leandro)	I-880 ICM North Alameda Segment	\$15,734	\$13,109 (1)	\$2,625 (1)	
<b>Subtotal Management Systems</b>			<b>\$132,647</b>	<b>\$45,649</b>	<b>\$86,998</b>	<b>\$774</b>
<b>Minor Freight Improvements</b>						
319	Alameda CTC	Goods Movement Program Implementation	\$125,000	\$0	\$125,000	
100	City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	\$11,461	\$0	\$11,461	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
130	City of Emeryville	Quiet Zone	\$4,529	\$29	\$4,500	
147	City of Fremont	UPRR Quiet Zone - Various Locations	\$2,995	\$20	\$2,975	
148	City of Fremont	UPRR Quiet Zone - Centerville Area	\$2,350	\$20	\$2,330	
149	City of Fremont	UPRR Quiet Zone - Niles/Nursery	\$1,310	\$500	\$810	
224	City of Oakland	West Oakland Freight Corridor Upgrades	\$9,362	\$470	\$8,892	
309	Port of Oakland	Port ITS Implementation Project	\$7,553	\$30	\$7,523	
310	Port of Oakland	Port Seismic Monitor Program	\$586	\$7	\$579	
311	Port of Oakland	Port Terminal Lighting Upgrade Project	\$5,645	\$6	\$5,639	
273	City of Union City	Industrial Rail Connections between Oakland and Niles Subdivisions	\$3,245	\$5	\$3,240	
282	City of Union City	Passenger Platform for ACE (Oakland Subdivision)	\$3,000	\$360	\$2,640	
264	City of Union City	Passenger Platform for Amtrak (Coast Subdivision)	\$3,000	\$360	\$2,640	
284	City of Union City	Shinn Connection (Oakland and Niles Subdivisions)	\$3,245	\$5	\$3,240	
<b>Subtotal Minor Freight Improvements</b>			<b>\$183,281</b>	<b>\$1,812</b>	<b>\$181,469</b>	<b>\$50,257</b>
<b>Minor Transit Improvements</b>						
007	AC Transit	Vehicle Expansion	\$62,034	\$7,254	\$54,780	
040	BART	19th Street Station Modernization	\$25,000	\$14,000	\$11,000	
042	BART	Secure Bicycle Parking at Alameda County BART Stations	\$3,425	\$1,075	\$2,350	
044	BART	BART Station Modernization Program	\$240,000 (1)	\$96,316 (1)	\$143,684 (1)	
051	City of Alameda	Bus Stop Accessibility Improvements	\$0	\$0	\$0	
107	City of Berkeley	Downtown Berkeley Transit Center & Streetscape Improvements	\$5,555	\$851	\$4,704	
122	City of Emeryville	Amtrak Platform Extension	\$3,000	\$0	\$3,000	
125	City of Emeryville	Bus Shelters - Citywide Bus Shelters - Citywide	\$1,380	\$0	\$1,380	
128	City of Emeryville	Powell Street I-80 Ramp Bus Bays	\$2,301	\$0	\$2,301	
137	City of Fremont	Fremont BART Station - West Entrance Improvements	\$50	\$0	\$50	
275	City of Union City	Union City Intermodal Station Phase 3	\$6,600	\$1,200	\$5,400	
295	LAVTA	Bus Shelter Replacement Program	\$1,200	\$0	\$1,200	
298	LAVTA	Major Service Improvements (Routes 10, 12, and 15)	\$11,227 (1)	\$0	\$11,227 (1)	
301	LAVTA	Livermore Transit Center Rehabilitation	\$405	\$20	\$385	
<b>Subtotal Minor Transit Improvements</b>			<b>\$362,177</b>	<b>\$120,716</b>	<b>\$241,461</b>	<b>\$76,409</b>
<b>Multimodal Streetscape Improvements</b>						
010	Alameda County	Castro Valley Boulevard Streetscape Improvement Phase II	\$16,750	\$450	\$16,300	
012	Alameda County	East 14th Streetscape Improvements Phase II	\$15,830	\$4,530	\$11,300	
013	Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	\$11,240	\$440	\$10,800	
017	Alameda County	Hesperian Boulevard Streetscape Improvement project	\$24,640	\$17,640	\$7,000	
321	Alameda CTC	TOD/PDA Plan Implementation	\$300,000	\$0	\$300,000	
046	City of Alameda	Mitchell Street Improvements Project	\$5,646	\$0	\$5,646	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
047	City of Alameda	Alameda Point Multimodal Street Network	\$15,100	\$100	\$15,000	
055	City of Alameda	Citywide Complete Streets	\$62	\$62	\$0	
066	City of Alameda	Park Street Streetscape Improvements	\$2,500 (1)	\$0	\$2,500 (1)	
068	City of Alameda	Ralph Appezato Memorial Parkway Street Improvements	\$1,768	\$0	\$1,768	
072	City of Alameda	Stargell Avenue (Main Street to 5th Street) Queue Jump Lanes & Class I Trail	\$4,750	\$1,900	\$2,850	
076	City of Alameda	Webster Street Improvement	\$2,900	\$0	\$2,900	
082	City of Albany	Solano Avenue Complete Streets	\$3,429	\$652	\$2,777	
086	City of Berkeley	Hearst Avenue Complete Streets - Transit Improvements	\$278	\$37	\$241	
091	City of Berkeley	Downtown Berkeley Multimodal Area Improvement Program	\$65,855	\$0	\$65,855	
097	City of Berkeley	Complete Streets Corridor Improvement Program	\$3,572	\$3,344	\$228	
312	City of Berkeley	San Pablo Complete Streets Corridor	\$31,663	\$0	\$31,663	
104	City of Berkeley	Southside Multimodal Area Enhancement Program	\$6,928	\$0	\$6,928	
105	City of Berkeley	Southside Complete Streets Program	\$11,435	\$0	\$11,435	
108	City of Berkeley	University Avenue Complete Streets Corridor	\$73,229	\$0	\$73,229	
110	City of Berkeley	West Berkeley Area improvement Program	\$3,277	\$0	\$3,277	
138	City of Fremont	Fremont Boulevard Streetscape Project - Centerville (Thornton Avenue to Central Avenue)	\$7,746	\$134	\$7,612	
139	City of Fremont	Fremont Boulevard Streetscape Project - Downtown (Country Drive to Sundale Drive)	\$8,529	\$0	\$8,529	
153	City of Fremont	SR-84 Relinquishment and Upgrades Phase I	\$13,063	\$0	\$13,063	
157	City of Hayward	C Street Complete Street Project	\$2,980	\$0	\$2,980	
162	City of Hayward	Main Street Complete Street Project	\$3,047	\$0	\$3,047	
163	City of Hayward	Mission Boulevard Phases 2 and 3 Improvements	\$33,900	\$21,900	\$12,000	
167	City of Livermore	Downtown PDA Multimodal Improvements	\$7,304	\$440	\$6,864	
171	City of Livermore	Isabel/BART PDA Multimodal Improvements	\$16,100 (1)	\$300 (1)	\$15,800 (1)	
183	City of Newark	Thornton Avenue Streetscape Improvement (Olive Street to Elm Street)	\$2,200	\$0	\$2,200	
184	City of Newark	Thornton Avenue Streetscape Improvement (Elm Street to Willow Street)	\$2,200	\$0	\$2,200	
188	City of Oakland	14th Street Avenue Streetscape Project	\$13,205	\$6,405	\$6,800	
189	City of Oakland	27th Street Corridor Improvements	\$3,393	\$50	\$3,343	
201	City of Oakland	Oakland Complete Streets Program	\$316,000	\$2,000	\$314,000	
204	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project	\$8,334	\$327	\$8,007	
205	City of Oakland	20th Street Green Corridor Improvements	\$4,746	\$63	\$4,683	
207	City of Oakland	East Bay BRT Corridor Connectors Streetscape Improvements	\$14,441	\$3,536	\$10,905	
212	City of Oakland	MLK Jr Way Streetscape Project - Phase II	\$7,115	\$1,300	\$5,815	
219	City of Oakland	Peralta Streetscape Project (Phase II)	\$7,115	\$300	\$6,815	
243	City of Pleasanton	Stanley Boulevard Reconstruction (Main Street to 1st Street)	\$5,700	\$2,700	\$3,000	
245	City of Pleasanton	Stoneridge Mall Sidewalk Construction	\$1,030	\$0	\$1,030	
251	City of San Leandro	Doolittle Drive Streetscape (Davis to Fairway)	\$421	\$0	\$421	
253	City of San Leandro	East 14th Street South Area Streetscape	\$15,720	\$0	\$15,720	
258	City of San Leandro	MacArthur Blvd Streetscape Phase 2	\$2,800	\$0	\$2,800	
259	City of San Leandro	Marina Boulevard Streetscape (Merced to Monarch Bay Drive)	\$11,000	\$0	\$11,000	
268	City of Union City	Decoto Road Complete Street Project	\$7,000	\$840	\$6,160	
291	City of Union City	Whipple Road Widening (I-880 to BART track)	\$12,000	\$1,249	\$10,751	
<b>Subtotal Multimodal Streetscape Improvements</b>			<b>\$1,127,942</b>	<b>\$70,699</b>	<b>\$1,057,242</b>	<b>\$137,519</b>



CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
<b>New Bicycle and Pedestrian Facilities</b>						
008	Alameda County	Sidewalk Improvements at Various Locations in Unincorporated Alameda County	\$27,600	\$15,600	\$12,000	
009	Alameda County	Bicycle Improvements at Various Locations in Unincorporated Alameda County	\$19,980	\$4,140	\$15,840	
332	Alameda County	Niles Canyon Regional Trail (2)	\$100,000	\$100	\$99,900	
324	Alameda CTC	Countywide Bicycle Plan Implementation	\$249,000	\$0	\$249,000	
323	Alameda CTC	Countywide Pedestrian Plan Implementation	\$894,000	\$0	\$894,000	
050	City of Alameda	Blanding Avenue Track Removal and Corridor Improvements	\$5,170	\$0	\$5,170	
073	City of Alameda	Tilden Way Phase 2 Sidewalk Improvements	\$2,830	\$400	\$2,430	
080	City of Albany	Complete Streets for San Pablo Avenue and Buchanan Street	\$3,945	\$605	\$3,340	
081	City of Albany	San Pablo Avenue Cycle Track	\$290	\$0	\$290	
083	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$1,980	\$124	\$1,856	
084	City of Berkeley	Adeline Street Complete Streets Corridor	\$11,672	\$0	\$11,672	
085	City of Berkeley	Ashby Avenue Complete Streets Corridor	\$2,579	\$0	\$2,579	
087	City of Berkeley	Citywide Bike Boulevard/Major Street Intersections Project	\$6,008	\$35	\$5,973	
088	City of Berkeley	Channing Bicycle Boulevard Safety Project	\$9,522	\$0	\$9,522	
089	City of Berkeley	Citywide Bicycle Improvement Program	\$37,552	\$0	\$37,552	
090	City of Berkeley	College Avenue Complete Streets Corridor	\$481	\$0	\$481	
092	City of Berkeley	Dwight Way Complete Streets Corridor	\$647	\$0	\$647	
093	City of Berkeley	Gilman Street Complete Streets Corridor	\$81	\$0	\$81	
096	City of Berkeley	Milvia Bike Boulevard Project	\$7,452	\$0	\$7,452	
101	City of Berkeley	Sacramento Complete Streets Corridor	\$963	\$0	\$963	
102	City of Berkeley	Shattuck Avenue Complete Streets Corridor	\$958	\$0	\$958	
106	City of Berkeley	Telegraph Avenue Complete Streets Corridor	\$25,349	\$0	\$25,349	
109	City of Berkeley	West Berkeley Areawide Pedestrian & Bicycle Improvements	\$25,500	\$0	\$25,500	
113	City of Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	\$21,418	\$325	\$21,093	
124	City of Emeryville	Bike Ped Plan Implementation	\$4,800	\$0	\$4,800	
131	City of Emeryville	South Bayfront Bridge	\$19,400	\$16,450	\$2,950	
155	City of Fremont	Warm Springs BART West Access Bridge and Plaza	\$35,715	\$10,715	\$25,000	
156	City of Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$21,440	\$0	\$21,440	
194	City of Oakland	Citywide Bicycle Master Plan Implementation	\$119,100	\$23,223	\$95,877	
215	City of Oakland	Park Boulevard Bike and Pedestrian Path	\$3,094	\$100	\$2,994	
225	City of Piedmont	Bicycle Safety Improvements	\$460	\$4	\$456	
226	City of Piedmont	Grand Avenue Improvements	\$851	\$114	\$737	
227	City of Piedmont	Highland Avenue Improvements	\$800	\$111	\$689	
233	City of Pleasanton	Arroyo Mocho Trail Construction	\$10,000	\$0	\$10,000	
238	City of Pleasanton	Foothill Road Bike Lane Plan and Construction (I-580 to Verona Road)	\$2,200	\$0	\$2,200	
250	City of San Leandro	San Leandro Creek Trail	\$33,421	\$53	\$33,368	
262	City of Union City	Alvarado Niles Road Sidewalks	\$1,500	\$181	\$1,319	
272	City of Union City	Horner Street Sidewalk Construction	\$500	\$63	\$437	
274	City of Union City	Industrial Park Sidewalk Construction	\$3,000	\$357	\$2,643	
277	City of Union City	Bike/Ped Connection Over Niles Subdivision	\$20,000	\$0	\$20,000	
278	City of Union City	Lowry Road Sidewalk Construction	\$2,000	\$231	\$1,769	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
<b>Subtotal New Bicycle and Pedestrian Facilities</b>			<b>\$1,733,258</b>	<b>\$72,931</b>	<b>\$1,660,327</b>	<b>\$443,627</b>
<b>Other</b>						
325	Alameda CTC	Affordable Student Transit Pass Program	\$375,000	\$0	\$375,000	
281	City of Union City	Oakland Subdivision Acquisition	\$135,000	\$0	\$135,000	
<b>Subtotal Other</b>			<b>\$510,000</b>	<b>\$0</b>	<b>\$510,000</b>	<b>\$145,196</b>
<b>Planning</b>						
322	Alameda CTC	Arterial Performance Initiative	\$200,000	\$0	\$200,000	
003	AC Transit	Dumbarton Bridge Transit Expansion Study & Implementation*	\$5,000	\$0	\$5,000	
005	AC Transit	Grand / MacArthur Feasibility Study	\$6,000	\$6,000	\$0	
045	Caltrans	Estuary Crossing Bridge Engineering Feasibility Study	\$250	\$0	\$250	
075	City of Alameda	Estuary Water Shuttle Project Study Report Equivalent	\$1,225	\$225	\$1,000	
133	City of Fremont	BayTrail - South Fremont to Milpitas Connection	\$75	\$0	\$75	
134	City of Fremont	Blacow Road Ped/Bike Grade Separation at BART/UPRR	\$75	\$0	\$75	
143	City of Fremont	Irvington BART Station Area Plan	\$300	\$0	\$300	
146	City of Fremont	Niles to City Center Bikeway with New Alameda Creek Bridge	\$150	\$0	\$150	
145	City of Fremont	Scoping/Planning for Irvington Trail Connector with I-680 Bridge	\$75	\$0	\$75	
206	City of Oakland	I-980 Multimodal Boulevard-2nd Transbay Tube Study	\$5,250	\$0	\$5,250	
296	LAVTA	Comprehensive Operational Analysis 2020	\$353	\$0	\$353	
297	LAVTA	Comprehensive Operational Analysis 2025	\$405	\$0	\$405	
<b>Subtotal Planning</b>			<b>\$219,158</b>	<b>\$6,225</b>	<b>\$212,933</b>	<b>\$77,465</b>
<b>Preservation Rehabilitation</b>						
020	Alameda County	Pavement Rehabilitation at Various Locations in Unincorporated Alameda County	\$24,060	\$15,060	\$9,000	
329	Alameda CTC	Bicycle and Pedestrian for Regional Projects and Trail Maintenance	\$154,000	\$0	\$154,000	
014	Alameda County	Estuary Bridges Repairs	\$13,000	\$3,000	\$10,000	
067	City of Alameda	Citywide Street Resurfacing	\$3,200	\$3,200	\$0	
173	City of Livermore	Annual Pavement Maintenance - MTS Routes	\$98,275	\$40,750 (1)	\$57,525 (1)	
175	City of Newark	Balentine Drive and Cedar Boulevard Pavement Rehabilitation	\$1,117	\$0	\$1,117	
176	City of Newark	Cedar Boulevard Pavement Rehabilitation	\$1,144	\$0	\$1,144	
177	City of Newark	Edgewater Drive and Lake Boulevard Pavement Rehabilitation	\$1,124	\$0	\$1,124	
178	City of Newark	George Avenue Pavement Rehabilitation and Drainage Improvements	\$2,750	\$0	\$2,750	
179	City of Newark	Moore's Avenue and Sycamore Street Pavement Rehabilitation	\$770	\$0	\$770	
180	City of Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Cherry Street)	\$1,502	\$0	\$1,502	
181	City of Newark	Thornton Avenue Pavement Rehabilitation (Cherry Street to Willow Street)	\$1,509	\$0	\$1,509	
182	City of Newark	Thornton Avenue Pavement Rehabilitation (Willow Street - SR-84)	\$986	\$0	\$986	
187	City of Newark	Zulmida Avenue Pavement Rehabilitation	\$770	\$0	\$770	
195	City of Oakland	Citywide Bridge Preventive Maintenance Program	\$27,141	\$250	\$26,891	
218	City of Oakland	Citywide Pedestrian Master Plan Implementation	\$45,507	\$11,000	\$34,507	
217	City of Oakland	Citywide Paving Program	\$641,250	\$242,850	\$398,400	
230	City of Piedmont	Sidewalk Replacement Project	\$1,400	\$1,400	\$0	
231	City of Piedmont	Annual Street Paving Improvements	\$4,347	\$4,347	\$0	
232	City of Pleasanton	Bernal Bridge Construction over Arroyo de la Laguna	\$4,300	\$1,700	\$2,600	
236	City of Pleasanton	Dublin Canyon Widening (Bridge Section Near Canyon Meadows)	\$2,450	\$450	\$2,000	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
248	City of Pleasanton	West Las Positas Roadway Reconstruction (Hopyard Road to Stoneridge Drive)	\$2,250	\$50	\$2,200	
256	City of San Leandro	Lake Chabot Road Stabilization	\$2,256	\$41	\$2,215	
260	City of San Leandro	San Leandro Local Street Rehabilitation	\$43,700	\$13,700	\$30,000	
263	City of Union City	Alvarado Boulevard Pavement Rehabilitation	\$1,321	\$163	\$1,158	
265	City of Union City	Alvarado-Niles Road Pavement Rehabilitation	\$5,610	\$670	\$4,940	
267	City of Union City	Central Avenue Pavement Rehabilitation	\$667	\$157	\$510	
269	City of Union City	Decoto Road Pavement Rehabilitation	\$2,207	\$337	\$1,870	
271	City of Union City	Dyer Road Pavement Rehabilitation	\$2,202	\$332	\$1,870	
288	City of Union City	Union City Boulevard Pavement Rehabilitation	\$3,527	\$535	\$2,992	
289	City of Union City	Whipple Road - Pavement Rehabilitation (Phase 1)	\$552	\$132	\$420	
290	City of Union City	Whipple Road - Pavement Rehabilitation (Amaral Street to Mission Boulevard)	\$1,987	\$304	\$1,683	
304	Port of Oakland	Airport Drive Resurfacing	\$12,880	\$15	\$12,865	
<b>Subtotal Preservation Rehabilitation</b>			<b>\$1,109,760</b>	<b>\$340,443</b>	<b>\$769,317</b>	<b>\$6,901</b>
<b>Routine Operations and Maintenance</b>						
327	Alameda CTC	Paratransit Program	\$232,000	\$0	\$232,000	
328	Alameda CTC	Transit Operations Service Augmentation	\$1,056,000 (1)	\$0	\$1,056,000 (1)	
126	City of Emeryville	Emery Go Round Operations	\$90,220	\$79,670	\$10,550	
197	City of Oakland	Broadway Shuttle Operations	\$26,755	\$1,465	\$25,290	
293	LAVTA	Atlantis Maintenance and Operations Facility Phase 3	\$46,464	\$15,765	\$30,699	
299	LAVTA	Administration and Operations Facility Improvements (Rutan Court)	\$1,096	\$0	\$1,096	
300	LAVTA	Training Video	\$25	\$0	\$25	
<b>Subtotal Routine Operations and Maintenance</b>			<b>\$1,452,560</b>	<b>\$96,900</b>	<b>\$1,355,660</b>	<b>\$133,367</b>
<b>Safety and Security</b>						
011	Alameda County	Crow Canyon Road Safety Improvements	\$3,800	\$900	\$2,900	
015	Alameda County	Foothill Road Safety Improvements in the vicinity of Sunol	\$2,650	\$750	\$1,900	
326	Alameda CTC	Safe Routes To School	\$40,000	\$0	\$40,000	
154	City of Fremont	Vargas Road Improvements	\$4,235	\$135	\$4,100	
019	Alameda County	Patterson Pass Road Safety Improvements	\$6,500	\$1,200	\$5,300	
023	Alameda County	Tesla Road Safety Improvements Phase II	\$6,500	\$1,500	\$5,000	
039	Alameda County	Vasco Road Safety Improvement Phase II	\$24,000	\$4,000	\$20,000	
074	City of Alameda	Traffic Calming Devices at Various Locations	\$620	\$0	\$620	
079	City of Albany	Cornell Avenue Safe Routes to School	\$1,490	\$37	\$1,453	
098	City of Berkeley	Ohlone Greenway and Intersection Improvement Project	\$6,321	\$0	\$6,321	
099	City of Berkeley	Citywide Pedestrian Plan Safety Improvements Program	\$29,409	\$0	\$29,409	
136	City of Fremont	Citywide Freeway Interchange Safety and Access Upgrades	\$75	\$0	\$75	
209	City of Oakland	LAMMPS Phase 2 Improvements	\$20,022	\$4,562	\$15,460	
228	City of Piedmont	Oakland Avenue Pedestrian Improvements	\$855	\$112	\$743	
229	City of Piedmont	Pedestrian Safety Improvements	\$694	\$168	\$526	
235	City of Pleasanton	Freeway Overcrossing Improvements for Bicyclists (8 Interchanges)	\$1,750	\$50	\$1,700	
239	City of Pleasanton	Foothill Road S-Curve Modification (Muirwood Drive North to Highland Oaks Drive)	\$4,600	\$0	\$4,600	
252	City of San Leandro	Downtown Pedestrian Lighting Improvements	\$2,850	\$0	\$2,850	
283	City of Union City	Railroad Crossing Improvements	\$3,000	\$363	\$2,637	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
<b>Subtotal Safety and Security</b>			<b>\$159,371</b>	<b>\$13,777</b>	<b>\$145,594</b>	<b>\$22,457</b>
<b>Travel Demand Management</b>						
018	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$175	\$0 (1)	\$175 (1)	
320	Alameda CTC	Countywide TDM Implementation	\$25,000	\$0	\$25,000	
048	City of Alameda	Alameda Point Transportation Demand Management Plan	\$5,000	\$750	\$4,250	
111	City of Berkeley	West Berkeley Shuttle (3)	\$49,803	\$36,478	\$13,325	
121	City of Emeryville	Door to Door Paratransit Shuttle (8 to Go) (3)	\$3,129	\$189	\$2,940	
127	City of Emeryville	North Hollis Parking and TDM Program (3)	\$1,285	\$25	\$1,260	
164	City of Hayward	Comprehensive Parking Management (3)	\$1,536	\$85	\$1,451	
166	City of Hayward	First/Last-Mile BART Shuttle (3)	\$55,985	\$350	\$55,635	
210	City of Oakland	Library Shuttle Program (3)	\$6,156	\$250	\$5,906	
213	City of Oakland	Citywide Neighborhood Bus Shuttle Program (NBS) (3)	\$24,100	\$1,200	\$22,900	
216	City of Oakland	Citywide Parking Management Program	\$16,574	\$0 (1)	\$16,574 (1)	
221	City of Oakland	Implementation Program for Citywide Safe Routes to School	\$133,379	\$12,941	\$120,438	
203	City of Oakland	Transportation Data Management Program	\$995	\$0	\$995	
257	City of San Leandro	LINKS Shuttle Service	\$4,086	\$2,818	\$1,268	
<b>Subtotal TDM</b>			<b>\$327,202</b>	<b>\$55,086</b>	<b>\$272,116</b>	<b>\$17,374</b>
<b>TOTAL Programmatic</b>			<b>\$8,012,371</b>	<b>\$844,212</b>	<b>\$7,168,158</b>	<b>1,138,574</b>

\* Initial funding by Programmatic category was based on the total Programmatic request of \$2.94 B and the total available balance of \$1.138 B in Regional Discretionary funding (Total \$2.65 B - Initial funding proposed for Projects \$1.511 B) and assigning the available funds proportionate to the request.

**Changes Made to September 24, 2015 Draft List**

- (1) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.
- (2) Per PPLC's request on October 12, 2015, project sponsor submitted application.
- (3) Moved shuttle projects to correct subcategory (TDM).

**Table 5 - Final Alameda County Submittal to PBA 2040 - Projects**

CTP Index	Table 5 - Final Alameda County Submittal to PBA 2040 - Projects						Fund Eligibility*			
	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)**	RTIP	ATP	STP /CMAQ
<b>Arterial Projects (Improvements)</b>										
016	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project* (1)	\$71,000	\$0	\$71,000	\$35,500	\$35,500			x
112	City of Dublin	Dougherty Road Widening	\$22,875	\$12,302 (2)	\$10,573 (2)	\$5,287 (2)	\$5,287 (2)	x		x
115	City of Dublin	Dublin Boulevard Widening - Sierra Court to Dublin Court	\$5,824	\$2,912	\$2,912	\$1,456	\$1,456	x		x
120	City of Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	\$43,721	\$1,800	\$41,921	\$20,961	\$20,961			x
132	City of Fremont	Auto Mall Parkway Widening and Improvements (1)	\$26,601	\$0	\$26,601	\$13,301	\$13,301	x		x
140	City of Fremont	Fremont Boulevard Widening (I-880 to Grimmer) (1)	\$9,950	\$0	\$9,950	\$4,975	\$4,975	x		x
141	City of Fremont	Grimmer Boulevard Greenway (1)	\$10,500	\$0	\$10,500	\$5,250	\$5,250			x
144	City of Fremont	Kato Road Widening (Warren Avenue to Milmont Drive) (1)	\$5,700	\$4,600	\$1,100	\$550	\$550			x
151	City of Fremont	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd) (1)	\$45,000	\$0	\$45,000	\$22,500	\$22,500	x		x
152	City of Fremont	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave) (1)	\$13,400	\$0	\$13,400	\$6,700	\$6,700	x		x
185	City of Newark	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	\$14,405	\$0	\$14,405	\$7,203	\$7,203			x
202	City of Oakland	Telegraph Avenue Complete Streets	\$16,727	\$0	\$16,727	\$8,364	\$8,364			x
200	City of Oakland	West Grand Avenue Complete Streets Project (3)	\$20,151	\$50	\$20,101	\$10,051	\$10,051			x
237	City of Pleasanton	El Charro Road Extension (Stoneridge Drive to Stanley Boulevard)	\$59,000	\$300	\$58,700	\$29,350	\$29,350			x
266	City of Union City	Union City Boulevard Widening (Whipple to City Limit)	\$15,000	\$1,749	\$13,251	\$6,626	\$6,626	x		x
292	City of Union City	Whipple Road Widening (BART track to Mission Boulevard)	\$30,000	\$3,489	\$26,511	\$13,256	\$13,256	x		x
<b>Subtotal Arterial Projects (Improvements)</b>			\$409,854	\$27,202	\$382,652	\$191,326	\$191,326			
<b>Arterial Projects (Gap Closures)</b>										
026	Alameda CTC	I-880 to Mission Boulevard East-West Connector	\$230,514	\$23,508	\$207,006	\$103,503	\$103,503	x		x
114	City of Dublin	Dublin Boulevard - North Canyons Parkway Extension	\$79,589	\$3,446	\$76,143	\$38,072	\$38,072			
<b>Subtotal Arterial Projects (Gap Closures)</b>			\$310,103	\$26,954	\$283,149	\$141,575	\$141,575			
<b>Highway Projects (Interchanges &amp; Crossings)</b>										
031	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$38,388	\$25,392	\$12,996	\$6,498	\$6,498	x		
033	Alameda CTC	I-880 Broadway/Jackson Interchange Improvements	\$218,799	\$77,500	\$141,299	\$8,101	\$133,198	x		
035	Alameda CTC	I-880 Industrial Parkway Interchange Reconstruction	\$52,641	\$44,000	\$8,641	\$4,321	\$4,321	x		
036	Alameda CTC	I-880 Whipple Road Interchange Improvements	\$73,653	\$60,000	\$13,653	\$6,827	\$6,827	x		
123	City of Emeryville	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	\$54,800	\$52,100	\$2,700	\$1,350	\$1,350	x		
160	City of Hayward	I-880 A Street Interchange Reconstruction	\$47,833	\$42,500	\$5,333	\$2,667	\$2,667	x		
158	City of Hayward	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	\$55,204	\$0	\$55,204	\$27,602	\$27,602	x		
246	City of Pleasanton	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	\$17,000	\$0	\$17,000	\$8,500	\$8,500	x		
247	City of Pleasanton	I-680 Sunol Interchange Modification	\$17,400	\$400	\$17,000	\$8,500	\$8,500	x		
242	City of Pleasanton	Santa Rita Road I-580 Overcrossing Widening	\$9,400	\$0	\$9,400	\$4,700	\$4,700	x		
244	City of Pleasanton	Stoneridge Drive Widening (east of Johnson Drive and I-680 Interchange)	\$16,100	\$100	\$16,000	\$8,000	\$8,000	x		x
<b>Subtotal Highway Projects (Interchanges &amp; Crossings)</b>			\$601,218	\$301,992	\$299,226	\$87,065	\$212,162			
<b>Transit Oriented Development Projects</b>										
199	City of Oakland	Coliseum City TOD Infrastructure	\$401,296	\$3,500	\$397,796	\$20,000	\$377,796			x
198	City of Oakland	Coliseum City Transit Hub	\$169,416	\$9,350	\$160,066	\$40,000	\$120,066			x
<b>Subtotal Transit Oriented Development Projects</b>			\$570,712	\$12,850	\$557,862	\$60,000	\$497,862			
<b>Transit Projects</b>										
069	City of Alameda	Ralph Appezatto Memorial Parkway BRT	\$9,581	\$20	\$9,561	\$4,781	\$4,781			x
196	City of Oakland	Broadway Shuttle Expansion	\$243,297	\$10,000	\$233,297	\$0	\$233,297			x
<b>Subtotal Transit Projects</b>			\$252,878	\$10,020	\$242,858	\$4,781	\$238,078			
<b>Three Major Trail Development Program</b>										
025	Alameda CTC	East Bay Greenway: Lake Merritt to South Hayward	\$149,372	\$6,156	\$143,216	\$71,608	\$71,608		x (4)	
117	City of Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	\$11,153	\$1,050	\$10,103	\$5,052	\$5,052		x (4)	
118	City of Dublin	Iron Horse Trail Crossing at Dougherty Road	\$11,451	\$0	\$11,451	\$5,726	\$5,726		x (4)	
135	City of Fremont	East Bay Greenway/Rails to Trails - Central Park to Alameda Creek	\$11,985	\$3,115	\$8,870	\$4,435	\$4,435		x (4)	
170	City of Livermore	Livermore Iron Horse Trail	\$20,390	\$2,459 (2)	\$17,931 (2)	\$8,966	\$8,966		x (4)	
240	City of Pleasanton	Iron Horse Trail Bridge at Arroyo Mocho	\$2,200	\$0	\$2,200	\$1,100	\$1,100		x (4)	
<b>Subtotal Three Major Trail Development Program</b>			\$206,551	\$12,780	\$193,771	\$96,886	\$96,886			
<b>Local Arterial Network Gap Closure</b>										
053	City of Alameda	Clement Avenue East Extension To Tilden Way	\$5,182	\$0	\$5,182	\$2,591	\$2,591			x

054	City of Alameda	Clement Avenue West Extension (Sherman Street to Grand Street)	\$5,446	\$0	\$5,446	\$2,723	\$2,723			x
063	City of Alameda	Mitchell Street Extension Project	\$7,670	\$0	\$7,670	\$3,835	\$3,835			x
119	City of Dublin	Scarlett Drive Extension	\$20,264	\$1,100	\$19,164	\$9,582	\$9,582			x
<b>Subtotal Local Arterial Network Gap Closure</b>			<b>\$38,562</b>	<b>\$1,100</b>	<b>\$37,462</b>	<b>\$18,731</b>	<b>\$18,731</b>			
<b>I-580 Corridor Freeway Improvements</b>										
116	City of Dublin	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	\$52,332	\$1,400	\$50,932	\$25,466	\$25,466	x		
168	City of Livermore	I-580 First Street Interchange Improvements	\$52,080	\$39,050 (2)	\$13,030 (2)	\$6,515	\$6,515	x		
169	City of Livermore	I-580 Greenville Road Interchange Improvements	\$57,965	\$41,395 (2)	\$16,570 (2)	\$8,285	\$8,285	x		
172	City of Livermore	I-580 SR-84/Isabel Interchange Improvements Phase 2	\$35,700	\$25,650	\$10,050	\$5,025	\$5,025	x		
174	City of Livermore	I-580 Vasco Road Interchange Improvements	\$69,300	\$49,850	\$19,450	\$9,725	\$9,725	x		
<b>Subtotal I-580 Corridor Freeway Improvements</b>			<b>\$267,377</b>	<b>\$157,345</b>	<b>\$110,032</b>	<b>\$55,016</b>	<b>\$55,016</b>			
<b>I-880 Corridor Freeway Improvements</b>										
161	City of Hayward	I-880 Winton Avenue Interchange Improvements	\$38,960	\$4,480 (2)	\$34,480 (2)	\$17,240	\$17,240	x		
190	City of Oakland	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	\$18,042	\$7,938	\$10,104	\$5,052	\$5,052	x		
<b>Subtotal I-880 Corridor Freeway Improvements</b>			<b>\$57,002</b>	<b>\$12,418</b>	<b>\$44,584</b>	<b>\$22,292</b>	<b>\$22,292</b>			
<b>Union City Rail Program - Capitol Corridor Coast Line &amp; UC Intermodal Station</b>										
276	City of Union City	Union City Intermodal Station Phase 4	\$75,000	\$0	\$75,000	\$37,500	\$37,500	x		x
<b>Subtotal Union City Rail Program</b>			<b>\$75,000</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$37,500</b>	<b>\$37,500</b>			
<b>TOTAL Projects</b>			<b>\$2,789,257</b>	<b>\$562,661</b>	<b>\$2,226,596</b>	<b>\$715,170</b>	<b>\$1,511,426</b>			

\*Projects may be eligible for more fund sources than indicated

\*\*Approach for Initial funding source identification - Assign local measures discretionary funds towards 50% of total fund request except where sponsors specifically identified "Other Funds" for over half of fund request, in which case original request was retained.

**Changes Made to September 24, 2015 Draft List**

- (1) Moved project to correct subcategory (Arterial Projects - Improvements).
- (2) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.
- (3) Project moved from programmatic category, since it requires air quality conformity analysis (road diet).
- (4) Corrected project fund eligibility (ATP)

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

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Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
December 16, 2013	Partner agencies and stakeholders	Ditching Dirty Diesel Collaborative (DDDC)	20	Goods Movement Plan: Stakeholder letter to DDDC				√			√
January 16, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: Executive Director's (ED) Report			√	√			√
January 31, 2014	General public	Constant Contact	4,357	Goods Movement Plan: E-newsletter			√	√			√
February 3, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	4	Goods Movement Plan: Stakeholder interviews with California Trucking Association		√					√
February 20, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Multimodal Arterial Plan: ED Report			√	√			√
February 21, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	10	Goods Movement Plan: Stakeholder interviews with Alameda Labor Council		√					√
February 24, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews with businesses		√					√
February 26, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interview with California Capital and Investment Group		√					√
March 5, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	20	Goods Movement Plan: Stakeholder interviews with DDDC		√					√
March 10, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interview with GSC Logistics		√					√
	Alameda CTC Planning, Policy and Legislation (PPLC) and public	Commission email distribution list	135	Goods Movement Plan: Update on Development	√		√				√
March 26, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	5	Goods Movement Plan: Stakeholder interview with East Bay Economic Development Alliance		√					√
March 27, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: Update on Development	√		√				√
March 28, 2014	Partner agencies and stakeholders	Congestion Management Agency (CMA) Directors	9	Goods Movement Plan: Stakeholder interviews with CMA Directors		√					√
April 3, 2014	Partner agencies and stakeholders	Goods Movement Plan Outreach Summary	20	Goods Movement Plan: Stakeholder interviews with International Longshore and Warehouse Union		√					√

\*Number of Recipients is from email distribution lists; however, a few of the numbers are from sign in sheets.

\*\*Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
April 10, 2014	Goods Movement Plan Technical Advisory Committee (TAC)	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: TAC Meeting	√		√				√
	ACTAC (ACTAC) and public	ACTAC email distribution list	111	Goods Movement Plan: Discussion on Vision and Goals	√		√				√
April 30, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	9	Goods Movement Plan: Stakeholder interviews with DDDC		√					√
May 15, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: ED Report			√	√			√
May 22, 2014	Goods Movement Ad Hoc Committee	Goods Movement Ad Hoc Committee sign-in sheet	20	Goods Movement Plan: Ad Hoc Meeting		√					√
June 5, 2014	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: TAC Meeting	√		√				√
	ACTAC and public	ACTAC email distribution list	111	Goods Movement Plan: Discussion on Vision and Goals	√		√				√
June 9, 2014	Alameda CTC PPLC and public	Commission email distribution list	135	Goods Movement Plan: Discussion on Vision and Goals	√		√				√
June 10, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	20	Goods Movement Plan: Stakeholder interviews with Solano Transportation Authority		√					√
June 17, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interview with East Bay Biomedical Manufacturing Network		√					√
June 18, 2014	Partner agencies and stakeholders	Contra Costa Transportation Authority (CCTA) Board Meeting Minutes	30	Goods Movement Plan: Presentation to CCTA Board		√					√
June 19, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Roundtable: ED Report			√				
June 23, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	20	Goods Movement Plan: Stakeholder interviews with DDDC		√					√
			6	Goods Movement Plan: Stakeholder interviews with Oakland, Emeryville, Fremont, San Leandro, Alameda County	√		√				√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
June 25, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interviews with East Bay Transportation and Logistics Partnerships		√					√
	Partner agencies and stakeholders	Solano Transportation Authority Technical Advisory Committee (STA TAC) Minutes	25	Goods Movement Plan: Presentation to STA TAC		√					√
June 26, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: Discussion on Vision and Goals	√		√				√
June 30, 2014	General public	Constant Contact	4,511	Goods Movement Plan: E-newsletter	√		√	√			√
July 9, 2014	Partner agencies and stakeholders	Solano Transportation Authority Board Minutes	31	Goods Movement Plan: Presentation to STA Board	√						√
July 10, 2014	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Performance Measures Update	√		√				√
	ACTAC	ACTAC email distribution list	111								
	Partner agencies and stakeholders	West Contra Costa Transportation Advisory Committee	18	Goods Movement Plan: Presentation to West Contra Costa TAC		√					√
July 11, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	23	Goods Movement Plan: Stakeholder interviews with Maritime Stakeholders		√					√
July 14, 2014	Alameda CTC PPLC and public	Commission email distribution list	135	Goods Movement Plan: Performance Measures Update	√		√				√
July 16, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	1	Goods Movement Plan: Stakeholder interview with Union Pacific		√					√
			3	Goods Movement Plan: Stakeholder interviews with BNSF Railway		√					√
July 17, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	14	Goods Movement Plan: Stakeholder interviews with Sonoma County businesses		√					√
	Alameda CTC Commission and public	Commission email distribution list	135	Transit Plan and Multimodal Arterial Plan: ED Report			√	√			√
July 23, 2014	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #1	√		√			√	√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
July 24, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: Performance Measures Update	√		√				√
August 28, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	2	Goods Movement Plan: Stakeholder interviews with Contra Costa public Health Department		√					√
September 4, 2014	ACTAC	ACTAC email distribution list	111	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: Update	√		√				√
September 5, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Letter to DDDC	20	Goods Movement Plan: Stakeholder Response Letter to DDDC				√			√
September 12, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews with Port of Oakland		√					√
September 15, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	25	Goods Movement Plan: Stakeholder interviews with CARB Sustainable Freight Initiative		√					√
September 16, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	7	Goods Movement Plan: Stakeholder interviews with Bay Area Air Quality Management District		√					√
September 19, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews and Site Visit with Port of Oakland		√					√
September 24, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	25	Goods Movement Plan: Stakeholder interviews with North Bay Leadership Council Board		√					√
			1	Goods Movement Plan: Stakeholder interview with FedEx		√					√
October 2, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	30	Goods Movement Plan: Stakeholder interviews with East Bay Transportation and Logistics Partnerships		√					√
October 10, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews with Port of San Francisco		√					√
October 23, 2014	General public	Constant Contact	5,041	Goods Movement Roundtable Kick-off: E-newsletter	√		√	√			√

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\*\*Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
October 29, 2014	Jurisdictions	Multimodal Arterial Plan email distribution list for Central County	19	Multimodal Arterial Plan: Planning Area Meetings (Central)		√					√
	Jurisdictions	Multimodal Arterial Plan email distribution list for North County	37	Multimodal Arterial Plan: Planning Area Meetings (North)							
October 30, 2014	Jurisdictions	Multimodal Arterial Plan email distribution list for East County	23	Multimodal Arterial Plan: Planning Area Meetings (East)							
November 6, 2014	ACTAC - Joint Multimodal Arterial Plan and Transit Plan TAC	ACTAC email distribution list and Multimodal Arterial Plan & Transit Plan distribution lists and ACTAC email distribution list	147	Multimodal Arterial Plan: Vision, Goals, and Performance Measures Update	√		√				√
	ACTAC and public	ACTAC email distribution list	111	Transit Plan: Vision, Goals, and Performance Measures Update							
November 12, 2014	Partner agencies and stakeholders	Transit Plan sign-in sheet	1	Transit Plan: Small Group Meeting with Bay Area Council		√					√
November 13, 2014	Jurisdictions	Multimodal Arterial Plan email distribution list for South County	17	Multimodal Arterial Plan: Planning Area Meeting (South)		√					√
November 15, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #2	√		√			√	√
November 17, 2014	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	6	Goods Movement Plan: Stakeholder interviews with Oakland Airport		√					√
November 25, 2014	Alameda CTC Commission and public	Commission email distribution list	135	Multimodal Arterial Plan: ED Report			√	√			√
December 5, 2014	Partner agencies and stakeholders	Transit Plan sign-in sheet	5	Transit Plan: Small Group Meeting with Bike East Bay, East Bay Regional Park District, TransForm		√					√
			1	Transit Plan: Small Group Meeting with UC Berkeley		√					√
January 8, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment Update	√		√				√
	ACTAC and public	ACTAC email distribution list	111								
	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	117	2016 Countywide Transportation Plan (CTP) and Modal Plans Workshops: Social Media				√			
January 21, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #3	√		√			√	√
January 27, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	115	CTP and Modal Plans Workshops: Social Media					√		
January 29, 2015	Transit Plan Ad Hoc Committee	Transit Plan sign-in sheet	13	Transit Plan: Ad Hoc Committee to Discuss Needs Assessment, Vision and Goals		√					√
January 30, 2015	Partner agencies and stakeholders	Transit Plan sign-in sheet	6	Transit Plan: Small Group Meeting with Various Advocate Groups		√					√
	Alameda CTC's Facebook page	Website clicks and people reached	32	CTP and Modal Plans Workshops: Social Media					√		

\*Number of Receipts is from email distribution lists; however, a few of the numbers are from sign in sheets.

\*\*Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
February 4, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment Discussion	√		√				√
February 5, 2015	Multimodal Arterial Plan TAC	Multimodal Arterial Plan TAC email distribution list	146	Multimodal Arterial Plan: Vision, Goals, and Performance Measures Update	√		√				√
	ACTAC and public	ACTAC email distribution list	111	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; Goods Movement Plan: Needs Assessment							
February 9, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; 2016 CTP and Plan Bay Area Update	√		√				√
February 10, 2015	Alameda CTC's Facebook page	Website clicks and people reached	19	CTP and Modal Plans Workshops: Social Media					√		
February 11, 2015	Alameda CTC's Facebook page	Website clicks and people reached	107	CTP and Modal Plans Workshops: Social Media					√		
February 12, 2015	General public	Readership of Post Newsgroup El Mundo	6,000	CTP and Modal Plans: Transportation Open House Advertising					√		
	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Dublin	√		√	√		√	√
February 13, 2015	General public	Readership of Vision Hispana	45,000	CTP and Modal Plans: Transportation Open House Advertising					√		
February 15, 2015	General public	Readership of Sing Tao	180,000	CTP and Modal Plans: Transportation Open House Advertising					√		
February 19, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Goods Movement Plan: ED Report			√	√			√
	Alameda CTC's Facebook page	Website clicks and people reached	168	CTP and Modal Plans Workshops: Social Media					√		
February 21, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Hayward	√		√	√		√	√
February 23, 2015	Alameda CTC Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	PAPCO, ParaTAC and Paratransit public distribution lists	223	Transit Plan: Presentation to PAPCO and ParaTAC	√		√				√
	Alameda CTC's Facebook page	Website clicks and people reached	22	CTP and Modal Plans Workshops: Social Media					√		
February 24, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	25	CTP and Modal Plans: Transportation Open House in Fruitvale	√		√	√		√	√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
February 26, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Multimodal Arterial Plan: Vision, Goals, and Performance Measures; CTP and Plan Bay Area	√		√				√
March 2, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	82	CTP and Modal Plans Workshops: Social Media					√		
March 5, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: Needs Assessment							
	ACTAC and public	ACTAC email distribution list	111	Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies	√		√				√
March 6, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	121	CTP and Modal Plans Workshops: Social Media					√		
March 7, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	35	CTP and Modal Plans: Transportation Open House in Oakland	√		√	√		√	√
March 9, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies	√		√				√
March 10, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	7	Goods Movement Plan: Stakeholder interviews with Maritime Stakeholders							
			12	Goods Movement Plan: Stakeholder interviews with Advocate Groups, Alameda County Public Health Department (ACPHD), Air District, and Contra Costa Public Health Department (CCPHD)		√					√
March 11, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	9	Goods Movement Plan: Stakeholder interviews with businesses		√					√
March 18, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	682	CTP and Modal Plans Workshops: Social Media					√		
March 19, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: ED Report			√	√			√
March 22, 2015	Partner agencies and stakeholders	Transportation Open House Outreach Summary	35	CTP and Modal Plans: Transportation Open House in Fremont	√		√	√		√	√
March 26, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Transit Plan: Vision, Goals and Performance Measures; Goods Movement Plan: Needs Assessment and Strategies	√		√				√

\*Number of Recipients is from email distribution lists; however, a few of the numbers are from sign in sheets.

\*\*Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
March 31, 2015	General public	Constant Contact	4,301	Goods Movement Plan: E-newsletter			√	√			√
April 9, 2014	Multimodal Arterial Plan TAC	Multimodal Arterial Plan TAC email distribution list	146	Multimodal Arterial Plan Draft Roadway Typology Framework and Performance Measures	√		√				√
	ACTAC and public	ACTAC email distribution list	111								
	Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)	BPAC email distribution list	11	Multimodal Arterial Plan, Goods Movement Plan and Transit Plan: Presentation to BPAC							
April 15, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: ED Report			√	√			√
April 20, 2015	Jurisdictions	Multimodal Arterial Plan email distribution list for North County	37	Multimodal Arterial Plan: Planning Area Meeting (North)		√					√
	Partner agencies and stakeholders	Multimodal Arterial Plan email distribuion for stakeholders	7	Multimodal Arterial Plan: Stakeholder Meeting with Seniors, Trucking, Paratransit Community, ACFD Emergency Response, and Bike East Bay		√					√
April 21, 2015	Jurisdictions	Multimodal Arterial Plan email distribution list for South County	17	Multimodal Arterial Plan: Planning Area Meeting (South)		√					√
April 22, 2015	Jurisdictions	Multimodal Arterial Plan email distribution list for Central County	19	Multimodal Arterial Plan: Planning Area Meeting (Central)		√					√
	Jurisdictions	Multimodal Arterial Plan email distribution list for East County	23	Multimodal Arterial Plan: Planning Area Meeting (East)		√					√
April 29, 2015	General public	Attendees of Plan Bay Area Open House	90	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: Fact Sheets	√		√			√	√
May 28, 2015	Alameda CTC's Facebook page	Website clicks and people reached	41	CTP Workshop: Social Media					√		
May 29, 2015	General public	Constant Contact details in Chinese, English, and Spanish	4,052	CTP Workshop: Invitation							√
June 4, 2015	ACTAC and public	ACTAC email distribution list	111	CTP Workshop: Invitation							√
June 8, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	107	CTP Workshop: Social Media					√		
June 11, 2015	Jurisdictions	Transit Plan email distribution list for North & Central County	33	Transit Plan: Planning Area Meeting (North/Central)		√					√
June 12, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	198	CTP Workshop: Social Media					√		
June 15, 2015	Jurisdictions	Transit Plan email distribution list for East County	15	Transit Plan: Planning Area Meeting (East)		√					√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
June 16, 2015	Alameda CTC's Facebook page	Website clicks and people reached	43	CTP Workshop: Social Media					√		
	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	268								
June 18, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP, Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: Meeting and ED Report	√		√	√			√
June 20, 2015	Jurisdictions	Transit Plan email distribution list for South County	24	Transit Plan: Planning Area Meeting (South)		√					√
June 23, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	222	CTP Workshop: Social Media					√		
July 1, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	137								
July 4, 2015	General public	Readership of Vision Hispana	45,000	CTP Workshop: Advertising					√		
July 6, 2015		Circulation of Sing Tao	180,000								
		Readership of Post Newsgroup El Mundo	5,000								
July 9, 2015	ACTAC and public	ACTAC email distribution list	111	CTP Workshop: Invitation							√
	BPAC	BPAC email distribution list	11	Multimodal Arterial Plan: Presentation to BPAC	√		√				√
July 13, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	CTP: Vision and Goals	√		√				√
July 16, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP, Goods Movement Plan, Multimodal Arterial Plan, Transit Plan: ED Report			√	√			√
July 17, 2015	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweet)	204	CTP Workshop: Social Media					√		
July 21, 2015	Multimodal Arterial Plan TAC	Multimodal Arterial Plan TAC email distribution list	146	Multimodal Arterial Plan: TAC on Draft Street Typology Framework and Modal Priority	√		√				√
July 22, 2015	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	220	Goods Movement Plan: Roundtable #4	√		√			√	√
July 23, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: Vision and Goals	√		√				√
August 25, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Summary	6	Goods Movement Plan: Stakeholder interviews with East Bay Transportation and Logistics Partnerships		√					√
August 31, 2015	General public	Constant Contact	5,562	Goods Movement Plan, CTP: E-newsletter			√				√

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\*\*Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
September 10, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Goods Movement Plan: TAC on Draft Strategy Evaluation							
	ACTAC and public	ACTAC email distribution list	111	Goods Movement Plan: Draft Strategy Evaluation; CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040	√		√				√
September 14, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040	√		√				√
September 17, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: ED Report			√	√			√
September 24, 2015	Alameda CTC Commission and public	Commission email distribution list	135	CTP: Alameda County Draft Project and Program List for Plan Bay Area 2040	√		√				√
October 1, 2015	Partner agencies and stakeholders	Goods Movement Stakeholder Outreach Summary	7	Goods Movement Plan: Stakeholder interviews with public Health/Environmental and Community Groups		√					√
October 7, 2015	Transit Plan TAC	Transit Plan TAC email distribution list and ACTAC distribution list	109	CTP: Network Recommendations, Evaluation Methodology and Performance Measures	√		√				√
October 8, 2015	Multimodal Arterial Plan TAC	Multimodal Arterial Plan TAC email distribution list and ACTAC distribution list	146	Multimodal Arterial Plan: Draft Street Typology Framework and Modal Priority							
	ACTAC and public	ACTAC email distribution list	111	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan; CTP: Alameda County Final Project and Program List for Plan Bay Area 2040	√		√				√
	BPAC	BPAC email distribution list	11	Multimodal Arterial Plan: Update							
October 12, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	Goods Movement Plan, Multimodal Arterial Plan, Transit Plan; CTP: Alameda County Final Project and Program List for Plan Bay Area 2040	√		√				√
October 22, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Multimodal Arterial Plan, Transit Plan; CTP: Alameda County Final Project and Program List for Plan Bay Area 2040	√		√				√
November 5, 2015	Goods Movement Plan TAC	Goods Movement Plan TAC email list including advocate groups	66	Draft Goods Movement Plan	√		√				√
	ACTAC and public	ACTAC email distribution list	111								
November 6, 2015	Partner agencies and stakeholders	DDDC	20	Draft Goods Movement Plan: DDDC comments and questions							√

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
November 9, 2015	Alameda CTC PPLC and public	Commission email distribution list	135	Draft Goods Movement Plan	√		√				√
December 3, 2015	Alameda CTC Commission and public	Commission email distribution list	135	Draft Goods Movement Plan	√		√				√
December 17, 2015	General public	Constant Contact	5,019	CTP Workshop: Transportation Open Houses Invitation			√				√
December 22, 2015	Alameda CTC's Twitter	Tweets Impressions (number of people that saw the tweets)	1,906	CTP and Modal Plans Workshops: Social Media					√		
January 1, 2016	General public	Pageviews of Asian Weekly	21,807	CTP and Modal Plans: Transportation Open House Advertising					√		
January 3, 2016	General public	Circulation of Sing Tao	180,000	CTP and Modal Plans: Transportation Open House Advertising					√		
January 6, 2016	General public	Readership of Vision Hispana Newspaper	45,000	CTP and Modal Plans: Transportation Open House Advertising					√		
January 7, 2016	ACTAC and public	ACTAC email distribution list	115	CTP: Performance Measures	√		√				√
	General public	Readership of Bay Area Newsgroup Newspapers	33,567	CTP and Modal Plans: Transportation Open House Advertising					√		
	General public	Circulation of Post Newsgroup El Mundo	6,000	CTP and Modal Plans: Transportation Open House Advertising					√		
	Alameda CTC's Facebook page	Website clicks and people reached	47	CTP and Modal Plans Transportation Open House: Social Media					√		
	Alameda CTC's Twitter	Tweets Impressions (number of people that saw the tweets)	688	CTP and Modal Plans Workshops: Social Media					√		
	General public	Constant Contact	4,903	CTP Workshop: Transportation Open Houses Invitation			√				√
January 8, 2016	General public	Circulation of Bay Area Newsgroup Newspapers	43,300	CTP and Modal Plans: Transportation Open House Advertising					√		
January 10, 2016	General public	Redership of Bay Area Newsgroup Newspapers	39,885	CTP and Modal Plans: Transportation Open House Advertising					√		
	Partner agencies and stakeholders	Transportation Open House Outreach Summary	40	CTP and Modal Plans: Transportation Open House in Dublin	√		√	√		√	√
January 11, 2016	Alameda CTC's Facebook page	Website clicks and people reached	80	CTP and Modal Plans Workshops: Social Media					√		
	Alameda CTC PPLC and public	Commission email distribution list	135	CTP: Performance Measures	√		√				√

\*Number of Receipts is from email distribution lists; however, a few of the numbers are from sign in sheets.

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
January 13, 2016	Alameda CTC's Facebook page	Website clicks and people reached	30	CTP and Modal Plans Workshops: Social Media					√		
January 14, 2016	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	1,556	CTP and Modal Plans Workshops: Social Media					√		
January 21, 2016	Alameda CTC Commission and public	Commission email distribution list	135	CTP and Goods Movement Plan and Roundtable: ED Report			√	√			√
	General public			CTP and Modal Plans: Transportation Open Houses	√		√	√		√	√
January 22, 2016	Partner agencies and stakeholders	Goods Movement Roundtable Summary of Outreach Event	375	Goods Movement Plan: Roundtable #5	√		√			√	√
	Alameda CTC's Twitter	Twitter Impressions (number of people that saw the tweets)	267	CTP and Modal Plans Workshops: Social Media					√		
January 23, 2016	Partner agencies and stakeholders	Transportation Open House Outreach Summary	54	CTP and Modal Plans: Transportation Open House in Hayward	√		√	√		√	√
	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	628	CTP and Modal Plans Workshops: Social Media					√		
January 25, 2016	Partner agencies and stakeholders	Goods Movement stakeholder meeting summary	8	Goods Movement Plan: Stakeholder meeting with East Bay Transportation and Logistics Partnership		√					√
January 28, 2016	Alameda CTC Commission and public	Commission email distribution list	135	CTP: Performance Measures	√		√				√
January 29, 2016	Alameda CTC's Facebook page	Website clicks and people reached	71	CTP and Modal Plans Workshops: Social Media					√		
	Alameda CTC's Twitter	Twitter impressions (number of people that saw the tweets)	414	CTP and Modal Plans Workshops: Social Media					√		
January 31, 2016	Partner agencies and stakeholders	Transportation Open House Outreach Summary	57	CTP and Modal Plans: Transportation Open House in Fremont	√		√	√		√	√
February 4, 2016	ACTAC and public	ACTAC email distribution list	115	Final Goods Movement Plan	√		√				√
February 8, 2016	Alameda CTC PPLC and public	Commission email distribution list	135	Final Goods Movement Plan	√		√				√
February 10, 2016	General public	Constant Contact	4,227	CTP and Modal Plans Workshops: E-newsletter			√	√			√
February 11, 2016	Partner agencies and stakeholders	Goods Movement stakeholder meeting summary	6	Goods Movement Plan: Stakeholder meeting with ACPHD, CCPHD, DDDC, MTC, Air District		√					√
February 12, 2016	Alameda CTC's Facebook page	Website clicks and people reached	235	CTP and Modal Plans Workshops: Social Media					√		
February 16, 2016	General public	Constant Contact	4,188	CTP Workshop: Transportation Open Houses Invitation			√				√
February 18, 2016	General public	Commission email distribution list	135	CTP: ED Report			√	√			√
February 19, 2016	General public	Circulation of Post Newsgroup Newspapers	30,000	CTP and Modal Plans: Transportation Open House					√		

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\*\*Includes meetings with individuals, stakeholders, ad hoc committees, focus groups, and business, community, and advocacy organizations.

Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
February 22, 2016	Alameda CTC Joint PAPCO and ParaTAC	PAPCO, ParaTAC and Paratransit public distribution lists	212	Transit Plan: Presentation to PAPCO and ParaTAC	√		√				√
February 23, 2016	Partner agencies and stakeholders	Transportation Open House Outreach Summary	42	CTP and Modal Plans: Transportation Open House in Oakland	√		√	√		√	√
	Alameda CTC's Twitter	Tweets Impressions (number of people that saw the tweets)	1,938	CTP and Modal Plans Workshops: Social Media					√		
	Alameda CTC's Facebook page	Website clicks and people reached	149	CTP and Modal Plans Workshops: Social Media							
February 25, 2016	Alameda CTC Commission and public	Commission email distribution list	135	Final Goods Movement Plan	√		√				√
February 29, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for AC Transit	3	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (AC Transit)		√					√
	Jurisdictions	Multimodal Arterial Plan email distribution list for San Leandro, Alameda County	9	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (San Leandro, Alameda County)		√					√
	Jurisdictions	Multimodal Arterial Plan email distribution list for Hayward	6	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Hayward)		√					√
March 1, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list Albany, Berkeley, Emeryville	11	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Albany, Berkeley, Emeryville)		√					√
March 2, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for Fremont, Newark	10	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Fremont, Newark)		√					√
	Jurisdictions	Multimodal Arterial Plan email distribution list for Union City	5	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Union City)		√					√
March 3, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for Dublin, Livermore, Pleasanton	19	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Dublin, Livermore, Pleasanton)		√	√				√
		Multimodal Arterial Plan email distribution list for Alameda, Piedmont	7	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Alameda, Piedmont)							
March 4, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for Caltrans	10	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Caltrans)		√	√				√
March 7, 2016	Jurisdictions	Multimodal Arterial Plan email distribution list for Oakland	8	Multimodal Arterial Plan: Individual Jurisdictions/Agencies (Oakland)		√	√				√
March 15, 2016	Survey participants	CTP survey results summary	35	CTP: Street Intercept Surveys at Fruitvale BART		√					
March 16, 2016			9								

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Table 1: Alameda CTC Countywide Plans Outreach Activities/Results

Date Completed	Outreach Audience	Methodology of Counts	Number of Recipients*	Subject and Type of Outreach	Public Meeting	Focus Group**	Website	Publications/ Letters	Media	Event	Email Outreach
March 17, 2016	General public	Commission email distribution list	135	CTP: ED Report			√	√			√
March 19, 2016	Survey participants	CTP survey results summary	35	CTP: Street Intercept Surveys at Eastmont Towncenter in East Oakland							
			9								
			36	CTP: Street Intercept Surveys at Chabot College Flea Market in South Hayward							
			7	CTP: Street Intercept Surveys at Reach Youth Center in Ashland/Cherryland							
			28	CTP: Street Intercept Surveys at Supermercado La Raza in Ashland/Cherryland							
			17	CTP: Street Intercept Surveys at Marina Village Shopping Center in Alameda							
			37	CTP: Street Intercept Surveys at Pacific Renaissance Plaza in Oakland							
			50	CTP: Street Intercept Surveys at 7th & Center Street in West Oakland							
			37	CTP: Street Intercept Surveys at Ashby BART Station in South/West Berkeley							
April 7, 2016	ACTAC and public	ACTAC email distribution list	115	CTP: Performance Results	√		√			√	
April 11, 2016	Alameda CTC PPLC and public	Commission email distribution list	135								
April 20, 2016	Transit Agencies	Transit Plan sign-in sheet	7	Transit Plan: Agency coordination meeting		√					√
April 28, 2016	Alameda CTC Commission and public	Commission email distribution list	135	CTP: Performance Results	√		√				√
<b>Total:</b>			<b>929,316</b>								

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# Memorandum

6.13

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

**DATE:** May 19, 2016

**SUBJECT:** Affordable Student Transit Pass Program Model Program Sites and Parameters

**RECOMMENDATION:** Approval of the Affordable Student Transit Pass Pilot Model Program Sites and Parameters and the shortlist of schools; authorize the Alameda CTC to enter into all necessary agreements and contracts with transit agencies, school districts, schools, and Clipper, and authorize allocation of remaining pilot program funds.

## Summary

The cost of transportation to school is often cited as a barrier to school attendance and participation in afterschool activities by middle and high school students. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP) included implementation of an affordable student transit pass pilot program. Its purpose is to test and evaluate different pilot designs of an affordable transit pass program over a three-year horizon to identify successful model programs that could be expanded and sustained with additional funding sources after the pilot program period.

In March 2016, the Commission approved a framework to select model program sites. This memorandum recommends model program sites which were selected using the approved framework, as well as the general program parameters for each site. These sites represent the recommended locations for implementation of the first year (2016-2017 school year) pilot pass programs. Once these recommended model program sites are confirmed, the program parameters will be refined for each site's needs to support an effective pilot approach in meeting the program goals in close coordination with each school site. These schools were selected from a shortlist of 36 schools. It is recommended that the shortlist of schools be approved as the potential pool for additional school sites in year 2 of the pilot program if feasible, or if a recommended school is unable to participate due to unforeseen circumstances at this time.

With Commission approval of the recommended model program pilots, Alameda CTC will need to enter into agreements and contracts, as necessary, with the applicable transit agencies, Clipper, schools, and school districts, and operate the program, which requires the full allocation of the Measure BB Affordable Student Transit Pass program funds.

## Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which it will pilot in middle schools and high schools in the four Alameda County planning areas beginning in the 2016-2017 school year. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a sustainable pass program. The program will develop passes that are distributed or sold at a discount to select students for use on the various transit providers that serve schools, afterschool activities and job locations in Alameda County. This pilot program is identified in the TEP and is funded by Measure BB. The TEP specifies that the funds will be used to implement “successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County.”<sup>1</sup>

The Affordable STPP aims to do the following:

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

### *Site Selection Methodology*

In March 2016, the Commission approved two frameworks: (1) to select model program sites in each of four planning areas in the county and (2) to evaluate the effectiveness of each of the resulting model programs. Following Commission approval, the program team carried out the site selection process in two phases; Phase I evaluated previously gathered data on school needs and transit service availability, and Phase II reached out to those shortlisted schools to evaluate them on readiness and level of interest.

#### *Site Selection Process - Phase I*

The list of public middle and high schools were evaluated according to specific quantitative criteria in order to generate a short list. A summary of this criteria for the shortlisted schools is in Attachment A. The schools are listed as Tier 1-3 which demonstrates the evaluated level of readiness of schools, with Tier 1 as most ready for the fall 2016 implementation. The approach deployed seven different steps using a mix of tools to assess characteristics of the student body, transit availability, and readiness of a school to administer the program. Starting with data collection and then data analysis, the steps are described as follows:

- 1) **Identify paired schools within each planning area.** The program team received feedback from the school districts on how middle and high schools are connected;

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<sup>1</sup> TEP, 2014

pairing by geography (schools within a ½ mile of one another) often did not yield enough schools that met the initial selection parameters described in step 4. The team also incorporated this step by examining the schools with similar demographic characteristics.

- 2) **Tally enrollment to understand registration implications.** The team incorporated enrollment into site selection by considering how a given school's enrollment compares to the median enrollment of all eligible schools.
- 3) **Update demographic data.** The team updated information for all schools regarding minority enrollment, and student eligibility for free/reduced-price meals (FRPM).
- 4) **Conduct initial sort.** Within each planning area, the team sorted schools based on the following criteria:
  - Is a traditional or continuation school, per Commission guidance.
  - Has at least one bus stop within ¼ mile of the school.
  - Has student FRPM eligibility at or above the median for the planning subarea.

The high schools and middle schools were then considered separately because of the general difference in size, and the possibility that they may have different results in the qualitative assessment.

- 5) **Sort for deployment-readiness characteristics and factors.** Depending on the number of schools resulting from step 4, the team also evaluated the school size, whether the school included elementary school students, the number of routes serving the school, and transit service frequency.

The program team also considered a school district's Local Control and Accountability Plan (LCAP) references to transportation, and a school's participation in Alameda CTC's Safe Routes to Schools (SR2S) program or any other transit training programs; however, these were not used to filter out schools.

On April 20<sup>th</sup>, a workshop on the Affordable STPP was held to discuss the site selection process and to seek feedback from interested stakeholders. Based on additional feedback from the Commission and workshop participants, several schools were included to establish potential pairings between middle and high schools. This process resulted in a short list of 36 schools as shown in Attachment A.

#### *Site Selection Process – Phase II*

Following Phase I, the program team contacted the short-listed schools via phone and email to evaluate each school's readiness to partner on this pilot program. The responses received from these assessments, along with input from key stakeholders such as the Alameda County Office of Education (ACOE), Safe Routes to Schools (SR2S), and transit

operators (regarding transit serving school sites), also informed the selection of the model program sites.

Overall, schools were assessed on the following five characteristics:

- Interest , enthusiasm and support: whether the school administration is interested, enthusiastic (could discuss how this program could fit into current school activities or programs), supportive about partnering on this program, and is willing to collaborate on a tight timeline
- Leadership continuity: whether the administration would be consistent over the three-year pilot period
- Communication mechanisms: whether the school has adequate mechanisms to engage with students, parents, and the school community about this program
- School culture and programs: whether the school actively works towards creating programs that support student enrichment opportunities
- Summer availability: whether the administration is available over the summer to help support this program

Attachment B provides the outcomes and preliminary assessments of the shortlisted schools' readiness and capacity to partner with the Alameda CTC to implement the program at their site.

### ***Model Program Pilot Development***

Based on the outcomes of the data analysis and readiness assessment, the program team developed a Recommended Model Program Pilot for each of the four planning areas per Commission direction, taking into account the general characteristics of the populations, school needs, and stakeholder input.

The site selection process informed the recommended model program schools; the tight implementation timeframe and technological constraints of the participating transit agencies informed the program approach (general parameters). Each Recommended Model Program Pilot discussed below presents (1) the pilot approach, (2) the recommended school site(s), and (3) general school characteristics.

### ***Recommended Model Program Pilots***

These recommended model programs were developed to ensure Alameda CTC can evaluate them individually, and also to allow comparison against one another to understand the effectiveness of different program parameters deployed at different model sites in different areas of the county. The general program parameters evaluated and recommended are as follows:



Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	
	Flash pass			X	X
Applicability	Universal (all students)	X			X
	Specific grades		X	X	
Pass Cost	Free	X	X		X
	Discounted			X	X
	Information only	X			
Financial Need <sup>2</sup>	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	BART	X	X	X	
	Union City Transit			X	
	LAVTA				X

All model programs include the following characteristics:

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

**North County** – two programs are recommended due to the number and diversity of schools. Programs will test utilization of free and universal passes, sustained impact of passes during transition from middle to high school, and effectiveness of information only programs in increasing transit ridership. Information only programs will provide important information to Alameda CTC regarding how effective an informational program is compared to a subsidized program, and can inform how a larger role out of a student pass program, with limited funds could be effective in helping to meet the goals of the program.

- **Pilot Program A:** Free and universal (all students) pass on Clipper to be provided to two high schools and one middle school with a feeder relationship to provide access to AC Transit's services, and free BART Orange and Red Tickets upon request (limited to one per student per month).

<sup>2</sup> Financial need as indicated by the percentage of students eligible for Free/Reduced-Priced Meals (FRPM) in the recommended schools. Eligibility for FRPM is often used as a proxy for low-income/poverty.

- **Rationale:** Per Commission direction, a free and universal pass in a planning area demonstrating the greatest need (lowest incomes); pass provided on Clipper for necessary data collection, program evaluation, and transit agency preference; these schools have demonstrated the greatest level of preparedness to launch in Fall 2016. This program will allow the evaluation of the transition of program participants from middle to high school.
- **Costs:** Approximately \$722,000 for the cost of passes and administrative costs associated with Clipper set-up and school administration.<sup>3</sup>
  - Fremont High, Oakland
    - 811 students
    - High student need (76% FRPM eligible)<sup>4</sup>
    - Strong transit presence: 6 AC Transit routes (2 high frequency, 2 school trippers, 2 low frequency)
    - High level of readiness
  - Castlemont High, Oakland
    - 505 students
    - High student need (89% FRPM eligible)
    - Strong transit presence: 8 AC Transit routes (2 high frequency, 3 school trippers, 2 express routes, 1 low frequency)
    - High level of readiness
  - Frick Middle School
    - 241 students
    - Feeder school to both Fremont and Castlemont High Schools
    - High student need (94% FRPM eligible)
    - Strong transit presence: 7 AC Transit routes
    - Moderate level of readiness
- **Pilot Program B:** Informational program to be provided at a middle and high school with a feeder relationship. The program team will provide outreach and engagement activities to support transit use and share information about available services, including AC Transit and BART.
  - **Rationale:** This program will allow the team to evaluate the effectiveness of an information-only program for a middle and high school with similar populations, a feeder school relationship, and a strong presence of transit services.

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<sup>3</sup> Assuming providing all students with AC Transit passes, using the price of an AC Transit monthly youth pass (\$20 per month) per student; and one BART Orange/Red Ticket per month per student upon request, assuming 5% of students request it; additional \$50,000 for administration by transit agencies involved and \$50,000 per school for school administration.

<sup>4</sup> This is the percentage of students who are eligible for Free or Reduced Price Meals (FRPM); it is often used as a measure of poverty/low incomes for households with students.

- **Costs:** Approximately \$134,000 for cost of transit pass information and travel training materials and some on-site administration.<sup>5</sup>
  - Berkeley REALM Charter High
    - 361 students
    - Moderate student need (74% FRPM eligible)
    - Strong transit presence: 9 AC Transit routes, and within a mile of North Berkeley BART
  - Berkeley REALM Charter Middle
    - 310 students
    - Moderate student need (74% FRPM eligible)
    - Strong transit presence: 9 AC Transit routes, and within a mile of North Berkeley BART

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

- **Pilot Program C:** Free transit pass on Clipper, to provide access to AC Transit services, and free BART Orange and Red Tickets upon request (limited to one per student per month). This approach provides passes to select grades in middle and high schools.
  - **Rationale:** Free pass appropriate for a planning area with high level of need; pass provided on Clipper for necessary data collection and program evaluation; limited to certain grades (8-10) to evaluate the transition of program participants from middle to high school and allow tracking of cohorts as they gain experience using transit.
  - **Costs:** Approximately \$554,000 for the cost of passes and administrative costs associated with Clipper set-up and school administration.<sup>6</sup>
    - San Leandro High
      - 2,600 students (eligibility to be determined by grade)
      - High student need (72% FRPM eligible)
      - Served by five AC Transit routes within a ¼ mile (three high frequency routes), San Leandro BART within a mile
      - Participates in Safe Routes to Schools program
      - High level of school readiness and reinforcement at the district level

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<sup>5</sup> Estimated costs include information posters, postcards, a training video, dedicated webpage, and distribution of materials.

<sup>6</sup> Assuming providing all 8<sup>th</sup> through 10<sup>th</sup> grade students with AC Transit passes, using the price of an AC Transit monthly youth pass (\$20 per month) per student; and one BART Orange/Red Ticket per month per student upon request, assuming 5% of students request it; additional \$50,000 for administration by transit agencies involved and \$50,000 per school for school administration.

- John Muir Middle
  - 962 students (eligibility to be determined by grade)
  - Directly feeds into San Leandro High
  - Moderate student need (64% FRPM eligible)
  - Moderate transit access: served by two AC Transit routes (one high frequency), San Leandro BART within a mile
  - Moderate level of readiness and reinforcement at the district level

**South County** – Tests use of different fare media on multiple transit agencies, and is limited to specific grades due to size of school enrollment

- **Pilot Program D:** Discounted transit passes available for use on either AC Transit or Union City Transit and BART Orange and Red Tickets upon request (limited to one per student per month). This approach provides passes to select grades in middle and high schools.
  - **Rationale:** Transit passes for each agency discounted to the same amount to test whether the pass format affects participation/utilization level; transit format will vary depending on agency's capacity (Clipper for AC Transit, flash pass for Union City Transit); limited to certain grades (8-10) to evaluate the transition of program participants from middle to high school and allow tracking of cohorts as they gain experience using transit.
  - **Costs:** Approximately \$873,000 for the cost of passes and administrative costs associated with Clipper set-up and school administration.<sup>7</sup>
    - James Logan High (eligibility to be determined by grade)
      - 3,911 students
      - High student need (40% FRPM eligible vs. area median of 35%)
      - Served by Union City BART Station, nearly all 11 of Union City Transit routes, and multiple AC Transit routes
      - High level of readiness
    - Cesar Chavez Middle (eligibility to be determined by grade)
      - 1,283 students
      - Feeder school to James Logan High School
      - High student need (51% FRPM eligible vs. area median of 35%)
      - Served by one AC Transit route and four Union City transit routes

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<sup>7</sup> Assuming costs for the discounted AC Transit Pass and BART Tickets will be passed onto the applicable 8<sup>th</sup> through 10<sup>th</sup> grade students, this amount assumes providing those students with a Union City Transit pass discounted to an equivalent value of the AC Transit monthly youth pass. Also assumes additional \$50,000 for administration by transit agencies involved and \$50,000 per school for school administration. Costs could be lower if Union City Transit is willing to establish a student pass amount for this program.

**East County** – Tests two tier subsidy using a universal pass with one tier provided for free and targeted towards lowest income students. Limited to one transit agency. Tests use of flash pass versus Clipper card.

- **Program E:** Discounted, means-based flash pass available to all students for use on LAVTA. Students who qualify for FRPM would be eligible to receive their transit pass for free.
  - **Rationale:** Provides a test of a means-based approach designed to reduce/eliminate any stigma by offering discounted passes to all students and free passes to lowest income students. Must be a flash pass: institutional Clipper format will not be ready until fall 2017.
  - **Costs:** Approximately \$681,000 for the cost of passes and administrative costs associated with Clipper set-up and school administration.<sup>8</sup>
- Livermore High
  - 1,771 students
  - High student need (24% FRPM eligible, vs. area median of 21%)
  - Served by two LAVTA routes
- East Avenue Middle
  - 623 students
  - High student need (33% FRPM eligible, vs. area median of 21%)
  - Served by four LAVTA routes
  - Safe Routes to School participant

## Next Steps

With Commission approval, the program team will work with each identified school to refine the program parameters to fit the specific needs of each school and participating transit agencies. These parameters are intended to reflect the program launch in fall 2016; it is anticipated that the parameters may evolve in future years, depending on year one outcomes, to adapt to changing school and transit agency needs and reflect transit agencies' expanded adoption of Clipper.

Leading up to the launch of the Affordable STPP in August 2016, actions will include but not be limited to:

- Finalize pass pricing and administrative costs with the transit operators
- Enter into financial agreements with applicable agencies

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<sup>8</sup> Assuming providing a free pass to all FRPM-eligible students, providing to students a monthly student pass amount for \$36/month, 60% of existing adult monthly pass, and reimbursing LAVTA for the full monthly amount; costs for the discounted LAVTA pass will be passed onto the students. Also assumes additional \$50,000 for administration by transit agencies involved and \$50,000 for school administration. Costs could be lower if LAVTA is willing to establish a student pass amount for this program.

- Enter into MOUs with the selected school sites to obtain necessary statistical information, establish any administrative costs, and establish financial payment mechanisms (applicable only for schools provided with discounted passes)
- Develop informational materials for students, including language translation, and distribute to schools
- Identify and train on-site school administrators
- Design, create, print, and distribute passes
- Gather baseline data at recommended school sites
- Establish school site committees for ongoing outreach and communication

### **Stakeholder Workshop**

An update on the site selection process was brought to the Affordable STPP Workshop on April 20, 2016. Participants provided comments on the outcomes of the site selection process, including the initial short list of schools. Overall, participants were supportive of the outcome and eager to move forward with the program. Some had questions and suggested schools for program participation, which were incorporated into the short list in Attachment A.

**Fiscal Impact:** \$2 million was approved by the Commission to initiate the program and hire the consultant team in October 2015. Authorization for allocation of the full Affordable Student Transit Pass program is recommended, which includes allocation of the additional \$13 million to allow funding for the program over the three-year pilot program horizon. The total amount of Measure BB funds in the 2014 Transportation Expenditure Plan included \$15 million for the Affordable Student Transit Pass Program.

### **Attachments**

- A. Initial Short List of Potential School Sites
- B. Readiness Assessments of Short-listed School Sites
- C. Affordable STPP Workshop Invite List
- D. Sign in Sheet for the Affordable Student Transit Pass Program Workshop on Wednesday, April 20, 2016

### **Staff Contact**

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

[Laurel Poeton](#), Program Analyst

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

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

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

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



## ATTACHMENT B

### Readiness Assessment of Short-Listed Schools

Each short-listed school was given the opportunity to have its readiness evaluated. The following tables presents how each school measured against general categories of readiness. Due to the short time frame, not all schools responded to the request for assessment; the table reflects only those schools who provided information.

Overall, Tier 1 schools demonstrated a high level of student need, transit availability, and readiness to implement this pilot program in fall 2016. Tier 2 schools could potentially be ready in fall 2016, but do not meet the same level of qualifications as Tier I schools. All other short-listed schools are categorized as Tier 3 and are not recommended for participation beginning fall 2016.

### Rubric for Readiness Assessment

	Tier	Leadership Continuity	Communication Mechanisms	School Culture/ Program	Summer Availability	Interest / Enthusiasm/Support
1	Ready & Prepared	Administration has history, depth, knowledge of school. Principal will likely be principal next year	Has a lot of communication channels and methods to engage with students/families (i.e.: robo-calls, text messaging, School Loop emails). Has established PSTA, SSC, Community School Collaboration meetings, etc.	Has a lot of active clubs, after school, lunchtime, and or enrichment activities. School is deemed active and works towards creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff is available throughout the summer months. Key personnel made themselves available during the summer.	Showed a high level of enthusiasm. Was able to articulate and envision how pilot program could/would fit into school. Asked relevant questions. Had experience implementing a pilot project previously. Could work with the short and quick turnaround timeframe.
2	Ready but not ideal	Administration may be new or transitioning	Has a fair number of communication channels and methods to engage with students/ families	Has some active clubs, after school, lunchtime, and or enrichment activities. School is engaged in creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff is available for periods throughout the summer months. Key personnel made themselves available occasionally during summer.	Showed some interest. Had a few reservations about implementing pilot project at this time. Concerned about the short quick turnaround time frame.

	Tier	Leadership Continuity	Communication Mechanisms	School Culture/ Program	Summer Availability	Interest / Enthusiasm/Support
3	Not ready at this time	New Administration or unwilling or uninterested in pursuing project	Has minimal number of channels and methods to engage with students/families	Has a few active clubs, after school, lunchtime, and or enrichment activities. School is aware of creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff may not be available throughout the summer months. Key personnel did not make themselves available during the summer.	Showed some interest. Had a level of skepticism in being able to implement pilot project at this time.

### Readiness Assessment of Prioritized Short-listed Schools

Key: ● = Excellent ○ = Moderate ○ = Low/Limited -- = Unknown

Planning Area	School	Leadership Continuity	Communication Mechanisms	School Culture/ Programs	Summer Availability	Interest/ Enthusiasm	Phase II Ranking
North	Castlemont HS	●	●	●	●	●	1
North	Oakland HS	●	○	●	○	○	2
North	Fremont HS	--	○	○	●	●	1
North	Frick Academy	○	●	○	●	●	2
North	Roosevelt MS	●	●	●	●	●	1
North	Bret Harte MS	--	--	--	--	○	3
Central	San Lorenzo HS	○	--	--	--	○	3
Central	San Leandro HS	○	●	●	--	○	1
Central	John Muir MS	●	--	●	●	○	2
Central	Bohannon MS	●	○	●	○	●	1
South	James Logan HS	●	●	●	●	●	1
South	William Hopkins Jr. High	●	○	●	●	○	2

Planning Area	School	Leadership Continuity	Communication Mechanisms	School Culture/ Programs	Summer Availability	Interest/ Enthusiasm	Phase II Ranking
South	American HS	●	○	●	○	●	1
South	Cesar Chavez MS	--	○	○	●	●	2
East	Livermore HS	●	●	--	●	●	1
East	Del Valle HS	●	○	○	○	●	2
East	East Avenue MS	●	●	○	○	●	1
East	Christiansen MS	○	●	●	●	○	2

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### Shortlisted Schools Following Phase I of the Site Selection Process

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17	Central	San Leandro Unified	John Muir Middle	Traditional	Non-charter	Middle	6 - 8	962	Yes	Yes	Yes	64%	3	1
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27	South	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	990	No	Yes	Yes	51%	2	2

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment	SR2S	+Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRMP eligible students)	# of Bus Routes	Phase I Tiering
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36	East	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2127	Yes	Yes	Yes	5%	4	3

### Readiness Assessment of Short-Listed Schools

Each short-listed school was given the opportunity to have its readiness evaluated. The following tables presents how each school measured against general categories of readiness. Due to the short time frame, not all schools responded to the request for assessment; the table reflects only those schools who provided information.

Overall, Tier 1 schools demonstrated a high level of student need, transit availability, and readiness to implement this pilot program in fall 2016. Tier 2 schools could potentially be ready in fall 2016, but do not meet the same level of qualifications as Tier I schools. All other short-listed schools are categorized as Tier 3 and are not recommended for participation beginning fall 2016.

### Rubric for Readiness Assessment

	Tier	Leadership Continuity	Communication Mechanisms	School Culture/ Program	Summer Availability	Interest / Enthusiasm/Support
1	Ready & Prepared	Administration has history, depth, knowledge of school. Principal will likely be principal next year	Has a lot of communication channels and methods to engage with students/families (i.e.: robo-calls, text messaging, School Loop emails). Has established PSTA, SSC, Community School Collaboration meetings, etc.	Has a lot of active clubs, after school, lunchtime, and or enrichment activities. School is deemed active and works towards creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff is available throughout the summer months. Key personnel made themselves available during the summer.	Showed a high level of enthusiasm. Was able to articulate and envision how pilot program could/would fit into school. Asked relevant questions. Had experience implementing a pilot project previously. Could work with the short and quick turnaround timeframe.
2	Ready but not ideal	Administration may be new or transitioning	Has a fair number of communication channels and methods to engage with students/ families	Has some active clubs, after school, lunchtime, and or enrichment activities. School is engaged in creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff is available for periods throughout the summer months. Key personnel made themselves available occasionally during summer.	Showed some interest. Had a few reservations about implementing pilot project at this time. Concerned about the short quick turnaround time frame.

	Tier	Leadership Continuity	Communication Mechanisms	School Culture/ Program	Summer Availability	Interest / Enthusiasm/Support
3	Not ready at this time	New Administration or unwilling or uninterested in pursuing project	Has minimal number of channels and methods to engage with students/families	Has a few active clubs, after school, lunchtime, and or enrichment activities. School is aware of creating and maintaining safe environments including safe passages to/from school.	Site Administrator, Site Principal and or designated staff may not be available throughout the summer months. Key personnel did not make themselves available during the summer.	Showed some interest. Had a level of skepticism in being able to implement pilot project at this time.

### Readiness Assessment of Prioritized Short-listed Schools

Key: ● = Excellent ○ = Moderate ○ = Low/Limited -- = Unknown

Planning Area	School	Leadership Continuity	Communication Mechanisms	School Culture/ Programs	Summer Availability	Interest/ Enthusiasm	Phase II Ranking
North	Castlemont HS	●	●	●	●	●	1
North	Oakland HS	●	○	●	○	○	2
North	Fremont HS	--	○	○	●	●	1
North	Frick Academy	○	●	○	●	●	2
North	Roosevelt MS	●	●	●	●	●	1
North	Bret Harte MS	--	--	--	--	○	3
Central	San Lorenzo HS	○	--	--	--	○	3
Central	San Leandro HS	○	●	●	--	○	1
Central	John Muir MS	●	--	●	●	○	2
Central	Bohannon MS	●	○	●	○	●	1
South	James Logan HS	●	●	●	●	●	1
South	William Hopkins Jr. High	●	○	●	●	○	2



<b>Planning Area</b>	<b>School</b>	<b>Leadership Continuity</b>	<b>Communication Mechanisms</b>	<b>School Culture/ Programs</b>	<b>Summer Availability</b>	<b>Interest/ Enthusiasm</b>	<b>Phase II Ranking</b>
South	American HS	●	○	●	○	●	1
South	Cesar Chavez MS	--	○	○	●	●	2
East	Livermore HS	●	●	--	●	●	1
East	Del Valle HS	●	○	○	○	●	2
East	East Avenue MS	●	●	○	○	●	1
East	Christiansen MS	○	●	●	●	○	2

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# Affordable Student Transit Pass Program

## Workshop

6.13D

### ROSTER OF ATTENDANCE

Wednesday, April 20, 2016, 3:30 to 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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# Memorandum

6.14

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**DATE:** May 19, 2016

**SUBJECT:** I-580 Express (HOT) Lanes Project (PN 1373.001 & PN 1373.002): Approval of Contract Amendment No. 4 to Professional Services Agreement A11-0024 with URS Corporation.

**RECOMMENDATION:** Approve and authorize the Executive Director to execute Amendment No. 4 to the Professional Services Agreement No. A11-0024 with URS Corporation for an additional amount of \$175,000 for a total not-to-exceed amount of \$3,093,942 and a one-year time extension to provide additional Express Lane construction support services and coordination with the Toll System Integrator.

## Summary

The Alameda CTC, in cooperation with Federal, State and Regional agencies, has implemented various capital improvements on I-580 in the Tri-Valley to address existing and forecasted traffic congestion, improve regional mobility and provide travel reliability along this regionally significant corridor. The last of such near-term improvements is the implementation of the I-580 Express Lanes Project. The Project provided High Occupancy Vehicle (HOV)/Express Lanes along the I-580 corridor from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction as shown in Attachment A – Project Location Map.

To advance the project development activities, Alameda CTC retained URS Corporation (URS) to obtain environmental clearance and perform final design for the Project. Additionally, as the Engineer of Record, URS was also contracted to provide design support services during construction.

The Project employs newer technologies to collect tolls electronically, and is the first of its kind to implement near continuous access and automated toll evasion violation enforcement. Although the express lanes have been open to traffic since February 2016, the Project's toll system must satisfactorily complete a 90-day test period, followed by a 270-day warranty period, before Alameda CTC will provide final system approval and accept the toll system. Until the toll system is accepted, it is crucial to have URS, as the Engineer of Record, available to address any civil and system coordination issues and to complete the as-built plan for use during the future operation and maintenance of the toll facility. The estimated cost for these additional services is \$175,000.

The recommended action would increase the contract not-to-exceed amount, as shown in Table A of this report, and authorize a one-year time extension to June 30, 2017 to provide additional design support services and coordination with the Toll System Integrator.

## **Background**

The recently completed I-580 Corridor projects provide increased capacity, safety and efficiency for commuters and freight along the primary I-580 Corridor which connects the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC worked closely with the Federal Highway Administration, Caltrans, the California Highway Patrol, the Metropolitan Transportation Commission, Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects in the corridor. The last of such improvements in the corridor is the I-580 HOV/Express Lanes Project that was opened to traffic in February 2016.

Carpool, clean-air vehicles, motorcycles and transit vehicles are enjoying the benefits of toll-free travel in the two new HOV lanes (one lane in each direction). The express lanes optimize the corridor capacity by providing a new choice to drivers while maintaining acceptable levels of service in carpool lanes. As a result, solo drivers using the Project facility are enjoying travel time savings and travel reliability benefits, without impeding the benefits of carpooling. As anticipated, lane use continues to ramp up, and is expected to stabilize over time.

In 2011, under a competitive selection process, URS was selected by Alameda CTC to prepare the Project Approval and Environmental Clearance Documents (PA&ED) and other necessary services for the completion of PA&ED in support of the Project. Subsequently, the professional services agreement was amended three times to include final design (preparation of plans, specifications and estimate), design support during construction and time extension. Since the Project implemented new and emerging technologies to collect tolls electronically in a near continuous access type lane configuration, changes during the construction and system testing phases were significantly higher than initially envisioned. The unanticipated design changes included: revisions to sign plans to accommodate newer State guidelines, modifications to barrier mounted signs to alert travelers about lane restrictions ahead, extensive coordination with PG&E to secure temporary and permanent power services, and the addition of new temporary signs/portable changeable message signs to alert travelers about the toll tag requirement for lane users, lane opening date and how to sign up for the tags.

The Project is currently in the 90-day toll system test period. Upon successful completion of the tests, the Project will move into the 270-day warranty period which is expected to conclude in early 2017. At the completion of the warranty period, Alameda CTC is expected to accept the final toll systems and move into full operation and maintenance. It is anticipated that civil and system coordination issues will occur and that URS's services,



as the Engineer of Record, will be required to address these issues until the conclusion of the warranty period. URS's assistance is also required to complete the as-built plan for use during the future operation and maintenance of the toll facility. The proposed amendment will provide the additional budget, including contingencies, and time necessary to provide continued design support services during the warranty period and initial phase of operation and maintenance phase; ultimately ensuring the delivery of the final toll system and supporting civil infrastructure.

The proposed amendment is for a value of \$175,000, to be funded by available phase contingency funds of \$125,000 in 2000 Measure B and \$50,000 in toll revenue funds, for a contract total not-to-exceed amount of \$3,093,942.

Staff has negotiated the contract amendment with URS based on the level of effort anticipated to be required to conduct the additional work scope and has reached agreement that this negotiated amount is fair and reasonable to both Alameda CTC and URS. Table A below summarizes the contract actions related to Agreement No. A11-0024.

<b>Table A: Summary of Agreement No. A11-0024</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Original Professional Services Agreement with URS Corporation (A11-0024) <i>June 2011</i>	Prepare Project Approval and Environmental Clearance Documents (PA&ED)	NA	\$686,502
Amendment No. 1 <i>November 2012</i>	Provide a 3 month time extension to March 31, 2013	\$0	\$686,502
Amendment No. 2 <i>January 2013</i>	Provide additional scope, budget and 33 month time extension to December, 31 2015	\$1,500,000	\$2,186,502
Amendment No. 2 <i>May 2014</i>	Provide additional budget and 6 month time extension to June 30, 2016	\$732,440	\$2,918,942
<i>Proposed Amendment No. 4 May 2016 (This Agenda Item)</i>	Provide additional budget and 12 month time extension to June 30, 2017 for additional support and coordination	\$175,000	\$3,093,942
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$3,093,942</b>

**Levine Act Statement:** URS Corporation did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The fiscal impact of approving this item is \$175,000. The action will authorize 2000 Measure B and toll revenue funds for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2015-2016 Operating and Capital Program Budget.

**Attachments**

- A. Project Location Map

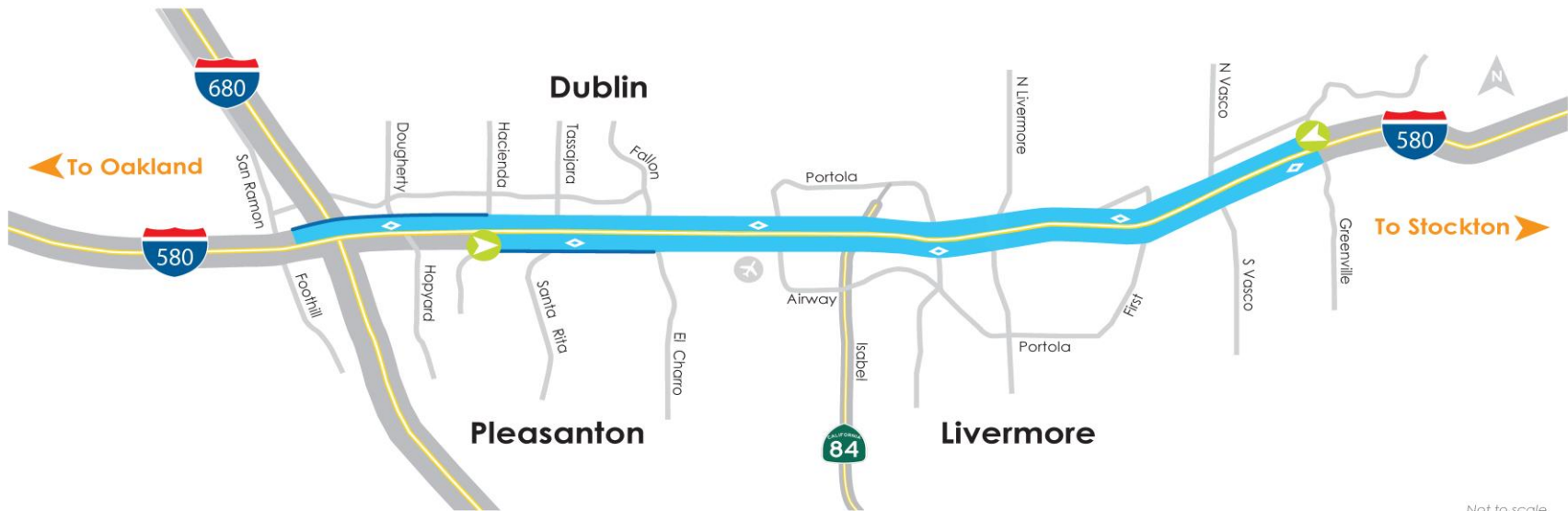
**Staff Contact**

[Trinity Nguyen, Senior Transportation Engineer](#)



# I-580 Express Lanes Project Location Map

6.14A



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



The 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: ELIZARAH ESCALANTE

Home Address: [REDACTED]

Mailing Address (if different): \_\_\_\_\_

Phone: (home) [REDACTED] (work) \_\_\_\_\_ (fax) \_\_\_\_\_

Email: [REDACTED]

Please respond to the following sections on a separate attachment:

- I. Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the 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 board.

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

Signature [Signature] Date 4/03/16

Return the application to your Commission representative for signature (see [www.alamedactc.org/app\\_pages/view/8](http://www.alamedactc.org/app_pages/view/8)) or fax (510.893.6489) or mail it to Alameda CTC.

**Appointing Commissioner:**  
Signature: [Signature]  
Date: 4/19/16

E. ESCALANTE

4/03/16

1. BELONGED TO U.C. LOW VISION GROUP ADVISORY COMMITTEE.  
WASN'T ABLE TO CONTINUE DUE TO WORK CONFLICT. '2014

2. I USE PUBLIC TRANSPORT AND PARATRANSIT.

I WOULD LIKE TO CONTRIBUTE/WORK TOWARDS  
IMPROVEMENT IN SERVICES ESPECIALLY FOR SENIORS  
AND PERSONS WITH DISABILITY.

3. CURRENT EMPLOYER: The GAP  
890 MARKET ST., SF.  
SALES ASSISTANT ASSOCIATE

VOLUNTEER EXPERIENCES:

- ALLEGRO DANCERS INC.  
5855 CHRISTIE AVE  
EMERYVILLE, CA  
FRONT DESK / RECEPTION / GATEKEEPER  
'2002 - 2006 ; 2008 - present
- WASHINGTON HOSPITAL / STANFORD  
LUCILLE PACKARD CHILDRENS  
HOSPITAL  
PALO ALTO; FREMONT  
NICU Dept - Baby Cuddler  
'2000 - '2002
- STANFORD MEDICAL CTR  
PALO ALTO  
CENTRAL PROCESSING -  
Processing Instruments and  
Medical supplies  
1994 - '95

4. I USE EAST BAY PARATRANSIT + U.C.

**Attachment A**  
**Alameda CTC Community Advisory Committee Appointment Detail for**  
**Alameda CTC Commissioners**

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*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)**

**Reappoint**  
**(action required)**

Diane Shaw

[REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

**Term Began:** April 2014

**Term Expires:** April 2016

\_\_\_\_\_  
Date

\_\_\_\_\_  
Alameda CTC Commissioners

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

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

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '15
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	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	Jan-18	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	2
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	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	1
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	2

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

**7.2**

	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.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		N/A	3
3	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A	0
4	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14	Jan-16	Jan-18	1
5	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
6	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	Jan-17	2
7	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13	Jan-16	Jan-18	4
8	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Dec-15	Dec-17	0
9	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		Jan-17	1
10	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A	0
11	Ms.	Price	Barbara	Alameda	Alameda County Taxpayers Association	Oct-15		N/A	1
12	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16	2
13	Mr.	Tucknott	Robert A.	Dublin	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	2
14	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	0
15		Vacancy			Alameda County Supervisor Wilma Chan, D-3				

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

16		Vacancy			Bike East Bay				
17		Vacancy			League of Women Voters				

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

7.3

	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	2
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Bill Harrison	Feb-16		Feb-18	0
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-16	Jan-18	2
5	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	May-14	May-16	0
6	Ms.	Escalante	Elizarah	Union City	Pending Approval City of Union City Mayor Carol Dutra-Vernaci	May-16		May-18	0
7	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18	0
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-16	Jan-18	5
9	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
10	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	Oct-14	2
11	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Vice Mayor Rebecca Kaplan	Oct-05	Jan-14	Jan-16	6
12	Ms.	Proee	Vanessa	Hayward	City of Hayward Mayor Barbara Halliday	Mar-10	Jan-16	Jan-18	6

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
13	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	3
14	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-16	Jan-18	0
15	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	Oct-14	2
16	Ms.	Smith	Linda	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Apr-16		Apr-18	0
17	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17	1
18	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	May-16	0
19	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Feb-16	Feb-18	0
20		Vacancy			Alameda County Supervisor Richard Valle, D-2				
21		Vacancy			City of Livermore Mayor John Marchand				
22		Vacancy			City of Newark Councilmember Luis Freitas				
23		Vacancy			City of Piedmont Mayor Margaret Fujioka				



# Memorandum

8.1

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

**DATE:** May 19, 2016

**SUBJECT:** Alameda CTC Investment Policy

**RECOMMENDATION:** Reaffirm the current Alameda CTC investment

policy.

## Summary

In consultation with investment advisors, staff is not recommending any changes to the currently adopted investment policy. Staff is recommending the Commission review and reaffirm the currently adopted investment policy as it is best practice for an investment policy to be reviewed on an annual basis. The current investment policy was adopted by the Commission in May 2015.

This item was recommended unanimously by the Finance and Administration Committee (FAC) to move forward to the Commission for approval. There was discussion at the FAC meeting regarding socially responsible investments. In March 2015, the FAC requested that staff do additional research regarding socially responsible investments. Staff returned to the FAC and the Commission in September with the attached staff report (Attachment B) which highlights the research completed. Based on the research, the Commission chose not to move forward with socially responsible investing as it didn't make economic sense based on the priorities and mission of the Alameda CTC, to plan, fund, and deliver transportation programs and projects in Alameda County. Staff intends to monitor investment policy decisions at the state level, and if there are changes in best practices, bring this policy back to the Commission in the future for further review.

## Background

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

of priority, are to safeguard Alameda CTC assets by mitigating credit and interest rate risk, provide adequate liquidity to meet all operating requirements of Alameda CTC, and attain a market rate of return on investments taking into account the investment risk constraints of safety and liquidity needs. Through the proposed investment policy, the Commission appoints the Executive Director and the Director of Finance and Administration as Investment Officers who will be responsible for the investment program of the Alameda CTC and will act responsibly as custodians of the public trust.

The policy requires the Investment Officers to design internal controls around investments that would prevent the loss of public funds from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers of the Alameda CTC. It also allows the Investment Officers to periodically reset performance benchmarks to reflect changing investment objectives and constraints.

### **Fiscal Impact**

There is no fiscal impact.

### **Attachments**

- A. Draft Alameda CTC Investment Policy May 2016
- B. September 2015 Staff Report Re: Socially Responsible Investments

### **Staff Contact**

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



## *Alameda County Transportation Commission*

### **Investment Policy**

May 2015<sup>6</sup>

#### **I. Introduction**

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

#### **II. Governing Authority**

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

#### **III. Scope**

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

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

#### **IV. General Objectives**

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

##### *1. Safety*

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

##### *2. Liquidity*

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

## Alameda CTC Investment Policy May 2015~~6~~

### 3. *Return*

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

## V. **Standard of Care**

### 1. *Prudence*

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

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

### 2. *Delegation of Authority and Responsibilities*

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

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

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

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the

## Alameda CTC Investment Policy May 2015<sup>6</sup>

Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange Commission. Any investment advisor shall be required to prepare and provide comprehensive reports on Alameda CTC's investments on a monthly and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

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

### VI. Selection of Financial Institutions and Broker/Dealers

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

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

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

### VII. Safekeeping and Custody

#### 1. *Delivery vs. Payment*

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

#### 2. *Third-Party Safekeeping*

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

#### 3. *Internal Controls*

The Investment Officers are responsible for establishing, maintaining and documenting an internal control structure designed to ensure that the assets of Alameda CTC are protected from loss, theft or misuse. The controls shall be designed to prevent the loss of public funds

## Alameda CTC Investment Policy May 2015<sup>6</sup>

arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of Alameda CTC.

### VIII. Authorized Investments

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

1. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.
  - a. Maximum maturity: 5 years
  - b. Maximum percent of portfolio: 100%
2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
  - a. Maximum maturity: 5 years
  - b. Maximum percent of portfolio: 100%
  - c. Type: Senior debt obligations
  - d. Maximum per issuer: 35%
3. Repurchase Agreements used solely as short-term investments.

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

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

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

Alameda CTC may enter into Repurchase Agreements with (1) primary dealers in U.S. Government securities who are eligible to transact business with, and who report to, the Federal Reserve Bank of New York, and (2) California and non-

## Alameda CTC Investment Policy May 2015~~6~~

California banking institutions having assets in excess of \$25 billion and having debt rated in the highest short-term rating category as provided by a nationally recognized statistical rating organization.

Alameda CTC will enter into a Master Repurchase Agreement, substantially in the form approved by the Securities Industry and Financial Markets Association (SIFMA) and by Alameda CTC's counsel, with each firm with which it enters into Repurchase Agreements.

- a. Maximum maturity: 90 days
  - b. Maximum percent of portfolio: 20%
4. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
    - a. Maximum maturity: 5 years
    - b. Maximum percent of portfolio: 10%
    - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
    - d. Maximum per issuer: 5%
5. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or by a department, board, agency or authority of any of the other 49 states, in addition to California.
    - a. Maximum maturity: 5 years
    - b. Maximum percent of portfolio: 10%
    - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
    - d. Maximum per issuer: 5%
6. Bankers' Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.
    - a. Maximum maturity: 180 days
    - b. Maximum percent of portfolio: 40%
    - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
    - d. Maximum per issuer: 5%
7. Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); and (c) has debt

## Alameda CTC Investment Policy May 2015<sup>6</sup>

other than commercial paper, if any, that is rated "A" or higher by a nationally recognized statistical-rating organization.

- a. Maximum maturity: 270 days
  - b. Maximum percent of portfolio: 25%
  - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
  - d. Maximum per issuer: 5%
8. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.
- a. Maximum maturity: 5 years
  - b. Maximum percent of portfolio: 30%
  - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
  - d. Maximum per issuer: 5%
9. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California.
- a. Maximum maturity: 1 year
  - b. Maximum percent of portfolio: 10%
  - c. Maximum per issuer: 5%
10. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.
- a. Maximum maturity: 3 years
  - b. Maximum percent of portfolio: 30%
  - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
  - d. Maximum per issuer: 5%
11. State of California Local Agency Investment Fund (LAIF)

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

- a. Maximum percent of portfolio: as determined by LAIF

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

## Alameda CTC Investment Policy May 2015<sup>6</sup>

### 12. The California Asset Management Program (CAMP)

- a. Maximum percent of portfolio: 5%

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

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

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

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

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

#### *Important Notes:*

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

**IX. Ineligible Investments**

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

1. “Complex” derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;
2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity;
3. Mortgage-backed pass-through securities;
4. Other mortgage-backed securities;
5. Collateralized mortgage obligations; and
6. Asset-backed securities.

**X. Investment Parameters**

1. Credit Risk – Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The diversification requirements included in Section VIII are designed to mitigate credit risk. Alameda CTC shall additionally mitigate credit risk by adopting the following diversification strategies:
  - a. Avoiding overconcentration in any one issuer or business sector;
  - b. Limiting investments in securities with higher credit risks;
  - c. Investing in securities with varying maturities; and
  - d. Maintaining a portion of the portfolio in a highly liquid investment such as LAIF
2. Market Risk - Market risk is the risk that the portfolio will fluctuate due to changes in the general level of interest rates. Alameda CTC recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. Alameda CTC shall mitigate market risk by providing adequate liquidity for short-term cash needs, and by making some longer-term investments only with funds that are not needed for current cash flow purposes. Alameda CTC further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. Alameda CTC, therefore, adopts the following strategies to control and mitigate its exposure to market risk:



## Alameda CTC Investment Policy May 2015<sup>6</sup>

- a. Alameda CTC shall maintain a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements;
  - b. The maximum percent of callable securities in the portfolio shall be 25%;
  - c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;
  - d. Liquidity funds will be held in LAIF or in money market instruments maturing within one year or less;
  - e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the portfolio will have maturities between 1 day and 5 years and will only be invested in higher quality and liquid securities; and
  - f. The duration of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus 25%. This increase in duration flexibility is necessary because of the very short-term benchmarks currently utilized on the portfolio due to capital project cashflow demands.
3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

### **XI. Performance and Program Evaluation**

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

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

Appendix I

**AUTHORIZED INVESTMENTS SUMMARY TABLE**

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

**Alameda CTC Investment Policy May 2015**

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Commercial paper of US corporations with total assets exceeding \$500,000,000	25%	25%	Max 5% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A1 or P1 or F1	A1 or P1 or F1
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	Max 5 years	5 years	A	A (S&P) or A2 (Moody's) or A (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA
Negotiable Certificate of Deposits	30%	30%	Max 5% per issuer	5 years	3 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
State of California- Local Agency Investment Fund (LAIF)	NA	NA	As limited by LAIF (currently \$50 million)	NA	NA	NA	NA
California Asset Management Program	NA	5%	NA	NA	NA	NA	NA
Shares of Beneficial Interests (Money Market Funds)	20%	20%	Max 5% per Prime fund, Max 10% per Government fund	NA	N/A	AAA	AAAm (S&P) or Aaa-mf (Moody's) or AAAMmf (Fitch)
Obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank	30%	10%	NA	5 years	5 years	AA	AA (S&P) or Aa (Moody's) or AA (Fitch)

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# Memorandum

6.17

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** September 17, 2015

**SUBJECT:** Socially Responsible Investments

**RECOMMENDATION:** There is no recommendation from this item.

## Summary

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

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

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

While social screening can be seen as a beneficial concept that would allow the Commission to put all or some of its money only towards companies that an SRI policy would support, it does not make good economic sense for the Alameda CTC. ACTC has a very focused mission – improving transportation in Alameda County and providing funds to the projects and programs specified in the Transportation Expenditure Plans adopted in 2000 (for Measure B) and 2014 (for Measure BB). The primary guides for ACTC investments

have been stability and security, maximizing income and allowing for the flexibility needed to meet capital project changing schedules.

The practice of disallowing specific investments or investment types is not included in the best practices recommended by the Government Finance Officers Association. In addition, the practice of disallowing specific investments or investment types will increase the cost for the management of our portfolio, further reducing return on investments (ROI) and increasing risk in the portfolio, which is in direct contrast to the primary objectives of the agency's portfolio as defined in the California Government Code. Staff recommends that the Commission not adopt an SRI policy that would limit specific investments or investment types, which are currently allowed under the California Government Code.

## Background

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

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

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

**Fiscal Impact**

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

**Staff Contact**

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

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# Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** May 19, 2016

**SUBJECT:** May Legislative Update

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

## Summary

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

## Background

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

## State Update

Attachment B provides information on activities and issues at the state level from Alameda CTC's state lobbyist, Platinum Advisors, focusing primarily on the Governor's May Revise.

**State Legislation Recommendation:** The following legislative recommendations support Alameda CTC Legislative Priorities as adopted in January 2016, described above, and shown in Attachment A. The following legislative recommendations reflect recommended bill positions on specific categories.

Bill Number	Bill Information	Staff Recommendation
<b>Goods Movement</b>		
<p><a href="#">AB 1780</a> (<a href="#">Medina D</a>) Greenhouse Gas Reduction Fund: trade corridors.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (GGRF) and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>This bill, beginning in the 2016–17 fiscal year, would continuously appropriate 20% of the annual proceeds of the GGRF to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation.</p>	<p>Alameda CTC's 2016 legislative program supports "a designated funding stream for goods movement."</p> <p>Staff recommended a <b>SUPPORT</b> position on this bill at PPLC.</p> <p><i>PPLC did not take a support position on this bill.</i></p> <p>MTC has taken a support position on this bill.</p>
<p><a href="#">AB 2170</a> (<a href="#">Frazier D</a>) Trade Corridors Improvement Fund: federal funds.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund (TCIF) and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects</p>	<p>Alameda CTC's 2016 legislative program supports "a designated funding stream for goods movement."</p>

	<p>eligible to receive these funds. Existing law continues the TCIF in existence in order to receive revenues from sources other than the bond act for these purposes.</p> <p>This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal FAST Act to be allocated for trade corridor improvement projects approved pursuant to these provisions. Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.</p> <p>This bill would delete consideration of the State Air Resources Board's Sustainable Freight Strategy and the statewide port master plan and would instead include consideration of the applicable port master plan when determining eligible projects for funding. The bill would also expand eligible projects to include rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements.</p>	<p>Staff recommends a <b>SUPPORT</b> position on this bill.</p> <p><i>PPLC took a support position on this bill.</i></p> <p>MTC has taken a support position on this bill.</p>
<b>Funding</b>		
<p><a href="#">AB 2289</a> (<a href="#">Frazier D</a>) Department of Transportation: capital improvement projects.</p>	<p>Existing law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.</p> <p>This bill clarifies that capital improvement projects related to operations on the state highway system are eligible for inclusion in the</p>	<p>Alameda CTC's legislative program supports "legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation</p>

	<p>State Highway Operation and Protection Program (SHOPP). This bill is a technical cleanup bill and it will not have any significant impact in the way the SHOPP has been developed. Because highways are increasingly needed to be managed through operational, rather than expansion, projects, this clarifications makes certain that operational improvement types of capital projects are eligible for funding under SHOPP.</p>	<p>infrastructure and operations." Staff recommends a <b>SUPPORT</b> position. <i>PPLC took a support position on this bill.</i>  The California Transportation Commission supports this bill and MTC is considering a position on this bill.</p>
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### Federal Update

Attachment C provides information on activities and issues at the federal level from Alameda CTC's lobbyist team (CJ Lake/ Len Simon).

**Fiscal Impact:** There is no fiscal impact.

### Attachments

- A. Alameda CTC 2016 Legislation Program
- B. State Information Update
- C. Federal Information Update

### Staff Contact

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



**2016 Alameda County Transportation Commission Legislative Program**

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

1111 Broadway, Suite 800, Oakland, CA 94607  
510.208.7400  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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

Issue	Priority	Strategy Concepts
<b>Transportation Funding</b>	Increase transportation funding	<ul style="list-style-type: none"> <li>• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li> <li>• 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.</li> <li>• Support efforts that protect against transportation funding diversions and overall increase transportation funding.</li> <li>• Support new funding sources for transportation.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Seek, acquire, and implement grants to advance project and program delivery.</li> </ul>
<b>Project Delivery</b>	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery.</li> <li>• Support contracting flexibility and innovative project delivery methods.</li> <li>• Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li> </ul>
<b>Multimodal Transportation and Land Use</b>	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</li> <li>• Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support innovative financing opportunities to fund TOD and PDA implementation.</li> </ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> </ul>

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



May 13, 2016

## Budget Update: Governor's May Revision

*Steve Wallauch & Nicole Wordelman contributed to this update.*

This report primarily reflects changes to the governor's proposed budget made in today's May Revise. Budget Subcommittees will discuss and vote on open items as well as new May Revise items over the next couple of weeks. The Budget Committee in each house will vote on their budget, and then the Budget Conference Committee will negotiate differences between houses. Legislative leadership and Governor Brown will then narrow the differences in priorities and the 2016-17 Budget will be voted upon by both houses in time for the June 15 deadline.

**Revenue:** The May Revise lowers the revenue projections by \$1.9 billion. This downward estimate is mainly based on a reduction in income tax revenues in the 2015-16 and 2016-17 fiscal years totaling \$2.3 billion, which is partially offset by an increase in corporate taxes. However, even with this dip in revenue, updated projections over the next four years include a moderate income growth averaging 4.8 percent.

The \$1.9 billion reduction is primarily accounted for through the Rainy Day fund formula, which requires less revenue to be placed in the fund when revenues decline. Instead of a Rainy Day fund balance of \$8 billion as estimated in the January proposal, the May Revise calls for a Rainy Day fund balance of \$6 billion. However, this \$6 billion balance includes the \$2 billion extra payment as proposed by the governor in January.

Using the governor's proposed 2016-17 budget as the base obscures the true revenue gains in the current fiscal year. Based on the revenue and expenditure projection used in the 2015-16 budget, revenues in the first nine months of this fiscal year are beating projections by \$2.26 billion.

**Housing:** While the bulk of the discussion points to the role of local governments in providing affordable housing, Governor Brown does express his support in the Revise for the Senate's No Place Like Home proposal. The Senate's plan includes the following elements:

- \$2 billion in bonds for the building or rehabilitation of housing for mentally ill homeless people. Counties would compete for the funding. The \$2 billion would be repaid using Prop 63 funding over 20 to 30 years.
- \$200 million in General Fund money to provide short-term rental subsidies over four years.
- Support for the Bringing Families Home pilot project and CalWORKs Housing Support program would be included in the initiative.
- An increase in Supplemental Security Income/State Supplementary Payment



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(SSI/SSP) for 1.3 million aged, blind, and disabled individuals unable to work.

The May Revise includes an appropriation of \$247 million in 2016-17 from the bond proceeds.

**Local Governments & Housing:** The May Revise outlines \$3.2 billion in existing state and federal funding for various affordable housing and homelessness programs, and lists several recently enacted bills that assist local governments in providing affordable housing. These measures include the revised infrastructure finance district legislation, changes to density bonus statutes, and alternatives to CEQA review for transit oriented development projects. The governor also points to a pending report from Housing & Community Development to be released this summer that the Administration intends to use to explore new approaches for addressing affordable housing needs.

In addition, the May Revise provides a brief outline of several policy provisions being added to the budget aimed at easing the approval process and reducing development costs of housing projects. Actual language has not been posted on these trailer bill proposals, but the May Revise mentions the following:

- Requiring ministerial, or “by right,” entitlement provisions for multi-family infill housing developments that include affordable housing. This proposal aims to accelerate the development of housing by providing greater certainty in the local entitlement process. This proposal would prevent a local government from requiring a conditional use permit if the project is consistent with the general plan and zoning standards.
- The Administration also expressed support for legislation that would increase housing supply. This includes legislation aimed at including accessory dwelling units, and making it easier to approve construction of accessory dwelling units, as well as legislation clarifying the use of the Density Bonus Law.
- Another change included in the May Revise is the consolidation of several down payment assistance programs in the MyHome program. This consolidation would provide HCD \$176 million for the MyHome program.

**Transportation Funding:** The May Revision reiterates the governor’s support for his transportation funding proposal that would generate \$3.6 billion annually which, if adopted, would provide \$1.6 billion for transportation projects in the 2016-17 fiscal year. The following recaps the Governor’s proposal:

- Road Improvement Charge — \$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- Stabilize Gasoline Excise Tax — \$500 million by setting the gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual BOE adjustments. The base excise tax and the price-based excise tax would then be adjusted annually for inflation to maintain purchasing power.
- Diesel Excise Tax — \$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation to maintain purchasing power.



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- Cap and Trade — \$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.
  - Caltrans Efficiencies — \$100 million in cost-saving reforms.
  - State and Local Partnership — \$250 million annually to provide matching grants for locally imposed transportation tax revenue.
  - Loan Repayment — In addition, the budget proposes to accelerate the repayment of \$879 million in outstanding loans made from transportation accounts over the next four fiscal years.

If the Governor's proposal is adopted, a big IF since it will require a 2/3 vote, the budget includes the following appropriations:

- \$342 million for local streets and roads that would be allocated to cities and counties for local road maintenance according to existing statutory formulas. The budget also includes an additional \$148 million from loan repayments to reimburse cities and counties for funds already spent on Traffic Congestion Relief Program projects.
- \$100 million in Cap and Trade funds for the Low Carbon Road Program which would be implemented by Caltrans to provide grants for local projects that encourage active transportation such as bicycling and walking, and other carbon-reducing road investments, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- \$409 million in Cap and Trade funds (also includes \$9 million from loan repayments) for the Transit and Intercity Rail Capital Program, with at least 50% of the funds directed to benefit disadvantaged communities. This is in addition to the \$200 million in continuously appropriated Cap and Trade funds allocated to this program. Total funding for the Transit and Intercity Rail Program would be \$600 million annually.
- \$515 million (\$5 million from loan repayments) for Caltrans to fund repairs and maintenance on the state highway system.
- \$211 million (\$11 million from loan repayments) for the Trade Corridor Improvement Fund for improvement projects along the State's major trade corridors.

**FAST Act:** With the enactment of the Fixing America's Surface Transportation (FAST) Act, the May Revise includes language that would allow state or other federal funding to be used as the match for FASTLANE competitive grants. FASTLANE is a competitive federal program that can fund up to 60% of eligible projects.

In addition, the May Revise mentions Caltrans' proposal to allocate the State's formula share of National Freight Highway Program funds pursuant to Trade Corridor Improvement Fund Guidelines. Under this program the California Transportation Commission would award 50% of the funds to corridor projects proposed by local agencies, and 50% awarded to projects proposed by Caltrans.

**Cap & Trade:** The May Revision proposes no changes to the Governor's Cap & Trade expenditure plan. The Governor's plan totals \$3.1 billion for 2016-17. This amount

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includes the \$1 billion in Cap and Trade revenue that was not appropriated in 2015-16 and \$2 billion in auction proceeds that are anticipated for 2016-17. This leaves about \$1.5 billion in reserves, or for use for other priorities, such as the \$500 million in Cap & Trade funds included in the Governor's transportation plan.

## **HEALTH & HUMAN SERVICES**

**1115 Waiver:** The governor includes \$2.2 billion in federal funding for California's 1115 waiver, Medi-Cal 2020. Implementing legislation, SB 815 (Hernandez) and AB 1568 (Bonta), is currently moving through the legislative process. Federal funding over five years will amount to \$6.218 billion, with the possibility of additional funding for the Global Payment Program in out years.

**Drug Medi-Cal Waiver:** Funding to implement the Drug Medi-Cal waiver is decreased from \$32.5 million General Fund (GF) (\$90.9 million total funds) to \$12.3 million GF (\$39.1 million total funds), reflecting the time needed to obtain state, county and federal approval of county implementation plans. The waiver is designed to demonstrate that the organized delivery of substance use disorder services is more successful and cost effective than the status quo. The Drug Medi-Cal waiver is an amendment to the 1115 waiver (Medi-Cal 2020) allowing counties to selectively contract with providers, permitting the provision of services in residential facilities with more than 16 beds, and granting counties a one-year grace period to build the infrastructure that would allow them to participate.

**Medi-Cal Expansion:** In 2017, the State will begin paying 5% of the cost of the optional Medi-Cal expansion, gradually increasing the amount to 10% in 2020-21. The Department of Finance has updated estimates for 2016-17 are \$16.2 billion (\$819.5 million GF).

**Realignment Health Subaccount Redirection:** In 2013, AB 85 modified the 1991 realignment fund distributions to redirect savings counties realize from federal health care reform. Those savings are reallocated to pay an increased county contribution toward CalWORKs grants. In 2015-16, savings are estimated to be \$749.9 million, and in 2016-17 \$643.4 million. The May Revision assumes reimbursement to counties of \$177.4 million for the 2013-14 budget year, when savings were overestimated.

**Managed Care Organization Tax:** Governor Brown estimates a GF savings of \$1.1 billion in 2016-17; \$1.7 billion in 2017-18; and 2018-19 due to the implementation of the MCO tax. A \$300 million decrease in GF revenue is also assumed to account for the reduction in insurance and corporation tax revenue from affected health plans.

**Coverage for Undocumented Children:** The governor's May Revision increases the estimate of undocumented children enrolling into Medi-Cal from 170,000 to 185,000. The cost estimate also increases from \$145 million GF to \$188.2 million GF.

**Newly Qualified Immigrant Benefits and Affordability Program:** This program will enroll eligible beneficiaries into a Covered California Health Plan. Implementation is delayed to January 1, 2018, costing \$31.8 million GF.

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**Minimum Wage:** The Administration estimates \$7.1 million GF to reflect the impact of the 50-cent minimum wage increase beginning January 1, 2017.

**AB 403 Continuum of Care Reform:** In his January proposal, the governor included \$94.9 million (\$60.9 million GF) for the Department of Social Services, Department of Health Care Services, county child welfare agencies, and county probation departments to begin implementation of AB 403. The legislation established an overall framework for reforming how the State uses and pays for child welfare services and group home care. The May Revision increases proposed funding, adding \$6.4 million GF for county mental health costs, and \$59.9 million GF for county welfare agencies and probation departments.

**In-Home Supportive Services (IHSS) Overtime:** The May Revision reduces costs in 2015-16 by \$65.8 million GF for the implementation of overtime due to the revised implementation schedule. Costs are increased by \$3.6 million GF in the current year and \$22.3 million GF in 2016-17 to exempt live-in family care providers who as of January 31, 2016 reside in the home of two or more disabled minor or adult children or grandchildren for whom they provide care or on a case-by-case basis.

**IHSS Minimum Wage:** The 50-cent increase to the minimum wage is expected to cost \$18.4 million GF in 2016-17, to be offset by a \$6 million GF decrease in CalWORKs costs.

**IHSS 7% Service Hours Reduction:** Although the governor's January proposal to fund the 7% restoration using funding from the MCO tax didn't materialize, he proposes to maintain the restoration until June 30, 2019, sunseting with the MCO tax. Cost to the GF for 2016-17 is \$265.8 million.

**CalWORKs Grant Increase:** The May Revision includes a 1.4% increase to grants effective October 1, 2016. Funding comes from the Child Poverty and Family Supplemental Support Subaccount of the Local Revenue Fund which is projected to have a 2016-17 ending balance of \$47.4 million. \$35.4 million will be used in 2016-17 and the remainder in 2017-18.

**Incompetent to Stand Trial Admissions:** Over the last several years, increased referrals from local courts to the Department of State Hospitals have resulted in a lack of capacity for Incompetent to Stand Trial (IST) beds. The May Revision proposes to continue work with county partners and the Judicial Council to curb growth in referrals, expand bed capacity, and make the IST process more efficient. Additional proposals include:

- Working with L.A. County on a joint use treatment facility for diversion or housing for IST inmates.
- Expanding the jail-based competency treatment program by 25 beds at a cost of \$2.7 million GF.
- Activating 60 additional beds at Napa State Hospital and 36 beds at Metropolitan State Hospital (\$18.1 million GF plus 175.5 positions).

**Emergency Medical Services Authority:** \$36.1 million (\$8.7 million General Fund) is included for the Authority to redesign the Mobile Field Hospital program. The program will

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explore flexible ways to support emergencies including, among others, earthquakes, fires, viruses, or bioterrorism.

## **PUBLIC SAFETY**

**Proposition 47:** The May Revision update estimates \$10.2 million more in savings resulting from the measure than estimated in January to total \$39.4 million in 2015-16. Ongoing savings are expected to be \$62.6 million, up from \$57 million. The provisions of proposition 47 have reduced sentences and allowed previously sentenced inmates to petition for resentencing. The Director of Finance is required to calculate savings on or before July 31 of each year. Those savings will then be transferred into the Safe Neighborhoods and Schools Fund to be used for truancy and drop-out prevention in schools, victim services grants, and mental health and substance use disorder treatment programs. Budget Subcommittees have received a lot of pressure from advocates based on the expectation that savings from Prop 47 would be much higher.

Governor Brown is proposing the following new investments in the May Revision:

- \$35.9 million GF in 2016-17, \$80.6 million over the next three years, and \$5.8 million in ongoing funding for the electronic health record system
- \$10.6 million in 2017-18, \$3.3 million in 2018-19 to expand secured internet access to all career technical education courses
- \$4 million for departmental leadership training

He also proposes shifting \$24.5 million GF to rehabilitative programs in the Department of Corrections and Rehabilitation:

- \$3 million in Prop 98 GF to eReader Community College Content
- \$3.7 million in Internet Protocol Television Integration Maintenance and Operations Support
- \$2.2 million in cognitive behavioral therapy
- \$3.7 million in substance use disorder treatment (950 new slots)
- \$2.3 million in career technical education programs (adds 12 programs)
- \$4 million to the Arts in Corrections program to expand to all institutions
- \$3.1 million in innovative programming grants to non-profits
- \$2.5 million for Third Watch Overtime – custody coverage alleviating space constraints on second watch



# Memorandum

9.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** May 19, 2016  
**SUBJECT:** Discussion of a Regional Gas Tax for the Bay Area  
**RECOMENDATION:** Discuss Regional Gas Tax Measure

## Recommendation

Staff is bringing forth information for discussion regarding a potential Bay Area regional gas tax measure which could be on the ballot for the November 2016 general election.

## Summary and Discussion

On April 28, 2016, the Metropolitan Transportation Commission (MTC) released the preliminary results of a recently conducted voter survey to assess perception of issues related to Plan Bay Area 2040 and gauge support for a regional gas tax measure. On May 6, 2016, the MTC Legislative Committee discussed it further, including preliminary revenue estimates from a 5cent/gallon regional gas tax. A copy of the summary preliminary polling results is attached to this memorandum along with the MTC staff report and estimated gas tax revenues (Attachments A and B).

In general, the polling results suggest that there is support for a gas tax measure among Bay Area voters, and a two-thirds supermajority may be possible at five cents based on survey results. It is also interesting to note while there could be a 65% Bay Area-wide support for a five cents per gallon gas tax, Alameda County's number is 72%.

While MTC has not officially decided whether it would move forward with crafting a ballot measure for the November 2016 general election, MTC staff has held informal discussions with Bay Area congestion management agencies to gauge our collective reaction, considering the following issues:

- Would a regional gas tax measure this November compete with a local county transportation sales tax measure on the same ballot? At this point, it is likely that the Contra Costa County Transportation Authority, the San Francisco County Transportation Authority, and the Santa Clara Valley Transportation Authority are moving ahead with placing their respective transportation sales tax measures on the ballot this November. It is also likely that they would opt-out, which would leave Alameda County, San Mateo County, and the smaller North Bay counties (Marin, Sonoma, Napa, and Solano).

- For Alameda County, would a regional gas tax measure compete with AC Transit's parcel tax measure and BART's capital infrastructure bond expected to go to the voters in November? In terms of potential revenue created by a regional gas tax, it is estimated that 5 cents would raise approximately \$140 Million per year region-wide.
- Lastly, there is the question of time. Recognizing that the deadline for placing a measure on the ballot by the Board of Supervisors is August in order to qualify for the November general election, even if there is a decision to move ahead with a regional gas tax measure in June, there may not be sufficient time for the region and individual counties who decide to place a measure on the ballot to develop and negotiate for an acceptable expenditure plan as required by law, and to get administratively organized for a successful outreach effort before November.

### **Fiscal Impact**

This item is for discussion by the Commission, thus, there is no fiscal impact.

### **Attachment**

- A. MTC's Preliminary Poling Results and Staff Report
- B. MTC Preliminary Forecast of Potential Revenue from 5 cent/gallon Regional Gas Tax

### **Staff Contact**

Arthur Dao, Executive Director



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Legislation Committee

DATE: May 6, 2016

FR: Executive Director

W. I. 1131

RE: Regional Gas Tax Update

### **Background**

As discussed at the Commission Workshop, recent polling found that almost two-thirds of Bay Area likely voters support a 5-cent per gallon regional gas tax to fund local street and road repairs (including bicycle and pedestrian improvements). Regionwide, the response was 65 percent support, with support only varying considerably in Solano County at 50%. Attachment A provides an excerpt of the key slides from the presentation.

As directed at the Commission Workshop, this memo provides an overview of the regional gas tax statute with respect to project eligibility and development of the expenditure plan, provides a rough timeline for placement on the ballot, and highlights the competing statewide and local measures that are confirmed or likely to be on the November 2016 ballot.

### **Key Provisions of the Bay Area's Regional Gas Tax Statute**

MTC has the authority to request that Bay Area counties place a regional gas tax on the ballot in any amount up to 10 cents per gallon for up to 20 years. The statute authorizing this tax specifies the exact wording of the ballot question, as shown in Attachment B. Staff estimates a 5-cent per gallon tax would raise approximately \$140 million annually region wide. The statute requires that each county receive at least 95 percent of its population share in proceeds from the tax. While the statute provides for broad eligibility, MTC could pursue a “pennies for potholes” program focused on local road repairs, but the law does state that “in prioritizing projects in the expenditure plan, MTC give “additional consideration to projects where local land use policies reduce dependence on single-occupant travel.” With respect to process, the statute requires that MTC adopt a Regional Transportation Expenditure Plan (RTEP) in consultation with “cities, counties, transit operators, congestion management agencies, and other interested groups.”

### **Election Process: Timeline & Other Key Requirements**

- To place the measure on the ballot, MTC must make a request of the Board of Supervisors in each of the nine counties. A county can opt out of the regional measure if it submits another countywide transportation funding measure to the voters at the same election.
- Election costs are to be paid out of proceeds from tax or other MTC funds if the measure fails.
- Election law requires MTC to submit a measure to each Board of Supervisors 88 days prior to the election — by August 12, 2016 if we want to pursue approval on the November 2016 ballot, as shown in Attachment C.



**Competing Measures**

One of the key policy considerations with respect to pursuing a regional gas tax this fall is the potential for the measure to negatively affect (and be affected by) other local transportation and affordable housing measures, as well as statewide revenue measures. As shown below, a number of Bay Area jurisdictions are expected to place revenue measures before the voters this November.

**Statewide and Local Revenue Measures that are or may be on the November 2016 Ballot**

Jurisdiction	Revenue Source	Purpose	Approximate Amount
Statewide	Proposition 30 (2012) Income tax surcharge extension*	K-14 school operating expenses	\$7-15 billion annually
Statewide	General Obligation Bond	K-12 school construction & modernization	\$9 billion one-time
Bay Area Rapid Transit District (Alameda, San Francisco and Contra Costa counties)	General Obligation Bond*	New rail cars, core capacity	\$3.5 billion one-time
Alameda County	General Obligation Bond*	Affordable housing	\$500 million
Contra Costa County	1/2-cent sales tax* (30 years)	Various (Expenditure plan to be released late May; approval slated for July 20).	\$2.8 billion over 30 years
City and County of San Francisco	Under discussion	Under discussion	Under discussion
Santa Clara Valley Transportation Authority	1/2-cent sales tax* (30 years)	Various projects: BART Extension to San Jose (Phase 2): \$1.5 billion. Other projects to receive percentage share include Caltrain, local road repairs (including bike/ pedestrian improvements), highway interchange improvements, transit operations.	\$6.3 billion over 30 years
Santa Clara County	General Obligation Bond*	Affordable Housing	\$750 million
City of Oakland	General Obligation Bond*	Local roads/bike/ped., other infrastructure, anti-displacement	\$600 million one-time

\*Under discussion by governing board or pending approval by Secretary of State.

We look forward to further discussion of this subject at your meeting.



\_\_\_\_\_  
 Steve Heminger

SH: rl

Attachments

J:\COMMITTEE\Legislation\Meeting Packets\Legis2016\05\_Legis\_May 2016\3b\_regional gas tax.docx



# Bay Area Gas Tax

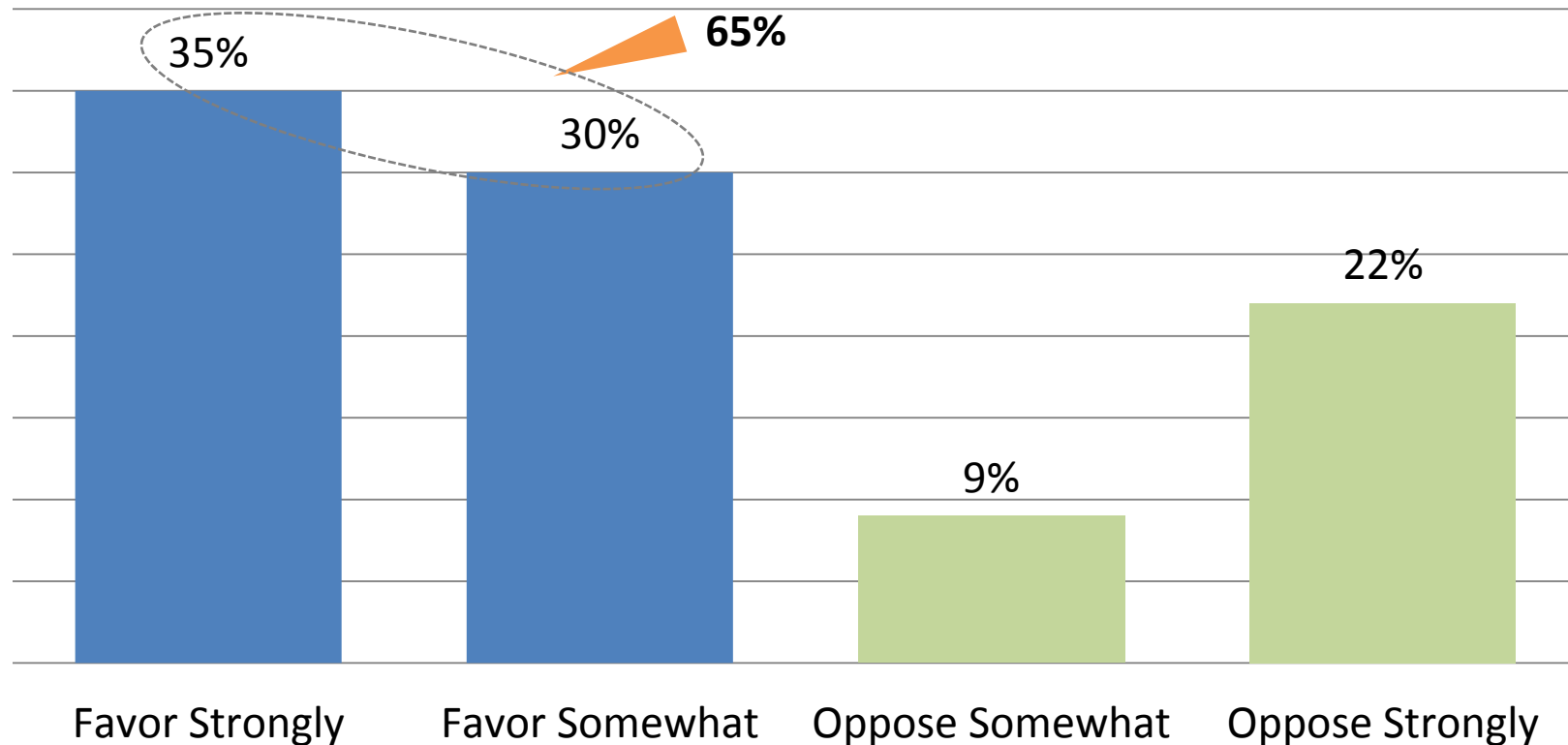
A ballot measure is being proposed to establish a gas tax which would increase the cost of gasoline by \_\_\_\_\_\* per gallon in all Bay Area counties. The revenue would directly fund local road repairs, as well as improvements for bicycle and pedestrian routes.

- **Overall, do you favor or oppose this measure? Is that strongly or somewhat?**

\*question was asked at 5 cents and 10 cents per gallon

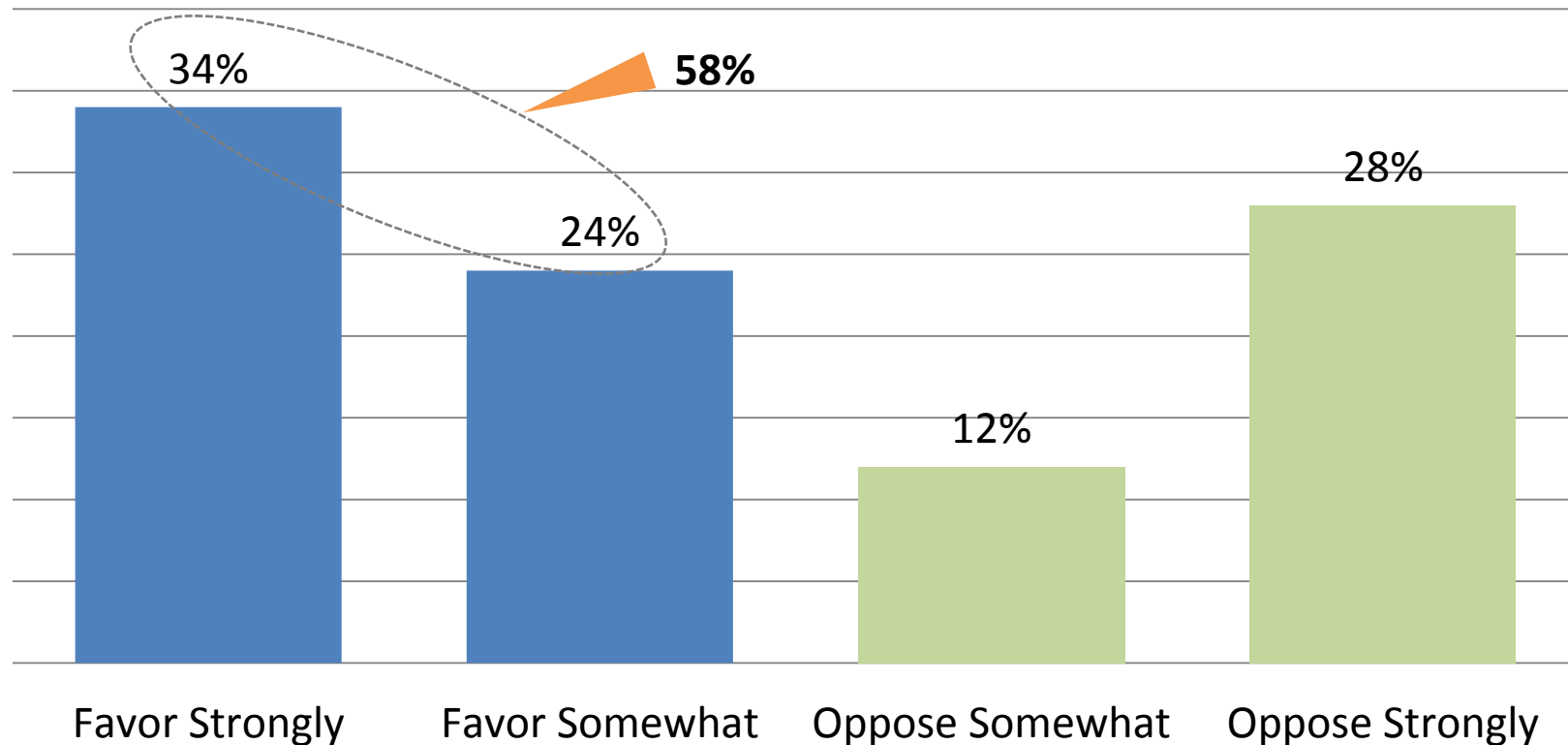
# Bay Area Gas Tax – 5 cents/gallon

If this tax increased the cost of gasoline by 5 cents per gallon, rather than 10 cents, would you favor or oppose this measure?



# Bay Area Gas Tax – 10 cents/gallon

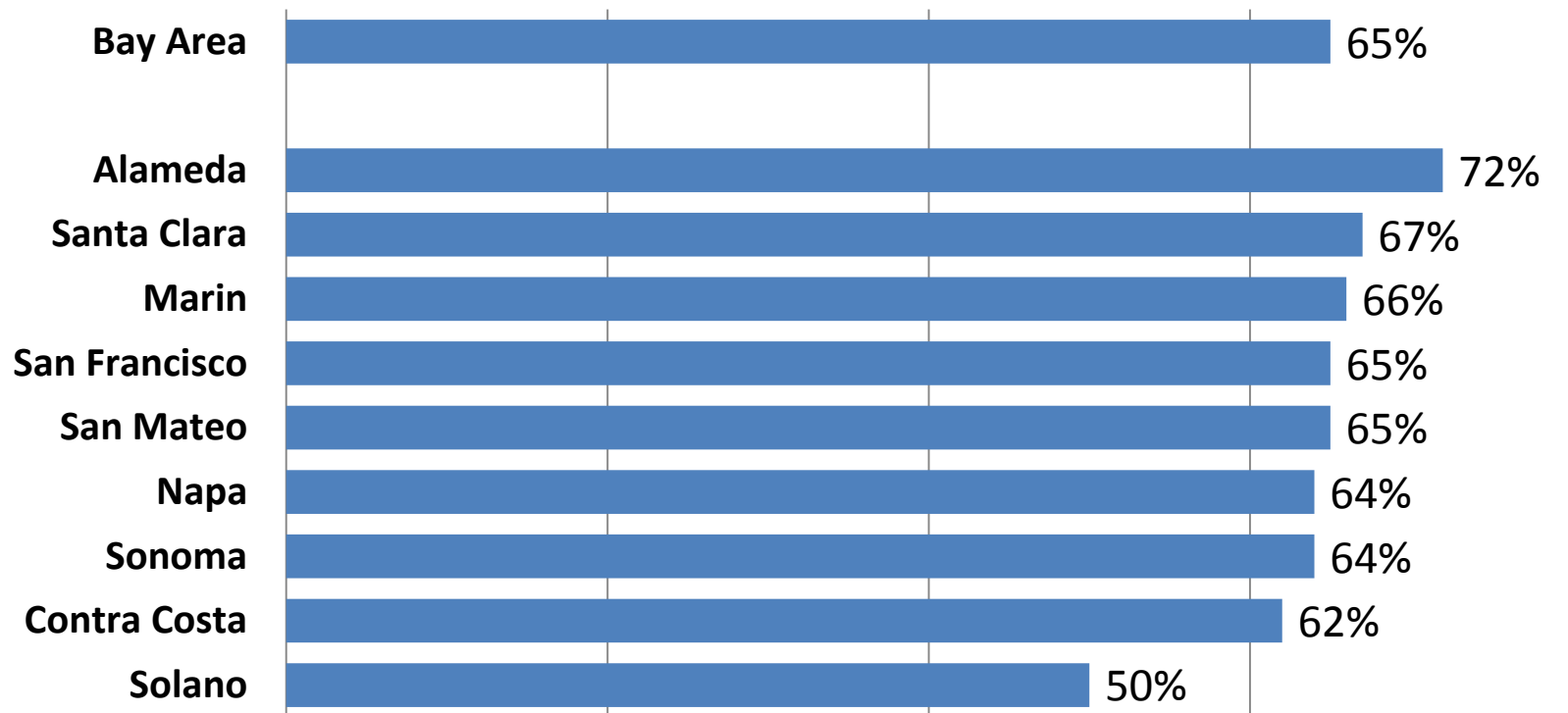
Overall, do you favor or oppose this measure?...Is that strongly or somewhat?



Percentages above do not include don't know responses (2% of total)

# Support by County – 5 cents/gal

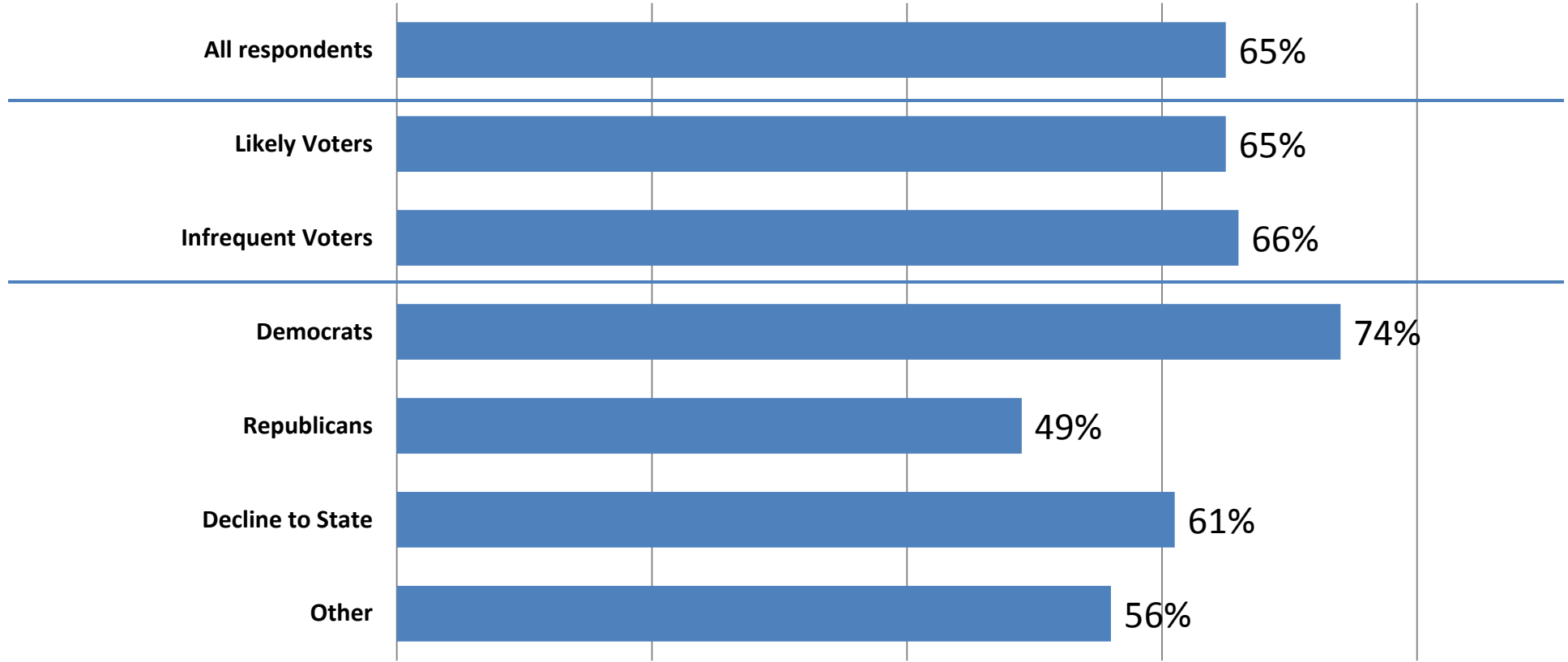
Share who support gas tax strongly or somewhat...



Margin of error for Bay Area is +/-2.2%. Margin of error by county ranges from +/- 5.1% to +/-8.0%.

# Support for Gas Tax – 5 cents/gal

Share who favor strongly or somewhat ...



# Statements and Impact

- Following initial gas tax question (at 10 cents), voters were read statements in favor and opposed to measure.
- Some statements resonated more than others with voters.
- However, there was no change in overall support for measure when voters were re-asked the measure (at 10 cents) after hearing statements.
- Support DID increase when asked about a 5 cent gas tax

## Regional Gas Tax Ballot Question

### Revenue & Taxation Code 8504

(a) Following the adoption by the commission of a regional transportation expenditure plan, the board of supervisors of each county and city and county in the region shall, upon the request of the commission, submit to the voters at a local election consolidated with a statewide primary or general election specified by the commission, a measure, adopted by the commission, authorizing the commission to impose the tax throughout the region.

(b) The measure may not be grouped with state or local measures on the ballot, but shall be set forth in a separate category and shall be identified as Regional Measure 2.

(c) Regardless of the system of voting used, the wording of the measure shall read as follows:

“Shall The Metropolitan Transportation Commission be authorized to impose a tax of \_\_\_\_ per gallon on the sale of gasoline to build and operate transportation projects identified in the expenditure plan adopted by the commission?”












(d) The commission shall reimburse each county and city and county in the region for the cost of submitting the measure to the voters. These costs shall be reimbursed from revenues derived from the tax if the measure is approved by the voters or, if the measure is not approved, from any funds of the commission that are available for general transportation planning.

(e) The board of supervisors of a county or city and county may elect not to submit the measure adopted by the commission to the voters if it submits an alternative countywide transportation funding measure to the voters at the same election.


*(Amended by Stats. 1999, Ch. 724, Sec. 13. Effective January 1, 2000.)*


# Regional Gas Tax Timeline for November 8, 2016 Ballot

Attachment C

Month	May	Jun	Jul	Aug	Sep	Oct	Nov
<b>Project Start</b>							
Discuss as info item at MTC Legislation Committee							
Commission action to direct staff to develop draft expenditure plan							
Conduct more detailed poll							
Discuss with MTC public agency partners and other interested groups <sup>1</sup>							
Prepare Draft Expenditure Plan							
Release Draft Expenditure Plan/Legislation Committee							
Release Final Expenditure Plan							
Staff to develop ballot materials							
Commission action to adopt Final Expenditure Plan							
Staff to finalize ballot pamphlet language							
Deadline to place measure on ballot <sup>2</sup> (End of MTC's Role)					12 <sup>th</sup>		
Election Day - November 8, 2016							

- Notes:**
- 1) Section 8503(b)(2) states "the expenditure plan development process shall include consultation with cities, counties, transit operators, congestion management agencies, and other interested groups."
  - 2) Election law requires submittal of measure to each Board of Supervisors 88 days prior to the election — August 12, 2016.

 = MTC committee/commission approval

 = Requires scheduling as information item on advisory committee or MTC committee



**Handout  
Agenda Item 3b**

**Preliminary Forecast of Potential Revenue and Distribution from a 5-cents/gallon Bay Area Regional Gas Tax**

(20-year total and first three years)

	20-Year Period			2017	2018	2019
<b>Regional Gas Tax (5-cents/gallon)</b>	<b>2,417,031,112</b>			<b>141,975,208</b>	<b>139,264,772</b>	<b>136,554,336</b>
BOE 1% Takedown	\$ 24,170,311			\$ 1,419,752	\$ 1,392,648	\$ 1,365,543
Net after BOE	\$ 2,392,860,800			\$ 140,555,456	\$ 137,872,124	\$ 135,188,793
MTC 1% Admin Takedown	\$ 23,928,608			\$ 1,405,555	\$ 1,378,721	\$ 1,351,888
Net after MTC	\$ 2,368,932,192			\$ 139,149,901	\$ 136,493,403	\$ 133,836,905
5% Discretionary Program	\$ 118,446,610			\$ 6,957,495	\$ 6,824,670	\$ 6,691,845
<b>Net Revenue for Population-Based Distribution</b>	<b>\$ 2,250,485,583</b>			<b>\$ 132,192,406</b>	<b>\$ 129,668,733</b>	<b>\$ 127,145,060</b>

Population-Based Distribution by County (95% of funds )	20-Year Period	24-Year Shortfall	Percent of Shortfall Addressed	2017	2018	2019
Alameda	\$ 477,776,895	\$ 3,120,825,487	15%	\$ 28,064,378	\$ 27,528,603	\$ 26,992,829
Contra Costa	\$ 330,450,599	\$ 2,677,869,419	12%	\$ 19,410,504	\$ 19,039,940	\$ 18,669,376
Marin	\$ 77,595,161	\$ 638,716,898	12%	\$ 4,557,901	\$ 4,470,887	\$ 4,383,872
Napa	\$ 42,056,330	\$ 167,995,795	25%	\$ 2,470,368	\$ 2,423,206	\$ 2,376,045
San Francisco	\$ 253,365,704	\$ 1,132,497,782	22%	\$ 14,882,576	\$ 14,598,454	\$ 14,314,332
San Mateo	\$ 225,656,443	\$ 1,815,419,692	12%	\$ 13,254,947	\$ 13,001,898	\$ 12,748,849
Santa Clara	\$ 566,187,713	\$ 4,800,215,014	12%	\$ 33,257,585	\$ 32,622,668	\$ 31,987,750
Solano	\$ 128,705,638	\$ 1,632,641,060	8%	\$ 7,560,105	\$ 7,415,776	\$ 7,271,447
Sonoma	\$ 148,691,099	\$ 1,260,225,285	12%	\$ 8,734,041	\$ 8,567,301	\$ 8,400,560
<b>Bay Area Subtotal</b>	<b>\$ 2,250,485,583</b>	<b>\$ 17,246,406,431</b>	<b>13%</b>	<b>\$ 132,192,406</b>	<b>\$ 129,668,733</b>	<b>\$ 127,145,060</b>

Notes: 1) County distribution is based on 2015 Department of Finance Population projections

2) Shortfalls are based on Draft 24-year local street and road system preservation needs and available revenue presented at April 1, 2016 MTC Planning Committee and based on the amount needed just to maintain existing conditions.

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