



Meeting Notice

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

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

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director Elsa Ortiz

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

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Vice Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Jeffery Wieler

City of Pleasanton
Mayor Jerry Thome

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday March 23, 2017, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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


Reminder

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

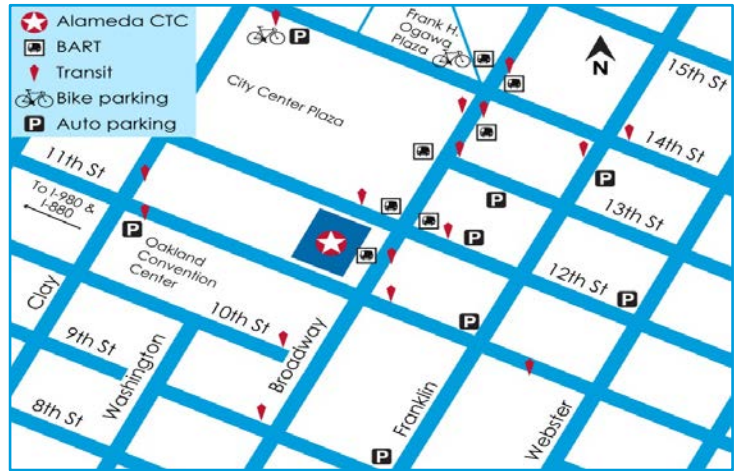
Glossary of Acronyms

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

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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



Commission Meeting Agenda

Thursday, March 23, 2017, 2 p.m.

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

4.1. Recognition of Safe Routes to School Platinum Sneaker Award Recipient

5. Executive Director Report

6. Approval of Consent Calendar

On March 13, 2017 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

Chair: Councilmember Rebecca Kaplan, City of Oakland

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

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

Page A/I*

6.1.	Approval of February 23, 2017 Commission Meeting Minutes	1	I
6.2.	Status update on the operation of I-580 Express Lane.	7	I
6.3.	Approve the Proposed FY2016-17 Mid-Year Budget Update.	17	A
6.4.	Approve the Organizational Structure and Staff Salary Ranges for Fiscal Year 2017-18.	31	A
6.5.	Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	45	I
6.6.	Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.	49	A
6.7.	Prop 1B Transit System Safety Security and Disaster Response Account (TSSSDRA) Funds: Approve and Adopt Resolution No. 17-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance; Approve and authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2016-17 TSSSDRA funds.	57	A
6.8.	Approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for an additional amount of \$100,000 for a total not-to-exceed	67	A

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

- [budget of \\$1,863,914 to provide System Manager Services through the operations and maintenance phase.](#)
- 6.9. [Approve and authorize the Executive Director to execute Amendment No. 8 to Agreement No. A10-013 with Michael Baker Consulting for an additional not-to-exceed amount of \\$600,000 for a total not-to-exceed amount of \\$10,710,000 for continued design support services and an 18-month time extension through the Project completion.](#) 71 A
- 6.10. [Community Advisory Appointments](#) 75 A
- 7. Community Advisory Committee Reports**
(Time limit: 3 minutes per speaker)
- 7.1. Bicycle and Pedestrian Advisory Committee (*Verbal*) – Matthew Turner, Chair I
- 7.2. [Independent Watchdog Committee](#) – Murphy McCalley, Chair 77 I
- 7.3. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair 85 I
- 8. Planning, Policy and Legislation Action Items**
On March 13, 2017, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.
- 8.1. [Update on state, regional, local, and federal legislative activities and approve legislative positions.](#) 97 I/A
- 8.2. [Approve the Affordable Student Transit Pass Pilot Program Sites and Parameters for Year Two of the Pilot Program; authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation.](#) 109 A

10. Member Reports

11. Adjournment

Next meeting: April 27, 2017

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



Alameda County Transportation Commission Meeting Minutes Thursday, February 23, 2017 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 Chan, Commissioner Miley, Commissioner Carson, Commissioner Valle, and Commissioner Kalb.

Commissioner Narum was present as an alternate for Commissioner Thorne.

Subsequent to the roll call:

Commissioner Carson and Commissioner Valle arrived during Item 5. Commissioner Miley arrived during Item 6.10. Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan prior to the vote on Item 6.10.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Kaplan congratulated Commissioner Haggerty on his Vice-Chair appointment on the Metropolitan Transportation Commission (MTC). She also noted that the Bay Area Air Quality Management District Board Mobile Source Committee met on February 23, 2017 in San Francisco.

5. Executive Director Report

Art Dao stated that the Executive Directors Report can be found on the website as well as in the Commissioners folder. Art also congratulated Commissioner Haggerty on his MTC appointment. He went on to note that it was the one year anniversary of the I-580 Express Lane corridor operations and stated that staff would continue to update the Commission on operation of the lane. Art stated that he attended the California Transportation Foundation annual transportation forum on February 22, 2017 and received updates from the Director of the State DOT on storm damage on state roadways and highway systems. Art concluded by providing a brief review of the Governors funding package.

6. Consent Calendar

6.1. Approve the January 26, 2017 Commission Meeting Minutes.

6.2. Status update on the operation of I-580 Express Lane.

- 6.3. Receive the FY2016-17 Second Quarter Report of Claims Acted Upon Under the Government Claims Act.
- 6.4. Approve the Alameda CTC FY2016-17 Second Quarter Investment Report.
- 6.5. Approve the Alameda CTC FY2016-17 Second Quarter Financial Report
- 6.6. Approve the Fiscal Year 2017-18 Media and Public Relation Services Contract Plan
- 6.7. Reaffirm Alameda County Transportation Commission Administrative Code language requiring the annual election of the Chair and Vice-Chair.
- 6.8. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.
- 6.9. Approve and authorize the Executive Director to execute administrative amendment to the project agreement for the Guaranteed Ride Home (GRH) Project in support of Alameda CTC's Transportation Demand Management (TDM) work for a time-only extension.
- 6.10. Update on federal, state, and local legislative activities and approve legislative positions.
- 6.11. Approve and authorize release of Requests for Proposals (RFPs) for professional services for Alameda County Safe Routes to School program implementation; authorize the Executive Director or a designee to negotiate and execute all related agreements for implementation of Alameda County Safe Routes to School program.
- 6.12. Approve Resolution 17-001 regarding the Transportation Fund for Clean Air FY 2017-18 Expenditure Plan Application.
- 6.13. Receive an update on the Alameda CTC's Capital Program.
- 6.14. Approve and authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the construction phase of the I-680 Express Lanes project.
- 6.15. Approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A13-0092 with Electronic Transaction Consultants Corporation for an additional amount of \$750,000 for a total not-to-exceed budget of \$4,887,500 and extend the term of the Agreement to December 31, 2017 for additional scope of services necessary for operating the I-580 Express Lanes.
- 6.16. Receive presentations from Livermore Amador Valley Transit Authority, San Francisco Bay Area Water Emergency Transportation Authority and Union City Transit on agency service, initiatives and opportunities
- 6.17. Community Advisory Appointments

Commissioner Ortiz pulled Item 6.10 from the Consent Calendar for further discussion. She stated that AC Transit had concerns regarding funding for AB 17 and has taken a watch position on the bill. Tess Lengyel stated that Alameda CTC would write a letter to the author requesting that current transit funding not be effected by the bill. She also noted that the agency is looking for opportunities to expand funding for the Student Transit Pass program and would like to lend support to the bill.

Chair Kaplan recommended that the Commission amend staff's recommendation to a "support and seek amendments" position with inclusion of the concerns raised by AC Transit as well as previous comments on the bill made by BART.

Commissioner Carson moved to approve this item as amended. Commissioner Saltzman seconded the motion. The motion passed with the following vote:

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

No: None

Abstain: None

Absent: Kalb

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

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

No: None

Abstain: None

Absent: Kalb

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Planning, Policy and Legislation

8.1. Update on Year One of the Affordable Student Transit Pass Program Pilot

Tess Lengyel introduced Cathleen Sullivan who provided an update on the Student Transit Pass Program pilot. Cathleen reviewed the pilot program goals, evaluation and findings and provided information on pass distribution and transit usage data by area. She concluded by updating the committee on the programs schedule and next steps.

Chair Kaplan requested that there be a report on financial projections to assess potential program expansion. Tess stated that staff has collected data for the last six months of the pilot and will be bringing back recommendations on program changes and expansion next month.

Commissioner Carson asked who the primary contacts at the school sites were. Tess stated that communication was done with the school site coordinators and liaisons. She noted that an important part of the criteria for qualifying for the program was good communications with the school coordinators and liaisons.

Commissioner Miley recommended that the program tests all models specifically the universal pass, across all county areas in order to get a good comparison of the program's effectiveness. Tess stated that being able to compare and test various models throughout the county was an integral component to the program and was considered as the pilots were developed.

Commissioner Cutter asked if availability of transit routes was taken into consideration for the program. Tess stated that transit availability was part of the criteria for defining the school site selection.

Commissioner Maass wanted to know the difference between the educational programs and travel trainings as mentioned in the report. Cathleen stated that there is not a significant difference however, the educational programs do not include passing out transit passes to students.

Commissioner Maass asked if the agency was collecting data on how the program effects attitudes surrounding transit. Tess stated that there is quantitative data that assesses the program and she noted that staff was able to get an idea of students perception on transit through the surveys.

Commissioner Haggerty wanted to ensure that the program considered low-income students who are in private schools and requested to see a pilot option that addressed that issue.

Commissioner Mei stated that the Fremont School District would like to be considered in the next round of school site selection.

There was a public comment on this item by David Lyons ACCE, who encouraged staff to consider rolling out the program where the need is the highest and he requested that the public receive funding information on the program.

This item was for information only.

9. Transit Planning Committee Action Items

9.1. Update on the next steps of the Alameda County Transit Plan

Tess Lengyel provided a brief update on the Alameda County Transit Plan. She reviewed major work efforts identified in the Plan and provided an overall schedule for advancing priority initiatives.

10. Member Reports

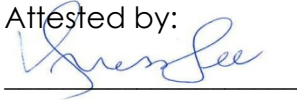
There were no member reports.

11. Adjournment

The next meeting is: March 23, 2017 @ 2:00 p.m

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

Attested by:



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Memorandum

6.2

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

DATE: March 16, 2017

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

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

Lanes.

Summary

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

The January 2017 operations report indicates that the new express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds of 4 to 21 mph greater than the average speeds in the general purpose lanes, along with lesser average lane densities than the general purpose lanes, in the most congested segments of the corridor.

Background

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

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

January 2017 Operation Update: Over 580,000 express lane trips were recorded during operational hours in January, an average of approximately 27,700 daily trips. This 9 percent decrease from the 30,500 average trips per day in December 2016 is reflective of both a 5 percent decrease in total corridor traffic and an increase in posted toll rates from December to January that is discussed in more detail below.

Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted “Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes,” if a vehicle uses the express lanes without a FasTrak toll tag, then the vehicle is either assessed a toll by means of an existing FasTrak account or issuing a notice of toll evasion violation to the registered vehicle owner based on the license plate read by the Electronic Tolling System. The percent of users without a valid toll tag saw a decrease from a 24 percent average over the last three months to just 21 percent in January.

Table 1. Express Lane Trips by Type and Direction for January 2017

Trip Classification		Percent of Trips
By Type	HOV-eligible with FasTrak flex tag	37%
	SOV with FasTrak standard or flex tag	41%
	No Tag or Invalid Tag	21%
By Direction	Westbound	44%
	Eastbound	56%

Express lane users generally experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst).

Table 2 summarizes the average speed differentials and LOS at four locations in each of the westbound and eastbound directions during respective commute hours for January. This table provides an overall snapshot of the express lane benefits for the month.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from August 2016 to January 2017. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes. From August through January, the average speeds in the westbound express lane ranged from 50 to 70 mph during the morning

commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Santa Rita Road; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated at LOS B or better at all times, with LOS B occurring only for a short period of time in the middle of the corridor (Isabel Avenue to Santa Rita Road). By comparison, the general purpose lanes experienced speeds as low as 35 mph and LOS D for much longer periods of time, throughout a greater portion of the corridor. During the evening commute, the westbound lanes experience a small period reverse-commute congestion between San Ramon Road and Hacienda Road from 5 pm to 6 pm, though the express lane continued to operate at LOS B or better during this time.

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

Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
Westbound Morning Commute: 5 am – 11 am	North First Street	4 - 7	6	A	C
	North Livermore Ave	2 - 6	4	B	C
	Fallon Road	3 - 9	7	B	C
	Santa Rita Road	8 - 13	10	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	15 - 26	21	C	E
	Airway Blvd	8 – 12	10	B	C
	North First Street	2 – 8	5	A	C
	Vasco Road	8 - 11	11	A	C

In the eastbound direction, average express lane speeds from August 2016 through January 2017 ranged from 20 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 70 mph. The express lane operated primarily at LOS B or C during the evening commute hours, with small sections of degraded LOS at the western end of the express lanes between 3 pm and 5 pm, as well as the eastern terminus between 4 pm and 6 pm; average LOS B or better was realized throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and LOS F at the western end of the corridor, and speeds and LOS similar to the express lanes but for a longer period of time at the eastern end of the corridor, during the evening commute hours.

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users, for January 2017. On January 1, 2017, the minimum toll for any SOV trip in the express lanes was raised from \$0.30 to \$0.50. In addition, the toll rate pricing plan was adjusted to improve the flow for HOVs traveling in the express lane during periods of peak congestion. The net effect was a 9 percent reduction in SOV trips in the corridor and 14 percent increase in total assessed tolls charged. The general purpose lane traffic was approximately 4 percent lower than the previous month; there was no measurable change to the number of toll-free trips in the express lanes.

Table 3. Toll Rate Data for January 2017

Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Trips)
Westbound	\$9.75	\$2.07
Eastbound	\$7.75	\$2.25

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

Through January 2017, the I-580 Express Lanes have recorded over 7.1 million total trips. Total gross revenues received include over \$8.1 million in toll revenues and nearly \$1.4 million in violation penalties.

Public outreach and education activities throughout the I-580 corridor commute shed continue in order to increase awareness of the express lanes, promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak® and FasTrak® flex toll tags. This month a new public education advertising campaign was launched to emphasize that properly mounted toll tags are required for all users of the express lanes, and that carpools require FasTrak flex, and to promote carpooling along the corridor. The campaign includes radio announcements during traffic reports, social media ads, and outdoor bus and gas station advertising.

Fiscal Impact: There is no fiscal impact.

Attachments

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

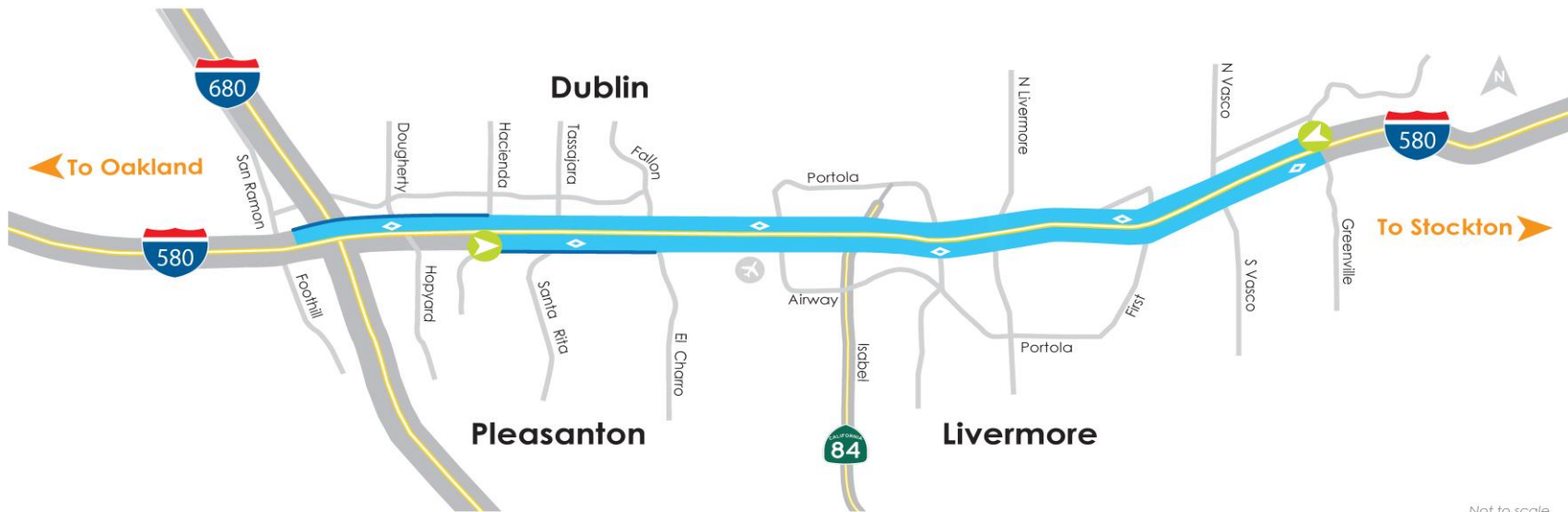
Staff Contact

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



I-580 Express Lanes Project Location Map

6.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

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

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



One Westbound Express Lane

Lane begins at Greenville

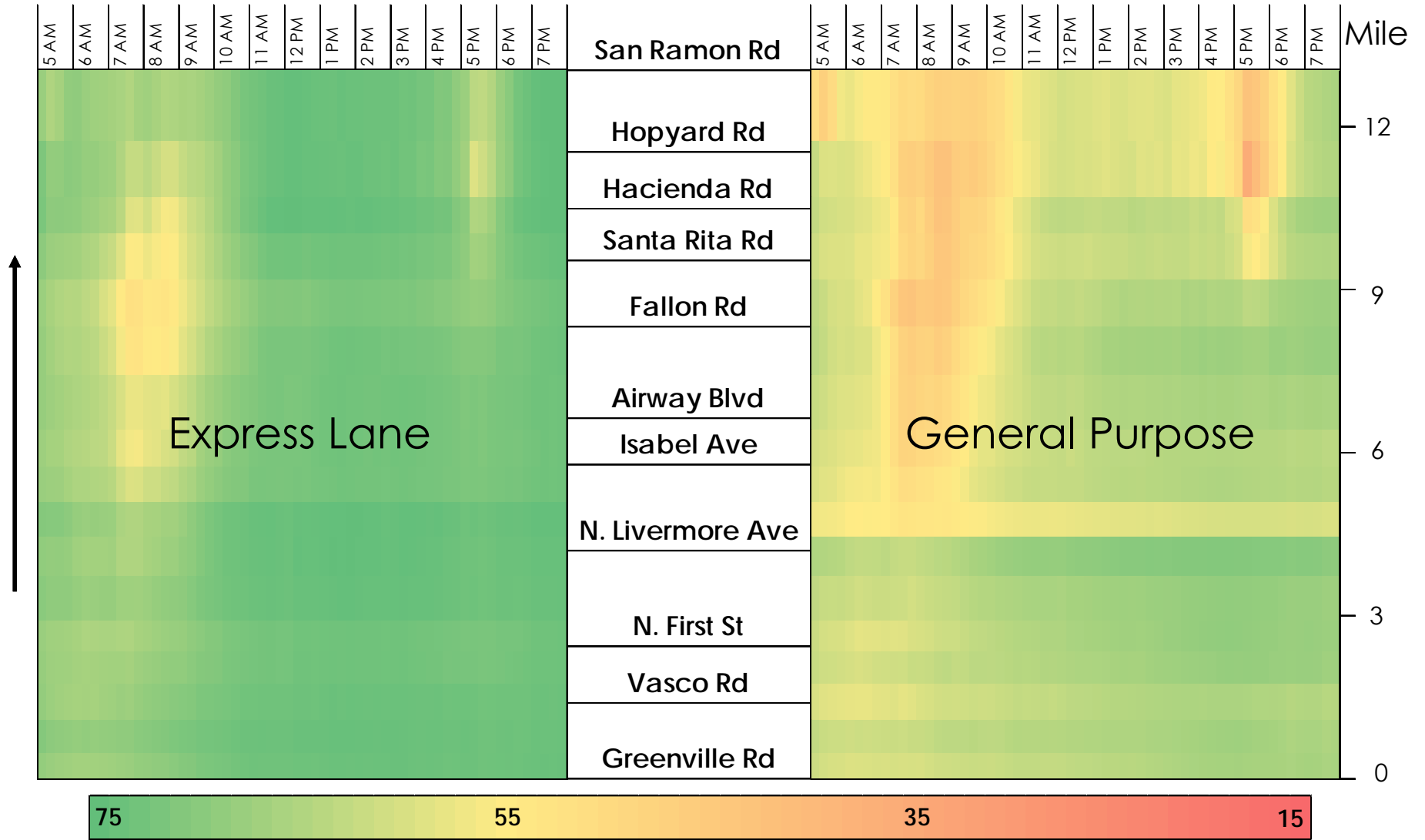
No entry/exit from westbound express lane from Hacienda to end.

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

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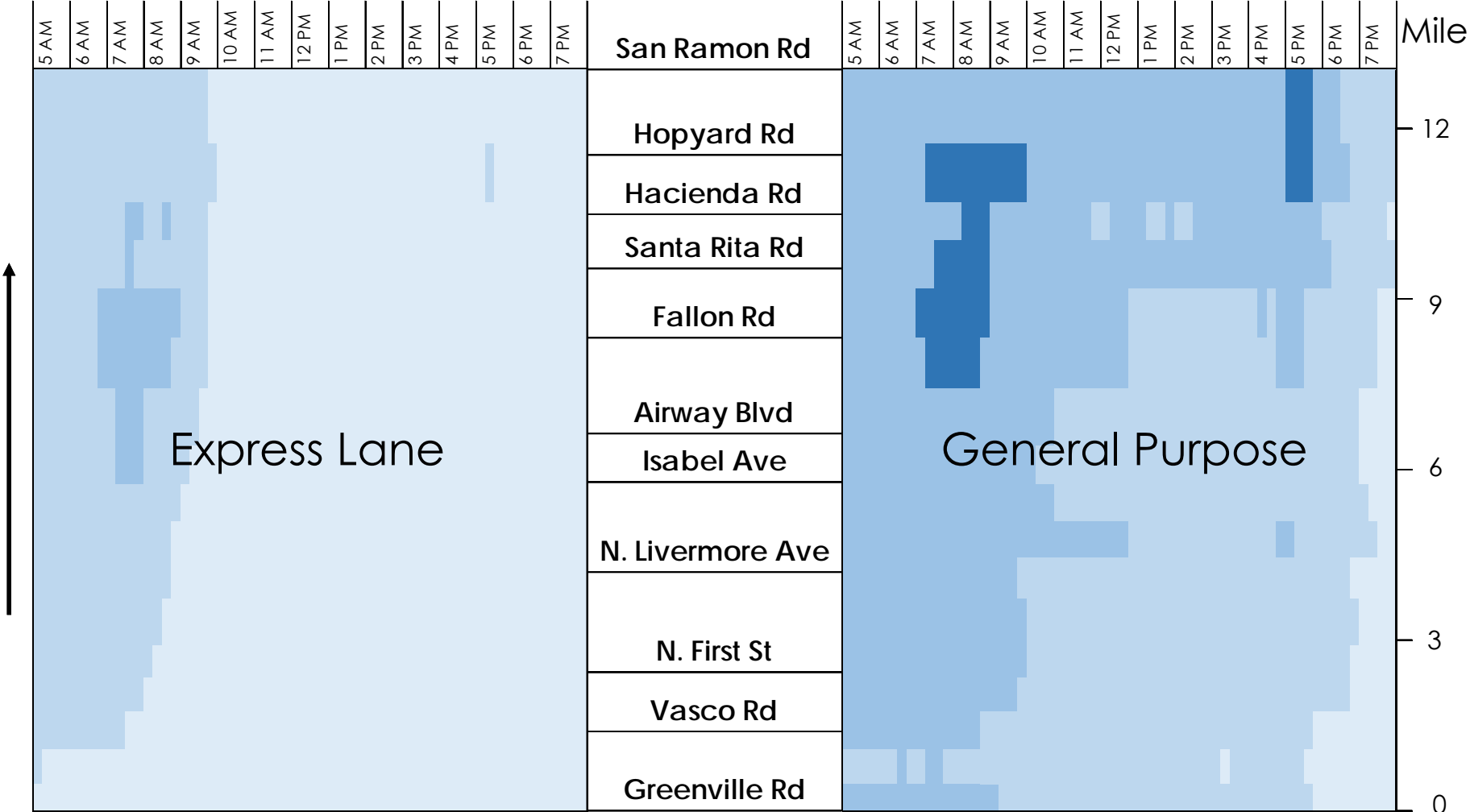
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, August 2016 – January 2017



Westbound I-580 Corridor Density Heat Maps

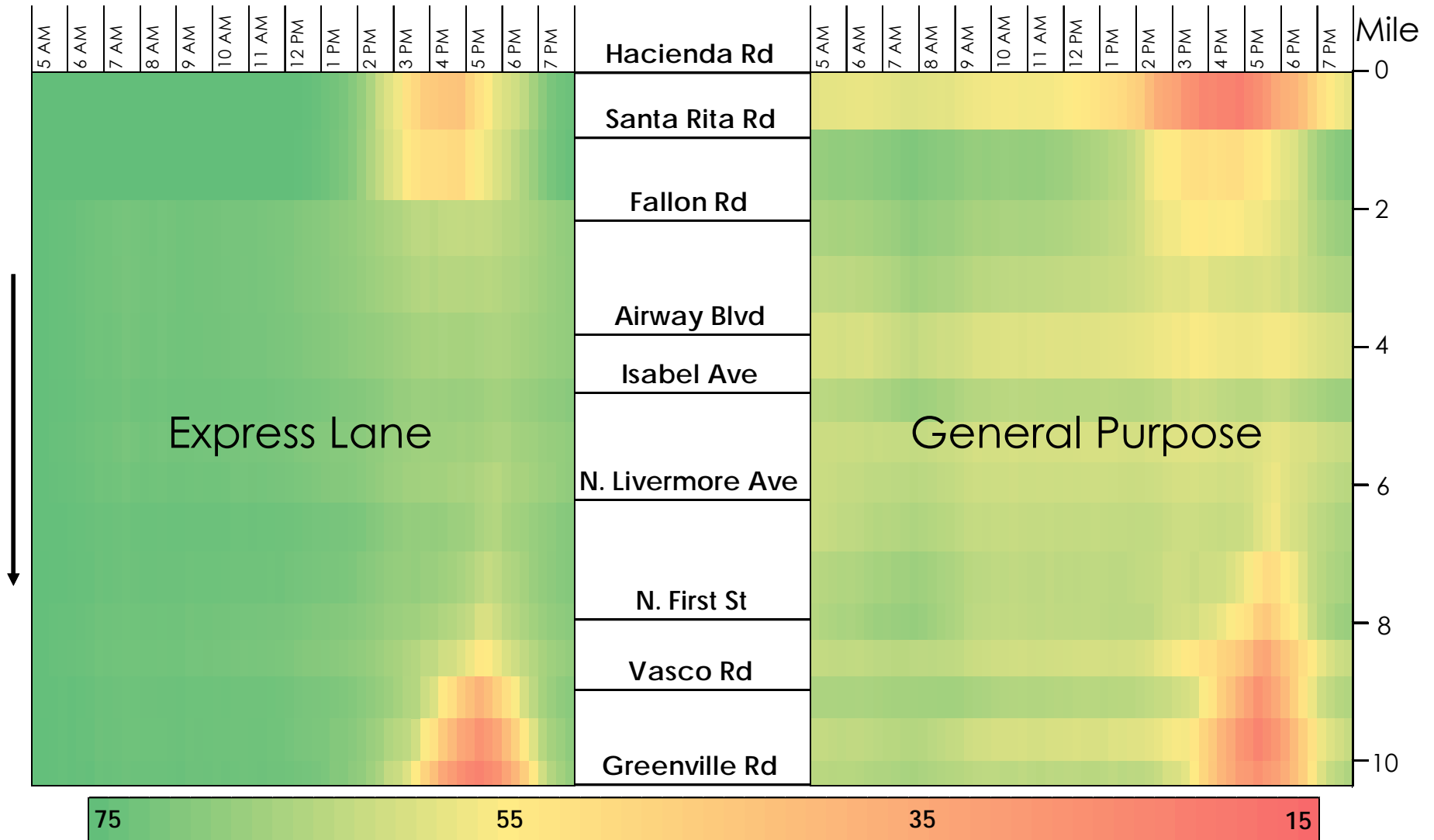
Monday-Friday, August 2016 – January 2017



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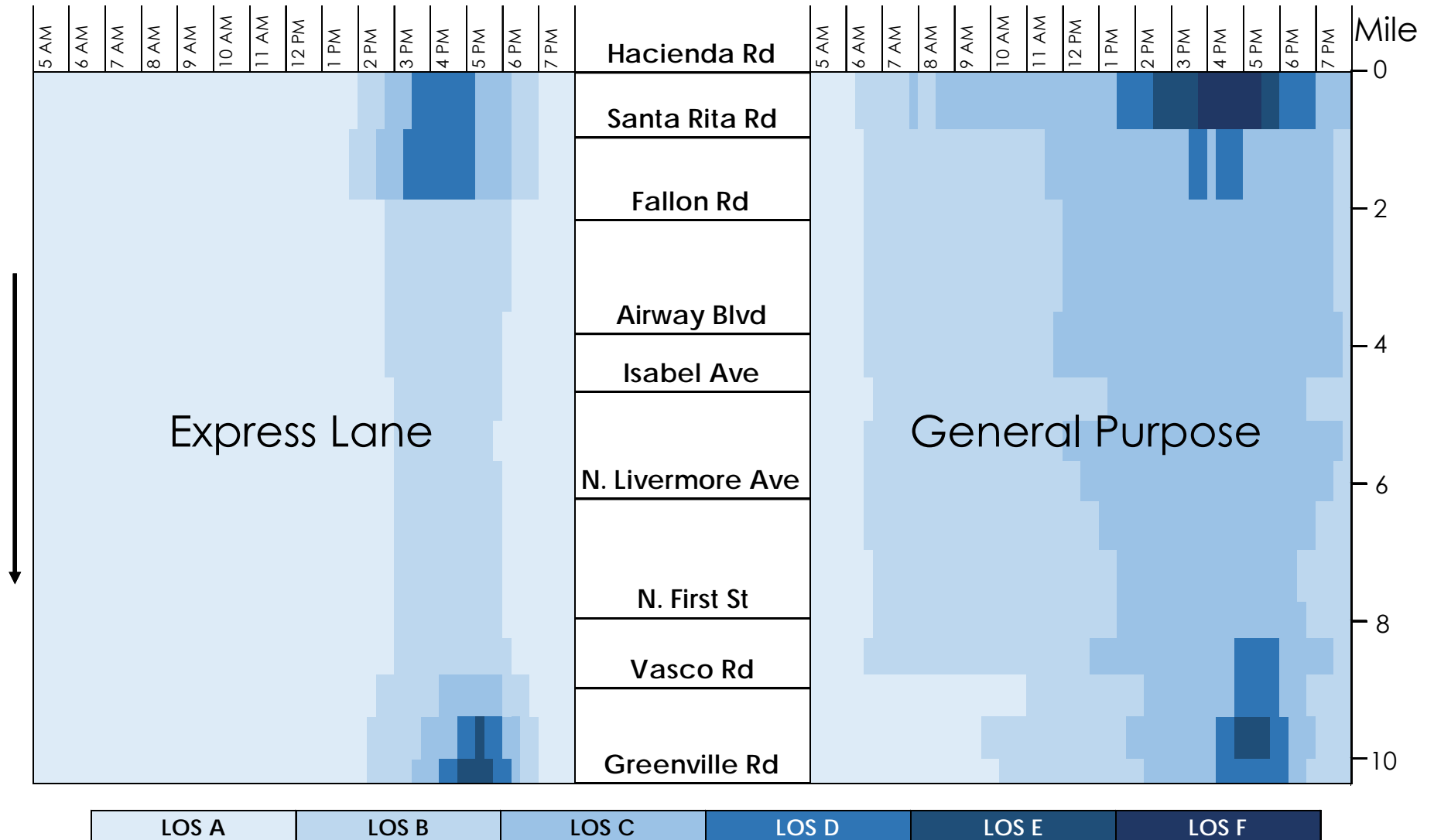
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, August 2016 – January 2017



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, August 2016 – January 2017





Memorandum

6.3

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DATE: March 16, 2017

SUBJECT: FY2016-17 Mid-Year Budget Update

RECOMMENDATION: Approve the Proposed FY2016-17 Mid-Year Budget Update.

Summary

The proposed update to the FY2016-17 budget was developed to reflect changes to actual fund balances, and projected revenues and expenditures on projects and programs since the original budget was adopted in June 2016.

The proposed budget update includes an increase of \$114.7 million to actual audited FY2015-16 fund balances rolled forward into FY2016-17 for a total beginning fund balance of \$390.7 million. It also contains revenues totaling \$354.5 million of which sales tax revenues comprise \$276.7 million, or 78 percent, for total available resources of \$745.2 million. The total revenue amount proposed is an increase of \$44.0 million over the currently adopted budget mostly related to outside funding sources in the capital project funds which were adopted in the FY2015-16 budget, but have rolled forward to the FY2016-17 budget because they had not yet been utilized by the end of FY2015-16.

Revenues are offset in the proposed budget update by \$435.3 million in total expenditures of which \$209.0 million, or 48 percent, are allocated for capital project expenditures and \$4.9 million, or 1 percent, is allocated for salaries and benefits. The total salaries and benefits amount proposed in this budget update is a decrease of \$0.3 million from the currently adopted budget mostly due to timing of filling vacant positions. Salaries and benefits expenditures are nominal as compared to total expenditures and are much lower than that of most similar agencies. The total expenditure amount is an increase of \$153.6 million over the currently adopted budget. This significant increase is due to the adjustment for the capital roll forward balance from FY2015-16, an estimate of which was included in the originally adopted FY2016-17 budget on the capital spreadsheets but could not be pulled to the consolidated Alameda CTC budget spreadsheet until final fund balance roll forward amounts were updated based on the audited Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2016. This CAFR was approved by the Commission in December 2016.

Capital projects fund revenues and expenditures that appeared on the consolidated Alameda CTC Budget sheet in the adopted budget for FY2016-17 when the budget was adopted in June 2016 did not include the roll forward revenues and expenditures balances because these amounts were still included in the approved budget and projected ending fund balance for FY2015-16. During the mid-year budget update process, the roll forward fund balances are updated to actual based on the audited financial statements. Therefore, the capital budget revenues and expenditures amounts on the consolidated budget spreadsheet for the mid-year budget update includes the full capital budget including both the actual roll forward balances from FY2015-16 and any additional requested capital budget for FY2016-17. This methodology ensures accurate and reliable fund balance information in Alameda CTC's budget process.

The update of the audited fund balances from FY2015-16 and the projected revenue and expenditure totals constitute a net increase in the projected ending fund balance of \$5.1 million and a projected consolidated ending fund balance of \$309.8 million. Fund balance and operational reserves set aside in this budget update have decreased by \$2.8 million to \$43.8 million based on adopted policies.

The budget update includes revenues and expenditures necessary to develop and implement vital planning projects and programs in Alameda County. It also contains revenues and expenditures necessary to fund and deliver significant capital projects intended to expand access and improve mobility in Alameda County consistent with the 2016 Comprehensive Investment Plan Update approved by the Commission in July 2016.

The 2000 Measure B and Measure BB Limitation ratios required by the Transportation Expenditure Plans and the Public Utilities Code were calculated based on the proposed updated budgeted revenues and expenditures and were found to be in compliance with all requirements.

Background

Development of the FY2016-17 budget and this proposed budget update were centered on the vision and goals for transportation established in the Comprehensive Investment Plan. The objective was to develop a budget that would enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources to identify transportation needs and opportunities in the County and formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by funding the delivery of quality programs and projects so they could be completed on schedule and within budget.

Fiscal Impact: The fiscal impact of approving the proposed FY2016-17 budget update would be to allow the roll forward of audited fund balances from FY2015-16 of \$114.7 million, provide additional resources of \$44.0 million and authorize additional expenditures of \$153.6

million, reflecting an overall increase in fund balance of \$5.1 million for a projected ending fund balance of \$309.8 million.

Attachments

- A. Alameda CTC FY2016-17 Proposed Budget Update
- B. Alameda CTC FY2016-17 Currently Adopted Budget
- C. Alameda CTC FY2016-17 Proposed Budget Adjustments
- D. Proposed Capital Projects Budget Update for FY2016-17
- E. I-580 Express Lane FY2016-17 Proposed Budget Detail

Staff Contact

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

[Seung Cho](#), Director of Budgets and Administration

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**Alameda County Transportation Commission
FY2016-17 Proposed Budget Update**

6.3A

	General Funds Proposed	I-580 Express Lanes Fund Proposed	Special Revenue Proposed	Exchange Fund Proposed	Debt Service Fund Proposed	Capital Project Funds Proposed	Inter-Agency Adjustments/ Eliminations Proposed	Total Proposed
Beginning Fund Balance	\$ 38,229,613	\$ 2,033,206	\$ 56,272,756	\$ 5,061,439	\$ 16,148,377	\$ 272,929,125	\$ -	\$ 390,674,516
Revenues:								
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	-	-	465,584	(465,584)	12,000,000
Toll Revenues	-	7,800,000	-	-	-	-	-	7,800,000
Other Revenues	-	1,408,702	31,250	-	20,770,000	-	(20,801,250)	1,408,702
Regional/State/Federal Grants	6,123,834	-	2,052,255	-	-	19,541,573	(10,761)	27,706,902
Local and Other Grants	2,732,819	-	-	9,797,874	-	51,518,555	(37,525,385)	26,523,863
Total Revenues	22,122,972	9,208,702	182,941,314	9,822,874	20,845,000	168,371,403	(58,802,980)	354,509,286
Expenditures:								
<u>Administration</u>								
Salaries and Benefits	1,774,365	-	-	-	-	82,769	-	1,857,134
General Office Expenses	1,382,753	-	3,000	-	-	138,909	(3,000)	1,521,662
Travel Expense	36,000	-	-	-	-	4,000	-	40,000
Debt Service	-	-	-	-	26,471,350	20,770,000	(20,770,000)	26,471,350
Other Administration	2,100,254	-	-	-	-	167,453	-	2,267,707
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	-	195,078	-	-	-	-	-	195,078
Project Management and Support	-	276,075	-	-	-	-	-	276,075
Other Operating Expenditures	-	5,680,000	-	-	-	-	-	5,680,000
<u>Planning</u>								
Salaries and Benefits	845,892	-	-	-	-	-	-	845,892
Planning Management and Support	672,056	-	-	-	-	-	-	672,056
Transportation Planning	2,954,080	-	-	-	-	-	(1,703,975)	1,250,105
Congestion Management Program	400,852	-	-	-	-	-	(86,128)	314,725
Other Planning Projects	-	-	-	-	-	-	-	-
<u>Programs</u>								
Salaries and Benefits	399,260	-	1,066,349	41,569	-	-	(134,439)	1,372,739
Programs Management and Support	112,489	-	1,214,226	-	-	-	-	1,326,715
Safe Routes to School Programs	2,053,050	-	-	-	-	-	(276,262)	1,776,788
VRF Programming	-	-	12,680,000	-	-	-	-	12,680,000
Measure B/BB Direct Local Distribution	-	-	142,966,573	-	-	-	-	142,966,573
Grant Awards	-	-	10,186,523	-	-	-	-	10,186,523
Programming	-	-	4,406,820	9,756,305	-	-	-	14,163,125
<u>Capital Projects</u>								
Salaries and Benefits	-	-	-	-	-	653,190	(62,317)	590,873
Project Management and Support	-	-	-	-	-	2,035,775	-	2,035,775
Capital Project Expenditures	-	-	-	-	-	242,341,705	(35,935,366)	206,406,340
<u>Indirect Cost Recovery/Allocation</u>								
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(196,756)	-	-	-	-	-	196,756	-
Total Expenditures	12,971,344	6,151,153	172,551,742	9,797,874	26,471,350	266,203,801	(58,802,980)	435,344,285
Net Change in Fund Balance	9,151,628	3,057,549	10,389,573	25,000	(5,626,350)	(97,832,398)	-	(80,834,998)
Projected Ending Fund Balance	47,381,241	5,090,755	66,662,329	5,086,439	10,522,027	175,096,727	-	309,839,518
Fund Balance/Operational Reserves	42,259,884	1,576,474	-	-	-	-	-	43,836,358
Projected Net Fund Balance	\$ 5,121,357	\$ 3,514,281	\$ 66,662,329	\$ 5,086,439	\$ 10,522,027	\$ 175,096,727	\$ -	\$ 266,003,160

* Adjustment due to unutilized Capital Budget authority rolled over from adopted FY2015-16 Capital Budget. The roll over amount appeared and was adopted on Capital Budget detail sheets in the originally adopted budget for FY2016-17, but not the Consolidated sheet. The beginning fund balances have been updated on the Consolidated Budget sheet to tie to FY2015-16 audited financial statements so that all projected expenditures in the Capital Budget now appear on the Consolidated Budget sheet.

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**Alameda County Transportation Commission
FY2016-17 Currently Adopted Budget**

6.3B

	General Funds	I-580 Express Lanes Fund	Special Revenue Funds	Exchange Fund	Debt Service Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
Beginning Fund Balance	\$ 36,934,023	\$ 981,250	\$ 47,075,326	\$ 4,929,549	\$ 9,165,442	\$ 176,897,808	\$ -	\$ 275,983,398
Revenues:								
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	-	-	-	(161,279)	9,484,736
Local and Other Grants	2,980,525	-	7,763	7,851,791	-	7,121,696	(12,866,498)	5,095,276
Total Revenues	23,694,759	4,800,000	183,108,088	7,876,791	20,845,000	105,683,850	(35,544,028)	310,464,460
Expenditures:								
<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	-	-	-	-	-	(77,009)	554,940
Transportation Planning	2,883,776	-	-	-	-	-	(1,729,419)	1,154,357
Congestion Management Program	455,000	-	-	-	-	-	(99,074)	355,926
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	-
Total Expenditures	14,587,994	4,024,174	176,966,589	7,851,791	26,471,350	87,364,597	(35,544,028)	281,722,467
Net Change in Fund Balance	9,106,765	775,826	6,141,499	25,000	(5,626,350)	18,319,253	-	28,741,993
Projected Ending Fund Balance	46,040,788	1,757,076	53,216,825	4,954,549	3,539,092	195,217,061	-	304,725,391
Fund Balance/Operational Reserves	45,597,366	1,006,043	-	-	-	-	-	46,603,409
Projected Net Fund Balance	\$ 443,422	\$ 751,033	\$ 53,216,825	\$ 4,954,549	\$ 3,539,092	\$ 195,217,061	\$ -	\$ 258,121,982

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**Alameda County Transportation Commission
FY2016-17 Proposed Budget Adjustments**

6.3C

	General Funds Adjustment	I-580 Express Lanes Fund Adjustment	Special Revenue Adjustment	Exchange Fund Adjustment	Debt Service Fund Adjustment	Capital Project Funds Adjustment	Inter-Agency Adjustments/ Eliminations Adjustment	Total Adjustment
Beginning Fund Balance	\$ 1,295,590	\$ 1,051,956	\$ 9,197,430	\$ 131,890	\$ 6,982,935	\$ 96,031,317	\$ -	\$ 114,691,118
Revenues:								
Sales Tax Revenues	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-
Member Agency Fees	-	-	-	-	-	-	-	-
VERF Funds	-	-	-	-	-	(1,249,416)	1,249,416	-
Toll Revenues	-	3,000,000	-	-	-	-	-	3,000,000
Other Revenues	(13,166)	1,408,702	-	-	-	(1,463)	-	1,394,073
Regional/State/Federal Grants	(1,310,915)	-	(159,011)	-	-	19,541,573	150,519	18,222,166
Local and Other Grants	(247,706)	-	(7,763)	1,946,083	-	44,396,859	(24,658,887)	21,428,587
Total Revenues	(1,571,787)	4,408,702	(166,773)	1,946,083	-	62,687,553	(23,258,952)	44,044,826
Expenditures:								
<u>Administration</u>								
Salaries and Benefits	44,982	-	-	-	-	4,205	-	49,187
General Office Expenses	(59,711)	-	-	-	-	(7,325)	-	(67,036)
Travel Expense	4,500	-	-	-	-	500	-	5,000
Debt Service	-	-	-	-	-	-	-	-
Other Administration	(227,797)	-	-	-	-	(1,000)	-	(228,797)
Commission and Community Support	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
<u>Enterprise</u>								
Salaries and Benefits	-	(29,096)	-	-	-	-	-	(29,096)
Project Management and Support	-	(38,925)	-	-	-	-	-	(38,925)
Other Operating Expenditures	-	2,195,000	-	-	-	-	-	2,195,000
<u>Planning</u>								
Salaries and Benefits	(93,231)	-	-	-	-	-	-	(93,231)
Planning Management and Support	40,107	-	-	-	-	-	77,009	117,116
Transportation Planning	70,304	-	-	-	-	-	25,444	95,747
Congestion Management Program	(54,148)	-	-	-	-	-	12,946	(41,202)
Other Planning Projects	-	-	-	-	-	-	-	-
<u>Programs</u>								
Salaries and Benefits	4,144	-	(365,323)	(21,074)	-	-	41,713	(340,540)
Programs Management and Support	(133,958)	-	(1,683,774)	(37,357)	-	-	-	(1,855,089)
Safe Routes to School Programs	(1,111,895)	-	-	-	-	-	126,110	(985,785)
VERF Programming	-	-	-	-	-	-	-	-
Measure B/BB Direct Local Distribution	-	-	-	-	-	-	-	-
Grant Awards	-	-	(1,579,765)	-	-	-	-	(1,579,765)
Programming	(135,000)	-	(785,986)	2,004,514	-	-	169,042	1,252,571
<u>Capital Projects</u>								
Salaries and Benefits	-	-	-	-	-	164,589	(6,658)	157,931
Project Management and Support	-	-	-	-	-	(328,868)	-	(328,868)
Capital Project Expenditures	-	-	-	-	-	179,007,103	(23,669,504)	155,337,599 *
<u>Indirect Cost Recovery/Allocation</u>								
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	35,055	-	-	-	-	-	(35,055)	-
Total Expenditures	(1,616,650)	2,126,979	(4,414,847)	1,946,083	-	178,839,204	(23,258,952)	153,621,818
Net Change in Fund Balance	44,863	2,281,723	4,248,074	-	-	(116,151,651)	-	(109,576,992)
Projected Ending Fund Balance	1,340,453	3,333,679	13,445,504	131,890	6,982,935	(20,120,334)	-	5,114,126
Fund Balance/Operational Reserves	(3,337,482)	570,431	-	-	-	-	-	(2,767,051)
Projected Net Fund Balance	\$ 4,677,935	\$ 2,763,248	\$ 13,445,504	\$ 131,890	\$ 6,982,935	\$ (20,120,334)	\$ -	\$ 7,881,178

* Adjustment due to unutilized Capital Budget authority rolled over from adopted FY2015-16 Capital Budget. The roll over amount appeared and was adopted on Capital Budget detail sheets in the originally adopted budget for FY2016-17, but not the Consolidated sheet. The beginning fund balances have been updated on the Consolidated Budget sheet to tie to FY2015-16 audited financial statements so that all projected expenditures in the Capital Budget now appear on the Consolidated Budget sheet.

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**Alameda County Transportation Commission
Proposed Capital Projects Budget Update for FY2016-17**

6.3D

Project Name	(A)	(B)	(C)	(A) + (B) + (C) = (D)	Funding			
	FY 2015-16 Budget Rollover to FY 2016-17	Adopted FY 2016-17 Additional Budget	FY 2016-17 Capital Budget Adjustment	FY 2016-17 Proposed Capital Budget	Total Local Funding	Total Regional Funding	Total State Funding	Total Federal Funding
CONGESTION MANAGEMENT								
I-580 San Leandro Soundwall/Landscape	\$ 22,113	\$ -	\$ 1,263	\$ 23,376	\$ 23,376	\$ -	\$ -	\$ -
Grand MacArthur	21,519	-	(16,913)	4,606	4,606	-	-	-
I-680 HOT Lane	2,570,559	-	(27,087)	2,543,472	1,935,838	-	15,309	592,324
I-680 Northbound HOV / Express Lane	4,306,053	6,000,000	6,107,184	16,413,237	12,204,389	-	4,208,848	-
I-80 Gilman Interchange Imp.	88,971	1,613,098	(1,384,434)	317,635	150,000	-	-	167,636
Smart Corridors Operation and Maintenance	880,878	1,715,000	(2,260,000)	335,878	335,878	-	-	-
Caldecott Tunnel	2,651,877	250,000	(901,877)	2,000,000	2,000,000	-	-	-
I-880 North Safety & Op Improv 23rd&29th	3,426,544	-	-	3,426,544	1,964,905	1,431,170	26,189	4,280
I-580 Eastbound HOV Lane	106,669	-	(106,669)	-	-	-	-	-
I-580 Environmental Mitigation	197,196	-	-	197,196	-	197,196	-	-
I-580 Eastbound Express (HOT) Lane	1,133,546	3,000,000	-	4,133,546	1,511,142	1,711,007	483,265	428,133
I-580 Eastbound Auxiliary (AUX) Lane	5,388,665	-	1,000,000	6,388,665	5,460,789	888,581	-	39,295
I-580 Right of Way Preservation	585,330	-	-	585,330	571,381	-	13,949	-
I-580 Westbound HOV Lane	2,496,628	303,993	590	2,801,210	2,683,210	-	118,000	-
I-580 Westbound HOT Lane	9,900,143	-	(5,559,286)	4,340,857	2,491,110	-	1,837,628	12,120
Altamont Commuter Express Operations	796	30,000	-	30,796	-	-	-	-
Altamont Commuter Express	1,471,422	1,550,862	-	3,022,284	2,570,153	-	452,131	-
I-880 Southbound HOV Lane	3,039,326	-	1,362,479	4,401,804	4,401,804	-	-	-
I-880 Southbound HOV Lane Landscaping/Hardscaping	670,320	-	-	670,320	15,787	-	-	654,533
Webster Street Smart Corridor	159,542	-	18,401	177,942	130,907	7,855	-	39,180
Marina Boulevard/I-880 PSR	12,648	-	(12,648)	-	-	-	-	-
I-680/880 Cross Connector PSR	340,493	-	(340,493)	-	-	-	-	-
I-680 SB HOV Lane	3,853,637	-	(3,853,637)	-	-	-	-	-
Route 84 Widening Project - Pigeon Pass to Interstate 680	1,172,948	-	1,392,021	2,564,969	2,564,969	-	-	-
I-80 Integrated Corridor Mobility	6,619,860	-	(2,294,884)	4,324,977	43,094	-	4,214,900	66,983
Project Management / Closeout	1,343	-	-	1,343	1,343	-	-	-
2000 MEASURE B SALES TAX								
ACE Capital Improvements	3,891,727	-	-	3,891,727	3,891,727	-	-	-
BART Warm Springs Extension	8,781,728	-	-	8,781,728	8,781,728	-	-	-
Downtown Oakland Streetscape	801,911	-	-	801,911	801,911	-	-	-
Telegraph Avenue Bus Rapid Transit	(34,321)	-	34,321	-	-	-	-	-
I-680 Express Lane	12,204,389	-	-	12,204,389	12,204,390	-	-	-
Iron Horse Trail	2,415,000	3,267,000	-	5,682,000	5,682,000	-	-	-
I-880/Broadway-Jackson Interchange	1,149,016	-	-	1,149,016	1,149,016	-	-	-
I-580/Castro Valley Interchanges Improvements	1,711,471	1,878,840	841	3,591,152	2,719,347	-	-	871,805
Lewelling/East Lewelling	561,889	-	-	561,889	561,889	-	-	-
I-580 Auxiliary Lanes	1,230	-	-	1,230	-	-	-	-
I-580 Auxiliary Lanes - Westbound Fallon to Tassajara	24,616	-	-	24,616	24,616	-	-	-
I-580 Auxiliary Lanes - Westbound Airway to Fallon	2,438,604	-	-	2,438,604	2,438,604	-	-	-
I-580 Auxiliary Lanes - E/B El Charro to Airway	(7,843,000)	-	7,843,000	-	-	-	-	-
Rte 92/Clawiter-Whitesell Interchange	5,014,406	-	-	5,014,406	5,014,406	-	-	-
Hesperian/Lewelling Widening	599,622	-	-	599,622	599,622	-	-	-
Westgate Extension	388,191	-	-	388,191	388,191	-	-	-
E. 14th/Hesperian/150th Improvements	2,024,773	-	-	2,024,773	2,024,773	-	-	-
I-238 Widening	7,788,249	-	(7,788,249)	-	-	-	-	-
I-680/I-880 Cross Connector Study	341,139	-	-	341,139	341,139	-	-	-
Isabel - Route 84/I-580 Interchange	989,888	-	-	989,888	989,888	-	-	-
Route 84 Expressway	12,044,027	-	-	12,044,027	12,044,027	-	-	-
Dumbarton Corridor - Central Avenue Overpass	2,700,000	-	-	2,700,000	2,700,000	-	-	-
I-580 Corridor Improvements	4,570,464	12,000,000	-	16,570,464	16,570,464	-	-	-
I-80 Integrated Corridor Mobility	142,219	-	-	142,219	142,219	-	-	-
I-880 Corridor Imp. in Oakland and San Leandro	1,039,196	-	-	1,039,196	1,039,196	-	-	-

**Alameda County Transportation Commission
Proposed Capital Projects Budget Update for FY2016-17**

Project Name	(A)	(B)	(C)	(A) + (B) + (C) = (D)	Funding			
	FY 2015-16 Budget Rollover to FY 2016-17	Adopted FY 2016-17 Additional Budget	FY 2016-17 Capital Budget Adjustment	FY 2016-17 Proposed Capital Budget	Total Local Funding	Total Regional Funding	Total State Funding	Total Federal Funding
CWTP/TEP Development	48,689	-	(48,689)	-	-	-	-	-
Studies at Congested Segments/Locations on CMP	348,965	-	(348,965)	-	-	-	-	-
Project Management / Closeout	(1,648,077)	190,046	6,500,000	5,041,968	5,041,968	-	-	-
1986 MEASURE B SALES TAX								
I-880 to Mission Blvd. Route 262 Interchange Reconstruction	438,996	-	-	438,996	438,996	-	-	-
I-880 to Mission Blvd. and East-West Connector	20,545,379	-	-	20,545,379	20,545,379	-	-	-
Route 238/Mission-Foothill-Jackson Corridor Improvements	142,000	-	-	142,000	142,000	-	-	-
I-580 Interchange Imp. Project in Castro Valley	13,696,083	-	(13,696,083)	-	-	-	-	-
Central Alameda County Freeway System Operational Analysis	(294,022)	2,370,000	(1,728,018)	347,961	347,961	-	-	-
Castro Valley Local Area Traffic Circulation Improvements	1,981,941	-	-	1,981,941	1,981,941	-	-	-
Project Closeout	219,937	1,149,007	1,131,055	2,500,000	2,500,000	-	-	-
2014 MEASURE BB SALES TAX								
Telegraph Ave/East 14th/International Blvd Project	-	-	4,000,000	4,000,000	4,000,000	-	-	-
Alameda to Fruitvale BART Rapid Bus	100,000	-	-	100,000	100,000	-	-	-
Grand/MacArthur BRT	100,000	-	-	100,000	100,000	-	-	-
College/Broadway Corridor Transit Priority	100,000	-	-	100,000	100,000	-	-	-
Irvington BART Station	13,229	-	500,000	513,229	513,229	-	-	-
BART Station Modernization and Capacity Program	100,000	-	-	100,000	100,000	-	-	-
BART to Livermore Extension, Phase 1	25,000	-	-	25,000	25,000	-	-	-
Dumbarton Corridor Area Transportation Improvements	100,000	-	-	100,000	100,000	-	-	-
Railroad Corridor Right of Way Preservation and Track Imp.	100,000	-	-	100,000	100,000	-	-	-
Oakland Broadway Corridor Transit	100,000	-	-	100,000	100,000	-	-	-
Capitol Corridor Service Expansion	100,000	-	-	100,000	100,000	-	-	-
Congestion Relief, Local Bridge Seismic Safety	1,459,031	18,600,000	12,000,000	32,059,031	32,059,031	-	-	-
Countywide Freight Corridors	246,343	4,500,000	3,975,388	8,721,731	8,721,731	-	-	-
I-80 Gilman Street Interchange Improvements	1,282,330	270,000	-	1,552,330	1,552,330	-	-	-
I-80 Ashby Interchange Improvements	48,552	-	300,000	348,552	348,552	-	-	-
SR-84/I-680 Interchange and SR-84 Widening	4,000,000	-	-	4,000,000	4,000,000	-	-	-
SR-84 Expressway Widening (Pigeon Pass to Jack London)	(446,712)	-	2,946,712	2,500,000	2,500,000	-	-	-
I-580/I-680 Interchange Improvements	100,000	-	-	100,000	100,000	-	-	-
I-580 Local Interchange Improvements Program	300,000	-	-	300,000	300,000	-	-	-
I-680 HOT/HOV Lane from SR-237 to Alcosta	1,034,294	-	2,965,706	4,000,000	4,000,000	-	-	-
I-880 NB HOV/HOT Extension from A Street to Hegenberger	100,000	-	-	100,000	100,000	-	-	-
I-880 Broadway/Jackson Multimodal Transportation and Circulation Imp.	25,000	-	-	25,000	25,000	-	-	-
I-880 Whipple Road/Industrial Parkway Southwest Interchange Imp.	25,255	-	200,000	225,255	225,255	-	-	-
I-880 Industrial Parkway Interchange Improvements	96,069	-	250,000	346,069	346,069	-	-	-
I-880 Local Access and Safety Improvements	2,550,000	7,500,000	700,000	10,750,000	10,750,000	-	-	-
Gap Closure on Three Major Trails	3,078,052	-	900,000	3,978,052	2,046,990	-	-	1,931,062
Total Capital Projects Budget	\$ 165,081,795	\$ 66,187,846	\$ 13,761,030	\$ 245,030,671	\$ 224,617,292	\$ 4,235,810	\$ 11,370,218	\$ 4,807,350

**I-580 Express Lane
Fiscal Year 2016-17
Proposed Budget Detail**

	<u>FY 2016-17 Adopted Budget</u>	<u>FY 2016-17 Adjustments</u>	<u>FY 2016-17 Proposed Budget</u>
Beginning Net Position	\$ 981,250	\$ 1,051,956	\$ 2,033,206
Operating Revenues:			
Toll Revenue	4,800,000	3,000,000	7,800,000
Other Revenue	-	1,408,702	1,408,702
	<hr/>	<hr/>	<hr/>
Total Operating Revenues	4,800,000	4,408,702	9,208,702
Operating Expenses:			
Salaries and Benefits	224,174	(29,096)	195,078
Project Management/Controls	200,000	(150,525)	49,475
Express Lane Operations Center Technicians	-	155,000	155,000
Legal	40,000	(20,000)	20,000
Public outreach/education	100,000	-	100,000
Operations and Maintenance contract: Warranty	1,000,000	1,450,000	2,450,000
BATA Start up	60,000	(60,000)	-
Revenue collection fees (BATA)	1,200,000	1,000,000	2,200,000
CHP Enforcement	370,000	-	370,000
System Manager/Operation Support	100,000	-	100,000
Express Lane Maintenance (Caltrans)	125,000	-	125,000
Other consultant costs	250,000	(205,000)	45,000
Novani	75,000	(23,400)	51,600
Insurance	80,000	-	80,000
Miscellaneous	25,000	-	25,000
Utilities	50,000	10,000	60,000
Contingency	125,000	-	125,000
	<hr/>	<hr/>	<hr/>
Total Operating Expenses	4,024,174	2,126,979	6,151,153
Operating Surplus/(Deficit)	775,826	2,281,723	3,057,549
Net Position			
Operational Reserves	1,006,044	531,745	1,537,788
Unrestricted	751,033	2,801,934	3,552,966
	<hr/>	<hr/>	<hr/>
Total Net Position	\$ 1,757,076	\$ 3,333,679	\$ 5,090,755

This budget has been included in the Consolidated Alameda CTC budget, but is shown here in greater detail so that activities in this new fund are transparent to the Commission and the public.

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Memorandum

6.4

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

DATE: March 6, 2017

TO: Members of the Alameda County Transportation Commission

FROM: Arthur Dao, Executive Director
Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Approve Organizational Structure and Staff Salary Ranges for Fiscal Year 2017-18.

Recommendation

It is recommended that the Commission approve the organizational structure and staff salary ranges for FY 2017-18.

At its meeting on March 13, 2017, the Finance and Administration Committee (FAC) unanimously approved the job classification and salary ranges for FY 2017-18. The FAC also had a near-unanimous vote of 8-1 in favor of allowing for salary ranges to be adjusted annually in subsequent years based on the change in the Consumer Price Index for all Urban Consumers (CPI-U) for San Francisco-Oakland-San Jose.

There was significant discussion at the FAC meeting regarding the annual adjustment of salary ranges by the CPI-U. Staff clarified that adjusting the salary ranges by the CPI-U would allow salary ranges to stay competitive in the market between compensation studies. **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, and the recommendations approved by the FAC do not constitute automatic pay increases for employees.**

Salary adjustments for each employee are subject to an annual performance review process and other factors. While salary ranges are not included in Alameda CTC's annual operating budget, the projected salaries and benefits (by functional area) for the entire agency are included in the budget based on the number of actual employees. Therefore, approval of the salary ranges does not have a direct fiscal impact on the budget. However, it may allow for actual salaries to be adjusted within the approved ranges over time.

Summary

The Administrative Code calls for the Executive Director to annually submit for the Commission's approval a staffing plan in the form of a functional organizational structure and salary ranges for the classifications within the staffing plan.

In May 2016, the Commission approved a functional organizational structure that included 37 full-time equivalent (FTE) positions. Currently, there are 29 employees and the agency is actively working to fill the remaining positions with a goal of operating within the proposed 32 job classifications as shown in Attachment A. It is recommended that the Commission approve the following actions related to salary ranges for all classifications:

- Approve job classifications and associated salary ranges for FY 2017-18 included in Attachment A; and
- For subsequent fiscal years, allow for salary ranges to be adjusted annually based on the Consumer Price Index for All Urban Consumers (CPI-U) for San Francisco-Oakland-San Jose, CA, constrained to a maximum adjustment of 3 percent and a provision to make no adjustments if the CPI decreases in any given year.

The Alameda CTC has elected to display the pay rate for each position in the form of an allowable range, and the Commission has delegated to the Executive Director the administrative authority to adjust salaries for agency employees within the ranges authorized by the resolution (see Attachment B). Factors taken into account include job performance, job expansion, added responsibilities and economic context. There are no automatic pay increases or pay grade step increases.

The recommended salary range schedule is based on a Total Compensation Study recently completed by Koff & Associates (Attachment D). Total compensation studies are necessary to ensure that the Alameda CTC continues to offer competitive salaries and benefits in order to retain and attract valuable, dedicated employees to perform the extensive work coming before the Alameda CTC with the implementation of Measure BB and its many large capital and planning projects and programs.

Koff & Associates selected several classifications within the agency's structure and compared the salaries and benefits to other similar agencies, both locally and throughout California, to determine how current Alameda CTC salary ranges and benefit levels compare to other similar agencies. Based on the results of this study, Koff & Associates has recommended adjustments to Alameda CTC salary ranges and that adjustments be made to salary ranges to account for changes in the CPI on an annual basis. Recommendations for classifications that were not selected for comparison to other similar agencies in the study were determined based on a calculation to ensure internal alignment within each department to other positions within the agency.

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 to ensure timely and quality responsiveness to new and emerging Commission and Committee priorities.

More recently, staff began converting work that had historically been performed by consultants and contractors to work performed by Alameda CTC staff members, as recommended by the Commission. A significant example of a change in response to this recommendation is the oversight and management of all programs and project management and controls by internal staff. The currently adopted organizational structure is helping address staffing needs due to additional responsibilities, align staff positions to suit organizational needs for optimal performance and collaboration amongst staff and consultants, and ensure that Alameda CTC remains a competitive and desired employer in the job market while maintaining a lean, highly skilled staff of employees.

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 salary ranges and benefits plan established by the Commission. In determining salary levels, the following criteria is taken 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

Approval of the recommended salary ranges will not have a direct fiscal impact on the budget because salary ranges are not included in the budget. However, it may allow for actual salaries to be adjusted within the approved ranges over time. Projected salaries and benefits for FY2017-18 will be included in the proposed budget broken out by function, a draft of which will be coming before the Commission for approval in May. The amount will be based on the number of actual employees expected to be on-board in FY2017-18. Approval of the salary ranges in Attachment A does not constitute automatic pay increases for employees. Salary adjustments for employees are implemented only after a standardized annual performance review process, which is based on several criteria and factors including performance. It is important to note that the agency's salaries and benefits budget constitutes a negligible amount in the overall operating and capital budget. Total Salaries and benefits for all functions generally amounts to about 1% of overall operating and capital budgeted expenditures for the agency in a fiscal year, which is lower than most transportation authorities in California.

Attachments

- A. Recommended FY2017-18 Job Classifications and Monthly and Annual Salary Range schedules for Alameda CTC Staff Effective July 1, 2017
- B. Resolution No. 17-002 for Fiscal Year 2017-18 Salaries and Classifications for Staff Members
- C. Alameda CTC Functional Organizational Chart (July 2016)
- D. [Total Compensation Study \(Koff & Associates\)](#) - hyperlinked to the web

Staff Contact

[Arthur L Dao](#), Executive Director

**Alameda County Transportation Commission
FY2017-18 Job Classifications
Effective July 1, 2017**

6.4A

Job Classification	FLSA¹	Grade
Executive Director	E	68
<u>Programming and Projects Team</u>		
Deputy Executive Director of Projects and Programming	E	63
<u>Projects Section</u>		
Director of Project Delivery	E	55
Senior Transportation Engineer	E	39
Associate Transportation Engineer	E	33
Assistant Transportation Engineer	N	29
<u>Programming Section</u>		
Director of Programming and Project Controls	E	51
Senior Program Analyst	E	32
Associate Program Analyst	E	26
Assistant Program Analyst	N	22
<u>Express Lane Operations Section</u>		
Director of Express Lane Operations	E	51
Senior Transportation Engineer	E	39
Associate Transportation Engineer	E	33
Assistant Transportation Engineer	N	29
<u>Planning and Policy Team</u>		
Deputy Executive Director of Planning and Policy	E	63
Director of Planning	E	51
<u>Planning Section</u>		
Principal Transportation Planner	E	40
Senior Transportation Planner	E	34
Associate Transportation Planner	E	28
Assistant Transportation Planner	N	24
<u>Programs Section</u>		
Senior Program Analyst	E	32
Associate Program Analyst	E	26
Assistant Program Analyst	N	22
<u>Policy Section</u>		
Director of Government Affairs and Communications	E	46
Senior Administrative Analyst	E	32
Associate Administrative Analyst	E	26
Assistant Administrative Analyst	N	22
<u>Finance and Administration Team</u>		
Deputy Executive Director of Finance and Administration	E	63
<u>Accounting Section</u>		
Director of Finance	E	48
Accounting Manager	E	40
Senior Accountant	E	28
Accountant	N	22
Accounting Technician	N	15
Director of Budgets and Administration	E	48
<u>Contracting and Budgets Section</u>		
Senior Administrative Analyst	E	32
Associate Administrative Analyst	E	26
Assistant Administrative Analyst	N	22
<u>Administration Section</u>		
Clerk of the Board/Commission	N	32
Executive Assistant	N	20
Senior Administrative Assistant	N	16
Administrative Assistant	N	12

¹ Fair Labor Standards Act (E-Exempt; N-Non-exempt)

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

Salary Range	Monthly Salary Range		
	Min	Midpt	Max
1	\$ 3,551	\$ 4,084	\$ 4,616
2	3,640	4,186	4,732
3	3,731	4,290	4,850
4	3,824	4,398	4,971
5	3,920	4,508	5,095
6	4,018	4,620	5,223
7	4,118	4,736	5,353
8	4,221	4,854	5,487
9	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	8,350
26	6,583	7,571	8,558
27	6,748	7,760	8,772
28	6,917	7,954	8,992
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

Salary Range	Monthly Salary Range		
	Min	Midpt	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	15,480
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	18,877	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	19,512	22,438	25,365

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

Salary Range	Annual Salary Range		
	Min	Midpt	Max
1	\$ 42,611	\$ 49,003	\$ 55,395
2	43,677	50,228	56,780
3	44,769	51,484	58,199
4	45,888	52,771	59,654
5	47,035	54,090	61,146
6	48,211	55,443	62,674
7	49,416	56,829	64,241
8	50,652	58,249	65,847
9	51,918	59,706	67,493
10	53,216	61,198	69,181
11	54,546	62,728	70,910
12	55,910	64,296	72,683
13	57,308	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	73,359	84,362	95,366
24	75,193	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	122,077
34	96,253	110,691	125,129
35	98,659	113,458	128,257

Salary Range	Annual Salary Range		
	Min	Midpt	Max
36	\$ 101,126	\$ 116,294	\$ 131,463
37	103,654	119,202	134,750
38	106,245	122,182	138,119
39	108,901	125,236	141,572
40	111,624	128,367	145,111
41	114,414	131,576	148,739
42	117,275	134,866	152,457
43	120,207	138,238	156,269
44	123,212	141,693	160,175
45	126,292	145,236	164,180
46	129,449	148,867	168,284
47	132,686	152,588	172,491
48	136,003	156,403	176,803
49	139,403	160,313	181,224
50	142,888	164,321	185,754
51	146,460	168,429	190,398
52	150,121	172,640	195,158
53	153,875	176,956	200,037
54	157,721	181,380	205,038
55	161,664	185,914	210,164
56	165,706	190,562	215,418
57	169,849	195,326	220,803
58	174,095	200,209	226,323
59	178,447	205,214	231,981
60	182,908	210,345	237,781
61	187,481	215,603	243,726
62	192,168	220,993	249,819
63	196,972	226,518	256,064
64	201,897	232,181	262,466
65	206,944	237,986	269,027
66	212,118	243,935	275,753
67	217,421	250,034	282,647
68	222,856	256,285	289,713
69	228,428	262,692	296,956
70	234,138	269,259	304,380



ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 17-002

Fiscal Year 2017-2018 Salaries and Classifications for Staff Members

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

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director Elsa Ortiz

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

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Vice Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Acting Mayor Jeff Wieler

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

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

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

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

WHEREAS, Alameda CTC previously adopted Resolution 16-009, thereby establishing a consistent set of benefits and leave policies, and this Resolution is intended to complement that resolution to establish salary policies for FY2017-18; and

NOW, THEREFORE, BE IT RESOLVED that the classifications and salaries for fiscal year 2017-2018 for staff of the Alameda CTC are hereby adopted, and are herein set forth.

1. Salaries

1.1 The fiscal year 2017-2018 classifications and salary ranges approved by the Commission on May 26, 2016, are revised to eliminate the following classifications and related salary ranges: (a) Principal Program Analyst; (b) Principal Administrative Analyst; and (c) Contracting, Administration, and Fiscal Resource Manager.

1.2 An employee shall be compensated at a rate set between or equal to the minimum (min) and maximum (max) of the range specified in Attachment A for their respective position classification.

- 1.3 The duties and responsibilities of the position classification identified in Paragraph 1.2 shall be described by an Alameda CTC job specification approved by the Executive Director.
- 1.4 The salary ranges for the employees described in Paragraph 1.2 shall not include steps and/or provision for any automatic or tenure-based increases.
- 1.5 Starting compensation, including salary, for each employee shall be set by the Executive Director consistent with the prescribed ranges for the position classification identified in Paragraph 1.2.

2. Appointment and Performance Management

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

- 7. **Office Hours.** The offices of the Alameda CTC shall be open for the public between 8:30 a.m. and 5:00 p.m. each weekday, except on Alameda CTC holidays as defined in resolution 16-009, paragraph 2.1. Employees are required to be at the Alameda CTC's offices during business hours from Monday through Friday.

8. All provisions of this Resolution shall be effective and pertain to all employees of the Agency as of the date of hire of the employee, or January 1, 2017, whichever is later, unless otherwise provided.
9. This resolution is intended to complement that certain Resolution 16-009 adopted by the Commission on December 1, 2016.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Commission held on Thursday, March 23, 2017 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

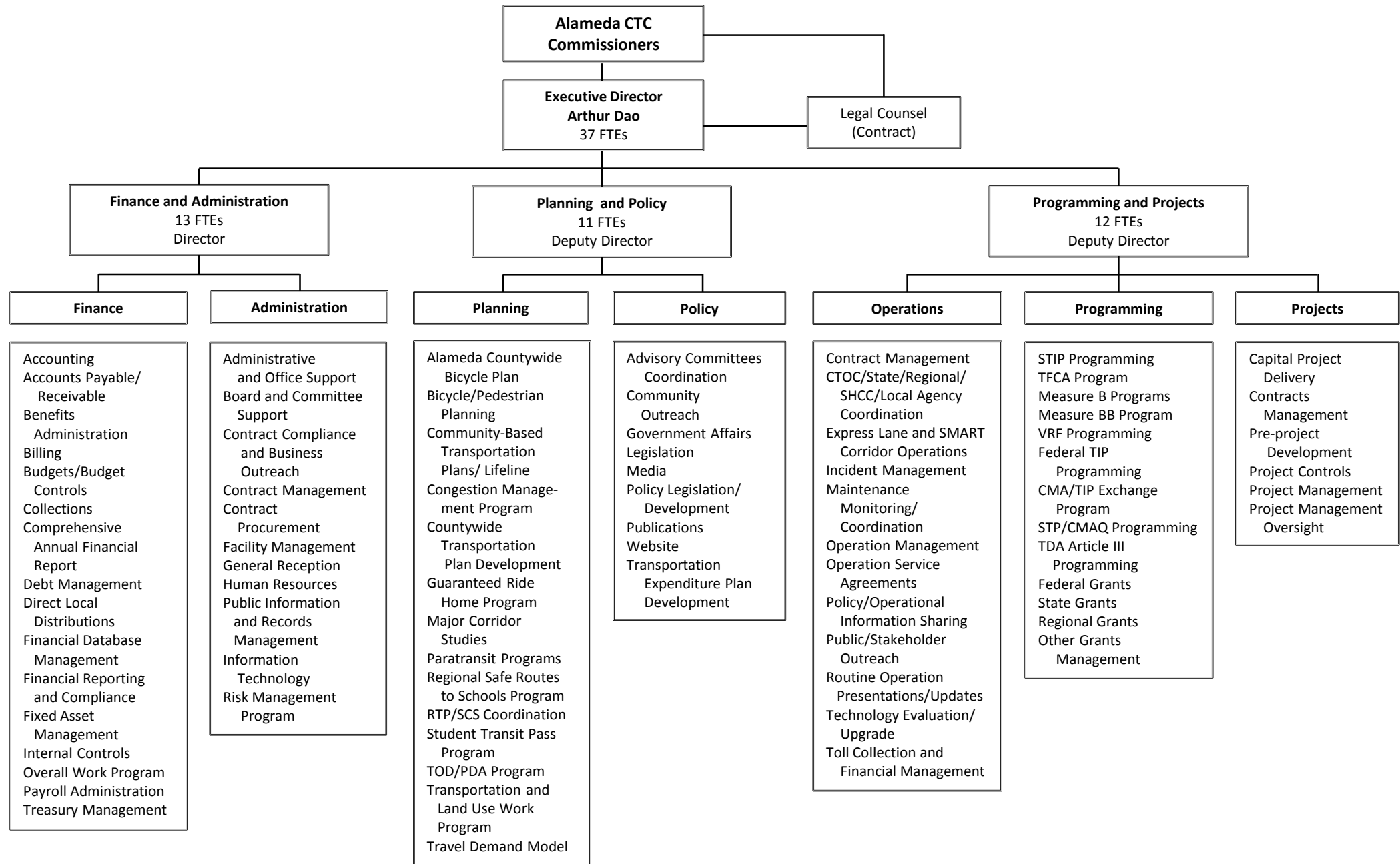
ATTEST:

Rebecca Kaplan, Chairperson

Vanessa Lee, Clerk of the Commission

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**Alameda County Transportation Commission
Functional Organizational Chart
July 2016**



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Memorandum

6.5

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

DATE: March 16, 2017

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

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

Summary

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

Since the last update on February 13, 2017, Alameda CTC reviewed a Final Environmental Impact Report. A response letter was submitted and is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Response to Alameda CTC's Comments on the Draft Environmental Impact Report (DEIR) for the Lincoln Landing Project

Staff Contact

[Saravana Suthanthira](#), Principal Transportation Planner

[Chris Van Alstyne](#), Assistant Transportation Planner

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February 23, 2017

Leigha Schmidt
Senior Planner
City of Hayward
777 B Street
Hayward, CA 94541

SUBJECT: Response to Alameda CTC's Comments on the Draft Environmental Impact Report (DEIR) for the Lincoln Landing Project

Dear Ms. Schmidt,

Thank you for the response to our earlier comments dated November 7, 2016 on the Draft Environmental Impact Report (DEIR) for the Lincoln Landing Project. The proposed project consists of approximately 476 residential units and 80,500 square feet of commercial space. The project site is bounded by Foothill Boulevard to the north and east, City Center Drive to the south, San Lorenzo Creek to the south and west, and Hazel Avenue to the north and west.

Alameda CTC has reviewed the responses to our comments included in Section 2.0 of the Final Environmental Impact Report (FEIR) and finds that they adequately address our comments.

Thank you again for the opportunity to comment on this EIR. Please contact me at (510) 208-7426 / SSuthanthira@alamedactc.org or Chris Van Alstyne, Assistant Transportation Planner at (510) 208-7479 / cvanalstyne@alamedactc.org, if you have any questions.

Sincerely,

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

Saravana Suthanthira
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

file: R:\Planning_Policy_Public_Affairs\Planning\CMP\LUAP\2017\February

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Memorandum

6.6

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

DATE: March 16, 2017

SUBJECT: Alameda County Three-Year Project Initiation Document Work Plan

RECOMMENDATION: Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.

Summary

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FYs 2017-18, 2018-19 and 2019-20).

Background

A Project Study Report / Project Initiation Document (PSR/PID) is a document that details the scope, cost, and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FYs 2017-18, 2018-19 and 2019-20) (Attachment A). Per Caltrans' Non-SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three-year Work Plan.

Similar to prior years, local agencies that wish to complete a PSR/PID document would need to execute a cooperative agreement and reimburse Caltrans for their oversight services. The only exception is if the proposed project is entirely funded using state resources.

In addition to new projects, the FY 2017-18 list also includes projects carried over from FY 2016-17. Project sponsors would be provided an opportunity to re-prioritize projects when this list is revisited in the upcoming fiscal years.

A final list will be transmitted to Caltrans upon approval by the Commission.

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

Attachments

- A. Draft Alameda County Three-Year PID Work Plan (FYs 2017-18, 2018-19 and 2019-20)

Staff Contact

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

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2017/18, 18/19, 19/20)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2017/18 WORK PLAN (includes Prior Years)																		
1	Reim	Y	04-2465	IQA	580	13.5	19.9	Improve traffic operations	BART to Livermore	From Dublin BART Station to Isabel I/C in Livermore	240196	05/2015	06/2017	1200.0	360.0	PSR-PDS	BART	BART
2	Reim	N	TBD	IQA	123	Var	Var	Multi-Modal Corridor Improvements	Multi-modal corridor study to identify develop an implementable multimodal improvement plan for the San Pablo Avenue corridor	Along San Pablo Avenue from Oakland through Alameda County and, in partnership with Contra Costa County, extending up to approximately Hilltop Mall.	TBD	09/2016	04/2019	TBD	TBD	TBD	ACTC	ACTC/ jurisdictions
3	Reim	N	TBD	IQA	262	0.0	1.1	Improve traffic operations	Improvements to SR 262(Mission Blvd.) and SR-262/I-680 & SR-262/880 connections	Rte 262 (Mission Blvd) Cross Connector	230110	03/2018	03/2019	90.0	25.0	PSR-PDS	City of Fremont	ACTC
4	Reim	N	TBD	IQA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	240025	06/2017	06/2018	40.0	10.0	PSR-PDS	City of Hayward ACTC	ACTC
5	Reim	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	240037	06/2017	06/2018	26.0	7.0	PSR-PDS	City of Hayward	ACTC
6	Reim	N	TBD	IQA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange-Industrial Parkway Southwest I/C	Union City	240052	06/2017	06/2018	38.0	10.0	PSR-PDS	Union City/ Hayward/ ACTC	ACTC
7	Reim	N	TBD	IQA	13	10.7	13.9	Multi-Modal Corridor Improvements	Bicycle and pedestrian crossing improvements, vehicular and transit improvement, safety improvements and ITS improvements	Along Ashby Avenue at the intersection with San Pablo Avenue and nearby streets including bike boulevards and other nearby streets.	240202	01/2017	04/2019	2.0	0.5	PSR-PDS	ACTC	ACTC/ jurisdictions

Note: Projects **NOT** Listed in order of Priority

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2017/18, 18/19, 19/20)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2017/18 WORK PLAN continued (includes Prior Years)																		
8	Reim	N	TBD	IQA	186 and 238	Var	Var	Multi-Modal Corridor Improvements	Multi-modal corridor study to identify develop an implementable multimodal improvement plan for the E14th and Mission Blvd corridor.	Along E14th and Mission Blvd from I680/Mission Blvd interchange to San Leandro BART	TBD	05/2017	06/2019	TBD	TBD	TBD	ACTC	ACTC/ jurisdictions
9	Reim	N	TBD	IQA	61	6.2	7.0	Central Avenue Safety Improvements	Reduces lanes from four to three, and includes a center lane, bike lanes, and various pedestrian safety countermeasures.	Central Avenue between Main Street/Pacific Avenue and Sherman Street/Encinal Avenue	240347	07/2017	06/2019	12.3	0.2	PEER	City of Alameda	City of Alameda
10	Reim	N	TBD	IQA	260	0.0	0.0	Appezato Pkwy Dedicated Bus Lanes	Will feature dedicated bus lanes, bus stops and signal modifications, including signal modification at SR 260/ Webster Street	Appezato Pkwy between Main Street and SR 260/Webster Street	240077	07/2017	06/2019	9.8	0.2	PEER	City of Alameda	City of Alameda
11	Reim	N	TBD	IQA	84	TBD	TBD	Relinquish from Caltrans to Fremont per MOU	Improve to a state of good repair and upgrade to a "complete street"	In Fremont, along Thornton Av (880 to Fremont), Fremont Bl (Thornton to Peralta), Peralta Bl (Fremont to Mowry), and Mowry Av (Peralta to SR 262/Mission)	TBD	07/2016	09/2017	11.3	1.7	PSSR	City of Fremont	City of Fremont

Note: Projects **NOT** Listed in order of Priority

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2017/18, 18/19, 19/20)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2018/19 WORK PLAN																		
12	Reim	N	TBD	IQA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C	TBD	11/2016	06/2017	7.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
13	Reim	N	TBD	IQA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	TBD	06/2018	12/2019	6.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
14	Reim	N	TBD	IQA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strobridge/Castro Valley I/C	Strobridge/Castro Valley	TBD	07/2018	12/2019	20.0	2.0	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
15	Reim	N	TBD	IQA	80	Var	Var	Improve traffic operations	Conversion of HOV lanes to Express Lanes	SFOBB approach on I-80, I-880 & I-580; SFOBB Direct Connector in Oakland to SR-4;	230656 230657 240741	07/2018	12/2019	70.2	19.7	PSR-PDS	ACTC MTC CCTA	ACTC MTC CCTA
16	Reim	N	TBD	IQA	580	20.0	21.0	Improve traffic operations	I580 /680 Interchange Improvements	Tri Valley	TBD	06/2018	06/2019	105.0	65.0	PSR-PDS	ACTC	ACTC
17	Reim	N	TBD	IQA	880	20.3	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Ala County	230088 240741	07/2018	06/2019	170.0	45.0	PSR-PDS	ACTC MTC	ACTC MTC
18	Reim	N	TBD	IQA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683	07/2018	06/2019	220.0	65.0	PSR-PDS	ACTC	ACTC
19	Reim	N	TBD	IQA	880	TBD	TBD	Bike Ped	New Bike/Ped Overcrossing, linking Warm Springs BART, Business Center, and Bay Trail	Between Fremont Blvd South I/C and Warren Ave I/C	TBD	07/2018	06/2019	18.0	3.4	PSR-PDS	City of Fremont	City of Fremont

Note: Projects **NOT** Listed in order of Priority

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2017/18, 18/19, 19/20)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2019/20 WORK PLAN																		
20	Reim	N	TBD	IQA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	TBD	TBD	3.0	1.0	PSR-PDS	City of Emeryville	City of Emeryville
21	Reim	N	TBD	IQA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward	TBD	TBD	TBD	4.5	1.5	PSR-PDS	City of Hayward	City of Hayward
22	Reim	N	TBD	IQA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093	TBD	TBD	45.0	7.0	PSR-PDS	City of Hayward	City of Hayward
23	Reim	N	TBD	IQA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052	TBD	TBD	27.5	5.0	PSR-PDS	City of Hayward ACTC	City of Hayward
24	Reim	N	TBD	IQA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054	TBD	TBD	15.0	4.5	PSR-PDS	City of Hayward ACTC	City of Hayward
25	Reim	N	TBD	IQA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	TBD	TBD	22.0	5.0	PSR-PDS	City of Hayward ACTC	ACTC
26	Reim	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City	TBD	TBD	TBD	20.0	5.0	PSR-PDS	City of Hayward ACTC	ACTC Caltrans
27	Reim	N	TBD	IQA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	07/2018	06/2020	27.5	5.0	PSR-PDS	City of Livermore	City of Livermore
28	Reim	N	TBD	IQA	680	15.3	15.3	Improve traffic operations	I/C reconfiguration	Sunol Boulevard I/C in Pleasanton	TBD	TBD	TBD	4.5	1.5	PSR-PDS	City of Pleasanton	City of Pleasanton

Note: Projects **NOT** Listed in order of Priority

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2017/18, 18/19, 19/20)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2019/20 WORK PLAN (continued)																		
29	Reim	N	TBD	IQA	580	Var	Var	Improve traffic operations	I-580 Freeway Corridor Management System	Various	TBD	TBD	TBD	TBD	TBD	PSR-PDS	ACTC	ACTC
30	Reim	N	TBD	IQA	580	18.0	18.0	Improve traffic operations	I/C reconfiguration upgrade	Fallon Road / El Charo Road I/C @ I-580	230086	09/2017	09/2018	18.0	4.0	PSR-PDS	ACTC / City of Dublin /Pleasanton /Livermore	ACTC City of Dublin
31	Reim	N	TBD	IQA	580	TBD	TBD	Improve traffic operations	I/C reconfiguration upgrade	Hacienda Drive I/C @ I-580	230086	09/2017	09/2018	23.0	4.0	PSR-PDS	ACTC / City of Dublin /Pleasanton	ACTC City of Dublin
32	Reim	N	TBD	IQA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier	Along I-580 Between 106th Ave. and Peralta Oaks Ct. - Westbound traffic side	230094	TBD	TBD	10.0	2.0	NBSSR	City of Oakland	City of Oakland
33	Reim	N	TBD	IQA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier	Along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	230094	TBD	TBD	10.0	2.0	NBSSR	City of Oakland	City of Oakland
34	Reim	N	TBD	IQA	980	TBD	TBD	Improve function of I-980 and surface streets for all modes	Study potential reconfigurations of I-980 , including an at grade boulevard option	I-980 between I-880 and I-580	TBD	TBD	TBD	TBD	TBD	PSR-PDS	City of Oakland	Caltrans/City of Oakland

Note: Projects **NOT** Listed in order of Priority

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 16, 2017

SUBJECT: Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds

RECOMMENDATION: (1) Approve and Adopt Resolution No. 17-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive Director, or designee, as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports, or any other documents necessary for project funding and TSSSDRA program compliance.

(2) Approve and Authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2016-17 TSSSDRA funds.

Summary

Section 8879.23 of the California Government Code creates the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund of 2006 (Proposition 1B) in the State Treasury. Section 8879.23(h) directs that \$1 billion be deposited in the Transit System Safety, Security and Disaster Response Account (TSSSDRA). The State Controller's Office has recently released a list of allocations for eligible agencies for the Proposition 1B TSSSDRA program. The Alameda CTC's FY 2016-17 allocation from this program is \$31,061 and will be allocated for the Altamont Corridor Express (ACE) service within Alameda County. The allocations for ACE are made available through the Alameda CTC, whereas agencies such as AC Transit and BART receive their allocations directly.

Background

Proposition 1B, approved by California voters on November 7, 2006, includes a program of funding in the amount of \$1 billion to be deposited in the Transit System Safety, Security and Disaster Response Account (TSSSDRA). The State Controller's Office has recently released a list of allocations for eligible agencies for the Proposition 1B TSSSDRA program administered by the California Governor's Office of Emergency Services (Cal OES). The Alameda CTC's FY 2016-17 allocation from this program is \$31,061 and will be allocated for the Altamont Corridor Express (ACE) service within Alameda County. The allocations for ACE are made available through the Alameda CTC, whereas agencies such as AC Transit and BART receive their allocations directly.

Eligible project types include transit capital projects that provide increased protection against a security or safety threat and projects that increase the capacity of transit operators to prepare for disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

The program guidelines released by Cal OES state that, "Applications to Cal OES for projects seeking funds pursuant to GC Section 8879.58(a)(2) and 8879.58(a)(3) must be submitted through and approved by the appropriate County transportation commission." Projects submitted for funding will be reviewed and approved in two phases.

Phase I

Eligible applicants are required to submit Investment Justifications (IJ) to Cal OES.

Phase II

Cal OES shall review the information submitted by project sponsors to determine if projects are compliant with the program requirements. Upon final project approval, sponsors shall be issued a Notice of Project Eligibility (NOPE) letter. The NOPE will include project milestones, audit requirements, program monitoring requirements, reporting requirements and directions to complete the Cal OES Financial Management Forms Workbook (FMFW). Upon receipt of the NOPE the agency has up to six weeks to complete and submit all supporting application documents. The supporting documents include the FMFW, a certified copy of the Alameda CTC Resolution No. 17-003 (Attachment A) and the signed original Grant Assurances (Attachment B).

San Joaquin Regional Rail Commission (SJRRC) staff has proposed FY 2016-17 funds (\$31,061) be assigned to the SJRRC Transit System Safety and Security project. The TSSSDRA funding will be used to enhance and expand the functionality and reliability of the SJRRC's video surveillance and fare collection systems.

It is recommended the Commission authorize the Executive Director, or his designee, to submit Investment Justifications and project applications requesting allocations for FY 2016-17 TSSSDRA funds.

Fiscal Impact: There is no significant fiscal impact.

Attachments

- A. Draft Alameda CTC Resolution No.17-003
- B. Grant Assurances

Staff Contact

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution 17-003

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

Commission Vice Chair
Supervisor Richard Valle, District 2

AC Transit
Director Elsa Ortiz

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

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

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Mayor Peter Maass

City of Berkeley
Councilmember Kris Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Vice Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

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Acting Mayor Jeff Wieler

City of Pleasanton
Mayor Jerry Thome

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Authorization for Execution of the Grant Assurances Documents for the Transit System Safety, Security & Disaster Response Account Bond Program (FY2016/17 – SJRRC Transit System Safety and Security Project)

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor's Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is eligible to receive CTSGP funds; and

WHEREAS, the Alameda CTC will apply for FY 2016/17 CTSGP funds in an amount up to \$31,061 for the San Joaquin Regional Rail Commission's (SJRRC) Transit System Safety and Security Project to enhance and expand functionality and reliability of the SJRRC's video surveillance and fare collection systems; and

WHEREAS, Alameda CTC recognizes that it is responsible for compliance with all Cal OES CTSGP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, Cal OES requires Alameda CTC to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of Alameda CTC to execute actions necessary to obtain CTSGP funds from Cal OES and ensure continued compliance with Cal OES CTSGP assurances, and state and federal laws.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Alameda CTC that the Executive Director, and/or his Designee, is hereby authorized to execute for and on behalf of Alameda CTC, a public entity established under the laws

of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor's Office of Emergency Services under the CTS GP.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, March 23, 2017 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

**California Transit Security Grant Program
California Transit Assistance Fund**

Name of Applicant: Alameda County Transportation Commission

Grant Cycle: FY 2016-17 Grant Number: _____

Address: 1111 Broadway, Suite 800

City: Oakland State: CA Zip Code: 94607

Telephone Number: (510) 208-7400

E-Mail Address: contact@alamedactc.org

As the duly authorized representative of the applicant, I certify that the applicant named above:

1. Has the legal authority to apply for Transit System Safety, Security, and Disaster Response Account funds, and has the institutional, managerial and financial capability to ensure proper planning, management and completion of the grant provided by the State of California and administered by the California Governor's Office Emergency Services (Cal OES).
2. Will assure that grant funds are only used for allowable, fair, and reasonable costs.
3. Will give the State of California generally and Cal OES in particular, through any authorized representative, access to and the right to examine all paper or electronic records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or Cal OES directives.
4. Will provide progress reports and other information as may be required by Cal OES.
5. Will initiate and complete the work within the applicable timeframe after receipt of Cal OES approval.
6. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain for themselves or others, particularly those with whom they have family, business or other ties.
7. Will comply with all California and federal statues relating to nondiscrimination. These include but are not limited to:

- a. Title VI of the Civil Rights Act of 1964 (P.L. 88-352), as amended, which prohibits discrimination on the basis of race, color or national origin;
 - b. Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex;
 - c. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §§ 794) which prohibits discrimination on the basis of handicaps;
 - d. The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107) which prohibits discrimination on the basis of age;
 - e. The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255) as amended, relating to nondiscrimination on the basis of drug abuse;
 - f. The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - g. Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290dd-2), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - h. Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing;
 - i. Any other nondiscrimination provisions in the specific statute(s) under which application for federal assistance is being made; and
 - j. The requirements on any other nondiscrimination statute(s) which may apply to the application.
8. Will comply, if applicable, with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
9. Will comply with applicable environmental standards which may be prescribed pursuant to California or federal law. These may include, but are not limited to, the following:
- a. California Environmental Quality Act. California Public Resources Code Sections 21080-21098. California Code of Regulations, Title 14, Chapter 3 Sections 15000-15007;
 - b. Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO)11514;
 - c. Notification of violating facilities pursuant to EO 11738;
 - d. Protection of wetlands pursuant to EO 11990;
 - e. Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - f. Assurance of project consistency with the approved state management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - g. Conformity of federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - h. Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, (P.L. 93-523); and

- i. Protection of endangered species under the Endangered Species Act of 1973, as amended, (P.L. 93-205).
10. Will comply, if applicable, with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et. seq.) related to protecting components or potential components of the national wild and scenic rivers system.
11. Will assist Cal OES, as appropriate, in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §§ 470), EO 11593 (identification and preservation of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq).
12. Will comply with Standardized Emergency Management System requirements as stated in the California Emergency Services Act, Gov Code §§ 8607 et seq. and CCR Title 19, Sections 2445, 2446, 2447 and 2448.
13. Will:
 - a. Promptly return to the State of California all the funds received which exceed the approved, actual expenditures as accepted by Cal OES;
 - b. In the event the approved amount of the grant is reduced, the reimbursement applicable to the amount of the reduction will be promptly refunded to the State of California; and
 - c. CTSGP-CTAF funds must be kept in a separate interest bearing account. Any interest that is accrued must be accounted for and used towards the approved Prop1B project approved by Cal OES.
14. Will comply, if applicable, with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728-4763) relating to prescribed standards for merit systems for programs funded under one of the nineteen statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
15. Agrees that equipment acquired or obtained with grant funds:
 - a. Will be made available under the California Disaster and Civil Defense Master Mutual Aid Agreement in consultation with representatives of the various fire, emergency medical, hazardous materials response services, and law enforcement agencies within the jurisdiction of the applicant;
 - b. Will be made available pursuant to applicable terms of the California Disaster and Civil Defense Master Mutual Aid Agreement and deployed with personnel trained in the use of such equipment in a manner consistent with the California Law Enforcement Mutual Aid Plan or the California Fire Services and Rescue Mutual Aid Plan.
16. Will comply, if applicable, with Subtitle A, Title II of the Americans with Disabilities Act (ADA) 1990.

17. Will comply with all applicable requirements, and all other California and federal laws, executive orders, regulations, program and administrative requirements, policies and any other requirements governing this program.
18. Understands that failure to comply with any of the above assurances may result in suspension, termination or reduction of grant funds.
 - a. The applicant certifies that it and its principals:
 1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of federal benefits by a state or federal court, or voluntarily excluded from covered transactions by any federal department or agency;
 2. Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and (d) have not within a three-year period preceding this application had one or more public transactions (federal, state, or local) terminated for cause or default; and where the applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.
19. Will retain records for thirty-five years after notification of grant closeout by the State.
20. Will comply with the audit requirements set forth in the Office of Management and Budget (OMB) Circular A-133, "Audit of States, Local Governments and Non-Profit Organizations."
21. Grantees and subgrantees will use their own procurement procedures which reflect applicable state and local laws and regulations.
22. Grantees and subgrantees will comply with their own contracting procedures or with the California Public Contract Code, whichever is more restrictive.
23. Grantees and subgrantees will maintain procedures to minimize the time elapsing between the award of funds and the disbursement of funds.

As the duly authorized representative of the applicant, I hereby certify that the applicant will comply with the above certifications.

The undersigned represents that he/she is authorized by the above named applicant to enter into this agreement for and on behalf of the said applicant.

Signature of Authorized Agent: _____

Printed Name of Authorized Agent: Arthur L. Dao_____

Title: Executive Director_____ Date: _____

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Memorandum

6.8

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

DATE: March 16, 2017

SUBJECT: I-580 Express Lanes (1373.002): Approval of Contract Amendment No. 4 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for an additional amount of \$100,000 for a total not-to-exceed budget of \$1,863,914 to provide System Manager Services through the operations and maintenance phase.

Summary

Alameda CTC is the project sponsor of the I-580 Corridor Express Lanes located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore. The I-580 Corridor Express Lanes opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions and are currently in operation. To support Alameda CTC in the performance of its responsibilities as the implementing agency, the Commission, at its July 2011 meeting, authorized a contract with CDM Smith, Inc. (CDM Smith), formerly Wilbur Smith Associates Inc., for System Manager Services for the I-580 and I-680 Northbound Express Lanes. The scope of services included system manager services for I-580 through the warranty period and optional tasks through August 2018 to support Alameda CTC during the operations and maintenance phase of the project.

On February 22, 2017, CDM Smith issued I-580 Toll System Acceptance to the Toll System Integrator (TSI) on behalf of Alameda CTC. This marked the end of the construction and implementation phase (including the one-year system warranty period) and the start of the operations and maintenance phase of the project. As the system manager, CDM Smith has consistently provided the necessary technical expertise to support the project, including reviewing the documents provided by the TSI that document the system release. During the operations and maintenance period, it is anticipated that such technical expertise will be required to address system modifications, such as periodic software releases for upgrades issued by the TSI and adjustments to increase technical efficiencies.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report to provide continuing System Manager Support for the I-580 Express Lane operations and maintenance phase.

Background

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

To support Alameda CTC in the performance of its responsibilities as the implementing agency, the Commission, at its July 2011 meeting, authorized a contract with CDM Smith, Inc. (CDM Smith), formerly Wilbur Smith Associates Inc. for System Manager Services for the I-580 and I-680 Northbound Express Lanes.

For the I-580 Express Lanes Project, CDM Smith was tasked to review and approve the revised toll system design submitted by the Toll System Integrator (TSI), redevelop the System Engineering Management Plan and the Concept of Operations, oversee the toll system installation and system testing after the lanes were open to traffic, monitor the TSI throughout the one-year warranty period, and issue the System Acceptance on behalf of Alameda CTC. At the end of the Warranty Period, upon successful completion of all punch-list items, Final System Acceptance was granted and the construction phase was deemed completed. CDM Smith issued Final System Acceptance on February 22, 2017.

The contract scope included an optional task to provide System Manager Services in support of the I-580 Express Lane operations through August 2018. Such services include review of TSI proposals for system modifications, review of technical documents prepared by the TSI, checking of the toll system after a modification has been released, and providing guidance to Alameda CTC staff regarding system operations. CDM Smith's technical expertise will be necessary for the development and implementation of any potential system modifications including periodic software releases for upgrades issued by the TSI and adjustments to increase technical efficiencies.

The proposed amendment is for a value of \$100,000, increasing the contract total not-to-exceed amount to \$1,863,914, and would be funded by I-580 toll revenues. Staff has negotiated the contract amendment with CDM Smith based on the level of effort anticipated to be required to conduct the work scope. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and CDM Smith. Table A below summarizes the contract actions related to Agreement No. A11-0033.

Table A: Summary of Agreement No. A11-0033			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with CDM Smith, Inc. (A11-0033) December 2011	System Manager Services for closed access toll facilities	NA	\$1,433,934
Amendment No. 1 July 2015	3-year time extension (until August 28, 2018)	\$0	\$1,433,934
Amendment No. 2 February 2016	Provide additional budget for System Manager Services for continuous access toll facilities	\$299,980	\$1,733,914
Amendment No. 3, November 2016	Provide additional budget for System Manager Services for continuous access toll facilities	\$30,000	\$1,763,914
Proposed Amendment No. 4, March 2016 <i>(This Agenda Item)</i>	Provide additional budget for System Manager Services for I-580 Express Lane Operations	\$100,000	\$1,863,914
Total Amended Contract Not-to-Exceed Amount			\$1,863,914

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

Fiscal Impact: The fiscal impact of approving this item is \$100,000. This action will encumber toll revenue funds to be used for subsequent expenditure. Budget has been included in the approved FY 2016-2017 I-580 operations budget update and will be included in the FY 2017-2018 I-580 operations budget.

Staff Contact

[Liz Rutman](#), Express Lane Operations and Maintenance

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Memorandum

6.9

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

DATE: March 16, 2017

SUBJECT: I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 1367000): Approval of Contract Amendment No. 8 to Professional Services Agreement No. A10-013 with Michael Baker Consulting

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 8 to Agreement No. A10-013 with Michael Baker Consulting for an additional not-to-exceed amount of \$600,000 for a total not-to-exceed amount of \$10,710,000 for continued design support services and an 18-month time extension through the Project completion.

Summary

Alameda CTC is the sponsor of the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 1367000) located in Oakland. This \$106 million Project is a part of Alameda CTC's I-Bond Highway Program and received over \$75 million in State Prop 1B for construction capital.

In June 2010, Alameda CTC contracted with Michael Baker Consulting (formerly RBF Consulting) to design the Project and provide all services as may be required of the Engineer of Record. The construction contract was awarded on April 30, 2014 and is currently scheduled to be completed in 2019. As the Project sponsor and development lead for the design phase, Alameda CTC is responsible for providing design support during construction (DSDC) to support Caltrans through the construction phase of the Project and performing all necessary Project closeout activities. The estimated cost for Michael Baker Consulting to provide these required services is \$600,000.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and authorize an 18-month time extension, to December 31, 2019, to provide continued design support services through project completion.

Discussion

The Project will construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include demolition and replacement of the freeway overcrossing structures,

improvements to the northbound on- and off-ramps, as well as the freeway mainline, and a soundwall in the northbound direction between 29th and 23rd Avenues.

As the Project sponsor and development lead for the design phase, Alameda CTC, in June 2010, entered into contract with Michael Baker Consulting (formerly RBF Consulting) for the design of the Project, including right-of-way engineering and acquisition services, and to provide all related design support services as may be required of the Engineer of Record.

The construction contract was awarded on April 30, 2014. Alameda CTC is responsible for providing design support during construction (DSDC) to support Caltrans through the construction phase of the Project and all Project closeout activities. Currently the Project is scheduled to finish construction by late 2018 with closeout activities continuing through 2019. As the Engineer of Record, the design support services provided by Michael Baker Consulting include review of contractor submittals, response to requests for information, preparation of design changes, and as-built preparation. The estimated cost for providing these necessary design support services through project completion is \$600,000.

The total construction phase budget is \$86.8 million which is funded by \$75.5 million in State Prop 1B funds, \$1.3 in Regional Measure 2 funds, and \$12.1 million in local funds (Measure B, Measure BB, and CMA-TIP). With the proposed \$600,000 amendment, the contract would continue to meet the Underutilized Disadvantaged Business Enterprise (UDBE) goals required on federalized contracts.

Staff recommends the approval and execution of Amendment No. 8 for a new contract total not-to-exceed amount of \$10,710,000 to allow Michael Baker Consulting, as the Engineer of Record, to provide continued design support services to ensure the successful delivery of the Project. Table A summarizes the contract actions related to Agreement A10-013.

Table A: Summary of Agreement No. A10-013 with Michael Baker Consulting			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Michael Baker Consulting (A10-013) <i>July 2008</i>	35% Final Design and R/W Engineering and Acquisition Services	\$1,774,605	\$1,774,605
Amendment No. 1 <i>December 2010</i>	Additional budget for 65% and 95% Final Design and R/W Engineering and Acquisition Services	\$5,021,280	\$6,795,885

Amendment No. 2 <i>December 2010</i>	Additional budget for Final Design and R/W Engineering and Acquisition Services	\$926,515	\$7,722,400
Amendment No. 3 <i>June 2012</i>	Additional budget for Final Design and R/W Engineering and Acquisition Services	\$385,000	\$8,107,400
Amendment No. 4 <i>June/July 2012</i>	Additional budget for Final Design & R/W Engineering & Acquisition Services	\$1,227,600	\$9,335,000
Amendment No. 5 <i>June 2013</i>	One-year time extension to June 30, 2014	\$0	\$9,335,000
Amendment No. 6 <i>September 2013</i>	Additional budget for Pre-Bid and Bid Support Services and DSDC and a four-year time extension to June 30, 2018	\$337,500	\$9,672,500
Amendment No. 7 <i>December 2014</i>	Additional budget to provide continued DSDC	\$437,500	\$10,110,000
Proposed Amendment No. 8 <i>March 2017</i> <i>(This Agenda Item)</i>	Additional budget and 18-month time extension to December 31, 2019 to provide design support services through Project completion	\$600,000	\$10,710,000
Total Amended Contract Not to Exceed Amount			\$10,710,000

Levine Act Statement: Michael Baker Consulting did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$600,000. The action will authorize the encumbrance of Local funds for subsequent expenditure. This budget is included in the Project Funding Plan and in the Alameda CTC Adopted FY 2016-2017 Capital Program Budget.

Staff Contact

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

[Stefan Garcia](#), Project Manager

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Attachment A

Alameda CTC Community Advisory Committee Appointment Detail for Supervisor Richard Valle, Alameda County, District 2

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 Planning Committee (BPAC)

Current Appointment: Dave Murtha
(no action required)

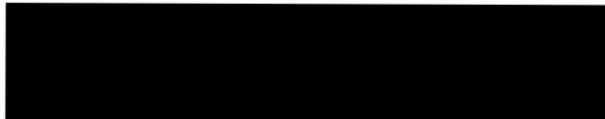


Term Began: September 2015
Term End: September 2017

Independent Watchdog Committee (IWC)

Reappointment
(action required)

Glenn Naté



Phone: (510) 487-9470
Term Began: January 2015
Term Expires: January 2017

Paratransit Advisory and Planning Committee (PAPCO)

Appoint
(action required)

Vacant

2/27/17
Date

Supervisor Richard Valle, Alameda County, District 2

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: aayers@alamedactc.org
Fax: (510) 893-6489

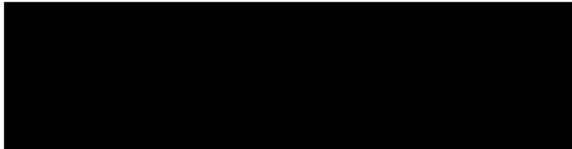
Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Nate Miley, Alameda County, District 4

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 Planning Committee (BPAC)

Reappoint
(action required)

Matt Turner



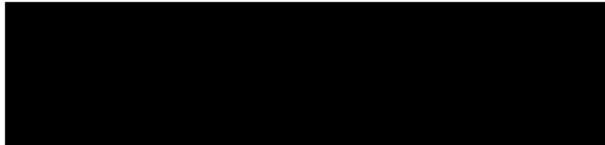
Term Began: April 2014
Term Expires: April 2016

ALAMEDA CTC
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Independent Watchdog Committee (IWC)

Reappoint
(action required)

Murphy McCalley

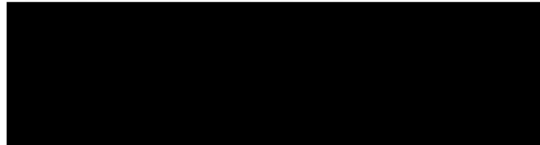


Term Began: February 2015
Term Expires: February 2017

Paratransit Advisory and Planning Committee (PAPCO)

Reappoint
(action required)

Sandra Johnson-Simon



Term Began: December 2013
Term Expires: December 2015

2/21/17
Date

Nate Miley
Supervisor Nate Miley, Alameda County, District 4

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: aayers@alamedactc.org
Fax: (510) 893-6489



Independent Watchdog Committee Meeting Minutes Monday, January 9, 2017, 5:30 p.m.

7.2

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1. Welcome and Call to Order

Independent Watchdog Committee (IWC) Chair Murphy McCalley called the meeting to order at 5:30 p.m. A roll call was conducted and all members were present with the exception of Cheryl Brown, Oscar Dominguez, Cynthia Dorsey, Brian Lester, Glenn Nate, Harriette Saunders, Robert Tucknott and Hale Zukas.

A quorum was not confirmed. Chair McCalley moved agenda item 3 to the end of the agenda allowing for additional members to arrive for a quorum.

Subsequent to the roll call:

Oscar Dominguez and Cynthia Dorsey arrived during agenda item 4.1. Hale Zukas arrived after item 4.1.

2. Public Comment

There were no public comments.

3. Approval of November 14, 2016 IWC Meeting Minutes

A correction was requested to the last sentence of item 3 to change "...suggestion" to "...request."

Steve Jones moved to approve this item with the above correction. Curtis Buckley seconded the motion. The motion passed with the following votes:

Yes: Buckley, Dominguez, Dorsey, Hastings, Jones, Lew, McCalley, Piras, Zukas

No: None

Abstain: None

Absent: Brown, Lester, Nate, Saunders, Tucknott

4. Overview and Update on Delivery and Implementation of Measure B and Measure BB projects and Programs

4.1. Measure B/Measure BB Programs Update

John Nguyen delivered a presentation on the Measure B and Measure BB direct local distributions (DLD) and grant program for fiscal year (FY) 2015-16.

Questions/feedback from members:

- A walkthrough was requested of the timely use of funds policy. John stated the policy requires that recipients must not carry an end of year fund balance of over more than 40 percent of their annual revenue for that fiscal year for four consecutive years. John noted the policy goes into effect for FY2016-17 and will be monitored through the compliance process.
- It was noted that the Measure B and Measure BB Historical DLD Distribution slide shows that the money collected from the Board of Equalization (BOE) is not the same amount for both measures for FY2015-16. Patricia Reavey responded that in

addition to minor differences that can occur due to ongoing audits on the older measure, the Board of Equalization (BOE) uses a different, more conservative, calculation for the distribution of monthly tax estimates for new sales tax measures to ensure they don't distribute too much during the quarter and then have an overpaid amount. In the first year of collections on a new measure, they hold back approximately 20% of the estimated revenues for the quarter, whereas for the older measures they hold back only 10% of the estimate. The BOE trues up the revenue each quarter and then pays out the remaining amount due with the first monthly payment for the next quarter. Trish noted that the BOE's distribution calculation will be the same as the old measure in FY2016-17, however we will still expect to see minor variances between the two measures.

- Is there a breakdown by agency of the DLD fund balances by program? John referred the committee to the area on the Alameda CTC website, where each recipient's compliance reports, the agency's financial statements and balance information are posted.
- What is the penalty if a recipient does not meet the timely use of funds requirements? John stated potential penalties could include withholding future funds until the balance goes down. However, recipients may request an exemption from the Commission on the timely use of funds process before a penalty action is employed.

A public comment was heard on this item from Dave Campbell, Advocacy Director with Bike East Bay, who commented on each jurisdictions use of local streets and roads (LSR) funds and their requirement to self-certify how they are used and encouraged IWC to confirm that the cities are spending the funds consistently with the Measure BB requirements.

Additional Questions from members:

- Is the self-certification for the cities included in the FY2015-16 Compliance Reports? John responded yes and noted that the DLD recipients were asked how they are meeting the 15% LSR on bicycle and pedestrian elements, how much is being spent on LSR bicycle and pedestrian improvements and what are the specific elements being funded.
- Is the 15% LSR requirement effective for each year individually? John responded that 15% of LSR funds are required to be spent on bicycle and pedestrian improvements by each jurisdiction over the life of the program and is monitored through the compliance reporting process.
- Is the 15% LSR requirement a written requirement in the 2014 Transportation Expenditure Plan (TEP)? John confirmed that it is a requirement in the plan. Tess Lengyel said that the information may be found in the TEP under implementing guidelines for LSR.

4.2. Measure B/Measure BB Capital Projects Update

Trinity Nguyen gave an overview on the status of Measure B and Measure BB capital projects.

Questions/feedback from members:

- Will BART to Warm Springs Extension operate to San Jose? Trinity responded that it will only operate to Warm Springs.

- Who is the project sponsor for the 7th Street Grade Separation and Port Arterial Improvements? Trinity responded that Alameda CTC is the sponsor along with the Port and that Alameda CTC is implementing the project.
- Is the project located at the Port of Oakland and are they contributing funds? Trinity confirmed the project is located at the Port of Oakland and that the Port is contributing funds to the project. She noted that Alameda CTC is also pursuing federal funds for the project.
- What happened to the State of California Grade Separation Program? Trinity said the program still exists; however, it does not have a lot of funds, and it's usually prioritized by where fatalities have occurred. She noted that state grade separation funds have been set aside for the Central Avenue Overpass project in the City of Newark.
- Why does the East Bay Greenway (EBGW) only go to 80th Street in Oakland? Trinity stated that the EBGW from the Coliseum BART station to 85th Street is the first segment and was a pilot. EBGW has been in the works for a number of years and Alameda CTC will continue to move forward with the EBGW corridor going from Lake Merritt BART to South Hayward BART.
- What is the deep trench for in the Route 92/Clawiter-Whitesell picture? Trinity noted that there are major drainage related items on this project including a water treatment plant located within the work limits.
- On the I-80 Gilman Interchange Improvements project roundabouts what kind of educational program does Alameda CTC plan to provide? Trinity said there was a public meeting for general outreach which allowed an opportunity for people to access videos and navigate through the roundabouts. Alameda CTC also has information on our website. Trinity noted that the first roundabout, which is a single roundabout will be constructed with the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project.
- Members recommended lots of signage for the roundabouts.
- Are the roundabouts for bicyclists, pedestrians, and trucks? Trinity said that there is bicycle and pedestrian access and the median section is an opportunity for safe and accessible crossing for pedestrians.

5. IWC Member Reports/Issues Identification

5.1. Chair's Report

Murphy McCalley informed the committee that Barbara Price resigned, and that she served one-year on the committee. He stated that the committee may review the compliance reports on the website to review the information pertaining to the Issues Form that Harriette Saunders submitted on the high fund reserves for Fremont, Newark, and Oakland. Murphy let the committee know that a subcommittee will be established at the March meeting to work on the IWC Annual Report.

5.2. IWC Issues Identification Process and Form

Murphy McCalley informed the committee that this is a standing item to keep members informed of the process of submitting issues/concerns that they want to have come before the committee.

6. Staff Reports

6.1. Measure B/Measure BB Program FY2015-16 Compliance and Audit Reports Available on Alameda CTC Website

John Nguyen gave an update on the annual program compliance review process for Measure B and Measure BB DLDs. He stated that all recipients submitted the required audited financial statements and program compliance reports and the unedited reports are available on Alameda CTC's website. He noted that Alameda CTC staff will review the submittals to verify their completion and consistency of data across the reports, and the edited reports will be available for IWC review in March 2017.

6.2. IWC Calendar

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

6.2. IWC Roster

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

7. Adjournment

The meeting adjourned at 6:40 p.m. The next meeting is scheduled for March 13, 2017 at the Alameda CTC offices.



INDEPENDENT WATCHDOG COMMITTEE January 9, 2017 ROSTER OF MEETING ATTENDANCE

Present	IWC Member	Appointed By
A	Brown, Cheryl (waive)	Alameda Labor Council AFL-CIO
P	Buckley, Curtis	Bike East Bay
P	Dominguez, Oscar	East Bay Economic Development Alliance
P	Dorsey, Cynthia	Alameda County Mayors' Conference, District 5
P	Hastings, Herb, Vice Chair	Paratransit Advisory and Planning Committee
P	Jones, Steven	Alameda County Mayors' Conference, District 1
A	Lester, Brian	Alameda County, District 1 Supervisor Scott Haggerty
P	Lew, Jo Ann	Alameda County Mayors' Conference, District 2
P	McCalley, Murphy, Chair	Alameda County, District 4 Supervisor Nate Miley
A	Nate, Glenn	Alameda County, District 2 Supervisor Richard Valle
P	Piras, Pat (waive)	Sierra Club
A	Saunders, Harriette	Alameda County Mayors' Conference, District 3
A	Tucknott, Robert	Alameda County Mayors' Conference, District 4
P	Zukas, Hale	Alameda County, District 5 Supervisor Keith Carson

STAFF

Present	Staff/Consultants	Title
P	Tess Lengyel	Deputy Executive Director of Planning and Policy
P	Patricia Reavey	Deputy Executive Director of Finance
P	John Nguyen	Senior Transportation Planner
P	Trinity Nguyen	Senior Transportation Engineer
N/A	Tamara Halbritter	Senior Project Manager, Consultant
P	Angie Ayers	Public Meeting Coordinator, Consultant

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Dave Campbell	BIKE EAST BAY		dave@bikeeastbay.org
2.				
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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2016-2017

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '16
1	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19	0
2	Mr.	Hastings, Vice Chair	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
3	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		N/A	4
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A	0
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A	0
6	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14	Jan-16	Jan-18	1
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-17	Jan-19	0
8	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13	Jan-16	Jan-18	4
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Dec-15	Dec-17	0
10	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	Mar-19	2
11	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A	0
12	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	Jul-18	2
13	Mr.	Tucknott	Robert A.	Livermore	Alameda County Mayors' Conference, D-4	Jun-14	Jul-16	Jul-18	3
14	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	Jun-18	0
15		Vacancy			Alameda County Supervisor Wilma Chan, D-3				

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2016-2017

16		Vacancy			Alameda County Taxpayers Association				
17		Vacancy			League of Women Voters				



1. Roll Call and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:40 p.m. A roll call was conducted and all members were present with the exception of Larry Bunn, Carolyn Orr, Carmen Rivera-Hendrickson, Will Scott, and Linda Smith.

2. Public Comment

There were no comments from the public.

3. Administration

3.1. Approve the September 26, 2016 PAPCO Meeting Minutes

Member Rousey moved to approve the September 26, 2016 PAPCO Meeting minutes as written. Member Waltz seconded the motion. The motion passed with the following votes:

Yes: *Barranti, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Rousey, Saunders, Stadmire, Tamura, Waltz, Zukas*
No: *None*
Abstain: *None*
Absent: *Bunn, Orr, Rivera-Hendrickson, Scott, Smith*

3.2. Approve the October 24, 2016 PAPCO Meeting Minutes

Member Markowitz moved to approve the October 24, 2016 PAPCO Meeting minutes as written. Member Waltz seconded the motion. The motion passed with the following votes:

Yes: *Barranti, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Rousey, Saunders, Stadmire, Tamura, Waltz, Zukas*
No: *None*
Abstain: *None*
Absent: *Bunn, Orr, Rivera-Hendrickson, Scott, Smith*

3.3. Approve the October 24, 2016 Joint PAPCO and ParaTAC Meeting Minutes

Member Waltz moved to approve the October 24, 2016 Joint PAPCO and ParaTAC Meeting minutes as written. Member Markowitz seconded the motion. The motion passed with the following votes:

Yes: *Barranti, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Rousey, Saunders, Stadmire, Tamura, Waltz, Zukas*

No: *None*

Abstain: *None*

Absent: *Bunn, Orr, Rivera-Hendrickson, Scott, Smith*

3.4. Review the FY 2016-17 PAPCO Meeting Calendar

Committee members received the draft FY 2016-17 PAPCO meeting calendar.

Member Jacobson asked if members will have the opportunity to ask questions about the Comprehensive Investment Plan (CIP) after today's meeting. She also asked how questions and answers on the CIP would be presented to the committee. Cathleen Sullivan said that members should submit further questions or requests for information after the meeting by email or by phone. She stated that more detailed information can be presented in March.

Member Markowitz moved to approve this item. Member Rousey seconded the motion. The motion passed with the following votes:

Yes: *Barranti, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Rousey, Saunders, Stadmire, Tamura, Waltz, Zukas*

No: *None*

Abstain: *None*

Absent: *Bunn, Orr, Rivera-Hendrickson, Scott, Smith*

3.5. Review the FY 2016-17 PAPCO Work Plan

Committee members received the updated FY 2016-17 PAPCO work plan.

3.6. Review the Current PAPCO Appointments

Committee members received the current PAPCO appointments.

Member Waltz expressed concerns about the length of the committee vacancies. Chair Stadmire said that areas of concern are: Hayward, Livermore, Newark, Piedmont, Union City and Supervisor District 2. She continued that PAPCO cannot function properly without all cities represented. Krystle Pasco stated that the agency sends out quarterly correspondence to the appointers as a reminder to fill vacancies.

4. Presentation of 2018 Comprehensive Investment Plan (2018 CIP) Paratransit Program

Krystle Pasco presented information and a staff recommendation on Alameda CTC's 2018 Comprehensive Investment Plan (2018 CIP) Paratransit Program.

Member Markowitz asked if the City of Emeryville's 8-To-Go program would survive with partial funding of its projects. Naomi Armenta responded that this program's current funding will sunset as of July 1, 2017 and without additional funding the program would end. She said that staff recommends one year of funding and noted that Alameda CTC has offered technical assistance.

Member Saunders wanted more information about travel training funds and mobility management. Cathleen Sullivan stated that the mobility management and travel training recommendations are consistent with PAPCO's funding priorities identified last year, and that past performance for prior recipients is included in the memorandum. She stated that mobility management is also being emphasized regionally as it is recognized to enhance many services. Richard Wiener added that mobility management is a part of long-range solutions to help people access services.

Member Rousey asked if members could review the travel training curriculum and attend trainings. Naomi Armenta stated that PAPCO

members are invited to attend quarterly travel training working group meetings and information can be given upon request.

Member Jacobson requested more information about proposed program expenditures, performance measures, and targets.

Member Zukas asked how many applications were received. Cathleen responded that there were 9 Paratransit applications, all presented today and recommended for some level of funding, and over 200 applications received for the CIP Program overall.

Member Tamura asked if any of the volunteer driver programs mentioned were going to provide service in Central County. Krystle Pasco confirmed that two of the volunteer driver programs mentioned are planning to expand their services in Central County.

Chair Stadmire questioned the amount of money given to the 8-To-Go program in Emeryville, as they are only receiving half of what was requested. Cathleen Sullivan said several years ago, with expanded funding from Measure BB, Alameda CTC had encouraged jurisdictions to fund traditional trip-based programs through their city-based allocations. She said that although some traditional transportation programs were previously funded with gap grant funding, with the increase in DLD funding through Measure BB it was no longer necessary. She ended by saying that Emeryville's program would be the last program to use discretionary grant funding for this type of program and staff is recommending allocating one year of funding to devise a transition plan.

Member Saunders wanted to know why there was funding proposed to expand transportation information on 211 when 511 is available to provide transportation information. Cathleen stated that 211 is a concentrated information source which offers more one on one attention and social service information as well.

Member Markowitz asked why Emeryville's 8-To-Go program did not transition to city-based allocations. Naomi responded that smaller cities do not have a large Direct Local Distribution apportionment or as large a staff to develop programs, but the Alameda CTC will try to assist those cities with transitioning.

Chair Stadmire wanted more information on the discontinuation of the Volunteer Driver Program that primarily served North County. Naomi said that this would be discussed at the February meeting.

Member Jacobson would like more information regarding which types of programs work best with volunteers and how different programs have addressed using volunteers.

Member Zukas moved to table Item 4.0 until proposed expenditure, performance measure, and target data is provided. Member Markowitz seconded the motion. Member Rousey abstained from voting on this item. Krystle Pasco said that staff will provide the requested information to the members and the item would be brought back to the committee at the March meeting. The motion passed with the following votes:

Yes: Barranti, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Saunders, Stadmire, Tamura, Waltz, Zukas
No: None
Abstain: Rousey
Absent: Bunn, Orr, Rivera-Hendrickson, Scott, Smith

5. Review and Approve Funding Formula for Measure B and BB Transportation for Seniors and People with Disabilities

Cathleen Sullivan presented information on the current funding formula for Measure B and BB Transportation for Seniors and People with Disabilities.

Member Saunders moved to approve this item. Member Jacobson seconded the motion. The motion passed with the following votes:

Yes: Barranti, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Rousey, Saunders, Stadmire, Tamura, Waltz, Zukas
No: None
Abstain: None
Absent: Bunn, Orr, Rivera-Hendrickson, Scott, Smith

6. Review and Approve Implementation Guidelines and Performance Measures

Naomi Armenta presented information for review and approval for the Implementation Guidelines for the Special Transportation for Seniors and People with Disabilities (Paratransit) Program.

Member Saunders commented that she did not like supporting providers and services that are not based in Alameda County and expressed concerns regarding private rideshare companies. Naomi Armenta said that the guidelines, used at the cities' discretion, are primarily for city-based programs that are currently already using private companies to provide service, such as taxi companies. Furthermore, Alameda CTC does not currently require screening information from taxi services and leaves that to cities to administer.

Member Saunders asked if Alameda CTC would work with BART and AC Transit regarding use of shuttle services during peak hours to better serve seniors and those with wheelchairs or scooters. Naomi said this would need be added to the Needs Assessment findings.

Member Rousey commented that there is a need for seniors and others to receive transportation to doctor's appointments. She agreed with Member Saunders about difficulties on BART with a wheelchair.

Member Jacobson commented that she has had positive experiences on Uber and Lyft and that they are much cheaper than taxis. She said that seniors are at a disadvantage when considering those services because they do not use mobile devices and one has to pay using a mobile device. Naomi said there are pilot programs that are currently exploring ideas around this issue.

Member Barranti commented on the difficulty of transit usage during peak hours for seniors and people with disabilities.

Krystle said Naomi was taking notes and encouraged members to bring up additional comments during the program plan review process.

Member Zukas commented that he wanted nothing to do with TNCs.

Member Waltz moved to approve the Implementation Guidelines and Performance Measures for Measure B and BB Transportation for Seniors and People with Disabilities. Member Markowitz seconded the motion. Member Zukas abstained. The motion passed with the following votes (11-0-1):

Yes: Barranti, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Rousey, Saunders, Stadmire, Tamura, Waltz
No: None
Abstain: Zukas
Absent: Bunn, Orr, Rivera-Hendrickson, Scott, Smith

7. City of Newark Paratransit Program Mid-Year Report

David Zehnder presented the City of Newark Paratransit Program Mid-Year Report.

Member Saunders asked how the city expects to spend the reserves. David responded that they have expanded marketing and have increased the number of vouchers. He said that the city pays per ride, so if ridership increases, they will be able to pay down the reserves.

Member Zukas asked if the city serves the wildlife refuge or the visitor's center in Fremont. David said yes.

8. PAPCO Member Reports and Outreach Update

Member Waltz said that there may be possible cuts for in-home support services in the Governor's budget. Member Saunders wanted members to warn seniors about aggressive phone scams. Member Costello commented that he received the highest ever votes he's ever received for Mayor during the November 2016 election. Chair Stadmire thanked all of those who reached out during her illness. Member Markowitz said that the Albany Mental Health Commission is going to meet on the fourth Thursday at 7:00 p.m. at the North Berkeley Senior Center.

8.1. Paratransit Outreach Calendar and Update

Krystle Pasco provided an update on upcoming paratransit outreach events and activities.

9. Committee and Transit Reports

9.1. Independent Watchdog Committee (IWC)

Member Hastings stated that the implementation for Measures B and BB projects and the FY 2015-16 financial reports were discussed at the IWC meeting.

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

Member Tamura stated that the January SRAC meeting was cancelled.

9.3. Other ADA and Transit Advisory Committees

Member Hastings discussed the Wheels Accessibility Advisory Committee (WAAC) Meeting. He said that Livermore is assessing sidewalks citywide.

10. Information Items

10.1. Mobility Management – Competencies for Mobility Management Professionals

Naomi Armenta provided an update on the mobility management attachment.

10.2. Staff Updates

Naomi Armenta updated the committee on the FTA Section 5310 funding application workshop held on January 10, 2017. Naomi said that online applications are open until March 1, 2017 and that Alameda CTC will be providing technical assistance and support as needed.

Krystle Pasco mentioned the AC Transit Accessibility Advisory Committee (AAC) applications were available on the handouts table. Member Tamura wanted to know when AAC meets. Member Zukas said 1:00 p.m. on the second Tuesday monthly.

Jennifer Cullen said the regional volunteer driver program working group (VITAL) is meeting on Thursday at 10:00 a.m. to discuss best practices. Jennifer said that Kurt Harris of Mobility Matters can send notes to interested members.

11. Draft Agenda Items for March 27, 2017 PAPCO Meeting

11.1. 2018 CIP Paratransit Program Recommendation

11.2. Hospital Discharge Transportation Service (HDTs) and
Wheelchair Scooter Breakdown Transportation Service (WSBTS)
Programs and Same Day Transportation Options Update

12. Adjournment

The meeting closed at 3:20 p.m. The next PAPCO meeting is scheduled for March 27, 2017 at 1:30 p.m. at the Alameda CTC offices.

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2016-2017**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires	Mtgs Missed Since July '16
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Oct-16	Oct-18	1
2	Ms.	Johnson-Simon, Vice Chair	Sandra	Oakland	Alameda County Supervisor Nate Miley, D-4 Pending Commission Approval	Sep-10	Mar-17	Mar-19	0
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		Feb-18	0
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-16	Jan-18	3
5	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18	0
6	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18	0
7	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Vice Mayor John Bauters	Mar-07	Jan-16	Jan-18	1
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	Oct-14	1
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16	5
10	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	Jun-18	4
11	Ms.	Rousey	Michelle	Oakland	BART Director Rebecca Saltzman	May-10	Jan-16	Jan-18	1
12	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Jun-16	Jun-18	0
13	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18	4

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires	Mtgs Missed Since July '16
14	Ms.	Smith	Linda	Berkeley	City of Berkeley Councilmember Kriss Worthington	Apr-16		Apr-18	4
15	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17	1
16	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	Jun-18	0
17	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Feb-16	Feb-18	0
18		Vacancy			Alameda County Supervisor Richard Valle, D-2				
19		Vacancy			City of Hayward Mayor Barbara Halliday				
20		Vacancy			City of Livermore Mayor John Marchand				
21		Vacancy			City of Newark Councilmember Luis Freitas				
22		Vacancy			City of Piedmont Mayor Jeff Wieler				
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 16, 2017

SUBJECT: March Legislative Update

RECOMMENDATION: Update on federal, state, and local legislative activities and approve legislative positions.

Summary

The March 2017 legislative update provides information on federal and state legislative activities, an update on the state budget, and recommendations on current legislation.

Background

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

Federal Update

At the federal level, due to a change in the administration, a multitude of new cabinet-level appointments have been made and were confirmed in early 2017. In addition, Congress passed an extension to the continuing resolution, and the president signed it, which keeps the federal government funded at fiscal year 2016 levels through April 28, 2017.

On January 24, 2017, Senate Democratic leaders proposed a 10-year, \$1 trillion plan to rebuild our nation's crumbling infrastructure and create 15 million middle-class jobs. The "Blueprint to Rebuild America's Infrastructure" proposal would result in improvements throughout the U.S. It would rebuild roads and bridges (\$210 billion); fund a new Vital Infrastructure Program (\$200 billion); replace and expand rail and bus systems

(\$180 billion); modernize water and sewer systems (\$110 billion); build energy infrastructure (\$100 billion); rebuild America's schools (\$75 billion); modernize America's ports, airports, and waterways (\$65 billion); expand broadband networks (\$20 billion), address public and tribal land infrastructure issues (\$20 billion); construct new Veterans Administration hospitals (\$10 billion), and support innovative financing tools for infrastructure (\$10 billion).

In February 2017, the Metropolitan Transportation Commission coordinated project submissions and sent a list of transportation projects that are candidates for federal funding to the State Secretary of Transportation. The list included input from Alameda CTC and other Bay Area congestion management agencies. The Alameda County express lanes on I-80, I-680, and I-880 made the Governor's list submitted to the National Governors Association for key infrastructure projects in California; the Governor's list included projects representing more than \$100 billion in targeted investment across the state. If funded, these projects will improve roads, levees, bridges, ports, train and public transit systems, water storage and recycling projects, as well as energy, military, veterans and emergency operations facilities and services.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of the proposed 2017-18 state budget. The following also includes an update on legislation, two constitutional amendments, and a recommended position on two state bills.

State Budget

Governor Brown released his proposed 2017-18 budget on January 10, 2016, which outlines a \$179.5 billion spending plan that includes \$122.5 billion in general fund spending, \$54.6 billion in special fund spending, and \$2.4 billion in bond funds. The proposed budget projects a \$1.6 billion deficit by the end of the 2017-18 fiscal year. This deficit is based on revenue assumptions and assumes the continuation of existing federal policies. The Governor noted that many of the proposed changes at the federal level could trigger a budget crisis.

Transportation Funding Plans: As part of the Governor's budget, he unveiled a similar, but updated, proposal compared to last year aimed at addressing the state's transportation funding needs. The new proposal would generate about \$4.2 billion annually, which is more than the prior version that would have raised \$3.6 billion annually, but still far lower than the legislative proposals that currently hover around \$6 billion in both AB 1 and SB 1. The main differences between the Governor's new proposal and the AB 1/SB 1 proposals is a lower excise tax increase, no sales tax increase on diesel fuel, and no return of any truck weight fees. Attachment B summarizes the differences between the Governor's proposal and AB 1/SB1.

Budget overview: The Legislative Analyst's Office (LAO) put out its [overview of the governor's proposed budget](#). The LAO's advice and analyses figure heavily into the debate on budget priorities during budget season. The LAO will be producing numerous additional analyses that take a more in depth look at specific topics. The report the LAO released is simply a quick overview and response to some of the projections and proposals the governor presented on January 10.

The LAO agrees with the Administration's decision to simply assume the continuation of current law at the federal level. Until more detailed information about what Congress and the President plan to implement is known, it is impossible to model scenarios with any certainty. The LAO advises the Legislature to begin budget deliberations by setting a target level for the state's reserves—preferably a target above even that of the Administration.

Personal income tax projections: Generally, the LAO believes the Administration's 2017-18 personal income tax (PIT) estimates are too low, based on historical growth and the Administration's other economic projections. The Administration estimates 3.3% growth in the budget year, when PIT growth typically comes in around 5%. Since 2009-10, the average has been over 8%, and growth has exceeded 3.3% in 18 of the last 21 years. Whether the PIT is up or down, the May Revision will provide needed clarity and direction. If PIT revenues are higher than expected, it is important to note that much of the funding would be dedicated by law to the Proposition 98 minimum funding guarantee and the budget reserve and debt repayment requirements under Proposition 2.

Cap & Trade: The LAO agrees with the governor's proposal to reconfirm the Air Resources Board's authority to conduct Cap & Trade auctions with a 2/3 vote. This would resolve the question of whether the auction constitutes an illegal tax because it was enacted with a simple majority vote. The LAO also notes that a 2/3 vote would allow the Legislature to use the revenue more broadly, not simply on activities that reduce greenhouse gas emissions. The LAO also urges the Legislature to consider options in allocating the funds differently than as proposed by the governor.

Transportation funding package: The LAO agrees with the Administration that there is a strong need for a transportation funding package; however, they recommend prioritizing the funding of highway maintenance over any other program, so that major rehabilitation on highways can be avoided as much as possible. The LAO also notes that the governor's plan significantly underfunds the estimated need.

Legislation

SB 1, Transportation Funding: With April 6th marked as the goal for having a transportation funding package sent to the governor, the Senate Transportation & Housing Committee approved SB 1 on February 14. The bill was also approved in a second policy committee on February 22, the Senate Committee on Environmental

Quality chaired by Senator Bob Wieckowski, and is now on its way to the Committee on Governance & Finance, which is chaired by Senator Mike McGuire. Committee passage only requires a majority vote, but a 2/3 vote is required for passage on the floor.

There is still a long ways to go before an agreement is reached. Senators Richard Roth (D – Riverside) and Anthony Cannella (R-Ceres) opted not to vote on SB 1. While Senator Roth was silent on the bill, Senator Cannella stated why he could not currently support SB 1, and he remains committed to working on reaching an agreement. In short, Senator Cannella feels that SB 1 does not go far enough. He would like to see greater Constitutional protections for transportation revenues, the return of all weight fee revenue, additional CEQA reforms, and expanded rail service. In addition, Senator Canella stated that additional revenue is needed.

Even those that voted for the bill made several comments conditioning their support. Senator Scott Wiener stated, "We are not there yet." Senator Wiener commented that SB 1 only allocates about 10% of the funds to public transit, and he would like to see greater flexibility to allow locals to use any of the funds on transit projects. Senator Nancy Skinner expressed concerns on whether the \$100 fee on ZEVs was equivalent to the fees paid for other vehicles. Senator Bob Wieckowski raised similar equity questions. Senator Skinner suggested raising the ZEV fee to be on par with other vehicles, and use that added revenue for transit. Senator Skinner also suggested that the DMV should allow registration fees to be paid monthly to lessen the impact of a large one-time payment. Overall, Senator Skinner voted for the bill but would like to see a higher ZEV fee, monthly DMV payments, and more money for public transit.

Minority report: This week, the Assembly Republican Caucus unveiled its transportation funding plan. AB 496 (Fong) outlines a plan that would dedicate \$5.6 billion in ongoing revenue and \$2.2 billion in loan repayments. This is done without increasing taxes, but relies on shifting general fund revenue to transportation programs. The \$2.2 billion in loan repayments includes the \$700 million in loans being repaid in AB 1 and SB 1, as well as \$1.5 billion in "excess" weight fee revenue that has been loaned to the general fund over several years. Under existing law the \$1.5 billion in weight fee loans would have been repaid to the Transportation Debt Service Fund, but under AB 496 these funds would return to the Highway Users Tax Account. While this proposal is more realistic and defensible than prior plans, it would fill the hole in transportation funding by digging a hole in the general fund. The funding proposal includes the following:

Revenues:

- \$3 billion by dedicating all sales tax revenue generated from vehicle sales to transportation. This transfers these funds from the general fund to the Traffic Relief and Road Improvement Account (TR&RIA) created by AB 496.

- \$1.1 billion by halting the transfer of truck weight fees from the State Highway Account to the Transportation Debt Service Fund. AB 496 would repeal the laws making this transfer.
- \$550 million by dedicating vehicle insurance tax revenue to transportation, another transfer from the general fund.
- \$140 million from the return of miscellaneous transportation revenues, such as non-Article 19 funds.
- \$125 million by returning fuel tax revenue being used for non-highway purposes.
- \$100 million realized through implementing Caltrans efficiencies.
- \$10 million in funds returned to the Off-Highway Vehicle Trust Fund.
- The proposal would also transfer \$135 million in diesel fuel taxes from the State Transit Assistance fund, and \$160 million in vehicle registration fee revenue currently dedicated to the Air Quality Improvement Program (aka AB 118 Program) to the TR&RIA. The STA and AQIP programs would be backfilled with a like amount of cap & trade auction revenue. It appears that the transfer of these funds to the TR&RIA would only occur to the extent that cap & trade revenue is available to backfill this transfer.
- Transit would also receive an additional \$270 million in cap & trade auction revenue, or an amount equivalent to what would be generated by the 3.5% diesel fuel sales tax increase proposed in AB 1.

The ongoing revenue would be annually allocated as follows:

- \$2.1 billion to cities and counties for local streets and roads
- \$1.7 billion to Caltrans for state highway maintenance
- \$1.32 billion for new capacity and traffic relief through the STIP
- \$270 million to public transit through the STA program
- \$100 million for active transportation projects
- \$80 million to the DMV for modernization and the CHP
- \$10 million to the Off-Highway Vehicle Trust Fund

AB 496 also includes the following reform measures that are similar to those in AB 1 and SB 1.

- Expands the existing CEQA exemption for road maintenance projects to all counties. It is currently limited to rural counties.
- Creates the Transportation Inspector General.
- Makes the CTC an independent entity, again.

- Allocates federal FASTACT funds through the Trade Corridors Improvement Program.
- Enacts greater CTC oversight of the programming and allocation of funds for the SHOPP.
- Increases the level of contracting out that Caltrans must provide of design and engineering work.
- Extends the sunset on the authority to enter into public private partnerships.
- Repeals provisions the so called "road diet" provisions which allow the Office of Planning & Research to establish congestion metrics other than level of service in areas outside of transit priority areas.

National Environmental Policy Act (NEPA) delegation: AB 28 (Frazier) has been unanimously approved by both the Assembly Committees on Transportation and Appropriations, and was approved by the Assembly floor on Monday, February 13th. AB 28 would re-enact a program that authorizes Caltrans to assume the responsibilities of administering the National Environmental Policy Act (NEPA) for federally funded transportation projects in California. The statutory authority for Caltrans to assume this role expired on January 1, 2017. This NEPA delegation process speeds up the environmental review process that is required under NEPA and CEQA. Technically, AB 28 would waive Caltrans' 11th Amendment right to sovereign immunity from lawsuits brought in federal court—in short, it requires Caltrans to defend its work in the NEPA document. The bill is moving at an accelerated pace in order to reach the governor's desk before Caltrans is required to re-apply with the federal Department of Transportation.

Constitutional amendments: Two Constitutional amendments have been introduced to provide greater protection for transportation funds and lower the voter threshold for local transportation taxes. First, Senator Josh Newman (D-Los Angeles) introduced SCA 2. This measure makes several revisions to the protections added by Prop 22. SCA 2 would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.

Senator Scott Wiener has introduced SCA 6, which would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.

State Bill Recommendations

February 17 was the deadline for introducing bills into the legislative process. Staff is still reviewing the currently introduced bills, many of which are spot bills in nature,

and will bring additional positions in the future. This month, staff recommends the following positions.

Bill Number	Bill Information	Recommendation
AB 1444 (Baker) Livermore Amador Valley Transit Authority: demonstration project.	Existing law authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles only at specified locations, and the autonomous vehicle must operate at speeds of less than 35 miles per hour. This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified.	Alameda CTC's 2017 legislative program supports innovative project delivery methods as well as project development advancements such as autonomous vehicles. Staff recommends a SUPPORT position on this bill.
SB 251 (Cannella) Autonomous vehicles: pilot project.	This bill would allow the County of Merced (with proof of \$5 million in insurance) to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center.	Alameda CTC's 2017 legislative program supports innovative project delivery methods as well as project development advancements such as autonomous vehicles. Staff recommends a SUPPORT and seek AMENDMENTS position on this bill, to include Alameda County in the pilot project.
SCA 6 (Wiener) Local transportation measures:	This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as	Alameda CTC's 2017 legislative program supports efforts to lower the two-thirds voter threshold for voter-

special taxes: voter approval.	specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition.	approved transportation measures. Staff recommends a SUPPORT position on this bill.
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Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2017 Legislation Program
- B. Comparison of Transportation Funding Package Proposals

Staff Contact

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



2017 Alameda County Transportation Commission Legislative Program

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

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

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

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

	AB 1 (Frazier)	SB 1 (Beall)	Governor's Proposal Based on Budget Summary. Actual language not available yet.
REVENUES			
Truck Weight Fees	Returns approximately \$500 million in truck weight fees over 5 years.	Returns approximately \$500 million in truck weight fees over 5 years	No Proposal Keep using weight fees for debt service.
Loan Repayment	Repay over two years \$706 million in outstanding loans.	Repay over two years \$706 million in outstanding loans	Repay \$706 million over three fiscal years.
Excise Tax	<p>\$1.8 billion in new gasoline excise tax revenue by raising gasoline excise tax by 12 cents.</p> <p>\$1.1 billion gasoline excise tax revenue is generated by eliminating BOE's "true-up" process. This would reset the price based excise tax back to 17 cents.</p> <p>\$600 million in new diesel excise tax revenue by increasing the excise tax by 20 cents.</p>	<p>\$1.8 billion in new gasoline excise tax revenue by raising gasoline excise tax by 12 cents.</p> <p>\$1.1 billion gasoline excise tax revenue is generated by eliminating BOE's "true-up" process. This would reset the price based excise tax back to 17 cents.</p> <p>\$600 million in new diesel excise tax revenue by increasing the excise tax by 20 cents.</p>	<p>\$1.1 billion by eliminating the BOE's "true-up" process for the price based excise tax, and setting the price based excise tax at 21.5 cents. Adjust the excise tax annually for inflation.</p> <p>\$425 million by increasing the diesel fuel excise tax rate by 11 cents. Adjust the excise tax annually for inflation.</p>
Vehicle Registration Fees	<p>\$1.3 billion by imposing a vehicles registration fee of \$38.</p> <p>\$21 million by imposing a \$165 registration fee on all zero emission vehicles</p>	<p>\$1.3 billion by imposing a vehicles registration fee of \$38.</p> <p>\$13 million by imposing a \$100 registration fee on all zero emission vehicles.</p>	\$2.1 billion by imposing a \$65 Road Improvement Charge on the registration of all vehicles, including zero emission and hybrid vehicles.
Cap & Trade Revenue	\$300 million in additional cap & trade revenue dedicated to transit programs by increasing the formula allocation to these programs.	\$300 million in additional cap & trade revenue dedicated to transit programs by increasing the formula allocation to these programs.	\$400 million cap & trade revenue appropriated annually to the Transit Capital & Intercity Rail Program, and \$100 million to the Active Transportation Program.
Diesel Sales Tax	\$263 million by increasing the sales tax on diesel fuel by 3% for a total rate of 5.25%.	\$300 million by increasing the sales tax on diesel fuel by 3.5% for a total rate of 5.75%.	No change.
Article 19 Revenue	Approximately \$70 million in Non-Article 19 funds is directed to the Road Maintenance and Rehabilitation Account.	Approximately \$70 million in Non-Article 19 funds is directed to the Road Maintenance and Rehabilitation Account	No change.
TOTAL REVENUE	Approximately \$6 billion annually and \$706 million in onetime funds.	Approximately \$6 billion annually and \$706 million in onetime funds.	Approximately \$4.2 billion annually and \$706 million in onetime funds.

California Transportation Funding Proposals

General Break Down of Revenue Allocations	Cities -- \$1.1 Billion annually & \$176 million one time. Counties – \$1.1 Billion annually & \$176 million one time. Transit -- \$563 million annually SHOPP -- \$1.47 billion annually STIP -- \$770 million annually	Cities -- \$1.1 Billion annually & \$176 million one time. Counties – \$1.1 Billion annually & \$176 million one time. Transit -- \$563 million annually SHOPP -- \$1.47 billion annually STIP -- \$770 million annually	Cities -- \$580 million annually Counties – \$580 million annually Transit -- \$400 million annually SHOPP -- \$1.8 billion annually STIP -- \$800 million
FUNDING PROGRAMS			
State and Local Partnership Program	State and Local Partnership Program is created and funded with \$200 million annually.	State and Local Partnership Program is created and funded with \$200 million annually	\$250 million annually allocated to a local partnership grant program.
Active Transportation Program	Active Transportation Program would receive \$80 million annually from the RMRP. In addition, up to \$70 million annually will be transferred to the Active Transportation Program resulting from operational efficiencies identified by Caltrans through the annual budget process.	Active Transportation Program would receive \$80 million annually from the RMRP. In addition, up to \$70 million annually will be transferred to the Active Transportation Program resulting from operational efficiencies identified by Caltrans through the annual budget process.	Active Transportation Program would receive \$100 million in cap & trade revenue. This would be an annual appropriation subject to budget negotiations.
Advanced Mitigation Fund	Advanced Mitigation Fund is allocated \$30 million annually for four years	Advanced Mitigation Fund is allocated \$30 million annually for four years..	The proposal includes an Advanced Mitigation program, but it is unknown how much revenue is dedicated to this program.
University Research Funding	California State University will receive \$2 million annually. \$3 million annually to the Institutes of Transportation Studies at the University of California.	California State University will receive \$2 million annually.	Unknown
State Highway & Local Streets and Roads Funding	\$1.45 billion is continuously appropriated for maintenance of the state highway system as specified in each SHOPP plan. \$1.45 billion is continuously appropriated to cities and counties	\$1.45 billion is continuously appropriated for maintenance of the state highway system as specified in each SHOPP plan. \$1.45 billion is continuously appropriated to cities and counties	\$1.7 billion annually in new tax revenue and \$100 million in Caltrans efficiency savings for making repairs to the state highway system. \$1.1 billion annually to cities and counties for local street and road maintenance projects
Trade Corridors Improvement Fund	\$600 million for the Trade Corridors Improvement Fund program This Fund will also govern the allocation of federal FAST Act funds received by the state.	\$600 million for the Trade Corridors Improvement Fund program This Fund will also govern the allocation of federal FAST Act funds received by the state.	Trade Corridor Improvements are allocated \$250 million annually, along with \$323 million from loan repayment funds, for investment in the state’s major trade corridors.



Memorandum

8.2

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DATE: March 16, 2017

SUBJECT: Affordable Student Transit Pass Program Recommendations for Pilot Year Two

RECOMMENDATION: Approve the Affordable Student Transit Pass Pilot Program Sites and Parameters for Year Two of the Pilot Program; authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation.

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. Available funding for this initial three-year pilot program as defined in the TEP is \$15 million, including all costs related to transit passes, administration, staffing, direct costs, education and outreach to schools, and student travel training.

In March 2016, the Commission approved a framework to select pilot program schools. In May 2016, the Commission approved the design for Year One of the pilot program, as well as a shortlist of 36 schools as the candidate pool for potential expansion to additional schools in the second and third years of the program. Since then, the Alameda CTC has successfully implemented four pilot programs at nine middle and high schools across Alameda County.

This memorandum recommends schools and parameters for Year Two of the program (2017-2018 school year), in line with the approved site selection framework and initial lessons learned from Year One. Once the Year Two schools and parameters are approved, Alameda CTC staff will enter into and/or adjust agreements and contracts, as necessary, with the applicable transit agencies, Clipper, schools, and school districts to implement the program and will begin work with each of the schools on implementation.

Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which began during the 2016-2017 school year in middle schools and high schools in Alameda County. 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 provides transit passes that are distributed or sold at a discount to students in selected schools for use on the various public transit providers that serve Alameda County. This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB. The TEP specifies that the funds are to be used to implement “successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County.”¹

The Affordable STPP aims to do the following:

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

Year-One Program Development and Implementation

In March 2016, the Commission approved two program implementation aspects:

- (1) A site selection framework that set forth criteria and protocols for selecting pilot program schools in each of four planning areas of the county and
- (2) An evaluation framework to evaluate the effectiveness of the pilot programs.

In May 2016, the Commission approved nine schools for transit pass distribution and two schools for an education-only program in Year One as well as the shortlist of schools for future potential expansion in subsequent years of the pilot program. The Year One pilot programs were launched in August 2016.

¹ Measure BB Transportation Expenditure Plan, 2014

Figure 1: Affordable STPP Year One Program Design

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 to students	X	X		X
	Discounted			X	X
Financial Need ²	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	Union City Transit			X	
	LAVTA				X

Year-Two Program Development

The recommendations for Year Two are based on initial lessons learned from implementation and administration of the Year One program, feedback from schools, students and families, and a financial analysis of resources to support on-going implementation of the pilot program and potential expansion. Some factors supporting Year Two recommendations, based upon lessons learned from Year One are:

- Limiting student eligibility to certain grades may be suppressing interest in the program due to families who have students in multiple grades.
- Programs with multiple pass formats within a school site have higher administrative complexity and higher program administrative costs.
- Programs that provide free and universal passes entail the lowest administrative costs, but the highest student enrollment and pass costs.
- Programs that require collecting funds from students entail extra administrative cost and burden on school and program staff.
- In discounted programs, a high up front cost for a transit pass may be limiting student ability to participate in the program.
- A means-based program that provides passes at no cost to lower-income students while allowing all students to purchase a discounted pass seems viable based on limited data to date (this type of program is currently only offered in East County). Expansion to other schools in the county would aid in evaluating the pilot model.

² 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.

However, data on eligibility for free and reduced price meals is held by each school district, and is, understandably, kept very private; many school districts do not release the data even to schools, and may not be willing to release or utilize this data for the purposes of the pilot. Alameda CTC staff is currently exploring our ability to implement this pilot model at other schools in Alameda County.

- Expansion of the pilot program within the initial three-year pilot period needs to maintain the integrity of the Commission-approved performance evaluation metrics.

Given that Alameda CTC is currently six months into Year One, the full cost implications of the programs are still being assessed as data on direct costs from transit pass usage are billed to Alameda CTC. Therefore, the recommended expansion for Year Two is modest and allows testing of Commission-approved program parameters with expanded populations while ensuring sufficient resources will be available for the full three years of the pilot, and retaining the integrity of the performance evaluation framework. Additional expansion and changes will be considered for future years of the program as additional data on costs becomes available.

The Commission-approved site selection framework and shortlisted schools serve as the foundation of recommendations for Year Two of the Affordable STPP.³ As previously approved, the site selection process draws upon data related to school needs and transit service availability as well as qualitative information on school site administration readiness. In expanding the program for Year Two, staff reviewed and updated the data on the shortlisted schools including: enrollment, student population eligible for free and reduced-price meals (FRPM), and transit service access.

Recommended Year-Two Model Program Pilots

These recommendations were developed to ensure Alameda CTC can use the adopted performance measures to evaluate each school individually, and also to allow comparison of similar pilot program models in different planning areas of the county to fully understand the effectiveness of each program parameter. The summary of recommended Year 2 program parameters are shown below.

³ Additional information about the site selection process is provided in the memo to the Commission dated May 19, 2016.

Figure 2: Affordable STPP Year-Two Program Design Recommendations

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	X*
	Flash pass			X	
Applicability	Universal (all students)	X	X*	X*	X
Pass Cost	Free	X	X*	X*	X*
	Discounted			X	
Financial Need ⁴	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	Union City Transit			X	
	LAVTA				X

*These program elements are new or have changed from Year One. Changes described in detail below.

All model programs include the following characteristics:

- The program team and transit agency partners provide information and training for students on using transit and the applicable passes.
- All passes are valid year round. Use is not limited by day or time.
- A designated on-site administrator is assigned at each school. He or she receives training associated with the applicable pass program.

North County. Programs will test utilization of free and universal passes and the sustained impact of passes during transition from middle to high school.

- **Format:** Free and universal (all students) AC Transit pass on Clipper to be provided to three high schools and two middle schools with a feeder relationship.
 - **Changes:** The information-only program format was discontinued due to lack of responsiveness by the participating schools. The program team recommends replacing these schools with two new schools in North County from the approved shortlist and transitioning from an education-only program to one where passes are offered.
 - **Rationale:** Per Commission direction, a free and universal pass is provided in a planning area demonstrating the greatest need (lowest incomes). The pass is provided on Clipper for necessary data collection, program evaluation, and transit agency preference. This program will allow the evaluation of the transition of program participants from middle to high school. Although a means-based program was considered for the schools recommended for

⁴ 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.

inclusion in Year Two, the eligible schools had a high enough percentage of FRPM-eligible students that it does not make sense to limit free passes only to FRPM-eligible students as any costs savings gained by this limitation would be outweighed by higher administrative costs.

- **Participating schools:**
 - Continued from Year One unchanged:
 - Fremont High, Oakland
 - Castlemont High, Oakland
 - Frick Middle School, Oakland
 - Recommended for inclusion for Year Two:
 - McClymonds High, Oakland
 - 318 students (85% FRPM eligible)
 - Transit service: served by 6 AC Transit routes within ¼ mile
 - Westlake Middle, Oakland
 - 455 students (93% FRPM eligible)
 - Transit service: served by 9 AC Transit routes within ¼ mile
 - Participates in Safe Routes to Schools program

Central County – Programs will test utilization of free and universal passes, a free pass for FRPM-eligible students at two new schools (pending confirmation from the school district), and the sustained impact of passes during transition from middle to high school.

- **Format:** Free and universal (all students) AC Transit pass on Clipper at Year 1 schools and a free pass for FRPM-eligible students at one new high school and one new middle school.
 - **Changes:** The program at Year One participating schools was previously limited to 8th through 10th graders with the original intent of being able to track student usage from middle to high school with a full student cohort through the end of the three-year pilot program. The recommended changes for Year Two will now open the program to students in all grades at the existing schools. An expansion to one additional high school and middle school with a feeder relationship from the shortlist is also recommended under a model where free passes are offered to FRPM-eligible students.
 - **Rationale:** A free pass is appropriate for a planning area with high level of need. A pass is provided on Clipper for necessary data collection, program evaluation, and transit agency preference. The recommended extension of the program to all grades is based on the desire to increase participation in the program; participation in the grade-limited program was lower than in the free and universal programs, in spite of being free. School, family, and student

feedback and usage data indicate several causal factors: 11th and 12th graders are typically higher users of the program, and families with students in multiple grades prefer that their children travel together rather than via different modes. For example, the limitation on grades disallowed some families with students in both eligible and ineligible grades to have their children travel together to school. Addition of a means-based program is recommended for inclusion in Year Two at two schools in Hayward.

- o **Participating schools:**
 - Continued from Year One, expanding to all grade levels:
 - San Leandro High, San Leandro
 - John Muir Middle, San Leandro
 - Recommended for inclusion in Year Two for a free pass for FRPM – eligible students, pending full confirmation from the Hayward Unified School District:
 - Hayward High, Hayward
 - o 1,580 students (75% FRPM eligible)
 - o Transit access: served by 3 high-frequency AC Transit routes within ¼ mile, Hayward BART within a mile
 - Bret Harte Middle, Hayward
 - o 632 students (69% FRPM eligible)
 - o Transit access: served by 9 AC Transit routes, Hayward BART within one mile
 - o Participates in Safe Routes to Schools program

South County – Program will test a discounted model using two transit agencies in one area. Staff also recommends exploring with the school district the opportunity to implement a free pass program for FRPM-eligible students.

- **Format:** All students have access to a discounted transit pass which can be used on either AC Transit or Union City Transit. Low-income students can get pass for free while others get a discount, pending school district approval.
 - o **Changes:** In Year One, the program was limited to 8th through 10th graders and will be expanded to allow participation by all grades. The current discount will be increased to provide a lower up-front cost to students. Those students eligible for free and reduced price meals will now be eligible to receive passes for free, pending school district approval. Steps will be taken to simplify the administration of the program with two transit providers.
 - o **Rationale:** The pass medium will include Clipper and flash passes and will be designed to maximize ease of administration and student access to the program. The program will be extended to all grades based on findings that

the grade-limited program may be suppressing participation due to families having students in multiple grades (similar to Central County). The discount will be increased to further remove barriers to participation and students on the free and reduced price meal program will be eligible for the passes for free, pending approval from the school district. No additional schools are added at this time due to the size of currently participating schools and the potential cost implications of the recommended program changes.

- o **Participating schools:**
 - Continued from Year One with changed parameters as described above:
 - James Logan High, Union City
 - Cesar Chavez Middle, Union City

East County – Program will test utilization of free and universal passes and the impact of an “eco-pass” payment model with the transit agency.

- **Format:** All students will have access to a free LAVTA/Wheels transit pass on Clipper.
 - o **Changes:** The program will transition to an eco-pass model where all students are given transit passes for free and Alameda CTC will pay the transit agency a lump sum for enrollment of all students at the schools. Transit passes will now be available on Clipper rather than in flash pass format due to LAVTA's ability to provide institutional passes via Clipper for Year Two. The program will be expanded to the two additional schools on the shortlist that are in Livermore Valley Joint Unified School District.
 - o **Rationale:** From a student perspective, this pilot is similar to the free and universal programs in North and Central County. From an agency-payment perspective, Alameda CTC will pay LAVTA a single bulk payment for each school, at a deeply discounted rate on a per pass basis. This creates a known and reliable income stream for the transit agency, provides Alameda CTC with a deep discount for each pass purchased, and allows all students to have access to a free transit pass. Changing from a flash pass to Clipper will also test whether the pass format influences the student participation/utilization level.
 - o **Participating schools:**
 - Continuing from Year One with an eco-pass model:
 - Livermore High, Livermore
 - East Avenue Middle, Livermore
 - Recommended for inclusion in Year Two with an eco-pass model:
 - Del Valle Continuation High, Livermore
 - o 132 students (52% FRPM eligible)

- o Transit access: served by 2 LAVTA/Wheels routes
- Andrew N. Christensen Middle, Livermore
 - o 615 students (20% FRPM eligible)
 - o Transit access: 1 LAVTA/Wheels route)
 - o Participates in Safe Routes to Schools program

Pilot Program Estimated Costs

The three-year Affordable Student Transit Pass Program has a maximum budget of \$15 million to cover all costs associated with the program, including all costs related to transit passes, administration, staffing, direct costs, education and outreach to schools, and student travel training. The estimated program costs over the three-year pilot program are as follows:

Activity	Estimated costs for three year pilot
Transit agency contract costs for purchase of student transit passes	\$13 million (87% of total costs)
Direct costs for transit pass purchase (cards only, not service), travel training, printing, educational materials, shipping	\$900,000 (6% of total costs)
Program establishment, operations, administration and evaluation (staff and consultant costs for three years)	\$1.1 million (7%) of total costs
Estimated Total	\$15 million

Future Program Expansion Opportunities

The intent of the initial pilot program included in the 2014 TEP was to implement and evaluate different models of affordable pass programs in different areas of the county to identify successful models that could be implemented more broadly after the initial three-year pilot period. During Year Two of the pilot program, staff will continue to research and evaluate the feasibility of the following types of programs, and if possible, assess if they can be added or expanded within the pilot program timeframe:

- **Eco-pass:** This type of program allows an institution to purchase unlimited ride passes on transit for its employees, residents, or students (in the case of many colleges) during specific time periods, guaranteeing funding to transit operators and offering transit access to all eligible pass recipients. These programs assume that while all eligible students, residents, or employees can receive and use a pass,

not all of them do, or that some participants use the passes much less frequently than others.

- o An eco-pass program would eliminate the need for programs with means-based eligibility requirements since all students would receive the pass. If broad institutional participation in an eco-pass program is achieved, this type of program would “follow the child” rather than be based on participation in a pass program by a public vs. private school, as expressed by Commissioners at the February 2017 board meeting.
- o We will be testing a LAVTA/Wheels eco-pass program this year and will gain a better understanding of the implications of the program during Year 2.
- o AC Transit has an existing EasyPass program for use by colleges, businesses, and residential developments that could potentially serve as the basis for implementing a middle and/or high school eco-pass program.
- **Additional models for students eligible for free and reduced price meals:** Assess and evaluate additional school-based and countywide program models that allow students who qualify for free and reduced price meals to get a free transit pass.
- **Travel Training Expansion and Transit Use Evaluation:** Expand travel training to more middle schools to prepare students to use transit and to support parent/student comfort with riding transit. Periodically track and evaluate student usage of transit to assess and remove barriers to transit use and the costs associated with travel training activities. This could potentially become part of middle school Safe Routes to Schools programs, funding permitting.
- **Expand Funding:** Seek grant opportunities to expand the program and create a stronger link with the countywide Safe Routes to Schools program for middle and high school students that encourages green transportation (walking, biking and transit) to reduce congestion and emissions around school sites, particularly for morning and afternoon student drop-offs and pickups.

Next Steps

After Commission approval, Alameda CTC will work with the schools currently participating to incorporate any recommended changes and refine processes for greater efficiency and effectiveness for Year Two. Staff will also begin work with the new schools to integrate them into the program and address any unique needs of each school. Finally, staff will continue to work closely with each of our transit agencies to incorporate new schools and changed parameters for the pass products offered.

The expanded program at schools will be launched in August 2017. Leading up to Year Two of the Affordable STPP, actions will include but not be limited to:

- Finalize pass pricing and administrative costs with the transit operators

- Adjust financial agreements with applicable agencies if necessary
- Enter into MOUs with the new school sites to obtain necessary statistical information, establish any administrative costs, and establish payment mechanisms (applicable only for schools provided with discounted passes); adjust existing MOUs with current school sites if necessary
- Identify and train on-site school administrators at the new school sites
- Develop informational materials for students, including language translation, and distribute to all schools
- Print and distribute passes at all schools
- Gather baseline data at all school sites

Fiscal Impact: The full \$15 million for the Affordable Student Transit Pass Program has already been programmed by the Commission and any approved program expansions/modifications will be implemented within the approved overall program budget. Funds for Year 2 of the Pilot will be included in the FY17/18 budget.

Attachments

- A. Adopted Short List of Potential School Sites

Staff Contact

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[Cathleen Sullivan](#), Principal Transportation Planner

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ATTACHMENT A – Shortlisted Schools Approved by the Commission, May 2016 (data updated February 2017)

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment (2015-2016)	SR2S	Traditional/Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRPM eligible students)	# of Bus Routes
1	North	Berkeley Unified	REALM Charter High*	Traditional	Charter	High	9 - 12	366	No	Yes	Yes	73%	9
2	North	Berkeley Unified	REALM Charter Middle*	Traditional	Charter	Middle	6 - 8	302	No	Yes	Yes	72%	9
3	North	Oakland Unified	Castlemont High*	Traditional	Non-charter	High	9 - 12	564	No	Yes	Yes	81%	8
4	North	Oakland Unified	Fremont High*	Traditional	Non-charter	High	9 - 12	773	No	Yes	Yes	84%	6
5	North	Oakland Unified	McClymonds High	Traditional	Non-charter	High	9 - 12	318	No	Yes	Yes	85%	6
6	North	Oakland Unified	Oakland High	Traditional	Non-charter	High	9 - 12	1,583	No	Yes	Yes	88%	20
7	North	Oakland Unified	Roosevelt Middle	Traditional	Non-charter	Middle	6 - 8	511	No	Yes	Yes	96%	3
8	North	Oakland Unified	Westlake Middle	Traditional	Non-charter	Middle	6 - 8	455	Yes	Yes	Yes	93%	9
9	North	Oakland Unified	Bret Harte Middle	Traditional	Non-charter	Middle	6 - 8	484	No	Yes	Yes	79%	10
10	North	Oakland Unified	Aspire Berkley Maynard Academy	Traditional	Charter	Middle	K - 8	n/a	No	Yes	Yes	n/a	4
11	North	Oakland Unified	Oakland Military Institute	Traditional	Charter	Middle/High	6 - 12	616	No	Yes	Yes	25%	19
12	North	Oakland Unified	Alliance Academy	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	94%	1
13	North	Oakland Unified	Elmhurst Community Prep	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	94%	1
14	North	Oakland Unified	Frick Middle*	Traditional	Non-charter	Middle	6 - 8	204	No	Yes	Yes	94%	7
15	North	Oakland Unified	Urban Promise Academy	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	95%	6
16	Central	San Leandro Unified	San Leandro High*	Traditional	Non-charter	High	9 - 12	2,597	Yes	Yes	Yes	62%	5
17	Central	San Leandro Unified	John Muir Middle*	Traditional	Non-charter	Middle	6 - 8	969	Yes	Yes	Yes	69%	3
18	Central	Hayward Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	579	Yes	Yes	Yes	86%	5
19	Central	Hayward Unified	Bret Harte Middle	Traditional	Non-charter	Middle	7 - 8	632	Yes	Yes	Yes	69%	9
20	Central	Hayward Unified	Hayward High	Traditional	Non-charter	High	9 - 12	1,580	No	Yes	Yes	75%	3
21	Central	San Lorenzo Unified	Bohannon Middle	Traditional	Non-charter	Middle	6 - 8	834	Yes	Yes	Yes	67%	4
22	Central	San Lorenzo Unified	San Lorenzo High	Traditional	Non-charter	High	9 - 12	1,386	Yes	Yes	Yes	77%	2
23	South	New Haven Unified	Cesar Chavez Middle*	Traditional	Non-charter	Middle	6 - 8	1,284	Yes	Yes	Yes	55%	5
24	South	New Haven Unified	James Logan High*	Traditional	Non-charter	High	9 - 12	3,793	No	Yes	Yes	41%	16
25	South	Newark Unified	Newark Junior High	Traditional	Non-charter	Middle	7 - 8	935	No	Yes	Yes	49%	4
26	South	Newark Unified	Newark Memorial High	Traditional	Non-charter	High	9 - 12	1,767	No	Yes	Yes	42%	8
27	South	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	n/a	No	Yes	Yes	n/a	2

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment (2015-2016)	SR2S	Traditional/Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRPM eligible students)	# of Bus Routes
28	South	Fremont Unified	American High	Traditional	Non-charter	High	9 - 12	2,093	Yes	Yes	Yes	22%	6
29	East	Dublin Unified	Wells Middle	Traditional	Non-charter	Middle	6 - 8	873	Yes	Yes	Yes	18%	2
30	East	Dublin Unified	Dublin High	Traditional	Non-charter	High	9 - 12	2,273	Yes	Yes	Yes	9%	2
31	East	Livermore Valley Joint Unified	Del Valle Continuation High	Continuation	Non-charter	High	7 - 12	132	No	Yes	Yes	52%	2
32	East	Livermore Valley Joint Unified	East Avenue Middle*	Traditional	Non-charter	Middle	6 - 8	621	Yes	Yes	Yes	29%	2
33	East	Livermore Valley Joint Unified	Livermore High*	Traditional	Non-charter	High	9 - 12	2,059	No	Yes	Yes	20%	4
34	East	Livermore Valley Joint Unified	Andrew N. Christensen Middle	Traditional	Non-charter	Middle	6 - 8	615	No	Yes	Yes	20%	1
35	East	Pleasanton Unified	Thomas S. Hart Middle	Traditional	Non-charter	Middle	6 - 8	1,167	Yes	Yes	Yes	6%	5
36	East	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2,085	Yes	Yes	Yes	5%	4

*Schools in Year 1 Pilot Program