ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Commission Meeting Agenda
Thursday, September 27, 2018, 2 p.m.

Chair:	Richard Valle, Supervisor Alameda County District 2	Executive Director:	Arthur L. Dao
Vice Chair:	Pauline Cutter, Mayor City of San Leandro	Clerk of the Commission:	Vanessa Lee

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar **Page/Action**

Alameda CTC standing committees approved all action items on the consent calendar, except Items 6.1 and 6.2.

7. Community Advisory Committee Reports (3-minute time limit)

7.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair I

7.2. Independent Watchdog Committee – Steve Jones, Chair I

7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair I

8. I-580 Express Lane Policy Committee Action Items

The I-580 Express Lane Policy Committee approved the following action items, unless otherwise noted in the recommendation.

8.1. I-580 Express Lanes After Study Update 109 I

9. Planning, Policy and Legislation Committee Action Items

The Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

9.1. Work Program for the I-580 and I-680 Corridors 119 I

10. Member Reports

11. Adjournment

Next Meeting: Thursday, October 25, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.

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Alameda CTC Schedule of Upcoming Meetings:

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	October 4, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	October 8, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	October 18, 2018	5:30 p.m.
Alameda CTC Commission Meeting	October 25, 2018	2:00 p.m.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	November 19, 2018	1:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the Alameda CTC website.

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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 Haubert, Commissioner Mei and Commissioner Marchand.

Commissioner Raburn was present as an alternate for Commissioner Saltzman.
Commissioner Pilch was present as an alternate for Commissioner Maass.
Commissioner Worthington was present as an alternate for Commissioner Arreguin.

Subsequent to the roll call:
Commissioner Mei arrived during item 3.1.

3. **Closed Session**
3.1. Closed Session - Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Litigation exposure; one potential action

3.2. Report on Closed Session
Zachary Wasserman, WRBD, reported that there was no action taken in the Closed Session. However, he informed the public and the Commission that the decision of the panel hearing the appeal of Rail Surveys and Engineers, Inc. (RSE, Inc.) on the award of the Global Opportunities at the Port of Oakland contract on the 7th Street Grade Separation East Project (7SGSE) has been delivered to the lawyers for the appellant and to the Commission. That decision upholds staff recommendation and is final.

4. **Public Comment**
A public comment was heard from Michael Zatkin on behalf of RSE, Inc. Mr. Zatkin noted that his comments are regarding the bid protest filed by RSE, Inc. in connection with Request for Proposal R18-0003 for the final design plans, specifications and estimate phase services for the 7SGSE Project. Mr. Zatkin stated that RSE, Inc. believed the interview process was not fair and that the Commission should conduct an investigation including interviewing all members of the rating panel and all those present during the interviews.

5. **Chair and Vice Chair Report**
Chair Valle informed the Commission that Berkeley City Council Member Kriss Worthington is retiring. Commissioner Worthington said that it's been an incredible journey and a great pleasure working with the Alameda CTC.

6. **Executive Director Report**
Art Dao stated that Alameda CTC Commission will honor Commissioner Worthington's service as a Commissioner in the coming months. Mr. Dao informed the Commission that

the Executive Director's report could be found in the folders as well as online. He reported that earlier in July he joined Vice Chair, Mayor Cutter and alternate Commissioner AC Transit Director Chris Peeples in celebrating the kick-off of San Leandro's summer road paving projects. He gave compliments to Mayor Cutter, the City of San Leandro and Director Ortiz in helping Alameda CTC keep the promise to the voters for Measure BB and Senate Bill (SB) 1. Mr. Dao concluded by informing the Commission of the passing of Paul Keener, who was a part of the Alameda CTC Technical Advisory Committee. He stated that Mr. Keener was a very diligent Senior Transportation Planner with Alameda County. Chair Valle requested that the Commission meeting adjourn in Paul Keener's memory.

7. Consent Calendar

7.1. Approve the June 28, 2018 Commission Minutes

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

7.3. California Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Program Grant Funding Award

7.4. Interstate 680 Sunol Express Lanes – Phase 1: Approval of Amendment No. 2 to Cooperative Agreement No. 04-2568 with Caltrans for the Plans, Specifications and Estimate Phase

7.5. Central Avenue Overpass: Approve Project Funding Agreement A18-0056 with the City of Newark for the Plans, Specifications and Estimate and Right of Way Phases

7.6. I-880 North Safety and Operational Improvements at 23rd and 29th: Approval of Amendment No. 1 to Cooperative Agreement No. 04-2550 with Caltrans for the Construction Phase

7.7. Approve Community Advisory Committee Appointments

Commissioner Bauters moved to approve the Consent Calendar. Commissioner Worthington seconded the motion. The motion passed with the following votes:

Yes:	*Bauters, Carson, Cutter, Dutra-Vernaci, Freitas, Haggerty, Halliday, Kalb, Kaplan, King, Mei, Miley, Ortiz, Pilch, Raburn, Spencer, Thorne, Vallle, Worthington*
No:	*None*
Abstain:	*None*
Absent:	*Chan, Haubert, Marchand*

8. Community Advisory Committee Reports

8.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Matt Turner stated that BPAC met on June 28, 2018. The Committee received an update from MTC and the City of Oakland on the regional bikeshare program expansion in the East Bay, the 2016 and 2017 Bike/Ped Count Program and an update on the Countywide Active Transportation Plan.

8.2 Independent Watchdog Committee (IWC)
Steven Jones stated that the IWC met on July 9, 2018. The committee approved the FY2018-19 calendar, held officer elections where he was elected as the IWC Chair, approved the IWC Annual Report and received a presentation on the Direct Local Distribution Program Compliance Summary.

8.3. Paratransit Advisory and Planning Committee (PAPCO)
There was no one present from PAPCO.

9. Planning, Policy and Legislation Committee Action Items

9.1. Legislative Update
Tess Lengyel provided an update on federal, state, and local legislative activities, and focused on an overview of Senate Bill (SB) 1 in relation to transportation funding in Alameda County and a recommendation on Proposition 6 on the November 6, 2018 ballot. Ms. Lengyel discussed the benefits of SB 1 funding to the county and transit operators. She described Alameda CTC's efforts to inform and educate the public about SB 1 and commended other agencies undertaking similar educational efforts. Ms. Lengyel stated that if Proposition 6 passed, it would not only eliminate all future SB 1 funding but would require that any measure enacting specific tax or fee on gas or diesel fuel, or on the privilege to operate a vehicle on public highways would have to go to the electorate for approval. Upon the request of the Alameda CTC Planning, Policy, and Legislation Committee Ms. Lengyel discussed SB 1376, which is a bill that focuses on Transportation Network Companies (TNCs) and accessibility for people with disabilities. If passed, it would require the California Public Utilities Commission (CPUC) to develop regulations by 2020. Ms. Lengyel recommended the Commission approve an oppose position on Proposition 6 and a support and seek an amendment position on SB 1376.

Commissioner Haggerty informed the Commission that the Metropolitan Transportation Commission (MTC) recommended a support with an amendment position to SB 1376. The amendment MTC requested is to remove the provision that reference the disabled community will lose their ability to sue TNCs. Ms. Lengyel stated that there is language in the bill that provides for people to pursue legal action. Ms. Lengyel noted that that amendment had been included in the bill.

Commissioner Cutter asked for clarification on the fine for TNCs in SB 1376. Ms. Lengyel stated if the TNCs are not accessible they would pay a fee, which will go to organizations that the CPUC has approved to deliver those services for people with disabilities.

Commissioner Halliday asked if every vehicle within a TNC should be accessible. Mr. Dao stated that every vehicle in a fleet does not need to be accessible, but that the Company has to be able to accommodate a person with disabilities.

Commissioner Spencer asked if TNCs include car sharing. Commissioner Kaplan said no. Ms. Lengyel said that under the Passenger Charter-party Carriers' Act CPUC defines TNCs as a certain set of organizations that they regulate, and the definition does not include car share services.

Commissioner Halliday moved to approve staff's recommendation to oppose efforts to repeal transportation revenues streams enacted through SB 1 and support and seek amendment to add paratransit coordinating councils in SB 1376. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes:	*Bauters, Carson, Cutter, Dutra-Vernaci, Freitas, Haggerty, Halliday, Kalb, Kaplan, King, Mei, Miley, Ortiz, Pilch, Raburn, Spencer, Thorne, Vallle, Worthington*
No:	*None*
Abstain:	*None*
Absent:	*Chan, Haubert, Marchand*

10. Programs and Projects Committee Action Items

10.1. 2018 Comprehensive Investment Plan Technical Adjustment

Vivek Bhat stated the most recent approved Comprehensive Investment Plan (CIP), which was the 2018 CIP, was approved by the Commission in April 2017 and included approximately $405 million of projects programmed between FY17-18 and FY 21-22. From the $405 million, $260 million was allocated in the first two-years (FY 17-18 and 18-19). Mr. Bhat noted since the approval of the 2018 CIP, the Commission has approved individual allocations that are being captured in the recommended CIP update. Mr. Bhat noted that the recommended CIP updates also captured programming adjustments due to updated project delivery and funding strategies. The changes amount to approximately $106 million in additional programming, which included $102 million in additional allocations. Mr. Bhat requested the Commission approve the 2018 CIP Update, which includes $106 million of programming adjustments to the current CIP's programming window, fiscal years 2017-18 through 2021-22; and approve the Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners including Baseline Agreements for the Senate Bill 1 programs, initiation of contract procurement to obtain necessary professional services and construction contracts to advance projects and programs that are directly managed by Alameda CTC, and encumbrances for costs incurred directly by the Alameda CTC.

Commissioner Halliday asked if an existing CIP project contains sufficient funding could it receive additional funding. Mr. Bhat stated the project can be considered in a future CIP.

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

Yes:	*Bauters, Carson, Cutter, Dutra-Vernaci, Freitas, Haggerty, Halliday, Kalb, Kaplan, King, Mei, Miley, Ortiz, Pilch, Raburn, Spencer, Thorne, Vallle, Worthington*
No:	*None*
Abstain:	*None*
Absent:	*Chan, Haubert, Marchand*

10.2 Alameda CTC Capital Program Update

Trinity Nguyen presented an update on Alameda CTC's capital program. She reviewed the status of the overall capital program, highlighted upcoming advertisements, and provided details on projects in construction, including risks being managed.

Commissioner Bauters asked about the timeline for the Ashby Avenue project. Ms. Nguyen stated that the timeline and funding is determined by SB 1.

Commissioner Cutter asked if building at the Bay Fair Station will continue even though BART is not extending to Livermore. Mr. Dao responded that regardless if BART extends to Livermore, the improvement is needed at the Bay Fair BART Station.

Commissioner Mei asked about the timing of SR 262 and stated that the sooner the better with the massive changes in Fremont. Mr. Dao stated that the project needs more funding than currently available. Alameda CTC is advancing the initial project phase with local funds, but for future phases it will be dependent on SB 1 or other funds.

This item was for information only.

11. Member Reports

Commissioner Cutter thanked Mr. Dao for attending the event in San Leandro stating that it helped having Alameda CTC present to get the word out about SB 1.

Commissioner Kaplan shared updates from the Oakland City Council on shared scooters, stating that she introduced permits and regulations.

Chair Valle reminded the Commission that staff will be doing a poll for a possible August meeting.

12. Adjournment

The meeting adjourned in honor of Paul Keener and a moment of silence was observed.

The next meeting is Thursday, September 27, 2018 at 2:00 p.m.

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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 Arreguin, Commissioner Bauters, Commissioner Chan, Commissioner Kalb, Commissioner King and Commissioner Miley. Commissioners Haggerty and Kaplan attended by teleconference from the locations specified on the agenda.

Commissioner McQuaid was present as an alternate for Commissioner Carson.

Subsequent to the roll call:
Commissioner Kalb and Commissioner Miley arrived during item 0.1.

0. **Closed Session**
0.1. Closed Session - Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Litigation exposure; one potential action.

0.2. Report on Closed Session
Zachary Wasserman, WRBD, reported that there was no action taken in the Closed Session.

3. **Public Comment**
There was no public comment.

4. **Programs and Projects Committee Action Items**
4.1. 7th Street Grade Separation East Project / (PN 1442001): Approval of Professional Services Agreement A18-0049 with HDR Engineering, Inc. for Final Design / Plans, Specifications and Estimate (PS&E) Phase Services
The Chair noted that a member of the public had submitted a speaker card regarding this item. Michael Zatkin, identifying himself as a lawyer representing Rail Surveys and Engineers, Inc. (RSE, Inc.), stated that his comments are related to the bid protest filed by RSE, Inc. in connection with the RFP. Mr. Zatkin read into the record a significant portion of a declaration prepared by a former Alameda CTC employee and submitted by RSE, Inc. regarding the bid protest.

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0049 with HDR Engineering, Inc. to provide services for the Final Design / Plans, Specifications and Estimate (PS&E) Phase of the 7th Street Grade Separation East Project (7SGSE), for an amount to not to exceed the Independent Cost Estimate of $15.5 million, and

subject to the approval of the contract package by the California Department of Transportation (Caltrans). Ms. Nguyen noted that the proposed budget for the professional services agreement is included in the Commission adopted 2018 Comprehensive Investment Plan and in the adopted FY2018-19 Capital Program Budget. Ms. Nguyen provided an overview and update on the project; specifically, Alameda CTC is the project sponsor and the implementing agency for the Global Opportunities at the Port of Oakland (GoPort) Program, which includes the 7SGSE Project. The project has achieved CEQA clearance, and Alameda CTC was successful in securing $175 million in SB1 funding. She noted that in order to meet the funding requirements, the project would need to complete design and request funding by no later than June 2020 from The California Transportation Commission.

Ms. Nguyen followed with an overview of the procurement process that resulted in the receipt of proposals from HDR Engineering, Inc. and RSE, Inc. At the conclusion of the RFP interview process, the independent Selection Review Panel, comprised of staff from the City of Oakland and Alameda CTC along with non-voting members from the Port, selected HDR Engineering, Inc. as the top-ranked firm for the project.

Commissioner Valle asked about Union Pacific Railroad (UPRR) cooperation on this project and for future projects. Art Dao stated that through the Commissioners' leadership with the Goods Movement Plan and Rail Strategy Study, UPRR is cooperating with Alameda CTC on the 7SGSE project and future projects. UPRR has come to the table to discuss the regional framework whereby they would facilitate project development and project delivery not just for Alameda County but region-wide. Mr. Dao is hopeful that these discussions will bring about a decision on how to invest in the rail system to facilitate both passenger and freight rail. Mr. Dao noted that the 7SGSE project is primarily on UPRR property and UPRR has been meeting at least quarterly to address technical project issues to keep the project moving forward. He also noted that Alameda CTC staff is working very closely with UPRR on the Rail Crossing Safety Improvement program. Conceptual agreement has been reached and staff will be presenting the details of that program at a future meeting.

Commissioner Spencer asked for confirmation on when the declaration read by Mr. Zatkin was received, and asked if it had been considered in the process or whether it represented new information. Mr. Wasserman noted that the declaration was submitted on Friday, August 10, 2018, and so the declaration was not available to provide to the panel during its deliberations on the bid protest. Mr. Wasserman also stated that the fundamental allegations in the declaration had been made in earlier documents submitted by RSE, Inc., and the substance of the declaration had been considered by the panel and did not represent new information. Mr. Wasserman also noted that RSE, Inc. and its counsel had elected not to appear at the hearing conducted by the panel on July 20, 2018.

Commissioner Dutra-Vernaci moved to approve this item. Commissioner Kalb seconded the motion. The secretary conducted a roll call vote, and the motion passed with the following votes:

Yes:	*Cutter, Dutra-Vernaci, Freitas, Haggerty, Halliday, Haubert, Kalb, Kaplan, Maass, Marchand, McQuaid, Mei, Miley, Ortiz, Saltzman, Spencer, Thorne, Valle*
No:	*None*
Abstain:	*None*
Absent:	*Arreguin, Bauters, Chan, King*

5. Adjournment

The next meeting is Thursday, September 27, 2018 at 2:00 p.m.

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DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	FY2017-18 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act

Recommendation:

This item is to provide the Commission with an update on the FY2017-18 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act. This item is for information only.

Summary

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

California Government Code section 935.4 states:

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

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

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

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment

A. Report on Claims Acted Upon by Staff under the Government Claims Act April 1, 2018 – June 30, 2018

Claims Acted Upon by Staff Under the Government Claim Act
April 1, 2018 - June 30, 2018

Claimant	Submitted By	Received Date	Amount	Action Taken	Date	Notes
Mr. Coleman Foley	Marion's Inn LLP	September 9, 2016	$0.00	Settled	June 12, 2018	The parties agreed to settle this matter without any payment from Alameda CTC.

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DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance/Administration Lily Balinton, Director of Finance
SUBJECT:	Alameda CTC FY2017-18 Year-End Unaudited Investment Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2017-18 Year-End Unaudited Investment Report.

Summary

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

The Year-End Consolidated Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by Alameda CTC as of June 30, 2018. The report also shows balances as of June 30, 2017 for comparison purposes. The *Portfolio Review for Quarter Ending June 30, 2018* (Attachment B), prepared by SunTrust Advisory Services, provides a review and outlook of market conditions and information regarding portfolio allocation, compliance, and returns by portfolio compared to the benchmark.

Background

The following are key highlights of cash and investment information as of June 30, 2018:

- As of June 30, 2018, total cash and investments held by Alameda CTC was $560.0 million, an increase of $99.8 million or 21.7 percent over June 30, 2017 mostly related to the receipt of Measure BB sales tax revenues and non-sales tax project reimbursements which outpaced expenditures as the activities on non-sales tax related capital projects continue to wind down.

- Compared to prior year-end balances:
    - The 1986 Measure B investment balance decreased slightly by $0.3 million due to capital project expenditures.
    - The 2000 Measure B investment balance increased $13.6 million or 8.5 percent mostly related to the timing of invoicing as construction work is seasonal and still in progress. It is anticipated that the expenditures for the construction work will be billed and paid in the winter months.
    - The 2014 Measure BB investment balance increased $58.9 million or 59.9 percent due to the accumulation of sales tax revenues for funding the various projects and programs in the 2018 Comprehensive Investment Plan. Many contracts for construction projects as well as agreements for discretionary projects were finalized earlier this fiscal year. It is expected that activity will ramp up in the next few months with the related invoices to be paid in the next fiscal year.
    - The Non-Sales Tax investment balance increased $27.6 million or 42.1 percent primarily due to the reimbursement of grant funds which outpaced expenditures as non-sales tax capital projects continue to wind down, in addition to the collection of toll revenues on the I-580 Express Lanes as the agency accumulates funds for an operational risk reserve as defined in the I-580 Express Lanes 20-Year Expenditure Plan.

Investment yields have increased at the end of the fiscal year with the approximate average return on investments through June 30, 2018 at 1.01 percent compared to the prior year's average return of 0.46 percent. Return on investments were projected for the FY2017-18 budget year at varying rates ranging from 0.2 - 0.7 percent depending on investment type.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

A. Consolidated Investment Report as of June 30, 2018
B. Portfolio Review for Quarter Ending June 30, 2018 (provided by SunTrust)
C. Fixed Income Portfolio as of June 30, 2018

Alameda CTC
Consolidated Investment Report
As of June 30, 2018

1986 Measure B	Un-Audited	Interest Earned				FY 2016-2017	
		As of June 30, 2018				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2017	FY 2016-2017
Bank Accounts	$ 983,237	$ 1,551	0.16%			$ 1,408,153	3,139
State Treasurer Pool (LAIF) (1)	7,967,920	117,629	1.48%			8,870,047	60,947
Investment Advisor (1) (2)	125,883,480	1,165,000	0.93%			114,869,946	440,961
Loan to Non-Sales Tax General Fund	-	-	-			10,000,000	-
1986 Measure B Total	$ 134,834,637	$ 1,284,180	0.95%	$ 1,300,000	$ (15,820)	$ 135,148,145	$ 505,047
						Approx. ROI	*0.37%*

2000 Measure B	Un-Audited	Interest Earned				FY 2016-2017	
		As of June 30, 2018				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2017	FY 2016-2017
Bank Accounts	$ 5,893,853	$ 17,434	0.30%			$ 10,111,276	$ 6,716
State Treasurer Pool (LAIF) (1)	27,578,149	300,470	1.09%			30,080,706	150,261
Investment Advisor (1) (2)	131,287,716	1,268,387	0.97%			105,179,502	524,229
2014 Series A Bond Project Fund	-	8,825	0.99%			1,157	2,294
2014 Series A Bond Revenue Fund (1)	810	4	1.80%			-	-
2014 Series A Bond Interest Fund (1) (2)	1,712,643	21,940	1.27%			3,523,504	29,420
2014 Series A Bond Principal Fund (1) (2)	7,504,983	131,129	1.26%			7,154,278	38,315
Project Deferred Revenue (1) (3)	799,752	48,602	6.08%			5,084,680	46,023
2000 Measure B Total	$ 174,777,906	$ 1,796,791	1.03%	$ 1,575,000	$ 221,791	$ 161,135,104	$ 797,258
						Approx. ROI	*0.49%*

2014 Measure BB	Un-Audited	Interest Earned				FY 2016-2017	
		As of June 30, 2018				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2017	FY 2016-2017
Bank Accounts	$ 1,441,895	$ 18,195	1.26%			$ 7,207,912	$ 10,950
State Treasurer Pool (LAIF) (1)	43,552,054	658,535	1.51%			61,126,500	317,549
Investment Advisor (1) (2)	100,333,664	706,820	0.70%			30,036,879	119,911
Project Deferred Revenue (1) (3)	11,977,522	33,865	0.28%			-	-
2014 Measure BB Total	$ 157,305,135	$ 1,417,415	0.90%	$ 790,000	$ 627,415	$ 98,371,291	$ 448,409
						Approx. ROI	*0.46%*

Non-Sales Tax	Un-Audited	Interest Earned				FY 2016-2017	
		As of June 30, 2018				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2017	FY 2016-2017
Bank Accounts	$ 5,423,196	$ 30,015	0.55%			$ 7,411,637	$ 17,508
State Treasurer Pool (LAIF) (1)	29,258,291	404,598	1.38%			46,456,536	295,646
California Asset Management Program (CAMP)	49,614,995	600,311	1.21%			14,014,683	14,683
Project Deferred Revenue (1) (4)	8,739,938	103,849	1.19%			7,586,899	59,757
Loan from 1986 Measure B	-	-	-			(10,000,000)	-
Non-Sales Tax Total	$ 93,036,420	$ 1,138,773	1.22%	$ 580,000	$ 558,773	$ 65,469,754	$ 387,594
						Approx. ROI	*0.59%*
Alameda CTC TOTAL	$ 559,954,098	$ 5,637,159	1.01%	$ 4,245,000	$ 1,392,159	$ 460,124,294	$ 2,138,309

Notes:

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

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Alameda County Transportation Commission
Portfolio Review for the Quarter Ending
June 30, 2018

Fixed Income Market Review and Outlook

The US economy appears to have gathered more momentum, while inflation ratcheted up due to higher crude oil prices. The Federal Reserve responded with another rate hike in June, the second quarter-point move of 2018, and prepped markets for one or two more this year. Meanwhile, economic data from the European Union and Japan weakened, as each seemed to cool compared to a stronger first quarter. The combination of these factors helped the US dollar snap a five-quarter losing streak.

After a wild ride for yields during May, interest rates remained fairly well-behaved during June. The 10-year US Treasury yield finished June at 2.86%, up a hair from May, while yields for shorter maturities rose a little more.

Given flattish yields for the month and a modest rise for the quarter, returns were mixed for bond indices for both periods. US core bonds posted small losses, while US high yield bonds notched modest gains. Non-US bond performance continued to suffer as the stronger US dollar hammered returns for US-based investors.

Portfolio Allocation

As of the end of the quarter, the consolidated Alameda CTC portfolio consisted of 36.5% US Government Agency securities, 44.3% US Treasury securities, 18.9% High Grade Corporate Bonds and 0.3% cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending June 30, 2018 the Alameda CTC portfolios were in compliance with the adopted investment policy statement.

Budget Impact

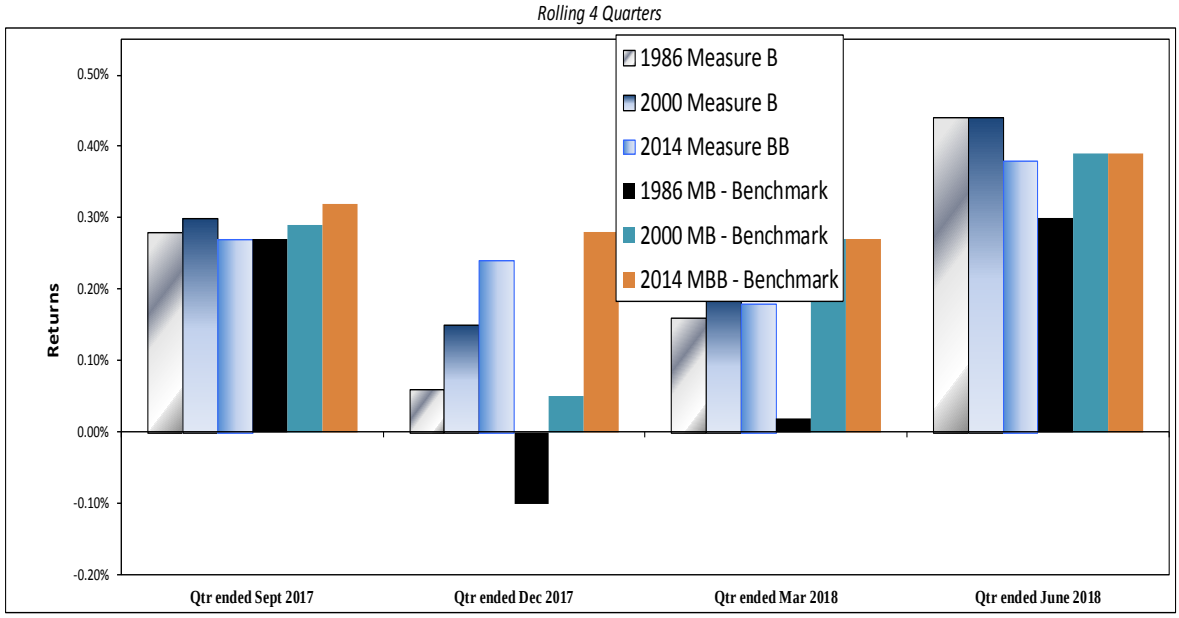
The portfolio's performance is reported on a total return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses), but does not include the deduction of management fees. For the quarter ending June 30, 2018, the 1986 Measure B portfolio returned **0.44%**. This

compares to the benchmark return of **0.30%**. For the quarter ending June 30, 2018, the 2000 Measure B portfolio returned **0.44%**. This compares to the benchmark return of **0.38%**. For the quarter ending June 30, 2018, the 2014 Measure BB portfolio returned **0.38%.** This compares to the benchmark return of **0.38%**. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, 2018, the 1986 Measure B portfolio's yield to maturity or call was **2.37%.** The benchmark's yield to maturity was **2.34%**. For the quarter ending June 30, 2018, the 2000 Measure B portfolio's yield to maturity or call was **2.33%.** The benchmark's yield to maturity was **2.31%.** For the quarter ending June 30, 2018, the 2014 Measure BB portfolio's yield to maturity or call was **2.34%.** The benchmark's yield to maturity was **2.31%.**

Alameda CTC

Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Trailing 12 Months
MONTHLY PERFORMANCE DATA													
1986 Measure B	0.15%	0.12%	0.01%	0.04%	-0.05%	0.07%	-0.01%	0.02%	0.15%	0.09%	0.26%	0.09%	0.94%
2000 Measure B	0.15%	0.11%	0.04%	0.09%	0.00%	0.06%	0.02%	0.03%	0.14%	0.08%	0.24%	0.12%	1.09%
2014 Measure BB	0.11%	0.09%	0.07%	0.16%	0.04%	0.04%	0.01%	0.01%	0.16%	0.02%	0.27%	0.09%	1.07%
Benchmark - 1986 MB[1]	0.15%	0.14%	-0.02%	-0.02%	-0.12%	0.04%	-0.16%	0.00%	0.18%	-0.07%	0.31%	0.06%	0.49%
Benchmark - 2000 MB[2]	0.12%	0.13%	0.04%	0.07%	-0.04%	0.02%	0.13%	0.01%	0.13%	0.07%	0.22%	0.09%	0.99%
Benchmark - 2014 MBB[3]	0.11%	0.14%	0.07%	0.09%	0.08%	0.11%	0.13%	0.01%	0.13%	0.07%	0.22%	0.09%	1.26%

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

1 (1986 Measure B) Benchmark is the BofAML 0-3 Year US Treasury Index. Previously the Benchmark was a customized benchmark comprised of 25% ML 1 -3 year Tsy index, 25% ML 6mo. Tsy index and 50% ML 1 year Tsy index

2 (2000 Measure B) Benchmark is the BofAML 1-Year US Treasury Index. Previously the Benchmark was a customized benchmark comprised of 50% ML 6mo. Tsy index and 50% ML 1 year Tsy index.

3 (2014 Measure BB) Benchmark is the BofAML 1-Year US Treasury Index. Previously the Benchmark was the ML 6mo. Treasury index

Bond Portfolios

The Bond portfolios, including the Interest, Principal and Project Funds, were originally invested by buying allowable high grade fixed income securities. As of June 30, 2018, the average life of the cash flows for the Interest Fund was roughly **0.16** years, and the average life of the cash flows of the Principal Fund was **0.60** years. The Project Fund has a zero balance.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. As of the end of the quarter the yield to maturity for the Interest Fund was **1.88%** (including the average money market

fund yield of 1.81%)**.** The yield to maturity for the Principal fund was **2.24%**. By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the month would yield approximately **1.90%** and **2.25%** respectively.

For the quarter ending June 30, 2018, the Alameda CTC Series 2014 Bonds Interest Fund and Principal Fund portfolios were invested in compliance with Section 5.11 of the Bond Indenture dated February 1, 2014.

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				43,674.17		43,674.17		43,674.17	0.03		0.0
	pendingcash	PENDING SETTLEMENT				34,924.72		34,924.72		34,924.72	0.03		0.0
						78,598.89		78,598.89		78,598.89	0.06		0.0
CORPORATE BONDS													
1,000,000.0000	89236tcp8	TOYOTA MOTOR CREDIT CORP 1.550% Due 07-13-18	AA3	AA-	100.08	1,000,807.00	99.97	999,702.00	7,233.33	1,006,935.33	0.79	2.36	0.0
1,000,000.0000	478160br4	JOHNSON & JOHNSON 1.125% Due 03-01-19	AAA	AAA	99.64	996,390.00	99.06	990,610.00	3,750.00	994,360.00	0.79	2.55	0.7
1,000,000.0000	06406hcr8	BANK NEW YORK MTN BK ENT 2.200% Due 03-04-19	A1	A	100.85	1,008,470.00	99.72	997,175.00	7,150.00	1,004,325.00	0.79	2.62	0.7
2,000,000.0000	084664cg4	BERKSHIRE HATHAWAY FIN CORP 1.700% Due 03-15-19	AA2	AA	100.29	2,005,840.00	99.48	1,989,586.00	10,011.11	1,999,597.11	1.58	2.44	0.7
2,000,000.0000	459200je2	INTERNATIONAL BUSINESS MACHS 1.800% Due 05-17-19	A1	A+	100.49	2,009,800.00	99.34	1,986,710.00	4,400.00	1,991,110.00	1.58	2.57	0.9
2,000,000.0000	191216bv1	COCA COLA CO 1.375% Due 05-30-19	AA3	A+	99.85	1,997,040.00	98.95	1,979,040.00	2,368.06	1,981,408.06	1.57	2.54	0.9
1,000,000.0000	06406hcw7	BANK NEW YORK MTN BK ENT 2.300% Due 09-11-19	A1	A	101.23	1,012,340.00	99.46	994,588.00	7,027.78	1,001,615.78	0.79	2.76	1.2
1,000,000.0000	17275rbg6	CISCO SYS INC 1.400% Due 09-20-19	A1	AA-	99.60	995,950.00	98.59	985,915.00	3,927.78	989,842.78	0.78	2.58	1.2
2,000,000.0000	90331hml4	US BANK ASSN CINCINNATI OH MTN 2.125% Due 10-28-19	A1	AA-	100.82	2,016,400.00	99.08	1,981,642.00	7,437.50	1,989,079.50	1.57	2.83	1.3
2,000,000.0000	037833ck4	APPLE INC 1.900% Due 02-07-20	AA1	AA+	99.66	1,993,200.00	98.74	1,974,730.00	15,200.00	1,989,930.00	1.57	2.71	1.6
2,000,000.0000	857477as2	STATE STR CORP 2.550% Due 08-18-20	A1	A	100.17	2,003,300.00	99.19	1,983,712.00	18,841.67	2,002,553.67	1.58	2.95	2.0
2,000,000.0000	437076at9	HOME DEPOT INC 3.950% Due 09-15-20	A2	A	102.81	2,056,240.00	102.03	2,040,690.00	23,261.11	2,063,951.11	1.62	2.99	2.1
2,000,000.0000	713448dc9	PEPSICO INC 2.150% Due 10-14-20	A1	A+	99.88	1,997,540.00	98.41	1,968,212.00	9,197.22	1,977,409.22	1.56	2.87	2.2
1,000,000.0000	084664bz3	BERKSHIRE HATHAWAY FIN CORP 2.900% Due 10-15-20	AA2	AA	100.63	1,006,310.00	100.17	1,001,658.00	6,122.22	1,007,780.22	0.80	2.82	2.2
1,000,000.0000	594918bg8	MICROSOFT CORP 2.000% Due 11-03-20	AAA	AAA	99.67	996,730.00	98.42	984,230.00	3,222.22	987,452.22	0.78	2.70	2.3
						23,096,357.00		22,858,200.00	129,150.00	22,987,350.00	18.15	2.70	1.4
GOVERNMENT BONDS													
5,000,000.0000	3135g0e33	FEDERAL NATL MTG ASSN 1.125% Due 07-20-18	AAA	AA+	100.57	5,028,500.00	99.96	4,998,050.00	25,156.25	5,023,206.25	3.97	1.82	0.1
3,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	2,989,500.00	99.87	2,996,034.00	7,500.00	3,003,534.00	2.38	1.91	0.1
2,500,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	101.40	2,535,066.98	99.93	2,498,300.00	12,533.97	2,510,833.97	1.98	1.90	0.2
5,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	5,104,000.00	99.98	4,999,045.00	26,822.92	5,025,867.92	3.97	1.95	0.2
5,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	5,059,001.10	99.85	4,992,400.00	17,281.42	5,009,681.42	3.96	1.98	0.3

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTA 1986 Measure B

Account # N001

June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
3,000,000.0000	3137eaed7	FEDERAL HOME LN MTG CORP 0.875% Due 10-12-18	AAA	AA+	99.85	2,995,620.00	99.68	2,990,418.00	5,760.42	2,996,178.42	2.37	2.00	0.3
3,000,000.0000	3136g0x22	FEDERAL NATL MTG ASSN 1.000% Due 10-29-18	AAA	AA+	100.06	3,001,740.00	99.65	2,989,449.00	5,166.67	2,994,615.67	2.37	2.07	0.3
4,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	101.77	4,070,625.00	99.90	3,996,092.00	11,793.48	4,007,885.48	3.17	2.04	0.3
1,970,000.0000	313376br5	FEDERAL HOME LOAN BANKS 1.750% Due 12-14-18	AAA	AA+	100.85	1,986,745.00	99.80	1,965,985.14	1,627.99	1,967,613.13	1.56	2.20	0.5
1,300,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	1,300,000.00	99.61	1,294,917.00	710.38	1,295,627.38	1.03	2.11	0.5
1,590,000.0000	912828b33	UNITED STATES TREAS NTS 1.500% Due 01-31-19	AAA	AA+	100.38	1,596,024.61	99.58	1,583,353.80	10,003.75	1,593,357.55	1.26	2.22	0.6
1,950,000.0000	912828c24	UNITED STATES TREAS NTS 1.500% Due 02-28-19	AAA	AA+	100.66	1,962,796.88	99.51	1,940,478.15	9,776.49	1,950,254.64	1.54	2.24	0.7
1,500,000.0000	912828sh4	UNITED STATES TREAS NTS 1.375% Due 02-28-19	AAA	AA+	100.13	1,501,933.59	99.43	1,491,387.00	6,893.68	1,498,280.68	1.18	2.24	0.7
5,000,000.0000	912828sn1	UNITED STATES TREAS NTS 1.500% Due 03-31-19	AAA	AA+	100.29	5,014,453.15	99.43	4,971,485.00	18,852.46	4,990,337.46	3.95	2.27	0.7
4,000,000.0000	3137eadz9	FEDERAL HOME LN MTG CORP 1.125% Due 04-15-19	AAA	AA+	98.94	3,957,480.00	99.08	3,963,124.00	9,500.00	3,972,624.00	3.15	2.31	0.8
4,000,000.0000	912828d23	UNITED STATES TREAS NTS 1.625% Due 04-30-19	AAA	AA+	99.37	3,974,843.76	99.43	3,977,040.00	11,013.89	3,988,053.89	3.16	2.32	0.8
3,500,000.0000	912828st8	UNITED STATES TREAS NTS 1.250% Due 04-30-19	AAA	AA+	99.89	3,496,308.59	99.12	3,469,235.00	7,413.19	3,476,648.19	2.76	2.32	0.8
4,000,000.0000	3130abf92	FEDERAL HOME LOAN BANKS 1.375% Due 05-28-19	AAA	AA+	99.96	3,998,360.00	99.12	3,964,608.00	5,041.67	3,969,649.67	3.15	2.36	0.9
4,000,000.0000	912828xv7	UNITED STATES TREAS NTS 1.250% Due 06-30-19	AAA	AA+	99.82	3,992,656.24	98.91	3,956,248.00	135.87	3,956,383.87	3.14	2.36	1.0
2,000,000.0000	3137eaeb1	FEDERAL HOME LN MTG CORP 0.875% Due 07-19-19	AAA	AA+	98.91	1,978,200.00	98.42	1,968,406.00	7,875.00	1,976,281.00	1.56	2.40	1.0
3,000,000.0000	912828lj7	UNITED STATES TREAS NTS 3.625% Due 08-15-19	AAA	AA+	104.61	3,138,398.43	101.33	3,039,843.00	40,856.35	3,080,699.35	2.41	2.42	1.1
4,000,000.0000	3130a9ep2	FEDERAL HOME LOAN BANKS 1.000% Due 09-26-19	AAA	AA+	99.13	3,965,240.00	98.27	3,930,744.00	10,555.56	3,941,299.56	3.12	2.43	1.2
5,200,000.0000	3130ae6v7	FEDERAL HOME LOAN BANKS 2.530% Due 05-07-20	AAA	AA+	99.93	5,196,152.00	99.90	5,194,774.00	22,292.11	5,217,066.11	4.13	2.58	1.8
5,000,000.0000	912828nd8	UNITED STATES TREAS NTS 3.500% Due 05-15-20	AAA	AA+	101.79	5,089,257.80	101.76	5,087,900.00	22,350.54	5,110,250.54	4.04	2.53	1.8
5,000,000.0000	3130aecj7	FEDERAL HOME LOAN BANKS 2.625% Due 05-28-20	AAA	AA+	100.11	5,005,300.00	100.03	5,001,535.00	14,583.33	5,016,118.33	3.97	2.61	1.8
1,500,000.0000	912828nt3	UNITED STATES TREAS NTS 2.625% Due 08-15-20	AAA	AA+	102.64	1,539,667.97	100.13	1,501,933.50	14,792.82	1,516,726.32	1.19	2.56	2.0
1,400,000.0000	3130ace26	FEDERAL HOME LOAN BANKS 1.375% Due 09-28-20	AAA	AA+	97.49	1,364,860.00	97.23	1,361,150.00	4,972.92	1,366,122.92	1.08	2.66	2.2
2,000,000.0000	3137eaej4	FEDERAL HOME LN MTG CORP 1.625% Due 09-29-20	AAA	AA+	99.66	1,993,156.00	97.82	1,956,482.00	8,305.56	1,964,787.56	1.55	2.63	2.2
1,000,000.0000	912828vz0	UNITED STATES TREAS NTS 2.000% Due 09-30-20	AAA	AA+	99.08	990,820.31	98.76	987,578.00	5,027.32	992,605.32	0.78	2.57	2.2
5,000,000.0000	912828a42	UNITED STATES TREAS NTS 2.000% Due 11-30-20	AAA	AA+	98.54	4,926,757.80	98.63	4,931,640.00	8,469.95	4,940,109.95	3.92	2.59	2.3

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTA 1986 Measure B

Account # N001

June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
1,000,000.0000	3135g0h55	FEDERAL NATL MTG ASSN 1.875% Due 12-28-20	AAA	AA+	99.57	995,700.00	98.15	981,540.00	156.25	981,696.25	0.78	2.64	2.4
4,000,000.0000	9128284p2	UNITED STATES TREAS NTS 2.625% Due 05-15-21	AAA	AA+	99.93	3,997,031.24	100.01	4,000,312.00	13,410.33	4,013,722.33	3.18	2.62	2.7
						103,746,196.45		102,981,486.59	366,632.52	103,348,119.11	81.78	2.29	1.0
TOTAL PORTFOLIO						**126,921,152.34**		**125,918,285.48**	**495,782.52**	**126,414,068.00**	**100.00**	**2.37**	**1.1**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTIA 2000 Measure B

Account # N001UNB1

June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,700.09		1,700.09		1,700.09	0.00		0.0
	pendingcash	PENDING SETTLEMENT				54,487.80		54,487.80		54,487.80	0.04		0.0
						56,187.89		56,187.89		56,187.89	0.04		0.0
CORPORATE BONDS													
2,000,000.0000	89236tcp8	TOYOTA MOTOR CREDIT CORP 1.550% Due 07-13-18	AA3	AA-	100.15	2,002,900.00	99.97	1,999,404.00	14,466.67	2,013,870.67	1.52	2.36	0.0
1,000,000.0000	084664by6	BERKSHIRE HATHAWAY FIN CORP 2.000% Due 08-15-18	AA2	AA	101.50	1,015,000.00	99.93	999,300.00	7,555.56	1,006,855.56	0.76	2.54	0.1
1,000,000.0000	25468pdd5	DISNEY WALT CO MTNS BE 1.500% Due 09-17-18	A2	A+	100.67	1,006,670.00	99.79	997,929.00	4,333.33	1,002,262.33	0.76	2.46	0.2
1,000,000.0000	07330nad7	BB&T BRH BKG & TR CO GLOBAL BK 2.300% Due 10-15-18	A1	A	101.67	1,016,700.00	99.94	999,412.00	4,855.56	1,004,267.56	0.76	2.49	0.3
1,000,000.0000	291011ax2	EMERSON ELEC CO 5.250% Due 10-15-18	A2	A	108.13	1,081,300.00	100.74	1,007,351.00	11,083.33	1,018,434.33	0.77	2.68	0.3
2,000,000.0000	191216bf6	COCA COLA CO 1.650% Due 11-01-18	AA3	A+	100.58	2,011,540.00	99.63	1,992,528.00	5,500.00	1,998,028.00	1.52	2.76	0.3
1,000,000.0000	594918bf0	MICROSOFT CORP 1.300% Due 11-03-18	AAA	AAA	99.93	999,280.00	99.63	996,296.00	2,094.44	998,390.44	0.76	2.39	0.3
1,000,000.0000	69353ret1	PNC BK N A PITTSBURGH PA 1.800% Due 11-05-18	A2	A	100.31	1,003,120.00	99.74	997,430.00	2,800.00	1,000,230.00	0.76	2.54	0.3
3,000,000.0000	478160bg8	JOHNSON & JOHNSON 1.650% Due 12-05-18	AAA	AAA	100.55	3,016,590.00	99.66	2,989,773.00	3,575.00	2,993,348.00	2.28	2.45	0.4
2,000,000.0000	69353rch9	PNC BK N A PITTSBURGH PA 2.200% Due 01-28-19	A2	A	100.72	2,014,360.00	99.74	1,994,830.00	18,700.00	2,013,530.00	1.52	2.65	0.6
1,500,000.0000	713448de5	PEPSICO INC 1.500% Due 02-22-19	A1	A+	100.15	1,502,295.00	99.36	1,490,460.00	8,062.50	1,498,522.50	1.13	2.50	0.6
2,000,000.0000	17275rbg6	CISCO SYS INC 1.400% Due 09-20-19	A1	AA-	99.03	1,980,500.00	98.59	1,971,830.00	7,855.56	1,979,685.56	1.50	2.58	1.2
2,000,000.0000	68389xax3	ORACLE CORP 2.250% Due 10-08-19	A1	AA-	100.52	2,010,320.00	99.48	1,989,548.00	10,375.00	1,999,923.00	1.51	2.67	1.2
2,500,000.0000	07330nan5	BB&T CO GLOBAL BK MTN 2.100% Due 01-15-20	A1	A	99.78	2,494,450.00	98.50	2,462,577.50	24,208.33	2,486,785.83	1.87	3.10	1.5
2,000,000.0000	713448bn7	PEPSICO INC 4.500% Due 01-15-20	A1	A+	105.16	2,103,180.00	102.91	2,058,158.00	41,500.00	2,099,658.00	1.57	2.56	1.5
						25,258,205.00		24,946,826.50	166,965.28	25,113,791.78	18.99	2.60	0.7
GOVERNMENT BONDS													
2,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	1,993,000.00	99.87	1,997,356.00	5,000.00	2,002,356.00	1.52	1.91	0.1
4,000,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	100.83	4,033,209.84	99.93	3,997,280.00	20,054.35	4,017,334.35	3.04	1.90	0.2
3,000,000.0000	313375k48	FEDERAL HOME LOAN BANKS 2.000% Due 09-14-18	AAA	AA+	101.15	3,034,449.00	99.98	2,999,388.00	17,833.33	3,017,221.33	2.28	2.09	0.2
2,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	2,041,600.00	99.98	1,999,618.00	10,729.17	2,010,347.17	1.52	1.95	0.2
3,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	3,035,400.66	99.85	2,995,440.00	10,368.85	3,005,808.85	2.28	1.98	0.3

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTIA 2000 Measure B

Account # N001UNB1

June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
4,000,000.0000	3135g0e58	FEDERAL NATL MTG ASSN 1.125% Due 10-19-18	AAA	AA+	99.79	3,991,720.00	99.72	3,988,720.00	9,000.00	3,997,720.00	3.04	2.06	0.3
3,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	102.00	3,059,892.87	99.90	2,997,069.00	8,845.11	3,005,914.11	2.28	2.04	0.3
3,750,000.0000	912828wd8	UNITED STATES TREAS NTS 1.250% Due 10-31-18	AAA	AA+	100.32	3,762,031.26	99.74	3,740,332.50	7,897.42	3,748,229.92	2.85	2.02	0.3
4,000,000.0000	912828m64	UNITED STATES TREAS NTS 1.250% Due 11-15-18	AAA	AA+	99.58	3,983,281.24	99.70	3,987,968.00	6,385.87	3,994,353.87	3.04	2.06	0.4
3,000,000.0000	3135g0yt4	FEDERAL NATL MTG ASSN 1.625% Due 11-27-18	AAA	AA+	100.46	3,013,740.00	99.80	2,994,090.00	4,604.17	2,998,694.17	2.28	2.11	0.4
4,000,000.0000	912828a34	UNITED STATES TREAS NTS 1.250% Due 11-30-18	AAA	AA+	99.53	3,981,250.00	99.66	3,986,248.00	4,234.97	3,990,482.97	3.04	2.08	0.4
4,000,000.0000	912828rt9	UNITED STATES TREAS NTS 1.375% Due 11-30-18	AAA	AA+	99.60	3,984,062.52	99.70	3,988,124.00	4,658.47	3,992,782.47	3.04	2.09	0.4
2,000,000.0000	3135g0g72	FEDERAL NATL MTG ASSN 1.125% Due 12-14-18	AAA	AA+	99.67	1,993,380.00	99.55	1,990,958.00	1,062.50	1,992,020.50	1.52	2.13	0.5
3,500,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	3,500,000.00	99.61	3,486,315.00	1,912.57	3,488,227.57	2.65	2.11	0.5
3,000,000.0000	912828n63	UNITED STATES TREAS NTS 1.125% Due 01-15-19	AAA	AA+	99.81	2,994,257.82	99.44	2,983,140.00	15,569.75	2,998,709.75	2.27	2.17	0.5
3,000,000.0000	3135g0h63	FEDERAL NATL MTG ASSN 1.375% Due 01-28-19	AAA	AA+	100.23	3,006,858.00	99.51	2,985,207.00	17,531.25	3,002,738.25	2.27	2.24	0.6
2,250,000.0000	3135g0za4	FEDERAL NATL MTG ASSN 1.875% Due 02-19-19	AAA	AA+	101.36	2,280,559.50	99.78	2,244,982.50	15,468.75	2,260,451.25	1.71	2.23	0.6
3,000,000.0000	313378qk0	FEDERAL HOME LOAN BANKS 1.875% Due 03-08-19	AAA	AA+	100.89	3,026,550.00	99.74	2,992,056.00	17,656.25	3,009,712.25	2.28	2.26	0.7
2,000,000.0000	912828c65	UNITED STATES TREAS NTS 1.625% Due 03-31-19	AAA	AA+	100.36	2,007,109.38	99.52	1,990,320.00	8,169.40	1,998,489.40	1.52	2.28	0.7
1,000,000.0000	912828kq2	UNITED STATES TREAS NTS 3.125% Due 05-15-19	AAA	AA+	102.77	1,027,734.38	100.67	1,006,719.00	3,993.06	1,010,712.06	0.77	2.34	0.9
3,000,000.0000	912828ws5	UNITED STATES TREAS NTS 1.625% Due 06-30-19	AAA	AA+	99.43	2,983,007.82	99.27	2,978,085.00	132.47	2,978,217.47	2.27	2.37	1.0
2,000,000.0000	912828lj7	UNITED STATES TREAS NTS 3.625% Due 08-15-19	AAA	AA+	103.78	2,075,546.88	101.33	2,026,562.00	27,237.57	2,053,799.57	1.54	2.42	1.1
3,000,000.0000	3135g0zg1	FEDERAL NATL MTG ASSN 1.750% Due 09-12-19	AAA	AA+	100.32	3,009,648.00	99.19	2,975,715.00	15,895.83	2,991,610.83	2.27	2.44	1.2
3,500,000.0000	3133eh2s1	FEDERAL FARM CR BKS 1.875% Due 12-12-19	AAA	AA+	99.97	3,498,950.00	99.11	3,468,689.00	3,463.54	3,472,152.54	2.64	2.51	1.4
3,500,000.0000	3130a0jr2	FEDERAL HOME LOAN BANKS 2.375% Due 12-13-19	AAA	AA+	100.94	3,533,005.00	99.81	3,493,315.00	4,156.25	3,497,471.25	2.66	2.51	1.4
3,500,000.0000	912828u73	UNITED STATES TREAS NTS 1.375% Due 12-15-19	AAA	AA+	99.13	3,469,511.71	98.43	3,445,176.00	2,103.83	3,447,279.83	2.62	2.47	1.4
3,500,000.0000	912828g95	UNITED STATES TREAS NTS 1.625% Due 12-31-19	AAA	AA+	99.59	3,485,781.25	98.76	3,456,523.00	154.55	3,456,677.55	2.63	2.47	1.5
3,000,000.0000	3137eaee5	FEDERAL HOME LN MTG CORP 1.500% Due 01-17-20	AAA	AA+	98.61	2,958,420.00	98.43	2,952,873.00	20,500.00	2,973,373.00	2.25	2.54	1.5
3,500,000.0000	9128283s7	UNITED STATES TREAS NTS 2.000% Due 01-31-20	AAA	AA+	99.73	3,490,566.42	99.25	3,473,613.50	29,198.90	3,502,812.40	2.64	2.49	1.5
3,000,000.0000	3135g0t29	FEDERAL NATL MTG ASSN 1.500% Due 02-28-20	AAA	AA+	98.46	2,953,842.00	98.31	2,949,300.00	15,375.00	2,964,675.00	2.25	2.54	1.6

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNB1
June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
4,000,000.0000	3133ejhl6	FEDERAL FARM CR BKS 2.375% Due 03-27-20	AAA	AA+	100.00	3,999,920.00	99.69	3,987,664.00	24,805.56	4,012,469.56	3.04	2.56	1.7
2,000,000.0000	912828uv0	UNITED STATES TREAS NTS 1.125% Due 03-31-20	AAA	AA+	97.62	1,952,343.76	97.63	1,952,500.00	5,655.74	1,958,155.74	1.49	2.52	1.7
2,288,000.0000	912828nd8	UNITED STATES TREAS NTS 3.500% Due 05-15-20	AAA	AA+	101.79	2,328,844.37	101.76	2,328,223.04	10,227.61	2,338,450.65	1.77	2.53	1.8
4,000,000.0000	3130aecj7	FEDERAL HOME LOAN BANKS 2.625% Due 05-28-20	AAA	AA+	100.11	4,004,240.00	100.03	4,001,228.00	11,666.67	4,012,894.67	3.05	2.61	1.8
3,500,000.0000	9128284q0	UNITED STATES TREAS NTS 2.500% Due 05-31-20	AAA	AA+	99.98	3,499,316.42	99.95	3,498,358.50	7,411.20	3,505,769.70	2.66	2.52	1.9
						106,993,030.10		106,339,156.04	368,959.94	106,708,115.98	80.96	2.27	0.9
TOTAL PORTFOLIO						**132,307,422.99**		**131,342,170.43**	**535,925.22**	**131,878,095.65**	**100.00**	**2.33**	**0.9**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

2014 Measure BB

Account # N001UNB4

June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				24,378.87		24,378.87		24,378.87	0.02		0.0
	pendingcash	PENDING SETTLEMENT				1,083,165.97		1,083,165.97		1,083,165.97	1.08		0.0
						1,107,544.84		1,107,544.84		1,107,544.84	1.10		0.0
CORPORATE BONDS													
500,000.0000	478160au8	JOHNSON & JOHNSON 5.150% Due 07-15-18	AAA	AAA	103.49	517,470.00	100.11	500,568.00	11,873.61	512,441.61	0.50	2.37	0.0
700,000.0000	07330nad7	BB&T BRH BKG & TR CO GLOBAL BK 2.300% Due 10-15-18	A1	A	100.62	704,368.00	99.94	699,588.40	3,398.89	702,987.29	0.70	2.49	0.3
2,000,000.0000	478160bg8	JOHNSON & JOHNSON 1.650% Due 12-05-18	AAA	AAA	99.94	1,998,800.00	99.66	1,993,182.00	2,383.33	1,995,565.33	1.98	2.45	0.4
2,000,000.0000	110122av0	BRISTOL MYERS SQUIBB CO 1.750% Due 03-01-19	A2	A+	99.83	1,996,580.00	99.45	1,988,934.00	11,666.67	2,000,600.67	1.98	2.59	0.7
1,000,000.0000	084664cg4	BERKSHIRE HATHAWAY FIN CORP 1.700% Due 03-15-19	AA2	AA	99.44	994,390.00	99.48	994,793.00	5,005.56	999,798.56	0.99	2.44	0.7
2,000,000.0000	717081du4	PFIZER INC 1.450% Due 06-03-19	A1	AA	99.42	1,988,360.00	99.00	1,979,922.00	2,255.56	1,982,177.56	1.97	2.55	0.9
2,000,000.0000	87612ebb1	TARGET CORP 2.300% Due 06-26-19	A2	A	100.69	2,013,820.00	99.69	1,993,722.00	638.89	1,994,360.89	1.99	2.62	1.0
1,000,000.0000	594918bn3	MICROSOFT CORP 1.100% Due 08-08-19	AAA	AAA	98.44	984,390.00	98.43	984,312.00	4,369.44	988,681.44	0.98	2.55	1.1
1,500,000.0000	06406hcw7	BANK NEW YORK MTN BK ENT 2.300% Due 09-11-19	A1	A	99.41	1,491,165.00	99.46	1,491,882.00	10,541.67	1,502,423.67	1.49	2.76	1.2
1,000,000.0000	742718eg0	PROCTER AND GAMBLE CO 1.900% Due 11-01-19	AA3	AA-	99.28	992,800.00	98.96	989,567.00	3,166.67	992,733.67	0.99	2.70	1.3
2,000,000.0000	713448bn7	PEPSICO INC 4.500% Due 01-15-20	A1	A+	105.16	2,103,180.00	102.91	2,058,158.00	41,500.00	2,099,658.00	2.05	2.56	1.5
3,000,000.0000	037833ck4	APPLE INC 1.900% Due 02-07-20	AA1	AA+	99.66	2,989,800.00	98.74	2,962,095.00	22,800.00	2,984,895.00	2.95	2.71	1.6
1,000,000.0000	458140az3	INTEL CORP 1.850% Due 05-11-20	A1	A+	98.59	985,900.00	98.44	984,357.00	2,569.44	986,926.44	0.98	2.72	1.8
						19,761,023.00		19,621,080.40	122,169.72	19,743,250.12	19.54	2.60	1.0
GOVERNMENT BONDS													
1,000,000.0000	3134g92h9	FEDERAL HOME LN MTG CORP 0.850% Due 07-27-18	AAA	AA+	99.60	996,044.00	99.92	999,232.00	3,636.11	1,002,868.11	1.00	1.87	0.1
1,000,000.0000	912828qy9	UNITED STATES TREAS NTS 2.250% Due 07-31-18	AAA	AA+	100.96	1,009,648.44	100.03	1,000,338.00	9,385.36	1,009,723.36	1.00	1.84	0.1
1,000,000.0000	912828vq0	UNITED STATES TREAS NTS 1.375% Due 07-31-18	AAA	AA+	100.14	1,001,445.31	99.96	999,640.00	5,735.50	1,005,375.50	1.00	1.79	0.1
900,000.0000	912828jh4	UNITED STATES TREAS NTS 4.000% Due 08-15-18	AAA	AA+	102.42	921,796.88	100.25	902,294.10	13,600.00	915,894.10	0.90	1.93	0.1
1,000,000.0000	3130acfa7	FEDERAL HOME LOAN BANKS 1.250% Due 09-17-18	AAA	AA+	99.96	999,620.00	99.84	998,403.00	3,611.11	1,002,014.11	0.99	1.99	0.2
2,000,000.0000	3137eaed7	FEDERAL HOME LN MTG CORP 0.875% Due 10-12-18	AAA	AA+	99.46	1,989,200.00	99.68	1,993,612.00	3,840.28	1,997,452.28	1.99	2.00	0.3
2,000,000.0000	912828l81	UNITED STATES TREAS NTS 0.875% Due 10-15-18	AAA	AA+	99.45	1,988,906.26	99.68	1,993,560.00	3,681.69	1,997,241.69	1.99	1.98	0.3

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2,000,000.0000	912828t83	UNITED STATES TREAS NTS 0.750% Due 10-31-18	AAA	AA+	99.29	1,985,859.38	99.59	1,991,720.00	2,527.17	1,994,247.17	1.98	1.99	0.3
2,500,000.0000	912828m64	UNITED STATES TREAS NTS 1.250% Due 11-15-18	AAA	AA+	99.58	2,489,550.78	99.70	2,492,480.00	3,991.17	2,496,471.17	2.48	2.06	0.4
3,000,000.0000	3135g0yt4	FEDERAL NATL MTG ASSN 1.625% Due 11-27-18	AAA	AA+	99.97	2,999,140.00	99.80	2,994,090.00	4,604.17	2,998,694.17	2.98	2.11	0.4
2,500,000.0000	912828a34	UNITED STATES TREAS NTS 1.250% Due 11-30-18	AAA	AA+	99.53	2,488,281.25	99.66	2,491,405.00	2,646.86	2,494,051.86	2.48	2.08	0.4
1,000,000.0000	912828rt9	UNITED STATES TREAS NTS 1.375% Due 11-30-18	AAA	AA+	99.93	999,257.81	99.70	997,031.00	1,164.62	998,195.62	0.99	2.09	0.4
2,000,000.0000	3135g0g72	FEDERAL NATL MTG ASSN 1.125% Due 12-14-18	AAA	AA+	99.41	1,988,160.00	99.55	1,990,958.00	1,062.50	1,992,020.50	1.98	2.13	0.5
2,000,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	99.54	1,990,703.12	99.61	1,992,180.00	1,092.90	1,993,272.90	1.98	2.11	0.5
2,000,000.0000	912828a75	UNITED STATES TREAS NTS 1.500% Due 12-31-18	AAA	AA+	99.77	1,995,468.76	99.66	1,993,280.00	81.52	1,993,361.52	1.99	2.18	0.5
2,000,000.0000	912828ry8	UNITED STATES TREAS NTS 1.375% Due 12-31-18	AAA	AA+	99.65	1,993,046.88	99.61	1,992,180.00	74.73	1,992,254.73	1.98	2.17	0.5
2,000,000.0000	3130aae46	FEDERAL HOME LOAN BANKS 1.250% Due 01-16-19	AAA	AA+	99.42	1,988,320.00	99.48	1,989,588.00	11,458.33	2,001,046.33	1.98	2.22	0.5
2,000,000.0000	912828p95	UNITED STATES TREAS NTS 1.000% Due 03-15-19	AAA	AA+	99.06	1,981,171.88	99.13	1,982,580.00	5,869.57	1,988,449.57	1.97	2.24	0.7
2,000,000.0000	3130aaxx1	FEDERAL HOME LOAN BANKS 1.375% Due 03-18-19	AAA	AA+	99.50	1,990,040.00	99.36	1,987,200.00	7,868.06	1,995,068.06	1.98	2.28	0.7
2,000,000.0000	3137eaca5	FEDERAL HOME LN MTG CORP 3.750% Due 03-27-19	AAA	AA+	102.54	2,050,798.00	101.08	2,021,620.00	19,583.33	2,041,203.33	2.01	2.27	0.7
2,000,000.0000	912828w97	UNITED STATES TREAS NTS 1.250% Due 03-31-19	AAA	AA+	99.35	1,986,953.12	99.24	1,984,844.00	6,284.15	1,991,128.15	1.98	2.27	0.7
2,000,000.0000	3135g0ze6	FEDERAL NATL MTG ASSN 1.750% Due 06-20-19	AAA	AA+	99.95	1,998,900.00	99.38	1,987,654.00	1,069.44	1,988,723.44	1.98	2.40	1.0
2,000,000.0000	912828ws5	UNITED STATES TREAS NTS 1.625% Due 06-30-19	AAA	AA+	99.77	1,995,312.50	99.27	1,985,390.00	88.32	1,985,478.32	1.98	2.37	1.0
2,000,000.0000	912828xv7	UNITED STATES TREAS NTS 1.250% Due 06-30-19	AAA	AA+	99.20	1,983,984.38	98.91	1,978,124.00	67.93	1,978,191.93	1.97	2.36	1.0
2,650,000.0000	9128283h1	UNITED STATES TREAS NTS 1.750% Due 11-30-19	AAA	AA+	98.98	2,622,982.43	98.99	2,623,293.30	3,927.94	2,627,221.24	2.61	2.48	1.4
2,000,000.0000	3133eh2s1	FEDERAL FARM CR BKS 1.875% Due 12-12-19	AAA	AA+	99.97	1,999,400.00	99.11	1,982,108.00	1,979.17	1,984,087.17	1.97	2.51	1.4
2,000,000.0000	3130a0jr2	FEDERAL HOME LOAN BANKS 2.375% Due 12-13-19	AAA	AA+	100.94	2,018,860.00	99.81	1,996,180.00	2,375.00	1,998,555.00	1.99	2.51	1.4
2,000,000.0000	912828g95	UNITED STATES TREAS NTS 1.625% Due 12-31-19	AAA	AA+	99.59	1,991,875.00	98.76	1,975,156.00	88.32	1,975,244.32	1.97	2.47	1.5
2,523,000.0000	3135g0a78	FEDERAL NATL MTG ASSN 1.625% Due 01-21-20	AAA	AA+	99.06	2,499,258.57	98.67	2,489,343.18	18,221.67	2,507,564.85	2.48	2.50	1.5
2,102,000.0000	912828mp2	UNITED STATES TREAS NTS 3.625% Due 02-15-20	AAA	AA+	102.97	2,164,485.23	101.77	2,139,121.32	28,785.72	2,167,907.04	2.13	2.51	1.6
2,000,000.0000	3135g0t29	FEDERAL NATL MTG ASSN 1.500% Due 02-28-20	AAA	AA+	98.45	1,969,074.00	98.31	1,966,200.00	10,250.00	1,976,450.00	1.96	2.54	1.6
3,000,000.0000	9128283y4	UNITED STATES TREAS NTS 2.250% Due 02-29-20	AAA	AA+	99.96	2,998,710.93	99.59	2,987,694.00	22,561.14	3,010,255.14	2.98	2.50	1.6

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June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
2,000,000.0000	3133ejhl6	FEDERAL FARM CR BKS 2.375% Due 03-27-20	AAA	AA+	100.00	1,999,960.00	99.69	1,993,832.00	12,402.78	2,006,234.78	1.99	2.56	1.7
3,000,000.0000	3130aduj9	FEDERAL HOME LOAN BANKS 2.375% Due 03-30-20	AAA	AA+	100.05	3,001,359.00	99.70	2,990,850.00	20,979.17	3,011,829.17	2.98	2.55	1.7
4,000,000.0000	9128284c1	UNITED STATES TREAS NTS 2.250% Due 03-31-20	AAA	AA+	99.96	3,998,281.24	99.55	3,981,876.00	22,622.95	4,004,498.95	3.97	2.52	1.7
3,000,000.0000	912828x21	UNITED STATES TREAS NTS 1.500% Due 04-15-20	AAA	AA+	98.41	2,952,421.89	98.22	2,946,681.00	9,467.21	2,956,148.21	2.93	2.52	1.7
3,000,000.0000	3137eaef2	FEDERAL HOME LN MTG CORP 1.375% Due 04-20-20	AAA	AA+	98.15	2,944,563.00	97.92	2,937,645.00	8,135.42	2,945,780.42	2.93	2.56	1.8
2,888,000.0000	912828nd8	UNITED STATES TREAS NTS 3.500% Due 05-15-20	AAA	AA+	101.79	2,939,555.31	101.76	2,938,771.04	12,909.67	2,951,680.71	2.93	2.53	1.8
						79,912,395.35		79,688,153.94	287,730.96	79,975,884.90	79.36	2.31	1.0
TOTAL PORTFOLIO						**100,780,963.19**		**100,416,779.18**	**409,900.69**	**100,826,679.87**	**100.00**	**2.34**	**1.0**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

Interest Fund

Account # N001UNB2

June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				363,560.66		363,560.66		363,560.66	21.23		0.0
	pendingcash	PENDING SETTLEMENT				116.88		116.88		116.88	0.01		0.0
						363,677.54		363,677.54		363,677.54	21.23		0.0
GOVERNMENT BONDS													
1,350,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	99.88	1,348,365.23	99.93	1,349,082.00	6,768.34	1,355,850.34	78.77	1.90	0.2
TOTAL PORTFOLIO						**1,712,042.77**		**1,712,759.54**	**6,768.34**	**1,719,527.88**	**100.00**	**1.49**	**0.1**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

Project Fund

Account # N001UNB3

June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
TOTAL PORTFOLIO						**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.0**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

Alameda CTC 2014 Principal

Account # N001UNB5

June 30, 2018

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				4,746.22		4,746.22		4,746.22	0.06		0.0
	pendingcash	PENDING SETTLEMENT				96.58		96.58		96.58	0.00		0.0
						4,842.80		4,842.80		4,842.80	0.06		0.0
GOVERNMENT BONDS													
3,751,000.0000	912828kd1	UNITED STATES TREAS NTS 2.750% Due 02-15-19	AAA	AA+	100.42	3,766,873.44	100.31	3,762,575.59	38,968.72	3,801,544.31	50.13	2.25	0.6
3,746,000.0000	3135g0za4	FEDERAL NATL MTG ASSN 1.875% Due 02-19-19	AAA	AA+	99.76	3,737,141.18	99.78	3,737,646.42	25,753.75	3,763,400.17	49.80	2.23	0.6
						7,504,014.62		7,500,222.01	64,722.47	7,564,944.48	99.94	2.24	0.6
TOTAL PORTFOLIO						**7,508,857.42**		**7,505,064.81**	**64,722.47**	**7,569,787.28**	**100.00**	**2.24**	**0.6**

DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Liz Rutman, Director of Express Lanes Implementation and Operations
SUBJECT:	I-580 Express Lanes (PN 1373.002): Monthly Operation Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes. This item is for information only.

Summary

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

The July 2018 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users typically experienced higher speeds and lesser average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

The I-580 Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction, were opened to traffic on February 19th and 22nd of 2016 in the eastbound and westbound directions, respectively. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

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

April - July 2018 Operations Update:

Table 1 summarizes the monthly and average daily trips during the operational hours from April through July 2018. Table 2 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 valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately 62 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Monthly Trips during Operational Hours

Month	Total Trips	Average Daily Trips
April 2018	694,000	33,000
May 2018	767,000	34,900
June 2018	762,000	36,300
July 2018	750,000	35,700

Table 2. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips[1]
		June
By Type	HOV-eligible with FasTrak flex tag	43%
	SOV with FasTrak standard or flex tag	36%
	No valid toll tag in vehicle	21%
By Direction	Westbound	46%
	Eastbound	54%

1. Excludes "trips" by users that had no toll tag and either no license plate or one that could not be read by the Electronic Tolling System with sufficient accuracy that a toll could be assessed.

Express lane users typically 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).

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from January 2018 – June 2018. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lane is meeting both federal and state performance standards. During these six months, the average speeds at each traffic sensor location in the westbound express lane ranged from 55 to 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Hacienda Road. The express lane operated at LOS C or better at most times, with a 90-minute period of LOS D experienced near Fallon Road and Isabel Ave in the morning commutes. By comparison, the general purpose lanes experienced average speeds as low as 45 mph and LOS D throughout longer sections of the corridor. During the evening commute, a small period of westbound reverse-commute congestion between Hacienda Road and San Ramon Road is observed from 4 pm to 6 pm, though the express lane continued to operate at LOS B or better during this time. Outside of the commute hours, westbound express lane users experience average speeds of 70 mph or higher and average LOS A.

In the eastbound direction, average express lane speeds from January 2018 through June 2018 ranged from 25 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 70 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 6 pm and at the eastern terminus between 3 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lanes during the evening commute hours.

Staff has observed consistent congestion on eastbound I-580 within the buffered single-lane section between Hacienda Drive and Fallon Road. The speed and density heat maps in Attachment B corroborate these observations, revealing low speeds in this section with express lane speeds increasing significantly at Fallon Road due to the added capacity created by the second express lane. Effective July 9, 2018, staff increased the maximum toll to travel the entire length of the eastbound express lanes from $9.50 to $12.00 to discourage single occupant users from entering the express lane in this area. Staff observations suggest this increase has alleviated congestion in this location; analysis of the actual toll system data is underway.

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction for April through July 2018, along with the average toll assessed to toll-paying users.

Table 3. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed[1] Toll (All Toll Trips)
April	Westbound	$12.00 (1 of 21 days)	$2.45
	Eastbound	$9.50 (19 of 21 days)	$3.47
May	Westbound	$11.25 (1 of 22 days)	$2.42
	Eastbound	$9.50 (21 of 22 days)	$3.49
June	Westbound	$12.00 (1 of 21 days)	$2.46
	Eastbound	$9.50 (21 of 21 days)	$3.44
July	Westbound	$13.00 (2 of 21 days)	$2.58
	Eastbound	$12.00 (15 of 21 days)[2]	$3.74

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

[2] The maximum toll rate for eastbound travel was increased to $12.00 on July 9, 2018. During the first week of July the maximum toll rate was still set at $9.50.

During Fiscal Year 2017-18, the I-580 Express Lanes recorded over 8.27 million total trips. Total gross revenues received include $12.3 million in toll revenues and $3.3 million in violation fees and penalties. During July 2018, which is the first month of Fiscal Year 2018-19, the total gross revenues received included over $1.33 million in toll revenues and $270,000 in violation fees and penalties.

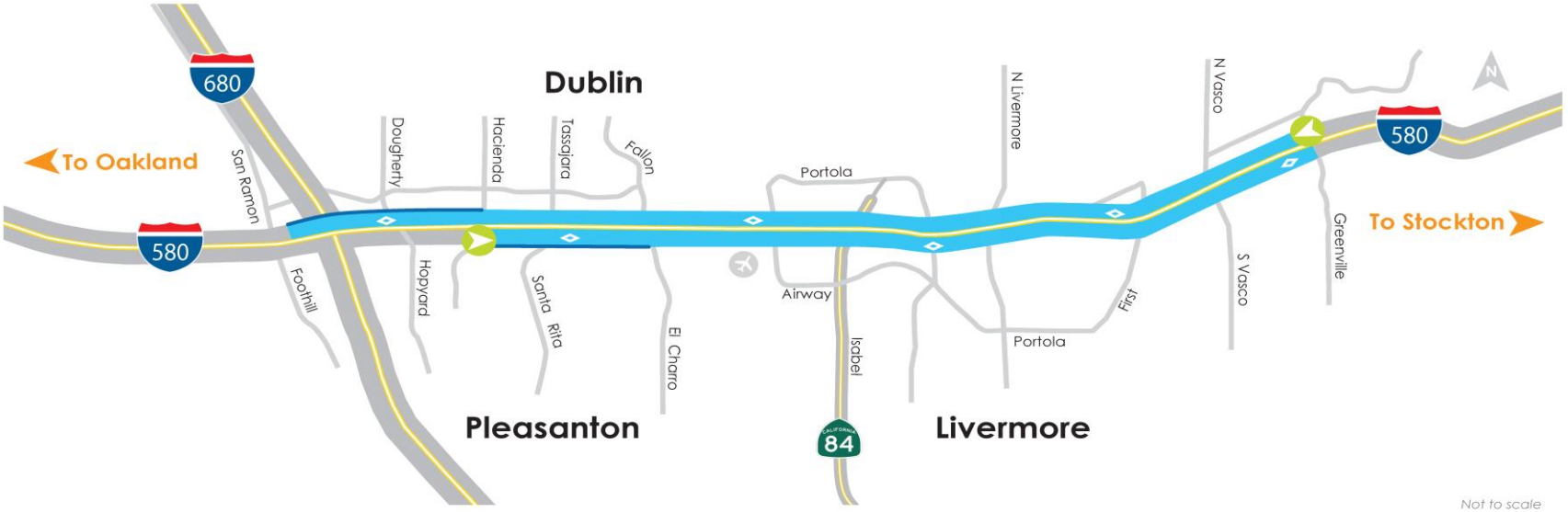
Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

A. I-580 Express Lanes Location Map
B. I-580 Corridor Express Lanes Heat Maps January 2018 – June 2018

I-580 Express Lanes Project Location Map

6.5A



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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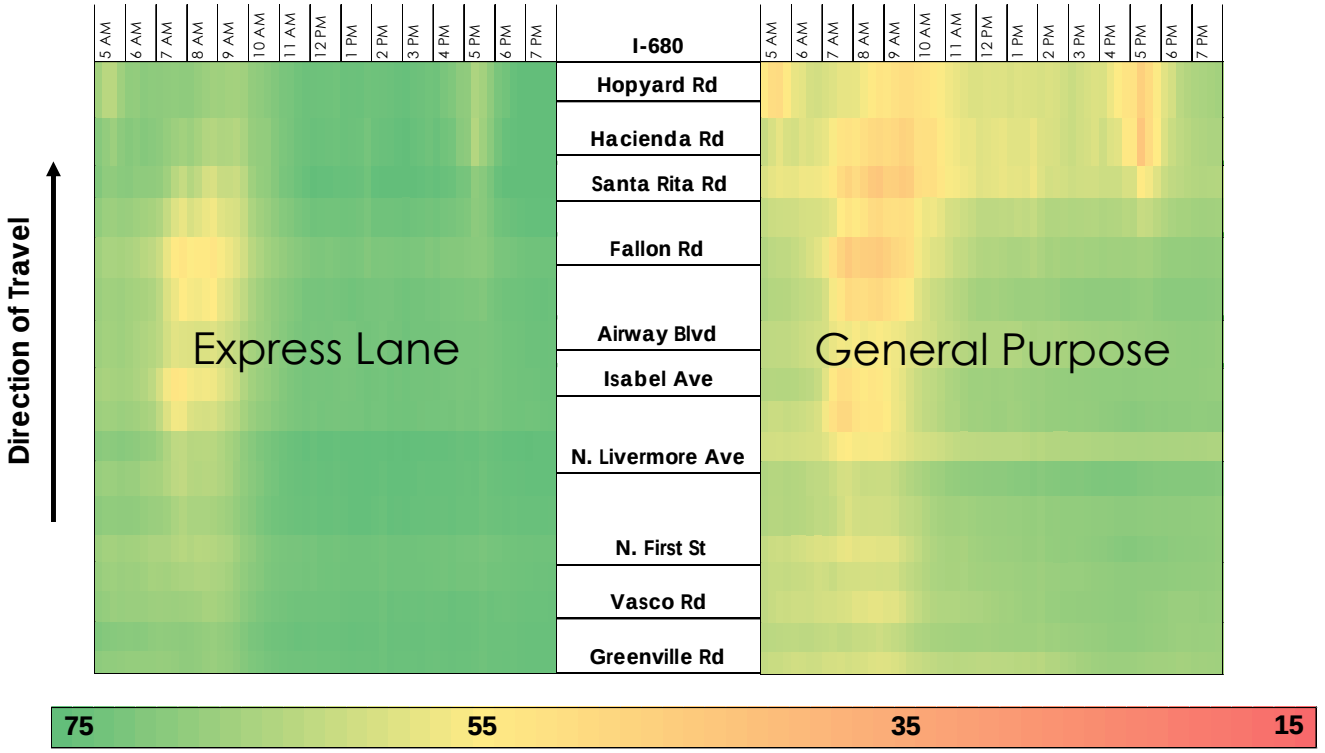
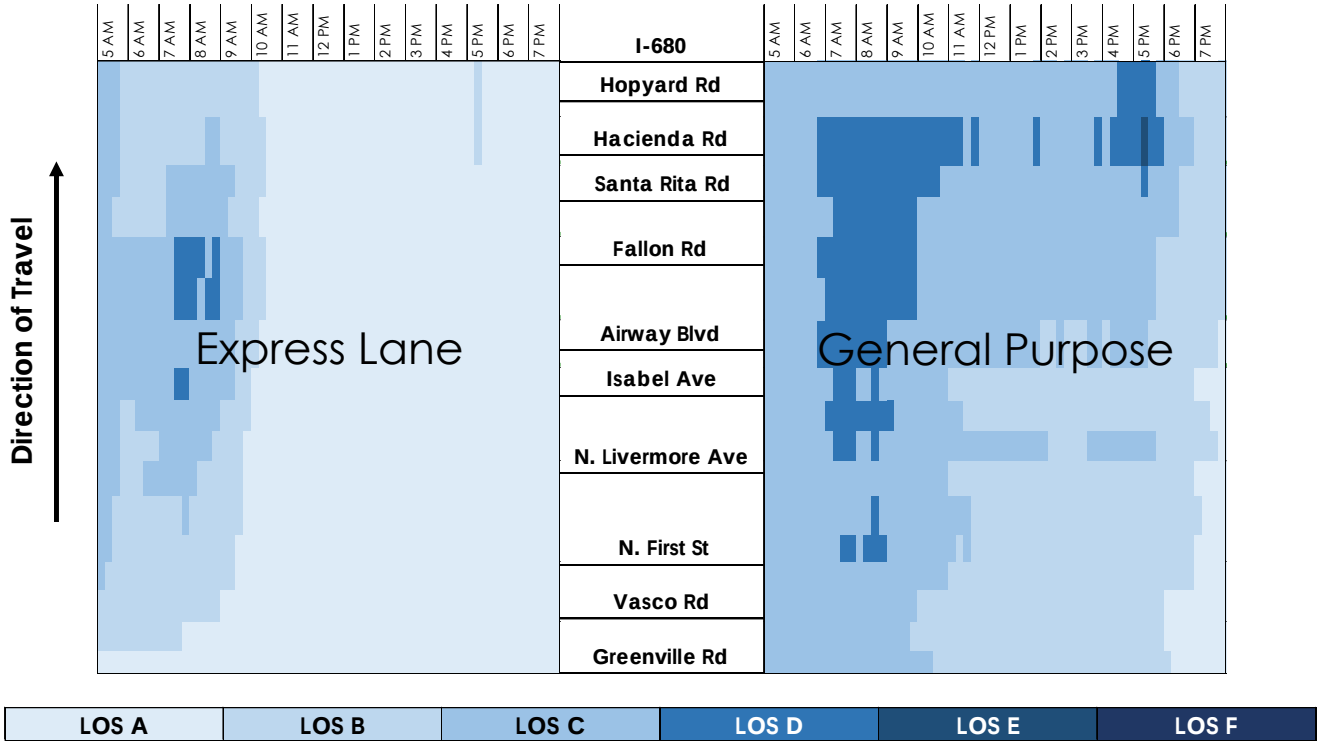
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, January 2018 – June 2018



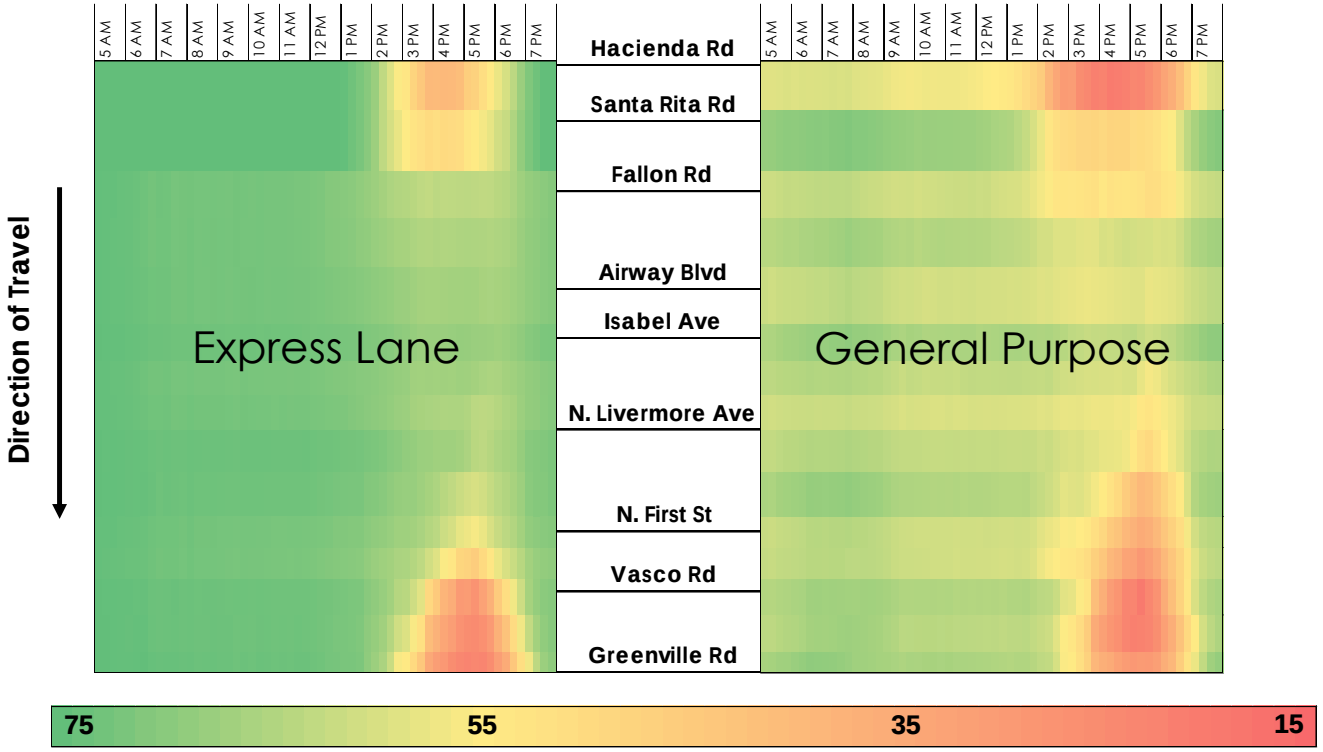
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, January 2018 – June 2018



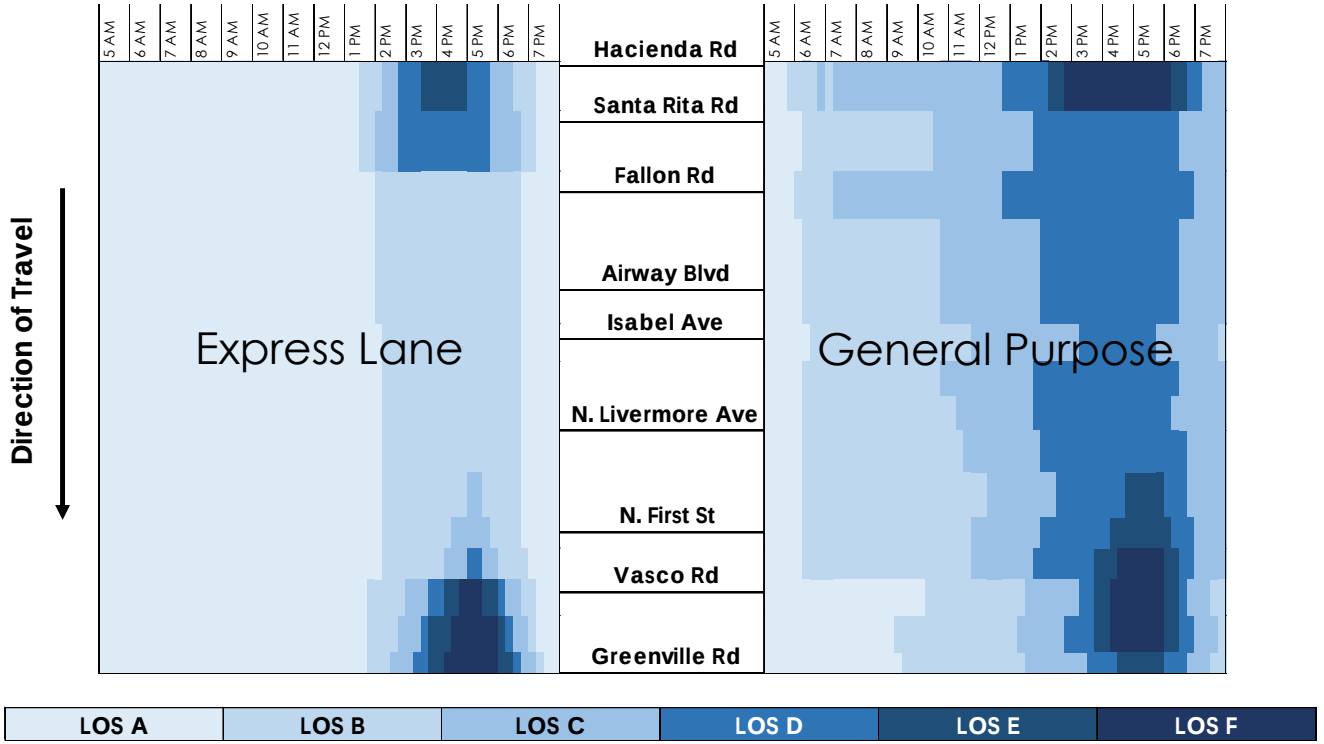
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, January 2018 – June 2018



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, January 2018 – June 2018



DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Saravana Suthanthira, Principal Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item is provide the Commission with an update on the summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

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

Since the last update on July 9, 2018, the Alameda CTC reviewed two Draft EIRs, one Final EIR, and one NOP. A response was submitted for each document and is included as Attachments A through D.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments

A. Response to the Notice of Availability of a Draft Environmental Impact Report for the Niles Gateway Mixed-use Project
B. Response to the Notice of Preparation of a Draft Environmental Impact Report for the Adeline Corridor Specific Plan
C. Response to the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report

D. Response to the Notice of Availability of a Draft Environmental Impact Report for the At Dublin Project

ALAMEDA County Transportation Commission

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

July 9, 2018

David Wage
City of Fremont
Planning Division
39550 Liberty Street
Fremont, CA 94537

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Niles Gateway Mixed-use Project

Dear Mr. Wage:

Thank you for the opportunity to respond to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Niles Gateway Mixed-use project. The project is located on the 6.07-acre former Henkel/Schuckl cannery site (demolished in 2009), in the City of Fremont at 37899 Niles Blvd. The project will allow 95 residential units (townhomes and condominiums) and 5,883 square-feet of retail/restaurant space, and 1,450 square-feet of community space on a now-vacant lot.

We have reviewed the DEIR and determined that the proposed project is estimated to generate fewer than 100 new pm-peak hour trips before applying reductions for pass by and non-auto trips (trips anticipated to be shifted to other modes), and therefore would not meet the Congestion Management Program trip generation threshold. Therefore, this project is exempt from review under the Congestion Management Program Land Use Analysis Program.

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

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

August 2, 2018

Alisa Shen
Principal Planner
Planning and Development Department
City of Berkeley
1947 Center Street, 2nd Floor
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Adeline Corridor Specific Plan

Dear Ms. Shen,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Adeline Corridor Specific Plan. The plan area is located in the southern portion of the City of Berkeley and extends approximately 1.3 miles north from the Berkeley-Oakland border along Adeline Street to the intersection of Shattuck Avenue and Dwight Way. The plan area borders Downtown Berkeley to the north and extends to the City of Oakland border to the south. The plan area encompasses approximately 86 acres of land, including 38 acres of right-of-way for multiple modes of transportation, 19 acres of commercial uses, 11 acres of public, civic, and institutional uses, and 9 acres of residential uses. The Adeline Corridor Specific Plan will include transit-oriented development around the Ashby BART Station and complete streets concepts into a long range plan.

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

Basis for Congestion Management Program (CMP) Review

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

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include
    - Shattuck Avenue, Adeline Street, Martin Luther King Jr Way, Ashby Avenue, and Dwight Way
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).

- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include: AC Transit, BART
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Countywide bicycle facilities in the project area include:
    - The Class II Bike Lane on Adeline St, Class III Milvia St Bike Route, Class III Russell St Bike Route
  - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance as defined by the Countywide Pedestrian Plan.
  - The Project overlaps with an Area of Countywide Pedestrian Significance:
    - The Ashby BART Station is located within the project site
    - The site is within ¼ mile of Downtown Berkeley
  - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and

  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

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

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

August 3, 2018

Christina Horrisberger
Alameda County Planning Department
Community Development Agency
224 West Winton Avenue, Suite 111
Hayward, CA 94544

SUBJECT: Response to the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report

Dear Ms. Horrisberger,

Alameda CTC received the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report on June 19, 2018. The document was completed in January 2018, and approved in April 2018. Thank you for providing the opportunity to review this document and prepare a response pursuant to the Congestion Management Program, Land Use Analysis Program. The plan addendum changes the ground-level requirements for multi-story mixed-use development and would result in fewer square feet of non-residential space on mixed-use projects. The initial Ashland and Cherryland Business District Specific Plan and Final Environmental Impact Report were approved in 2015.

The proposed project is estimated to generate no net new pm-peak hour trips and is expected to result in reduced trip generation from the Plan area. We have reviewed the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report and determined that this project is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak-hour trips in excess of existing land use designations. We have no further comments.

Thank you for the opportunity to respond to the Addendum to the Ashland and Cherryland Business District Specific Plan Final Environmental Impact Report. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453 if you have any questions.

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

August 16, 2018

Amy Million
Principal Planner
City of Dublin
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report for the At Dublin Project

Dear Ms. Million,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the At Dublin Project. The proposed project is located north of I-580 between Tassajara Rd and Brannigan St in the City of Dublin. The 76.1-acre project site is bounded by Tassajara Rd to the west, Dublin Blvd to the north, Brannigan St to the east, and Northside Drive and I-580 to the south. The proposed project would add 454,500 square feet of commercial uses and up to 680 residential units including up to 300 high-density apartment units.

Alameda CTC respectfully submits the following comments on the DEIR:

- Alameda CTC did not receive a copy of the Notice of Preparation and Notice of Public Scoping Meeting for the At Dublin Project dated January 17, 2018. We believe this issue was addressed by the City of Dublin on June 21, 2018. Please confirm that Alameda CTC is included in the distribution list for the environmental document preparation.

- The DEIR estimates that the project would generate 1,545 new weekday afternoon peak trips, mostly new automobile trips, after adjusting internal capture and pass-by trips. These trips are expected to create significant impacts on many Congestion Management Program (CMP) network roads. The DEIR reports that the project would worsen the performance of a number of CMP roadway segments including eastbound Dublin Blvd and eastbound I-580 from Tassajara Rd to Fallon Rd. The DEIR asserts that Mitiagtion Measure TR-4.1, which provides transportation impact fees, would help reduce travel delay on these segments but does not clarify the amount to be paid or how those fees would be used to improve travel delay on those CMP segments. Therefore, it is not clear how Mitigation Measure TR-4.1 would improve travel delay on either Dublin Blvd or I-580.

- The DEIR excluded traffic impact analysis on the I-580 Express Lanes, which is an important infrastructure in Tri-Valley operated by Alameda CTC. Relevant tables, including Table 17-6, 17-

18, 17-26, and 27-34 should be updated to include impacts to Express Lanes on I-580 and any potential mitigation measures should be discussed. Similarly, no impact analysis is included for SR-84, which is a critical roadway for the Tri Valley area connecting to the South Bay, wherein significant transportation improvements have been completed or underway. Please include traffic impact analysis for these facilities in the DEIR.

- The DEIR includes information on impacts to bus transit capacity and determines that it is less than significant. However, the analysis does not appear to account for impacts to transit service as a result of additional delay on nearby roads and intersections. The DEIR should include analysis regarding bus delay for routes serving the project area including any express bus routes which utilize freeways impacted by the proposed project.

- The DEIR should consider a Transportation Demand Management (TDM) Program to incentivize the use of active transportation modes and transit to offset some of the expected new auto trips; currently, a TDM program has not been proposed by the DEIR. Including a TDM program would be consistent with both the City of Dublin's General Plan Policy 10.9.3(F), and Chapter 6 of Alameda CTC's CMP. Appendix G of the CMP lists a series of example measures such as carpool matching, provisional lockers for employees, off-peak and staggered shifts, and secure bicycle lockers. Alameda CTC requests that when the TDM Program is prepared, it should be robust and that the impact of the TDM measures are quantified for employees and customers separately. It should also include information on how the measures will be funded and implemented.

- Alameda CTC acknowledges that, consistent with existing policies and plans, the project will construct a new Class II bike lane on Gleason Dr between Tassajara Rd and Brannigan St, and on Dublin Blvd between Tassajara Rd and Brannigan St. The DEIR does not mention the planned Class II bike lane on Tassajara Rd across I-580 listed in the both the City of Dublin's Bicycle and Pedestrian Plan and Alameda CTC's Countywide Bicycle Plan.

- The DEIR considers safety impacts to vehicles entering and leaving the site but does not consider potential impacts to pedestrians or cyclists as a result of increased traffic or ingress and egress from the site. Safety impacts to active transportation modes should be considered in the DEIR.

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

Sincerely,

Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Deputy Executive Director of Planning and Policy
SUBJECT:	September Legislative Update

Recommendation

It is recommended that the Commission approve policy positions and receive an update on federal, state, and local legislative activities.

Summary

The September 2018 legislative update provides information on federal and state legislative activities.

Background

The Commission approved the 2018 Legislative Program in December 2017. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. 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 the region as well as in Sacramento and Washington, DC.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

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

State Update

The State Legislature completed its work at midnight on August 31st to conclude this year's legislative session. The Governor has until September 30th to sign or veto all the bills sent to his desk during the final weeks of session. During the final weeks of session, a few bills were gutted and/or amended that have an effect on Alameda CTC's legislative program. At the PPLC meeting, a recommendation was made to the full Commission to oppose SB 328 and to remove an oppose position on AB 1912.

Table 1 summarizes the outcome of bills Alameda CTC took positions on over the past legislative year, including new and modified positions on SB 328 and AB 1912, respectively, that were taken at the September 10, 2018 Planning Policy and Legislation Committee (PPLC)meeting.

Table 1: Alameda CTC Bill Positions and Status (as of 9/14/18)

Bills	Subject	Status	Bill Position
AB 344 (Melendez) Toll evasion violations.	AB 344 removes the requirement that a person contesting a notice of toll evasion violation must pay the associated penalty at the time an appeal is sought. Instead, requires that the penalty be paid, following the result of an investigation, administrative review, or court ruling, whichever is later, if found guilty.	DEAD	Alameda CTC - Oppose unless amended
AB 1912 (Rodriguez) Public employees' retirement: joint powers agreements: liability.	AB 1912 would make the member agencies of a joint powers authority (JPA) liable for the retirement obligations of the JPA. Amendments to AB 1912 made significant progress on addressing local government concerns. The amendments would place the requirement to address any retirement obligations only when the decision has been made by the governing board to dissolve the JPA. Once a decision is made	Governor's Desk	Alameda CTC – Oppose At the September 10, 2018 PPLC meeting, the committee recommended removing the oppose position and remaining

	to end a JPA, the member agencies must reach an agreement on each member's share of any unfunded pension obligations. While the bill remains retroactive, one of the last remaining objections to the bill has been addressed. Language in the bill that would have placed "joint and severable liability" on the member agencies for retirement liability has been replaced with language directing CalPERS to apportion retirement liability to each member agency if the member agencies cannot reach an agreement.		neutral on this bill due to specific language removed from the bill regarding joint and severable liability. CSAC and the League of Cities also removed opposition positions.
AB 2304 (Holden) Reduced fare transit pass programs: report.	AB 2304 would take the next step in developing a better understanding of student transit pass programs that exist. This bill requests the UC Institute of Transportation Studies to submit a report by January 1, 2020, that details reduced fare transit passes that are administered by public transit operators or any other entity.	DEAD	Alameda CTC - Support seek amendments
AB 2851 (Grayson) Lead Exposure; Abatement	AB 2851 was gutted and amended during the last week of session. As amended the bill aimed to address the need to reach a compromise on abating lead paint in older homes. Previously, the bill would have authorized each city within the jurisdiction of the Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan. In addition, the bill directed Caltrans to ensure its traffic signals within these cities are adjusted and maintained in accordance with the plan.	DEAD	Alameda CTC - Support if Amended to include funding to prepare the plans (prior version)
AB 3000 (Friedman) Sales and use taxes: exemption	AB 3000 would exempt from state and local sales taxes the sale of hydrogen used as a vehicle fuel.	DEAD	Alameda CTC - Oppose

SB 328 (Portantino) Pupil attendance: school start time.	This bill was gutted and amended at the end of session and now would require the school day for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:30 a.m. by July 1, 2021, or the date on which a school district's collective bargaining agreement that is operative on January 1, 2019, expires, whichever is later, except for rural school districts. The bill is opposed by the California Department of Finance, the California Teachers Association and the California Transit Association	Governor's Desk	At the September 10, 2018 PPLC meeting, the committee recommended an oppose position on this bill due to an unfunded mandate that would have a negative fiscal impact on AC Transit and other transit operators.
SB 989 (Wieckowski) State highways: relinquishment.	This bill allows the California Transportation Commission (CTC) to relinquish segments of State Route 84 in the City of Fremont.	Governor's Desk	Alameda CTC - Support
SB 1119 (Beall) Low Carbon Transit Operations Program (LCTOP).	SB 1119 makes changes to the LCTOP by specifying the type of projects these funds can be spent on in order to satisfy the requirement that 50% of the funds must benefit a disadvantaged community. The bill clarifies that meeting the requirement of spending at least 50% of an operators LCTOP funds to benefit a disadvantage community may include the following: • Transit fare subsidies, including student transit passes. • Transit connections to major employment areas, education centers, or medical facilities for residents of disadvantaged or low-income communities. • Technology improvements that reduce emissions of greenhouse gases, including the purchase of zero-emission buses and fueling infrastructure.	Governor's Desk	Alameda CTC - Support

SB 1328 (Beall D) Mileage-based road usage fee.	This bill extends the life of the Road Usage Charge Technical Advisory Committee (TAC) for four years and requires it to continue assessing the potential for a mileage-based revenue system as an alternative to the gas tax.	Governor's Desk	Alameda CTC - Support
SB 1376 (Hill) Transportation network companies: accessibility for persons with disabilities.	This bill would require the California Public Utilities Commission (CPUC) by January 1, 2020, to develop regulations relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle. As part of these regulations, the bill would require the CPUC to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships. As part of these regulations, the bill would also require the CPUC to require each transportation network company to be fully accessible to persons with disabilities and, if this requirement cannot be met, the bill would require the CPUC to assess a fee on the transportation network company to fund on-demand accessible transportation services for persons with disabilities until the transportation network company is fully accessible to persons with disabilities. The bill would require the CPUC to report to the Legislature by January 1, 2023, on the compliance with these provisions and, if applicable, on the effectiveness of the transportation programs and partnerships funded pursuant to these provisions.	Governor's Desk	Alameda CTC – Support and Seek amendments to add Paratransit Coordinating Councils. The bill that was submitted to the Governor for signature included Alameda CTC's amendment request.
SB 1434 (Leyva D)	This bill aims to address the volatility with electricity rates when charging battery	DEAD	Alameda CTC - Support

Transportation electrification: electricity rate design.	electric buses. Specifically, SB 1434 directs the CPUC to initiate a new rate making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use battery electric buses.		

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities related to Zero Emissions Buses.

Zero Emission Buses: After a multiyear workshop process, CARB staff finally released its new rule that will require all public transit operators to transition to a zero emission fleets by 2040. Titled the Innovative Clean Transit Rule (ICT), this new regulation requires all transit operators to develop a transition plan, and begin the process of converting its fleet to zero emission vehicles by 2040.

The Air Board is scheduled to review this proposal at its September 27th meeting, and adoption of this new rule will be scheduled for the Air Board's December meeting. Adopting this regulation at the December meeting would allow the Board to consider changes in the event Proposition 6 is approved in November. The deadline to submit comments for the September 27th meeting is September 24th. More information on the ICT can be found at: https://arb.ca.gov/msprog/ict/ict.htm

The regulations split transit operators into two groups. Transit operators with 100 or more buses in its fleet must submit their transition (a.k.a. rollout) plans by July 1, 2020, and begin purchasing zero emission buses in January 2023. Small operators with less than 100 buses are provided additional time, and must submit rollout plans by July 1, 2023, and begin purchasing zero emission buses in January 2026. The proposal ramps up every three years the percentage of zero emission buses that must be purchased. While the language exempts some bus types based on commercial availability, and provides a pathway for delaying compliance, this regulation is an unfunded mandate that could strain budgets and potentially impact service.

Senate Bill 1 (SB 1) repeal/Proposition 6: In July 2018, Alameda CTC took an oppose position on Proposition 6. If enacted, Proposition 6 would eliminate SB1 revenues. The implications of an SB1 repeal would be a reduction in existing transportation funding in the state and would create a requirement for the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval. This requirement could potentially lower transportation tax revenues in the future due to requiring voter approval of such tax increases, with the impact dependent on future actions by the Legislature and voters.

SB 1 Summary: SB 1, known as the "Road Repair and Accountability Act of 2017", was approved by the legislature and signed by the Governor in April 2017. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. The last time the gas tax was increased was about 25 years ago and has not kept pace with inflation. The estimated funding backlog for transportation maintenance over the next decade without SB1 is $130 billion for road, highway and bridge repairs in California. Alameda CTC, local jurisdictions and transit operators receive formula funds and are also eligible for several SB 1 competitive funding categories. If SB 1 is repealed in November 2018, no future SB 1 funds will be available; however, existing allocated funds are able to be expended until the funding is exhausted. If the repeal occurs, funding allocations made by the California Transportation Commission for competitive grant programs for future years are at risk.

SB1 Funding At-Risk in Alameda County: If Proposition 6 passes, over $40 million per year would be eliminated from local city and county roads funding in Alameda County to repair potholes, fix roads and bridges, improve safety, and implement complete streets projects. Over $30 million per year in transit funding would be lost for AC Transit, Union City Transit, BART and ACE for state of good repair projects and operations.

In addition, Alameda CTC would not be eligible to seek funding from the following discretionary funding programs authorized by SB1:

Local Partnership Program: SB 1 directs $200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. This program has both competitive and direct allocation components. For Alameda CTC, direct allocations equate to approximately $4 million/year in new revenue for transportation improvements.

Trade Corridors Enhancement Program: SB 1 provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Program (TCEP). The TCEP will provide approximately $300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume. In May 2018, Alameda CTC and the City of Emeryville were awarded over $191 million from TCEP for the construction phase of the 7th Street Grade Separation (East) project ($175 million), Freight Intelligent Transportation System ($12.4 million) and Emeryville grade crossing improvements ($4.2 million).

Solutions for Congested Corridors Program: This program provides $250 million per year for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating

opportunities for neighborhood enhancement. Alameda CTC has many projects that are eligible for this program as shown in Attachment A.

Active Transportation Program: SB 1 provides an increase of $100 million annually for the existing Active Transportation Program (ATP). This represents an 80% increase in the size of this on-going program. Alameda CTC submitted applications in July 2018 for the East Bay Greenway Project and Safe Routes to Schools program expansion for this funding source.

Additional SB 1 funding at risk includes the following state programs that provide direct benefits in Alameda County:

State Highway Operations and Protection Program (SHOPP): SB 1 provides an increase of approximately $1.9 billion annually (beginning in November 2017) to fund maintenance and operations of the State Highway System. Over the next four years, almost $1 billion in SHOPP projects are expected to be implemented in Alameda County, if SB1 is not repealed.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other State and federal funding sources. SB 1 provides a significant increase in STIP funding, which would be eliminated if it is repealed.

Public Transit and Intercity Rail: SB 1 provides an additional $350 million in public transit funding each year, including $250 million annually for transit capital and operation costs through the State Transit Assistance (STA), and $105 million annually for State of Good Repair funds, using the STA formula for distribution. In addition, SB 1 funds an additional $300 million per year for Transit and Intercity Rail Capital Program (TIRCP) to fund commuter and intercity rail modernization and expansion. Lastly, SB 1 provides new revenue for intercity and commuter rail operators through a formula program to improve services across the state.

SB1 Education: Alameda CTC along with agencies across the state are providing education about the effect of SB1 and what would be lost if it is repealed. Staff will provide an update on SB1 education efforts at the Commission meeting.

SB 1 public information, outreach and educational materials can be found at the links below:

California Transportation Commission: http://www.catc.ca.gov/programs/sb1/

California State Association of Counties: http://www.counties.org/post/sb-1-road-repair-and-accountability-act-2017

California League of Cities: https://www.cacities.org/Policy-Advocacy/Hot-Issues/Transportation-Funding

Alameda CTC: www.AlamedaCTC.org/FundingSolutions

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment

A. Alameda CTC SB1 Candidate Projects

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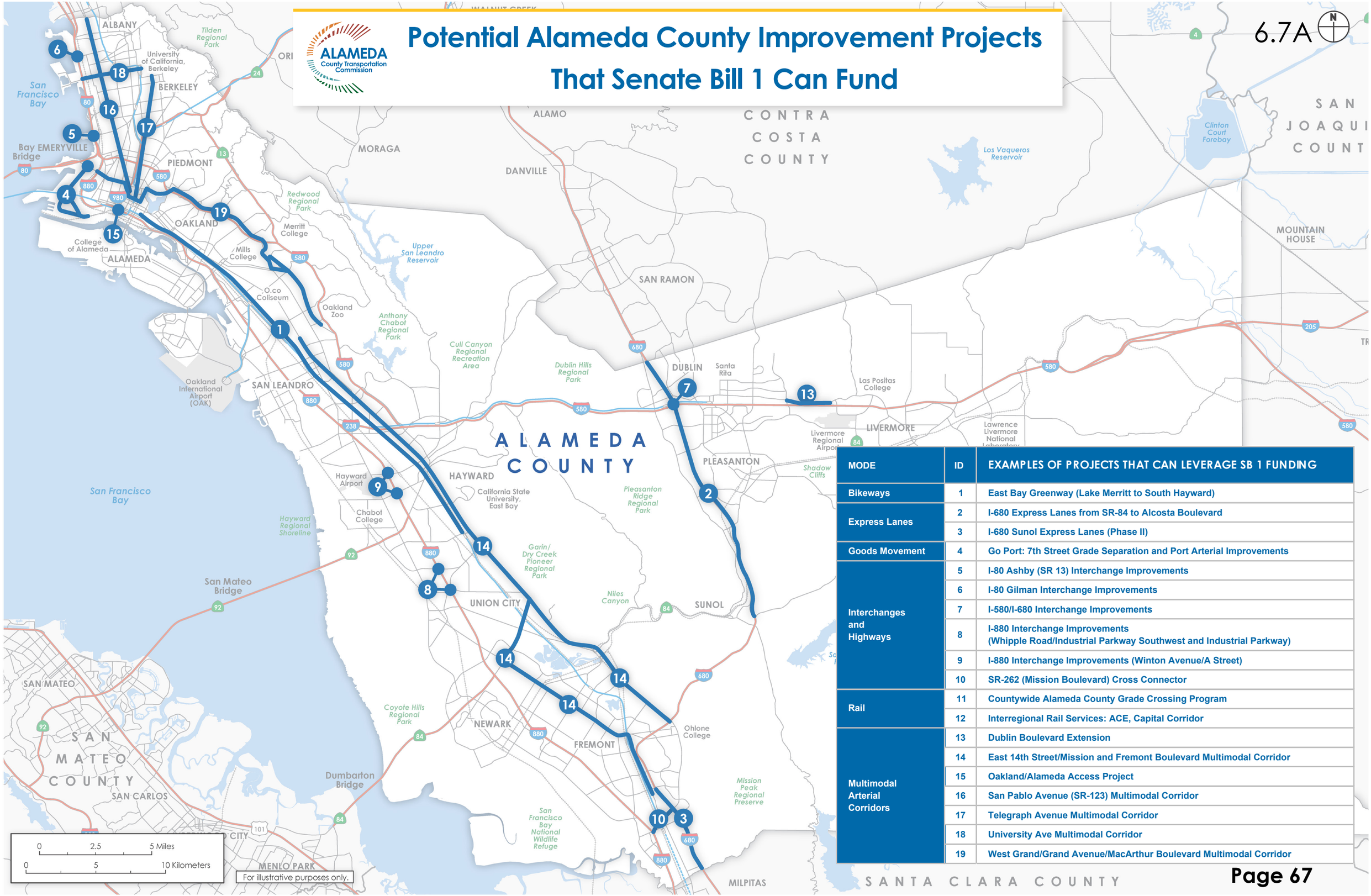
Potential Alameda County Improvement Projects That Senate Bill 1 Can Fund

ALAMEDA County Transportation Commission

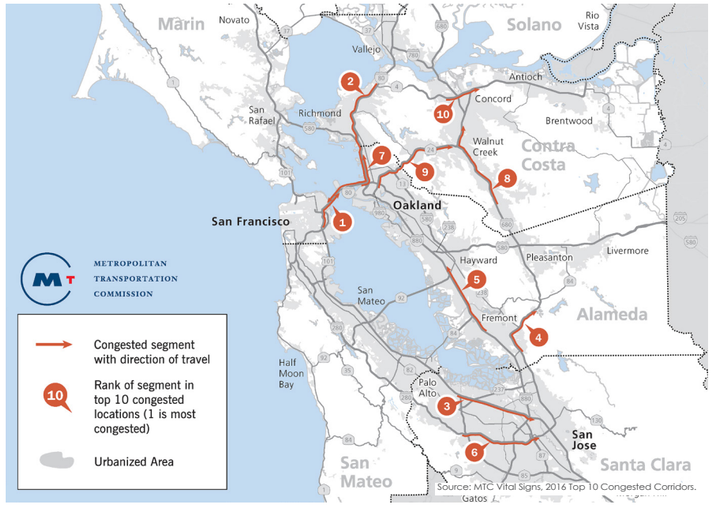
6.7A



MODE	ID	EXAMPLES OF PROJECTS THAT CAN LEVERAGE SB 1 FUNDING
Bikeways	1	East Bay Greenway (Lake Merritt to South Hayward)
Express Lanes	2	I-680 Express Lanes from SR-84 to Alcosta Boulevard
	3	I-680 Sunol Express Lanes (Phase II)
Goods Movement	4	Go Port: 7th Street Grade Separation and Port Arterial Improvements
Interchanges and Highways	5	I-80 Ashby (SR 13) Interchange Improvements
	6	I-80 Gilman Interchange Improvements
	7	I-580/I-680 Interchange Improvements
	8	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)
	9	I-880 Interchange Improvements (Winton Avenue/A Street)
	10	SR-262 (Mission Boulevard) Cross Connector
Rail	11	Countywide Alameda County Grade Crossing Program
	12	Interregional Rail Services: ACE, Capital Corridor
Multimodal Arterial Corridors	13	Dublin Boulevard Extension
	14	East 14th Street/Mission and Fremont Boulevard Multimodal Corridor
	15	Oakland/Alameda Access Project
	16	San Pablo Avenue (SR-123) Multimodal Corridor
	17	Telegraph Avenue Multimodal Corridor
	18	University Ave Multimodal Corridor
	19	West Grand/Grand Avenue/MacArthur Boulevard Multimodal Corridor

Investments Will Reduce Congestion and Improve Safety

SB 1 can fund a number of key projects and programs within Alameda County, including road maintenance, transit, bicycle and pedestrian safety projects, major trails, relief for congested corridors including highways and major arterials, as well as programs such as the very popular Safe Routes to Schools Program and Student Transit Pass Programs. These investments will reduce congestion, improve safety and expand mobility for people and goods throughout the region.



ALAMEDA COUNTY HAS HALF OF THE REGION'S TOP 10 MOST CONGESTED CORRIDORS

INTERSTATE 880 AND RAIL INFRASTRUCTURE IN ALAMEDA COUNTY

A SAFE ROUTES TO SCHOOLS PROGRAM WALKING SCHOOL BUS

ACCOUNTABILITY AND TRANSPARENCY

- Cities and counties must publically adopt and submit to the state a planned list of projects and year-end reporting that accounts for every single dollar of SB 1 revenue they receive.

OVERSIGHT

- SB 1 establishes an independent Inspector General who is appointed by the Governor to oversee programs to ensure all funds are spent as promised.
- The Inspector General is also required to report annually to the state legislature.

PROTECTING FUNDS

- Proposition 69 approved by voters in June 2018 ensures that all SB 1 resources go to transportation and the funding cannot be used for other purposes.
- SB 1 funds will not be used to fund high-speed rail.

Senate Bill 1 Expanding Mobility in Alameda County

In April 2017, Governor Jerry Brown signed into law Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017. This landmark funding program invests approximately $5.4 billion annually in state and local roads, public transit and active transportation programs.

WHAT DOES SB 1 DO?

- Enables cities and counties to address significant maintenance, rehabilitation and safety needs on the local street and road system.
- Provides funding for every community to rehabilitate, repair and maintain local roads, repair and replace aging bridges and culverts, reduce congestion and increase mobility options, including bicycle and pedestrian facilities.
- Allows cities and counties to accelerate the delivery of projects.

ANNUAL SB 1 FUNDING[1]

- **$1.5 Billion:** state highway operations protection program administered by Caltrans
- **$400 Million:** state bridge maintenance and repairs
- **$1.5 Billion:** local streets and roads
- **$750 Million:** mass transit
- **$300 Million:** goods movement and freight projects
- **$250 Million:** congested corridors and relief management
- **$200 Million:** the local partnership program to match locally generated transportation funds
- **$100 Million:** Active Transportation Program

HOW SB 1 CAN SUPPORT MOBILITY EXPANSION IN ALAMEDA COUNTY

BIKEWAYS such as the East Bay Greenway connecting Oakland to Hayward will give bicyclists safe access to jobs, education, transit and other important destinations.

EXPRESS LANES along I-580 and I-680 increase highway efficiency for commuters, transit and freight, using existing capacity to reduce congestion and improve air quality.

GOODS MOVEMENT improvements in Alameda County can support jobs and local communities, supporting the Bay Area economy.

INTERCHANGES AND HIGHWAYS provide critical connections throughout the county. I-80/Gilman Street and the I-80/Ashby Avenue interchange projects will improve navigation and traffic flow.

INTERREGIONAL RAIL SERVICES support freight and passenger services in Alameda County and Northern California.

MULTIMODAL ARTERIAL CORRIDORS planning underway for transit priority and pedestrian/bicycle improvements will increase safety for all travelers, reduce travel conflicts and accommodate future growth.

[1]www.catc.ca.gov/programs/sb1

DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Cathleen Sullivan, Principal Transportation Planner Krystle Pasco, Assistant Program Analyst Kate Lefkowitz, Associate Transportation Planner
SUBJECT:	Approve the 2020 Transportation for Seniors and People with Disabilities (Paratransit) Discretionary Grant Program

Recommendation

It is recommended the Commission approve the following actions relating to the establishment of the 2020 Transportation for Seniors and People with Disabilities (Paratransit) Discretionary Grant Program:

- Approve the 2020 Paratransit Discretionary Grant Program Guidelines; and
- Approve release of a Call for Project Nominations for the 2020 Paratransit Discretionary Grant Program in fall 2018 with $9 million available for programming over fiscal years 2019-20 through 2023-24.

Summary

The 2000 Transportation Expenditure Plan (TEP) allocates 10.45 percent of net 2000 Measure B revenues to the Special Transportation for Seniors and People with Disabilities (Paratransit) Program, 1.45% of which is identified for the Paratransit Discretionary Grant Program. Similarly, the 2014 TEP allocates 10 percent of net 2014 Measure BB revenues to Affordable Transit for Seniors and People with Disabilities (Paratransit) Program, 1% of which is discretionary. These discretionary funds are programmed and allocated on a competitive basis, and final recommendations are documented within Alameda CTC's Comprehensive Investment Plan (CIP). The 2018 CIP Paratransit Discretionary Grant program was approved April 2017 and included nine grants totaling over $2.2 million for implementation in FY 2017-18 and FY 2018-19. Staff recommends the approval of the 2020 Paratransit Discretionary Grant Program guidelines (Attachment A), and the release of a call for projects requesting applications for the subsequent five years of funding: FY 2019-20 through FY 2023-24. The Paratransit Advisory and Planning Committee (PAPCO) approved the guidelines for this programming cycle in March 2018. Next spring, PAPCO will review outcomes of the call for projects and provide a

paratransit discretionary grant funding recommendation for consideration by the Commission. The final recommendations will be incorporated into the agency's Comprehensive Investment Plan (CIP) document.

Background

The Measure B and Measure BB Transportation Expenditure Plans (TEPs) allocate 10.45 percent and 10 percent of net revenues to the Paratransit Program, respectively. These revenues fund operations for Americans with Disabilities Act (ADA)-mandated services and City-based paratransit programs through Direct Local Distributions (DLD). Measures B and BB also fund a paratransit discretionary grant program, of which 1.45% and 1%, respectively, are distributed from the total net revenues designated for the Paratransit Program. The Paratransit Advisory and Planning Committee (PAPCO) provides recommendations to the Commission for items related to Paratransit funding, including the discretionary grant program. PAPCO is supported by the Paratransit Technical Advisory Committee (ParaTAC), composed of city and transit operator staff.

The last paratransit programming cycle occurred last spring 2017, where Alameda CTC approved a $2.2 million paratransit program for implementation in fiscal years 2017-18 and 2018-19. To establish the next five years of programming from fiscal years 2019-20 through 2023-24, staff recommends the Commission approve the Paratransit Discretionary Grant Program guidelines, and the release of a call for projects. This will establish the paratransit program and services for seniors and people with disabilities in Alameda County over the next five years.

Paratransit Discretionary Grant Program Overview

The Paratransit Discretionary Grant Program funds projects and programs through a competitive process to address needs and gaps in services that are not met through ADA-mandated services or City-based paratransit programs. These grants aim to improve availability, affordability, access to, and coordination of transit and paratransit services for seniors and people with disabilities by directing funding towards projects that will:

- Improve mobility by reducing the differences in the types of services available to seniors and people with disabilities that might occur based on the geographic residence of any individual needing services
- Address critical gaps in the transportation system for seniors and people with disabilities that are not met by existing ADA-mandated services and City-based paratransit programs
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Improve the quality and affordability of transit and paratransit services for those who are dependent on them
- Improve the efficiency and effectiveness of ADA-mandated services and local, City-based paratransit programs.

Paratransit Discretionary Grant Program Focus

The discretionary funding program is designed to complement DLD funding which is dedicated to traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Per PAPCO guidance, discretionary grant funding will be focused on mobility management types of activities that improve riders' ability to access services and/or improve coordination between programs. Mobility management activities enhance travel options and access to services, promote awareness and education, effectively communicate/disseminate information to the public, improve coordination and partnerships to reduce duplication and fill gaps in service, and meet needs cost effectively and efficiently. Examples of mobility management programs include:

- Travel training
- Trip planning assistance to improve access
- One-Call One-Click type programs
- Door-through-Door/Volunteer driver programs
- Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models
- Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

Paratransit Discretionary Grant Program Priorities

Priority (in no particular order) will be given to projects that are:

- Identified as a countywide priority in the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), or other relevant countywide plan or needs assessment
- Identified as regional priority in a relevant regional plan or needs assessment such as the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)
- Provide services across jurisdictional boundaries where service gaps exist
- Provide critical, same day accessible transportation services throughout Alameda County

Paratransit Discretionary Grant Program Evaluation Framework

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals

- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide plans, regional plans or needs assessments
- Support equitable distribution of resources throughout the County

During the March 26, 2018 PAPCO meeting, Committee members provided input and approved the guidelines and priorities for the 2020 Paratransit Discretionary Grant programming effort. The full PAPCO-approved guidelines and priorities can be viewed in Attachment A. Upon Commission approval of the 2020 Paratransit Discretionary Grant Program Guidelines, Alameda CTC will release a new Call for Project Nominations for projects and programs to be implemented from fiscal year 2019-20 through 2023-24 (July 1, 2019 to June 30, 2024). The programming fund estimate is approximately $9 million over this five fiscal year period, consisting of Measure B and Measure BB paratransit discretionary grant funds.

Implementation Guidelines

The Implementation Guidelines and Performance Measures for the Paratransit Program identify the types of services that are eligible to be funded with Alameda County Measure B (2000) and Measure BB (2014) Direct Local Distribution (DLD) revenues. The Paratransit Implementation Guidelines and Performance Measures are incorporated by reference into the Master Program Funding Agreements (MPFAs) and also apply to all Paratransit discretionary grant funded projects and programs.

The Implementation Guidelines and Performance Measures were last updated and approved by PAPCO in November 2017 and are referenced in the program guidelines (Attachment A). Alameda CTC will require all projects and programs resulting from the new Call for Project Nominations for the 2020 Paratransit Discretionary Grant Program to comply with the Implementation Guidelines and Performance Measures.

2020 Paratransit Discretionary Grant Program Call for Projects Timeline

The proposed 2020 Paratransit Discretionary Grant Program will encourage local agencies and non-profits to apply for projects and programs that support mobility management types of activities. Proposals that improve riders' ability to access services and/or improve coordination between programs will be prioritized. The proposed timeline for this programming effort is as follows:

Early October 2018	2020 Paratransit Program Call for Project Nominations opens
October 9, 2018	Application workshop for Paratransit Program online application
November 16, 2018	2020 Paratransit Program applications due
Fall 2018 – Spring 2019	Alameda CTC, with PAPCO oversight and approval, develops 2020 Paratransit Program recommendation
Late Spring 2019	Alameda CTC adopts final 2020 Paratransit Program
July 1, 2019	Funding commences

Fiscal Impact: Approximately $9 million of Measure B and Measure BB paratransit discretionary grant funds will be made available through the 2020 Paratransit Discretionary Grant Program from fiscal years 2019-20 through 2023-24. The specific recommended funding amounts to the successful project sponsors will be included in the final program recommendation for the Commission's consideration next spring. The final recommendations will subsequently be incorporated into the agency's CIP document.

Attachment

A. 2020 Paratransit Discretionary Grant Program Guidelines

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Final Programming/Allocation Guidelines for
2000 Measure B and 2014 Measure BB
2020 CIP Paratransit Discretionary Grant Program
March 2018

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
    - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
    - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
    - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
    - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

PROGRAM GOALS

Discretionary grant funding will be focused on mobility management types of activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The Program is designed to complement DLD funding which is dedicated to more traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Mobility management activities aim to:

- Enhance people's travel options and access to services
- Promote awareness and education
- Effectively communicate/disseminate information to the public
- Improve coordination and partnerships
- Address critical gaps in the transportation system for seniors and people with disabilities
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Meet needs cost effectively and efficiently

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

PROGRAMMING AND ALLOCATION PRIORITIES

Priority (in no particular order) is given to projects as follows:

1. Identified in a Countywide or Regional Plan or Assessment: Identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) or other relevant countywide or regional plan or needs assessment.
2. Multi-jurisdictional Projects: Identified projects that provide service across jurisdictional boundaries.

3. Projects that provide critical, same-day accessible transportation service throughout Alameda County
4. Other priorities as recommended by PAPCO: PAPCO may periodically recommend other Program funding priorities.

ELIGIBLE APPLICANTS

Eligible applicants (direct recipients) of funds programmed through the 2020 CIP are limited to the following:

1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
2. County of Alameda
3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
4. East Bay Regional Parks District (EBRPD)
5. Alameda County Transportation Commission (Alameda CTC)
6. Non-profit organizations (if the non-profit provides letter(s) of support from local agency and/or transit provider to confirm service coordination and project support)

Entities that are not identified above as eligible direct recipients may be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.

ELIGIBLE PROJECTS

- **Mobility Management Type Programs**
    - Travel training
    - Trip planning assistance to improve access
    - One-Call/One-Click type programs
    - Volunteer driver programs
    - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
    - Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models

- **Capital Projects/Procurement**
    - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
        - Transit stop improvements that support improving access to public transit for seniors and/or people with disabilities
        - Accessible vehicle and equipment purchase
        - Capital projects to improve accessibility at shuttle stops.

This funding is not intended for ADA-mandated or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management goals.

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here:
http://www.alamedactc.org/app_pages/view/19025.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.

EVALUATION FRAMEWORK

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals
- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration with other service providers in their planning area
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transit Plan, the Alameda County Needs Assessment, or the Coordinated Plan
- Support equitable distribution of resources throughout the County

PROGRAM REQUIREMENTS

Applicants should review requirements in the full CIP guidelines.

Maximum Grant Size
The maximum grant size is $500,000; there is no minimum grant size.

Minimum Matching Requirements
Minimum Matching requirements for applicants are as follows:

- Programs: 12% local match for DLD recipients, and 5% for non-DLD recipients.
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- "In-kind" costs are not eligible.
- Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit Direct Local Distribution (DLD) funds can be accessed at http://accessalameda.org/category/cities/.

Monitoring and Performance Measures

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

RESOURCES

Resources for the 2020 CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025.

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DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Trinity Nguyen, Director of Project Delivery
SUBJECT:	Bay Fair Connection: Approve Project Funding Agreement A19-0006 with the San Francisco Bay Area Rapid Transit District for the Scoping Phase

Recommendation

It is recommended that the Commission not take action on this item. The Programs and Projects Committee (PPC) at its meeting earlier this month expressed concerns regarding lack of communication with the City of San Leandro about the project scope and uncertainty surrounding whether the project as proposed would result in services to the southern part of the County.

Summary

BART is the Sponsor of the Bay Fair Connection Project (Project) (PN 1433.000), a named project in the 2014 Transportation Expenditure Plan (TEP) with a total Measure BB commitment of $100,000,000. The Project, located in the City of San Leandro, will modify the BART Bay Fair Station and approaches to add one or more additional tracks and one or more passenger platforms for efficient train service and operational flexibility and will include station modernization, modifications to switches, tracks, crossovers, train control, signaling, and traction power.

The proposed physical infrastructure will make it possible for passengers traveling between Silicon Valley and the Tri-Valley to have either a one-seat ride or a timed transfer (either where the passenger crosses the platform to another train or where the passengers steps off the train, waits one minute to step onto the next train) and to bring trains into service and take trains out of service, couple/decouple them at this station. Two general options are being considered: East Platform placement and West Platform placement. For additional project details, refer to Attachment A- Project Fact Sheet.

Project Funding Agreement (PFA) A16-0003, executed on November 1, 2013 authorized $100,000 of Measure BB for initial project scoping. BART has completed the project deliverables for this work and is now requesting authorization to proceed with the

Scoping/Planning Phase of the project. BART's request (Attachment B) is for $575,000 for the Scoping/Planning Phase. The estimated phase duration is 15 months.

Summaries of the Project Funding and associated Project Funding Agreements are provided as Tables A and B.

Background

BART is nearing capacity at peak times of the day and is expecting vast ridership increase over the next several years. The Bay Fair Connection is a key improvement required for expansion of BART capacity as described in BART Metro, BART's vision for meeting future ridership demand. The suite of BART Metro projects, including Bay Fair Connection, as well as new turnbacks, traction power upgrades, train control modernization, an expanded fleet of train cars, new train storage and maintenance facilities, and other station improvements, will allow for BART service to increase to meet growing demand. Transbay Peak train frequency can increase from up to 23 trains per hour today to 30 trains per hour, and transbay capacity during the peak is estimated to expand from 27,000 passengers per hour today to 45,800 per hour by 2026, an increase of 63%. With these improvements, BART will have sufficient capacity to serve up to ~750,000 riders/day, up from ~430,000/day today, and will improve reliability and mitigate crowding for all passengers.

Within the suite of BART Metro projects, the Bay Fair Connection is necessary because it allows for trains to come into service at Bay Fair in order to serve the core BART system, where demand is the highest. Currently, that is not possible; the closest point where trains can go in and out of service at the Hayward Maintenance Yard, over 10 minutes away. Without the Bay Fair Connection, BART cannot make the most efficient use of its fleet, and therefore cannot meet the BART Metro service vision.

Additionally, the upcoming extensions of BART to Santa Clara county (Silicon Valley) and to Livermore is expected to result in an increasing number of passengers commuting between the Tri-Valley (current Dublin/Pleasanton line) and Silicon Valley (current Fremont Line). By building an additional platform, the Bay Fair Connection will make this a more convenient connection, and preserve flexibility for many potential service options.

In March 2015, as part of the 2016 Comprehensive Investment Plan, the Commission authorized and allocated up to $100,000 for scoping and project development activities to better define project scope and costs. BART's work for the initial project scoping included an evaluation of two platform placement alternatives: East and West. Key implementation issues for each option were evaluated and preliminary concepts were prepared. The resulting April 2016 technical memo (Attachment C), defines the project and proposes goals for the project improvements.

In summary, the Bay Fair Connection project will add one or more additional tracks and one or more additional passenger platforms to the Bay Fair BART Station in order to accomplish the following goals:

- Build necessary infrastructure for achievement of "BART Metro" service plan to better serve the Core Areas of BART system
- Trains must be able to be brought into service at Bay Fair (through a staging area pocket track)
- Trains must be able to be decoupled at Bay Fair (short trains, turn backs)
- Allow for a seamless and convenient connection between the Tri-Valley and Silicon Valley (e.g. one-seat ride or timed transfer)
- Configure station for maximum system performance and operational flexibility in all directions over the long term
- Modernize station, improve the customer experience; provide expanded facilities for crew

BART is now ready and in position to move forward with the Scoping/Planning phase of the project and has submitted a $575,000 request to further evaluate and prepare an Implementation and Phasing Plan. The work, which is anticipated to take 15 months to complete, includes the following deliverables:

- Existing Conditions Analysis – draw on previous studies (2008, 2015) reflect new initiatives (Bay Fair TOD, ESP improvements)
- Project Alternatives – including station envelope, operational needs, station area alternatives, and fatal flaw analysis
- Alternatives Evaluation – based on project goals
- Alternatives Development – in combination with evaluation and in response to it – including conceptual engineering, operational analysis, right-of-way "ROW", Risks, and Costs
- Recommendation of Preferred Alternative – based on the outcomes of previous tasks
- Implementation and Phasing – based on availability of funds and operational requirements

Upon completion of the Scoping/Planning phase, BART will return with an update and seek authorization to begin the environmental phase.

Fiscal Impact: The action will authorize the encumbrance of $575,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2018-19 Capital Program Budget.

Table A - Summary of Project Funding			Commitment Balance
Description	**Date Authorized**	**Amount**	
TEP Project Commitment	November 2014	$100,000,000	**$100,000,000**
Preliminary Scoping Phase	March 2015	($84,553)	$99,915,447
Scoping/Planning Phase	September 2018 (This request)	($575,000)	$99,340,447
		Total Remaining Balance:	**$99,340,447**

Table B - Summary of Project Funding Agreements		
Agreement Description	**Date Authorized**	**Agreement Amount**
A16-0003: Prepare a Recommendations Memo detailing scope, cost, and schedule for two platform options (West and East). Status-Closed: Completed deliverables on April 2016. Total amount expended: $84,553	July 2016	$100,000
A19-0006: Scoping/Planning documents for two platform options (West and East).	September 2018 (This request)	$575,000

Attachments

A. Project Fact Sheet
B. Sponsor Request
C. Recommendations Memo (April 2016)

Bay Fair Connection

6.9A

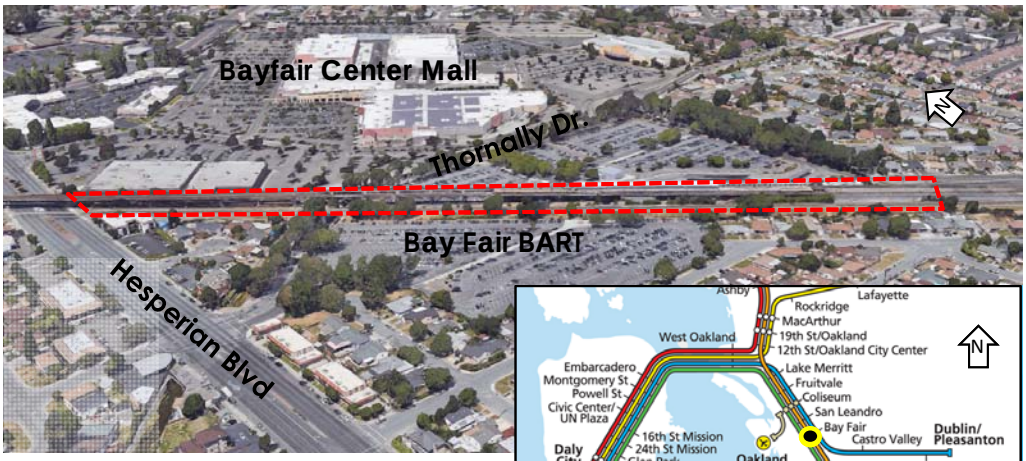
SEPTEMBER 2018

PROJECT OVERVIEW

The San Francisco Bay Area Rapid Transit (BART) District, in partnership with the Alameda County Transportation Commission (Alameda CTC), proposes improvements at the Bay Fair station in San Leandro.

The project would modify the BART Bay Fair Station to construct a third station track and second passenger platform. Some switches and tracks would be added. Modifications would be made to train signaling and other related systems. Bay Fair BART rider facilities, such as escalators, elevators, stairs, signs and lighting, would be upgraded to the latest design standards. Different station configurations will be examined for benefits and impacts with results discussed with the public.

Since the successful passage of Alameda County's Measure BB, BART has moved forward with initial scoping efforts to define the project components and delivery plan. Two general station placement options have been identified for further evaluation in the current Scoping/Planning phase and eventual clearance in the subsequent environmental phase.



Approximate Project Location – for illustrative purposes only (Image: Google Earth)

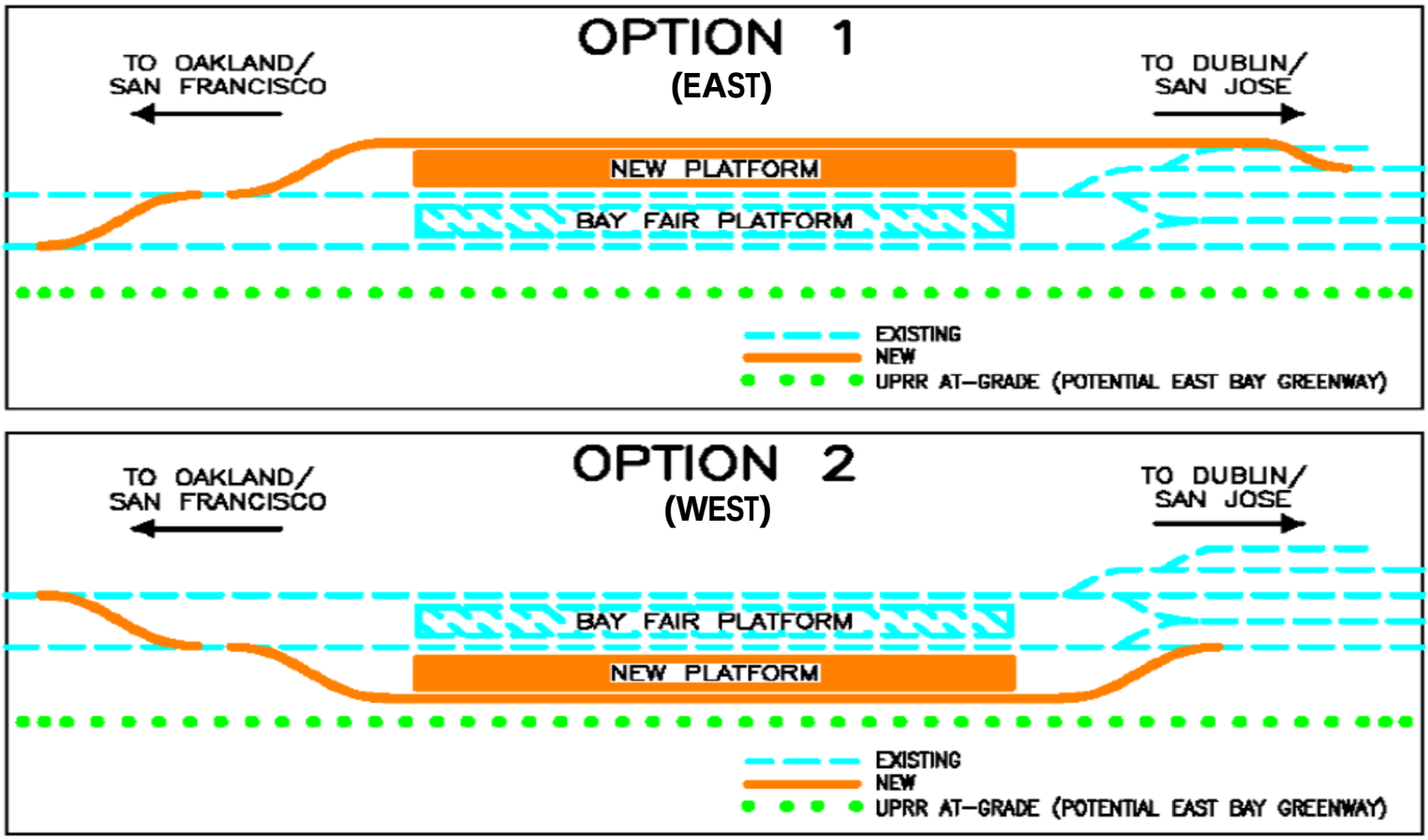
PROJECT NEED

Bay Fair Connection is a key improvement required for:

- The expansion of BART capacity as described in BART Metro, BART's vision for meeting future ridership demand.
- Addressing the increasing Regional and inter-regional congestion in the I-880 Corridor to improve air quality and reduce greenhouse gases and other emissions associated with automobile use.
- A more convenient, effective, and efficient connection to serve the core BART system where demand is highest and preserve flexibility for many potential service options due to an increasing number of passengers commuting between the Tri-Valley (and Silicon Valley).

PROJECT BENEFITS

- Provides new track and station platform to better facilitate transfers between lines.
- Modernizes Bay Fair Station to improve customer experience.
- Ensures reliable train service in Alameda County and elsewhere.
- Travel-time savings for riders transferring at Bay Fair.
- Potential Alameda County Transbay service enhancements nights and weekends



Layout options for station placement and associated station and track layouts.

UPRR- Union Pacific Railroad

COST ESTIMATE BY PHASE ($ X 1,000)

Scoping/PE/Environmental	$5,600
Final Design – Plans, Specifications and Estimates (PS&E)	TBD
Right-of-Way	TBD
Utility Relocation	TBD
Construction	TBD
Total Cost[1]	**$200,000-$250,000**

[1]Based upon initial scoping completed in April 2016.

FUNDING SOURCES ($ X 1,000)

Measure BB	$100,000
Regional	$0
State	$0
Federal	$0
Total Revenues	**$100,000**

STATUS

Implementing Agency: BART

Current Phase: Scoping/Planning

SCHEDULE BY PHASE

	Begin	End
Initial Scoping	Spring 2015	Spring 2016
Scoping/Planning	Fall 2018	Fall/Winter 2019
Preliminary Engineering/ Environmental	Early 2020	Late 2021

PARTNERS AND STAKEHOLDERS

BART, City of San Leandro, Alameda CTC, and the Metropolitan Transportation Commission

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

APPENDIX A

PROJECT CONTROL INFORMATION

Appendix Index

APPENDIX A-1

PROJECT DESCRIPTION

Project Title: Bay Fair Connection

Project Description:

The Bay Fair Connection project will add one or more additional tracks and one or more additional passenger platforms to Bay Fair BART Station in order to accomplish the following goals:

- Build necessary infrastructure for achievement of "BART Metro" service plan to better serve the Core Areas of BART system
  - Trains must be able to be brought into service at Bay Fair (through a staging area pocket track)
  - Trains must be able to be decoupled at Bay Fair (short trains, turn backs)
- Allow for a seamless and convenient connection between the Tri-Valley and Silicon Valley (e.g. one-seat ride or timed transfer)
- Configure station for maximum system performance and operational flexibility in all directions over the long term
- Modernize station, improve the customer experience; provide expanded facilities for crew

The scope of the project includes the following stages of work:

Preliminary Scoping (Completed April 2016)
Scoping / Planning (Oct. 2018-Dec. 2019)

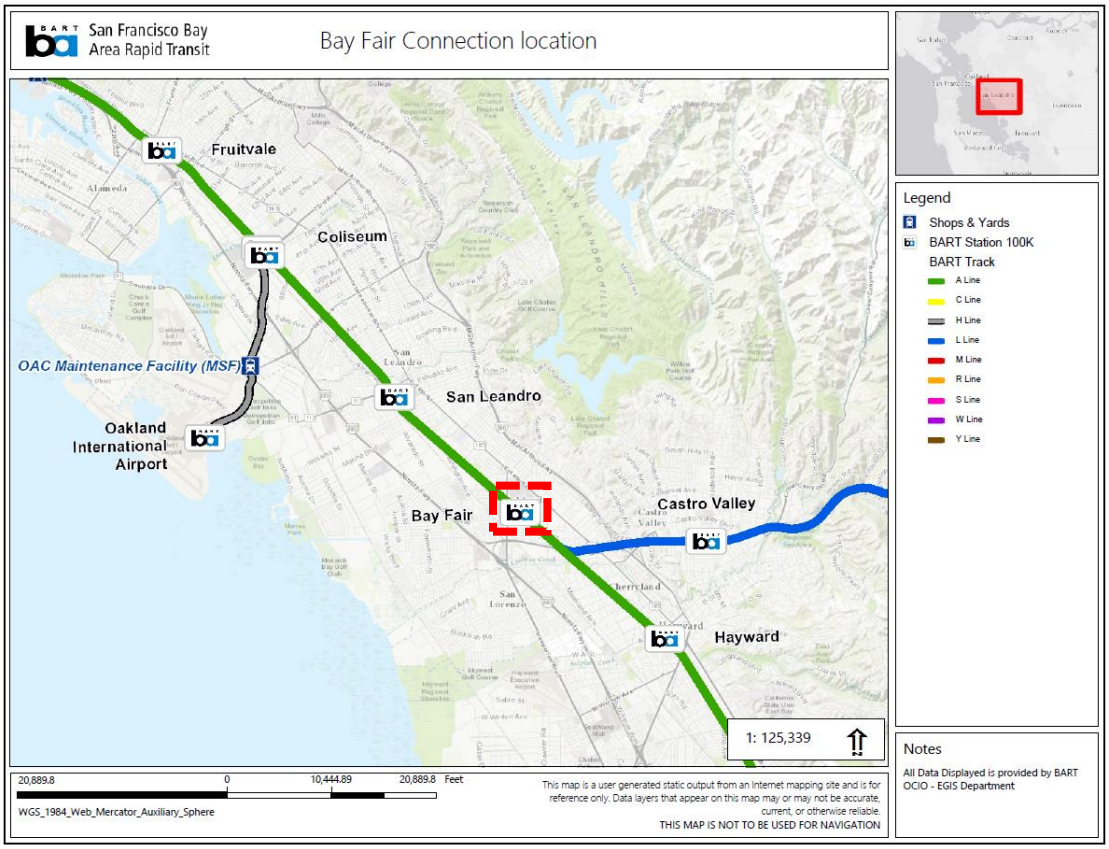
- Existing Conditions Analysis – draw on previous studies (2008, 2015) reflect new initiatives (Bay Fair TOD, ESP improvements)
- Project Alternatives – including station envelope, operational needs, station area alternatives, and fatal flaw analysis
- Alternatives Evaluation – based on project goals
- Alternatives Development – in combination with evaluation and in response to it – including conceptual engineering, operational analysis, ROW, Risks, and Costs
- Recommendation of Preferred Alternative – based on the outcomes of previous tasks
- Implementation and Phasing – based on availability of funds and operational requirements

PE/Environmental (2020-2021)

- Preliminary Engineering
- Project Definition
- Initial Reconnaissance and Identification of Issues
- Preparation of the Draft EIR
- Preparation of Responses to Comments
- Project Approvals

PS&E/Final Design (2022-2023)
ROW (2022-2023)
Construction (2024-2026)

Project Map



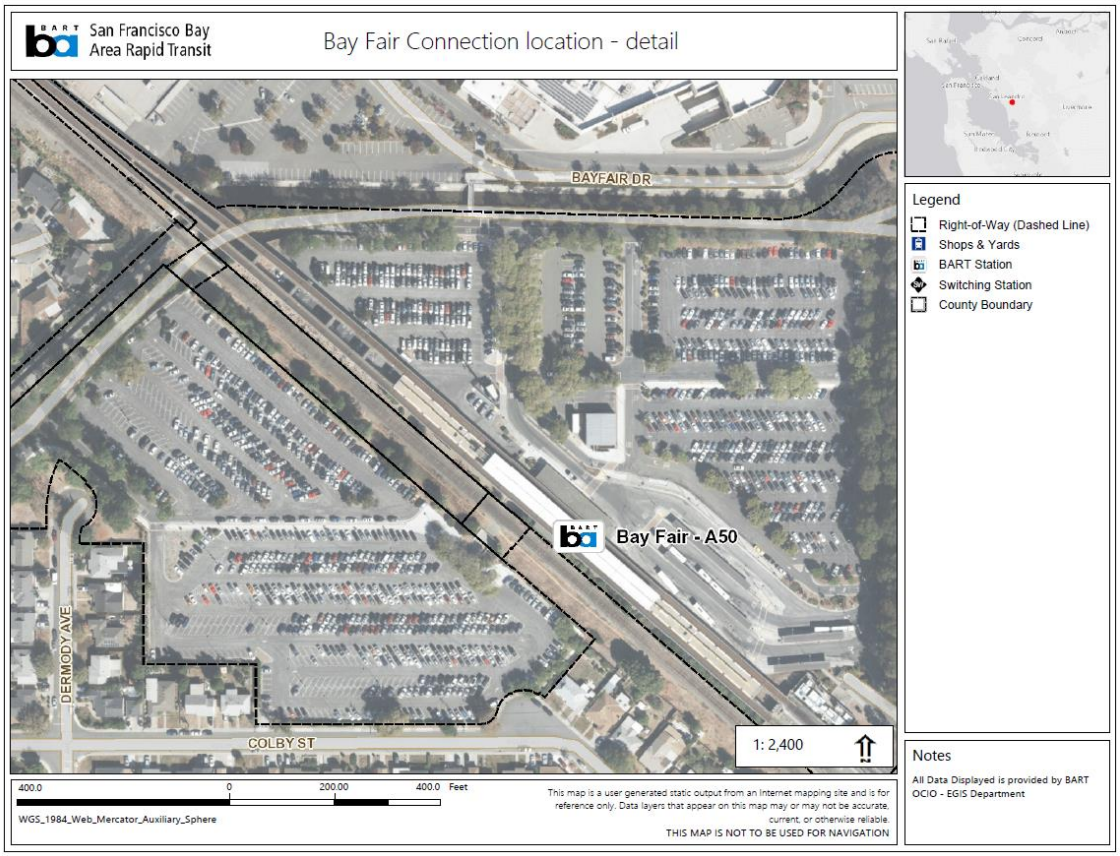


Figure 1 Bay Fair Connection Location

APPENDIX A-2

PROJECT PHASE DESCRIPTIONS

The ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT are to support the project phase(s) identified and described below:

Scoping / Planning

Task 1 – Project Initiation and Management
Task 2 – Existing Conditions (Station Modernization)
- Review Previous Studies
- Land Use Model
- Service Planning Model
- Capacity & Vertical Circulation
- Preliminary Life Safety Code and Egress Capacity Analyses
- Access Mode Analysis, Circulation, and Local Context
- Universal Access and ADA Compliance
- Safety and Security
- State of Good Repair
- Project Open House
- *Deliverable:* Existing Conditions Report

Task 3 – Project Alternatives (Includes both new platform options and station modernization options)
- Envelope Study
- Station Operations
- Station Area
- Fatal Flaw analysis

Task 4 – Alternatives Evaluation
- Evaluation Criteria
- Evaluation
- *Deliverable*: Evaluation + Alternatives Memo

Task 5 – Alternatives Development
- Conceptual Engineering
- Operational Analysis
- Right-of-Way Requirements
- Risks
- Conceptual Cost Estimate
- *Deliverable:* Preferred Design Concept Drawings, Cost Estimates

Task 6 – Recommendation
- *Deliverable: Recommendations Memo*

Task 7 – Implementation and Phasing Plan
- *Deliverable: Phasing, Prioritization, & Implementation Plan*

Preliminary Engineering / Environmental

Task 8
  - Preliminary Engineering, including: Ground Conditions
  - Risk Assessment
  - Site Investigation (Borings)
  - Utility Identification
  - Water Table
  - Laydown Area
  - Parking
  - Station Circulation
- *Deliverable: 20% Design Drawings, 20% Cost Estimates*

Task 9
- Project Definition – including working with the project team to identify the proposed project, changes to station operations, the construction scenario, and avoidance and minimization measures such as the BART Facility Standards which can eliminate or reduce physical impacts that might otherwise occur.
- *Deliverable:* Project Definition Memo

Task 10
- Initial Reconnaissance and Identification of Issues – including the scoping process (with a meeting that would be combined with one identified as part of the planning process) and the publication and distribution of a Notice of Preparation (NOP).

Task 11
- Preparation of the Draft EIR – including data collection, impact assessment following the State CEQA Guidelines Appendix G, formulation of mitigation measures, and assessment of project alternatives.
- *Deliverable:* Draft EIR

Task 12

- Preparation of Responses to Comments – including responses to all substantive comments, which could include revisions and corrections to the Draft EIR; the Draft EIR is not proposed to be reprinted.
- *Deliverable:* Responses to Comments

Task 13

- Project Approvals – including submittal of the Final EIR (consisting of the Draft EIR and the Responses to Comments) for distribution by BART; preparation of Findings and a Statement of Overriding Considerations, if needed; and preparation of a Mitigation Monitoring and Reporting Program. Attendance at the BART Board meeting to certify the EIR and adopt the other approval documents is assumed.
- *Deliverable:* Project Approvals / Final EIR

Potential additional activities if NEPA is required:

- Effects on the socioeconomic environment (in addition to the physical environment under CEQA);
- Related regulations and coordination pursuant to Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the Federal Department of Transportation Act; and related Executive Orders (EO), primarily EO 12898 regarding Environmental Justice and EO 13690 regarding floodplain management and climate change;
- A more extensive coordination effort to interact with the Federal Transit Administration (FTA) and other participating agencies under 23 United States Code 193, including those agencies that have jurisdiction over the environmental regulations cited above;
- An equal level of analysis of alternatives (in addition to the proposed project under CEQA);
- Preparation of a Section 508 compliant report (i.e., one that is accessible to those with disabilities, including, for example, visual impairment); and
- Earlier consultation with FTA would be recommended to ensure that the appropriate NEPA/FTA procedural steps are followed, to discuss the possibility of preparing a joint environmental document, and to strategize about whether NEPA clearance could be performed with an EA, rather than an EIS.

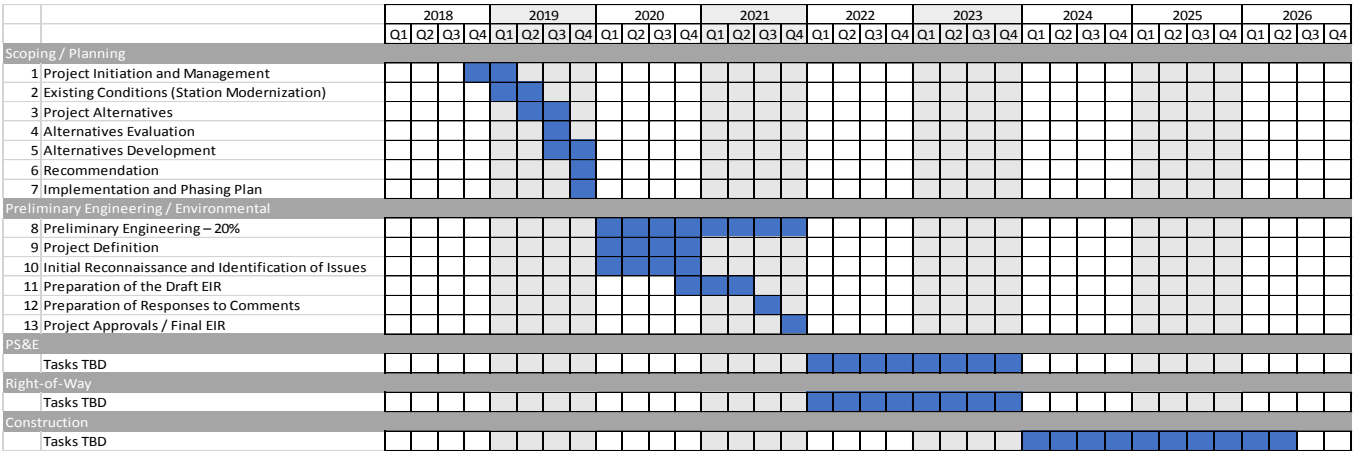
APPENDIX A-3

PROJECT MILESTONE SCHEDULE

Phase/Milestone	Begin (Mo/Yr)	End (Mo/Yr)
Scoping / Planning	10/2018	12/2019
Preliminary Engineering/Environmental Studies	01/2020	12/2021
CEQA Approval	04/2020	12/2021
NEPA Approval	04/2020	12/2021
Final Design (Plans, Specifications and Estimate (PS&E))	TBD	TBD
Right-of-Way Acquisition	TBD	TBD
Right of Way Certification	TBD	TBD
Construction	TBD	TBD
Operations	TBD	TBD
Other/non-capital: (describe here)		
Notes:		

Environmental Clearance Status:

	CEQA	NEPA
Environmental Document Type	EIR	EIS
Begin Environmental Process	04/2020	04/2020
Draft Circulation (if known)		
Date of Public Meeting (if known)		
Final Draft Submitted		
Actual Certification Date		
Percent Complete	0%	0%



APPENDIX A-4

PROJECT RESPONSIBILITY CHECKLIST

Project Responsibility Checklist: The table below identifies specific project responsibilities of the ALAMEDA CTC and the PROJECT SPONSOR for implementing the PROJECT contained in this AGREEMENT.

No.	PROJECT ACTIVITY	ALAMEDA CTC	SPONSOR
1.	Provide Conceptual Geometrics (GAD)		C
2.	Approve Conceptual Geometrics		S
3.	Provide Available Survey Control, Topography & Aerial Survey Data		C
4.	Obtain Permits		C / S
5.	Prepare Engineering Studies & Reports		C
6.	Review Engineering Studies & Reports		C / S
7.	Approve Engineering Studies & Reports		S
8.	Review R/W Requirements (takes, easements, etc.)	-	C / S
9.	Approve R/W Requirements (takes, easements, etc.)	-	S
10.	Prepare R/W Acquisition Permits	-	-
11.	Review R/W Acquisition Permits	-	-
12.	Approve R/W Acquisition Permits	-	-
13.	Acquire R/W	-	-
14.	Prepare Record of Survey	-	-
15.	Review Record of Survey	-	-
16.	Transfer R/W to State	-	-
17.	Locate Existing Utilities	-	C
18.	Coordinate Utilities Relocation with Utilities	-	-
19.	Prepare Utility Agreements	-	-
20.	Review Utility Agreements	-	-
21.	Approve Utility Agreements	-	-
22.	Execute Utility Agreements	-	-
23.	Prepare PS&E and all associated documents	-	-
24.	Review PS&E and all associated documents	-	-
25.	Approve PS&E and all associated documents	-	-
26.	Advertise Construction Contract	-	-
27.	Open Construction Bids and Proposals	-	-
28.	Contract Award Recommendations	-	-
29.	Award Construction Contract	-	-
30.	Administer Construction including Inspection & Surveying	-	-
31.	Review Contract Change Orders (CCO's)	-	-
32.	Approve CCO's	-	-
33.	Design Services During Construction	-	-
34.	Prepare As-Builts	-	-
35.	Close-out Contract	-	-

LEGEND:
C = consultant
S = staff
S/C = staff and contractor/consultant

APPENDIX A-5

PROJECT FUNDING SUMMARY BY PHASE AND FUND SOURCE

PROJECT FUNDING SUMMARY BY PHASE AND FUND SOURCE						
PHASE	**Alameda CTC Administered Funds**			**Other Funds**	**Total Funding**	**Reimbursement Ratio Percentage**
	Measure BB – Bay Fair Connection					
Planning/Scoping	$575,000	$	$	$5,000	$580,000	**99%**
Preliminary Engineering/ Environmental Studies	$4,925,000	$	$	$0	$4,925,000	**100%**
Final Design (PS&E)	$	$	$	$	$	**%**
Right-of-Way Capital	$	$	$	$	$	**%**
Right-of-Way Support	$	$	$	$	$	**%**
Construction Capital	$	$	$	$	$	**%**
Construction Support	$	$	$	$	$	**%**
Operations	$	$	$	$	$	**%**
Other (describe here)	$	$	$	$	$	**%**
Total Funding	$5,500,000	$	$	$5,000	$5,505,000	**99.9%**

Notes:

1. PROJECT SPONSOR shall be reimbursed eligible costs in the percentage of Total ALAMEDA CTC ADMINISTERED FUNDS to Total Funding per the Reimbursement Ratio Percentage for each phase. Each Alameda CTC Administered Fund amount identified is a not-to-exceed amount. The Reimbursement Ratio is defined as ALAMEDA CTC ADMINISTERED FUNDS over the Total Funding.

APPENDIX A-6

PROJECT PHASE COST DETAIL

This Project Phase Cost Detail summarizes the total cost for each phase with ALAMEDA CTC ADMINISTERED FUNDS obligated in this AGREEMENT.

PROJECT PHASE COST DETAIL					
Planning / Scoping	**Measure BB – Bay Fair Connection**			**Other Local**	**Total Cost**
SPONSOR STAFF COSTS					
Sponsor Staff Time	$124,000	$	$	$5,000	$129,000
Sponsor Direct Costs	$1,000	$	$	$	$1,000
Sub-total Sponsor Staff Cost	$125,000	$	$	$	$130,000
CONTRACT COSTS					
Project Manager / Planning Contract	$450,000	$	$	$	$450,000
	$	$	$	$	$
	$	$	$	$	$
Sub-total Contract Cost	$450,000	$	$	$	$450,000
Total Phase Cost *(Staff + Contract Costs)*	$575,000	$	$	$5,000	$580,000

Special Considerations *related to funding the breakdown for the phase, e.g. 100% one fund source, certain funds to be expended before others, etc.*

1.

PROJECT PHASE COST DETAIL					
Preliminary Engineering / Environmental	**Measure BB – Bay Fair Connection**			**Other Local**	**Total Cost**
SPONSOR STAFF COSTS					
Sponsor Staff Time	$990,000	$	$	$	$990,000
Sponsor Direct Costs	$10,000	$	$	$	$10,000
Sub-total Sponsor Staff Cost	$1,000,000	$	$	$	$1,000,000
CONTRACT COSTS					
Preliminary Engineering/ Env.	$3,925,000	$	$	$	$3,925,000
	$	$	$	$	$
	$	$	$	$	$
Sub-total Contract Cost	$	$	$	$	$
Total Phase Cost *(Staff + Contract Costs)*	$4,925,000	$	$	$	$4,925,000

Special Considerations *related to funding the breakdown for the phase, e.g. 100% one fund source, certain funds to be expended before others, etc.*

1.

APPENDIX A-7

PERMITS/AGREEMENTS/COORDINATING AGENCIES

A list of permitting agencies, required agreements and coordinating agencies is included in this appendix.

Per Section I.23 of this AGREEMENT, PROJECT SPONSOR shall obtain all state, local and federal permits and approvals for work, including environmental approvals in accordance with the National Environment Policy Act (NEPA) and the California Environmental Quality Act (CEQA), as applicable. PROJECT SPONSOR will comply with all applicable state and federal laws and regulations.

PERMITS:

- TBD Pending Environmental Document & Alternative Chosen

AGREEMENTS:

- TBD

COORDINATING AGENCIES:

TBD – Likely Agencies Include

- Alameda County Public Works Agency (ACPWA)
- Alameda County Transportation Commission (ALAMEDA CTC)
- Metropolitan Transportation Commission (MTC)
- California Department of Transportation (Caltrans)
- Federal Highway Administration (FHWA)
- City of San Leandro
- Alameda County
- Alameda-Contra Costa Transit District (AC Transit)

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Memorandum

To	Ian Griffiths/Val Menotti, BART	Pages	5
Subject	Bay Fair Connection Recommendations (FINAL)		
From	Lilia Scott/Joy Villafranca/Dick Wenzel/Ken Kalsi, AECOM		
Date	April 29, 2016		

1.0 Introduction

This memorandum summarizes AECOM's recommendations for the Bay Fair Connection, based on the analysis of four Options for an additional platform at the Bay Fair BART station.

The Bay Fair Connection would upgrade the Bay Fair Station facilities and operations to adequately manage increased operational and passenger demand due to implementation of the BART Metro concept to increase service in the system core and the addition of service to Silicon Valley, bring trains in to and out of service at this station, couple and decouple them, and to provide the physical infrastructure to make possible a one-seat or timed transfer (either with the passenger walking across the platform or the passenger stepping off the train, waiting one to two minutes for the next train, and stepping onto that train on the same platform) between the Silicon Valley and the Tri-Valley areas. AECOM analyzed the feasibility of constructing an additional platform on the eastern side of the station in 2012. In 2016, AECOM analyzed the feasibility of constructing an additional platform on the western side of the station (one design iteration only) and updated the 2012 findings for the eastern side. This final deliverable presents the results of the platform analyses and provides recommendations for the next steps of the project.

1.1 Project Overview – Goals and Prior Work/Deliverables

To identify which goals are most critical to BART's long-term vision, the extended project team met early in this project with BART internal stakeholders to identify and develop the project direction. The established primary and secondary project goals are as follows:

1.1.1 Primary

- Build necessary infrastructure for achievement of the BART Metro service plan to better serve the Core Areas;
  - Trains must be able to be brought into service at Bay Fair;
  - Trains must be able to be decoupled at Bay Fair (short trains, turn-backs);
- Allow for a seamless and convenient connection between the Tri-Valley and Silicon Valley (e.g., one-seat ride or timed transfer);
- Configure station for maximum system performance and operational flexibility in all directions over the long term; and
- Modernize station, improve the customer experience; provide expanded facilities for crew changes.

1.1.2 Secondary

- Improve station access at Bay Fair including for buses, pedestrians, and bicycling on both sides of the rail corridor;
- Support implementation of East Bay Greenway;
- Support long-term land use intensification (Transit-Oriented Development) at Bay Fair Station;
- Support provision of special event service at Coliseum Station;
- Minimize disruption during construction period; and
- Preserve Maintenance-of-Way (MOW) access and efficiency.

1.2 Prior Work and Deliverables

In 2008, BART was conducting two studies: a Livermore Extension Programmatic Environmental Impact Report (EIR); and a second study to consider a direct connection between the Castro Valley BART Station and the Hayward BART Station. These two studies were independently managed. The Livermore Extension, if built, would increase the BART ridership between the Tri-Valley and southern Alameda County/Silicon Valley, particularly with the future implementation of the Silicon Valley Rapid Transit (SVRT). BART considered a direct connection between the Dublin (Blue) L-Line and the Fremont (Green and Orange) A-Lines (and future SVRT service), called the Bay Fair Wye. However, the community impacts and costs outweighed the ridership benefit, and the alternative was dropped. Through this process, BART identified another alternative: to construct a second platform at the Bay Fair Station to facilitate trip transfers between the Tri-Valley and southern Alameda County/Silicon Valley. This alterative was called the Bay Fair Connection.

In 2009, BART Operations supported a new South-of-Bay-Fair track schematic and draft operating plan for the Bay Fair Connection. Development of the alternative continued until BART temporarily suspended all work on this study to preserve funding, so that the primary BART-to-Livermore Extension Programmatic EIR could be completed. The Bay Fair Connection analysis resumed in fall of 2010, after completion of the Livermore Extension EIR. AECOM completed a final study memorandum of an East Platform Concept in March 2012.

In 2015, BART requested a follow-on study to complete the initial project scoping phase of the Bay Fair Connection project, consistent with Alameda County Transportation Commission requirements and guidance. The study had three components:

1. Assist BART with completing the Alameda Countywide Transportation Plan funding application, due July 31, 2015, using available data on Alternative 1, Options 1 and 2, Second Platform (East Platform Concept).

2. Further develop the West Platform Concept, Alternative 1, Option 3, in the 2012 memo, and update information for the East Platform Concept, Alternative 1, Options 1 and 2, Second Platform.

3. Prepare a recommendation for the next phase of design based on information developed for each concept, and recommendations for the next phase of design for the Bay Fair Connection project.

1.3 Platform Analyses – Concept Descriptions and Cost Estimates

The analysis identified four options for study:

- Option 1 – Second Platform to the East, Demolish Commercial Building
- Option 2 – Second Platform to the East, Commercial Building to Remain
- Option 3 – Second Platform to the West, Abandon Union Pacific Railroad (UPRR) Tracks
- Option 4 – Second Platform to the West, Relocate UPRR Tracks.

In all options, the Bay Fair Connection provides a travel-time savings over the existing BART system. When a Dublin/Pleasanton train arrives at the new, second Bay Fair Platform, the arriving train operator disembarks from the northern end of the train, while a second train operator boards the southern end of the train and reverses the direction of the train to south-bound. The train operator switch will happen while passengers are off-loading and boarding. The estimated travel-time savings for this alternative is 3.5 minutes over the existing system—currently at 15-minute intervals. Additionally, the alternative has the advantage of potentially allowing passengers to remain on the same train, if the service plan recommends that configuration.

Table 1 (on the second page following) describes the options for a second platform alternative and their potential impacts. Appendix A provides more detailed information about this analysis and the rational for its resulting recommendations.

1.3.1 East Platform Updated

Option 1. This option proposes constructing a second station platform with approximately 2,690 feet of new track, and demolishing an existing commercial building (24-Hour Fitness) at Bay Fair Mall, just north of the station. The proposed platform dimensions are 700 feet long by 29 feet, 5 inches wide. This option, as currently designed, does not improve train movement flexibility. This project was not scoped to update the Option 1 design.

The design for this option is the same design developed in March 2012. Although the rough-order-of–magnitude cost for Option 1 had been estimated as $148M, the updated 2016 cost is $161M.

Option 2. This option proposes to construct a second platform at Bay Fair Station with approximately 1,910 feet of new track, and would avoid demolishing an existing commercial building (24-Hour Fitness) at Bay Fair Mall, just north of the station. The proposed platform dimensions are 700 feet long by 25 feet, 5 inches wide. This option could not improve track movement flexibility due to lack of physical space.

The design for this option is the same as that presented in March 2012. Although the rough-order-of-magnitude cost for Option 2 had been estimated as $121M, the updated 2016 cost is $139.5M.

1.3.2 West Platform Analysis

Option 3. This option assumes the UPRR tracks are abandoned and East Bay Greenway is incorporated. In addition to providing conceptual engineering platform layouts in section and plan views, this option estimates implementation costs, describes operational positive and negative

impacts, and defines Right-of-Way (ROW) limits. Improved train movement flexibility could be possible with this option.

This option proposes to construct a platform to the west of the existing platform. It would require ROW acquisition from UPRR and abandoning the UPRR tracks. The East Bay Greenway would run along the former UPRR ROW to the west of the station.

Option 4. This option assumed UPRR tracks are not abandoned, but relocated westward; and East Bay Greenway is incorporated. In addition to providing conceptual engineering platform layouts in section and plan views, this option estimates implementation costs; describes operational positive and negative impacts; and defines ROW limits, which identifies the ultimate ROW takes and limits (demonstrating the preferred case for UPRR abandonment). This option would allow for improved train movement flexibility.

This option proposes to construct a platform to the west of the existing platform. It would require ROW acquisition from UPRR, and relocation of the UPRR tracks. Two new UPRR structures would be required: one over the creek; and one over Thornally Drive.

1.4 Bay Fair Connection Recommendations

Of the Options identified under this project scope, Option 1 (Second Platform to East, Demolish Commercial Building) and Option 3 (Second Platform to West, Abandon UPRR) should be further developed. However, if any uncertainty exists that the UPRR ROW acquisition will not be available, Option 4 (Second Platform to the West, Relocate UPRR) could also be explored. Option 2 (Second Platform to East, Commercial Building Remains) was eliminated due to unacceptable operational impacts and the inability to improve operational flexibility in the trackways.

It should be noted that one additional platform may not be enough given BART's plans for this corridor. The project has identified the need for a more comprehensive evaluation at this station to foster operational flexibility for the BART Metro concept. This would include providing the following operation and maintenance flexibility at this station: the ability to bring trains into service; decoupling trains; and provide maintenance-of-way vehicle storage. The station may be best served with an entirely different design. The timing of these decisions is also uncertain, given the implementation of the East Bay Greenway and the fate of UPRR. Appendix B includes a proposal for an "expanded scope," which leads this project through its current phase; fully explores feasibility options for the station; and provides a preliminary proposal for environmental clearance of the recommended station configuration.

Appendix A – Technical memorandum outlining the process and assumptions of the western and eastern platform engineering and cost estimates (Section III, Platform Analysis)

Appendix B – Expanded Scope

Table 1 – Summary of Options 1 through 4

	Description	Cost in Million Dollars ($M) per Year 2016[1]	Escalation in $M to the Project Start (See Note 3)	ROW Cost ($M)	Schedule Impacts (Acquisition/Neg. Estimated Delay)	Union Pacific Railroad (UPRR) Tracks	Right of Way impacts	Right of Way impacts – BART Parking	Operating Speed Miles per Hour (mph)	Improved Operating Flexiblity	Yard and Maintenance Tracks	Construction Impacts
Option 1	• Additional platform to the east • Commercial building demolished • 2,690 feet of new track	$161.0M	$7.3M	$10 to $13		No impact	Demolition of commercial building	Removal of 16 spaces from East Parking Lot	35 mph	Possible but not in current design	• Relocation of maintenance access road south east of the platform • Conversion of an existing storage siding (TM zone) to a running track • Impacts to current maintenance-of-way (MOW) siding on the east side	• Relocation of telecommunications tower • Electrical substation remains with relocation of overhead feeder wires
Option 2	• Additional platform to the east • Commercial building remains • 1,910 feet of new track	$139.5M	$0.0M	$0		No impact	No impact	Removal of 13 spaces from East Parking Lot	26 mph at north curve; 25 mph at south curve		• Removal of 740 feet of maintenance vehicle track • Relocation of maintenance access road south east of the platform • Conversion of an existing storage siding (TM zone) to a running track • Impacts to current MOW siding on the east side	• Relocation of telecommunications tower • Electrical substation remains with relocation of overhead feeder wires
Option 3	• Additional platform to the west • UPRR tracks abandoned • 2,920 feet of new track	$141.3M	$4.2M to $8.6M	Cost TBD, Acquisition of UPRR ROW	12 to 24 months	• Acquisition of right-of-way (ROW) • Tracks abandoned for East Bay Greenway • Existing pedestrian undercrossing connecting the station to the West Parking Lot no longer required	No impact	No impact	35 mph	Yes	No impact	• Pocket track can be used as a mainline track during switch installation to limit disruption
Option 4	• Additional platform to the west • UPRR tracks relocated • 2,920 feet of new track	$150.1M	$9.2M	$20 to $35 (private property only) + UPRR ROW Relocation (See Note 4)	Two (2) years	• Acquisition and relocation of UPRR tracks • 4,290 feet of new UPRR track • Construction of two new structures (one over the creek and one over Thornally Drive) • Extension of pedestrian undercrossing to West Parking Lot	Acquisition and demolishing 35 homes, condominium units, and one commercial building	Removal of 125 parking spaces in Bay Fair Station west parking lot.	35 mph	Yes	No impact	• Pocket track can be used as a mainline track during switch installation to limit disruption

[1] The costs above include construction cost, soft costs, contingency, and project reserve.

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DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Liz Rutman, Director of Express Lanes Implementation and Operations
SUBJECT:	Express Lanes Program: Approval of Professional Services Agreement A19-0001 with HNTB Corporation for System Manager and Program Support Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A19-0001 with HNTB Corporation (HNTB) for Express Lane System Manager/Program Support Services for the I-580 and I-680 Express Lanes programs for a not-to-exceed amount of $4.0 million.

Summary

The Alameda CTC operates and maintains both the I-580 Express Lanes and the I-680 Sunol Express Lane, the latter on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA). In coordination with Alameda CTC staff, a System Manager provides technical oversight of the Toll System Integrator (TSI) during the design, development, testing, and implementation of the toll system. In addition, a System Manager may provide support during operations to ensure key performance metrics are met throughout the life of the toll system and program support relating to express lane system expansion efforts.

In March 2018, the Commission approved the release of a request for proposals (RFP) for Express Lane System Manager/Program Support Services and authorized the Executive Director to negotiate a professional services agreement with the top ranked firm.

RFP 18-0018 was released on April 20, 2018, and three proposals were received by the proposal due date of June 6, 2018. An independent selection panel comprised of representatives from the Metropolitan Transportation Commission (MTC) and Alameda CTC reviewed the proposals submitted. Interviews were conducted for all three firms on July 25, 2018, and at the conclusion of the evaluation process, Alameda CTC selected HNTB as the top-ranked firm.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated the contract with HNTB and reached agreement on hours anticipated to conduct the base task work scope, fees, escalations, and other direct costs. Combined with the independent cost estimate for additional on-call services, staff has determined that the negotiated not-to-exceed amount of $4.0 million is fair and reasonable to both the Alameda CTC and the consultant. This is a 3-year agreement with two one-year optional extensions.

This Agreement will be funded from a combination of I-580 and I-680 Express Lane Toll Revenue funds.

Background

Since the Alameda CTC opened and began operations on its first express lane in the southbound I-680 over ten years ago, the tolling industry has undergone tremendous growth and significant advancements in technology. Alameda CTC's express lanes operations also now includes the I-580 Express Lanes, and by 2021, the I-680 Northbound Express Lanes is anticipated to be in operation. Due to the timing of each project's implementation schedule, the procurement of the System Manager consultant resource has been segmented.

The previous System Manager for I-580 was procured in 2011, and that Agreement expired in August 2018. Alameda CTC is currently procuring Electronic TSI Services for the I-580 Express Lanes as part of a major system upgrade. This upgrade will require the assistance of a System Manager to provide technical expertise relating to toll system design, testing, and deployment; and oversee the TSI, including review and approval of all TSI deliverables. The System Manager may also provide support during operations for items such as performance audits and evaluation of potential liquidated damage assessments relating to the key performance metrics.

In July 2016, the Commission authorized the execution of Professional Services Agreement A16-0075 with HNTB for System Manager Services for the I-680 Northbound Express Lanes implementation. The I-680 Express Lanes scope will culminate in System Acceptance at the end of the one-year warranty period in 2021. Similar to the I-580 Express Lanes, ongoing support during I-680 operations may be needed and would be consolidated under a single System Manager for both Express Lane corridors.

As the Alameda CTC Express Lanes program grows, and as the toll industry changes at a rapid pace, staff will need input from experts in the toll industry in order to make effective recommendations to the Commission. The selected System Manager will provide this support, as needed.

In March 2018, the Commission approved the release of an RFP for Express Lane System Manager/Program Support Services and authorized the Executive Director to negotiate a professional services agreement with the top ranked firm. The RFP was released on April 20, 2018. A pre-proposal meeting was held on May 9, 2018 and was attended by 14 firms

with interest in the RFP. By the proposal due date, June 6, 2018, Alameda CTC received three proposals from the following firms:

- Atkins North America, Inc.
- HNTB
- Traffic Technologies, Inc.

An independent selection panel comprised of representatives from the MTC and Alameda CTC reviewed the proposals submitted. Interviews were conducted for all three firms on July 25, 2018 and, at the conclusion of the evaluation process, Alameda CTC selected HNTB as the top-ranked firm.

After a thorough review of HNTB's cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC negotiated the contract with HNTB and reached agreement on hours anticipated to conduct the base task work scope, fees, escalations, and other direct costs. Combined with the independent cost estimate for additional on-call services, staff has determined that the negotiated not-to-exceed amount of $4.0 million is a fair and reasonable amount for both the Alameda CTC and the consultant for the contract. This is a 3-year agreement with two one-year optional extensions

HNTB is a certified local business enterprise LBE.

System Manager Services are typically included in the I-580 Express Lanes and I-680 Express Lanes fiscal year operating budgets and was also included in the I-580 Express Lanes Expenditure Plan which was adopted in April 2018.

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

Fiscal Impact: This action will authorize the encumbrance of $4.0 million in I-580 and I-680 Express Lane Toll Revenue funds to be utilized over the next five years. Adequate funding for this contract was included in the Alameda CTC and Sunol JPA budgets adopted for FY18-19, and additional funding will be included in subsequent fiscal year budgets as needed.

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DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Kristen Villanueva, Senior Transportation Planner Saravana Suthanthira, Principal Transportation Planner Elizabeth Rutman, Director or Express Lanes Implementation
SUBJECT:	I-580 Express Lanes After Study Update

Recommendation

This item is to provide the Commission with an update on the preliminary findings from the legislatively-required I-580 Express Lanes After Study.

Summary

The Alameda County Transportation Commission (Alameda CTC) has been operating express lanes along I-580 since February 2016. AB 2032 (Dutra) authorized Alameda CTC to build and operate these lanes, and also required an "after" study of the express lanes to be submitted to the Legislature within three years of operating the facility. Per statute, the report must include an analysis of the effect of the lanes and any comments submitted by the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) regarding operations of the lanes. This item presents preliminary findings from the evaluation and provides background for the expanded I-580 and I-680 corridors item that will be presented at the September 10 meeting of the Policy, Planning, and Legislation Committee (PPLC).

Staff is preparing a report to the Legislature that provides an evaluation of the express lane corridor as it relates to the stipulations in the legislation and other relevant factors (Attachment A). Staff will incorporate comments from the Commission into the report to the legislature, as well as comments from CHP and Caltrans, and will bring the legislative report to the Commission for approval in October.

Key findings of the I-580 Express Lanes "after" study include:

- Across all lanes in the I-580 Express Lanes corridor, travel times are shorter and bottlenecks have improved despite significant increases in travel demand since 2015.
- The express lanes provide faster and more reliable travel times compared to the adjacent general purpose lanes.

- The express lanes project, which included adding road capacity, has enabled a higher number of vehicles and people to travel through the corridor compared to the "before" conditions.
- Growing congestion and intensifying bottlenecks on adjacent segments outside of the express lane facility affects express lane and overall corridor performance.

Background

The I-580 Express Lanes (Project), extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 overcrossing in the westbound direction, were opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. The Project corridor is the second of two corridors authorized by AB 2032 for express lane operations in Alameda County. AB 2032 requires an "after" study to be completed no later than three years after the Project opened to traffic and is codified in law as Streets and Highways Code Section 149.5 (g), which states:

Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed flow lanes and any comments submitted by the Department of Transportation and California Highway Patrol regarding operation of the lane.

A similar evaluation report for the southbound I-680 Express Lane was completed and submitted to the legislature in June 2013.

Project Description

The I-580 Express Lanes Project in the Tri-Valley converted the eastbound High Occupancy Vehicle (HOV) lane from Hacienda Drive to Greenville Road to a double express lane facility and constructed a single express lane facility in the westbound direction from Greenville Road to the I-680 overcrossing. The project has near-continuous access with a single-lane, buffered portion in the eastbound direction between Hacienda Drive and El Charro Road and a buffered portion in the westbound direction from Hacienda Drive to the I-580/I-680 interchange.

Implementation of the I-580 Express Lanes involved several components:

- I-580 Eastbound Auxiliary Lanes between the Isabel Avenue interchange and the North Livermore Avenue interchange and between the North Livermore Avenue interchange and the North First Street interchange (opened in 2014).
- I-580 Eastbound conversion of the HOV lane to an express lane from Hacienda Drive to Greenville Road, and construction of a second express lane from El Charro Road to North First Street (opened in February 2016).
- I-580 Westbound Express Lane from Greenville Road to the I-680 overcrossing (opened in February 2016).

A separate project by Caltrans constructed an additional eastbound truck climbing lane from Greenville Road to one mile east of the North Flynn Road interchange, which opened for use on June 30, 2016.

Evaluation Methodology Overview

To meet the legislative requirements, Alameda CTC staff engaged in an evaluation of the Project with System Metrics Group, Inc. as the prime consultant approved by the Commission in November 2018. The study team developed evaluation measures and a data analysis strategy to evaluate each measure. Caltrans was consulted before data collection on the data collection plan and list of evaluation measures.

The "before" condition is represented by data from Spring 2015 (March through May). Data for the "after" condition were collected this past spring 2018 over the same three months. Given the high degree of directionality in the corridor, results are generally reported for either westbound AM peak period or eastbound PM peak period, unless otherwise noted. The peak period in the westbound direction is 5 am to 10 am and the peak period in the eastbound direction is 3 pm to 7pm.

Preliminary Results

Overall, the I-580 Express Lanes project reduced travel times and bottlenecks over a period of time when the corridor experienced a significant increase in vehicle travel. The Project added capacity for carpools and single occupant vehicles which has enabled a higher number of vehicles and people to travel the corridor. Growing congestion on adjacent segments outside of the express lane facility affect express lane and overall corridor performance, particularly near the I-680 interchange and over the Altamont Pass. Average vehicle occupancy also slightly declined after implementation of the Project, which is similar to findings on express lane performance across the state. For example, when carpool lanes were converted to express lanes in Los Angeles along the 110 and 10 freeways, vehicle occupancy declined 10-13% across all lanes[1].

Table 1 presents key findings by evaluation measure for the express lane corridor. Detailed results by measure are included in **Appendix A.**

Table 1. Key Findings by Evaluation Measures[2]

#	Evaluation Measure	Key Findings
1	**Travel Demand**	This corridor has experienced consistently high growth in travel demand year-over-year. Average annual daily traffic has increased by 2-4% per year from 2013 to 2018.
2	**Travel Times and Delay**	The project reduced overall travel times in the westbound AM peak direction by 5 minutes (28%) and in the eastbound PM peak direction

[1] Caltrans 2011 HOV Annual Report/2016 Managed Lane Annual Report, District 7

[2] I-580 After Study Evaluation Measures reflect standard measures used in Caltrans corridor evaluations, the measures used in the I-680 Sunol Express Lanes After Study, and other managed lanes reports across the state.

#	Evaluation Measure	Key Findings
		by 3 minutes (19%). Annual vehicle hours of severe delay[3] decreased by 151,000 vehicle-hours (47%). Express Lanes provide 2-4 minutes faster travel time than general purpose lanes on average.
3	**Reliability**	Reliability in the corridor improved in both directions during the AM and PM peak periods.
4	**Bottlenecks and Queues**	The project reduced the duration of the AM peak period bottleneck by about 3 hours and eliminated a bottleneck in the vicinity of Isabel Avenue and Airway Boulevard. The project and subsequent truck climbing lane reduced queuing on at the eastern end of the express lanes by nearly 2 miles by improving traffic flow to North Flynn Road.
5	**Level of Service (LOS)**	The express lanes operate at LOS C in the AM and PM peak hours and the general purpose lanes operate at LOS D in both directions during the AM and PM peak hours.[1]
6	**Vehicle and Person Throughput**	The corridor carries 27-30% more vehicles in the AM peak period and up to 12% more vehicles in the PM peak period in the eastbound direction. Person throughput generally increased where the Project added HOV capacity, especially in the westbound AM peak period.
7	**Average Vehicle Occupancy**	Similar to trends statewide, the number of people traveling in each vehicle decreased in the express lane corridor by approximately 1 to 8% on average. The largest decrease was at Tassajara Road/Santa Rita Road in the EB PM peak period where every 100 vehicles are now carrying 119 people compared to 130 people in Spring 2015.
8	**Transit Ridership**	Ridership increased at Tri-Valley BART Stations and LAVTA's express bus routes along or parallel to I-580.
9	**Safety**	Collisions and number of fatal and injury collisions per million vehicle-miles traveled (severe collision rate) increased in the express lane corridor at similar rates as across Alameda County freeways and the I-880 corridor.

Notes

1. Per Caltrans standard methodology, LOS was estimated for the peak hours which are 8am to 9am for the AM peak hour and 5 pm to 6 pm for the PM peak hour.

Since the opening of the I-580 Express Lanes, an All Electronic Toll (AET) collection method has been employed to collect tolls. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag, the license plate read by

[3] Severe delay is considered to occure when average speeds are slower than 35 mph.

the Electronic Tolling System is used to assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Toll-free use of the express lanes is only granted for vehicles using a switchable FasTrak toll tag set the HOV2 or HOV3+ position. Qualifying Clean Air Vehicles (CAVs) are also permitted to use a switchable toll tag in the HOV position for toll-free travel. As the first express lane facility in the Bay Area to require use of the switchable toll tag, and the first continuous access express lane in the state, the evaluation study also collected data on the number of drivers who incorrectly declare that they are carpooling via the switchable toll tag but are actually single occupant vehicles. This was done by comparing manual occupancy counts over a two day period to the number of carpool vehicles recorded by the Alameda CTC electronic toll system via detection of switchable toll tags in the HOV position, taking into account those that are eligible CAVs. This very limited sample showed that approximately 17% of vehicles in the express lanes were single drivers declaring that they were carpooling by using an incorrect setting in the switchable toll tag.

Other Factors Affecting the Study Corridor

External factors potentially affecting the Project during the "after" conditions were analyzed. These factors include:

- Roadway capacity changes and other modifications adjacent to the facility
- Growing economy in the Tri-Valley

Roadway capacity changes and modifications: Shortly after the express lanes opened, a new truck climbing lane was added in the eastbound direction from the Greenville Road on ramp to the North Flynn Road on ramp. The new capacity at the ascent of the Altamont Pass improved traffic flow eastward to North Flynn Road. Just beyond the truck climbing lane, the roadway capacity drops from 5 to 4 lanes, which creates a bottleneck that extends back into the eastern end of the express lanes facility. In addition, Caltrans is rehabilitating the roadway pavement along I-580 over the Altamont Pass, generally between North Flynn Road and the county line in both directions. Construction started in 2017 and has affected traffic flow in the Altamont Pass. The eastbound bottleneck is something that should be monitored as it continues to affect travel in the corridor and within the express lanes.

Growing economy: Over the last decade, the Tri-Valley has experienced higher growth rates in both population and employment than the Bay Area as a whole. According to a report by the Bay Area Council[4], Tri-Valley population has increased by 8% since 2014 and employment has increased by 12%. The number of commuters from Northern San Joaquin Valley into the region also significantly increased in this timeframe, by nearly 30% between 2013 and 2016. Additionally, 23% of Tri-Valley workers commute to San Francisco or Silicon Valley. All of this growth in travel means higher demands on the I-580 corridor, particularly the express lane segment where commuters to and from the Tri-Valley and other Bay Area

[4] All economy findings related to the Tri-Valley and commuters from San Joaquin County are from the Tri Valley Rising 2018 report by the Bay Area Economic Institute, a policy analysis group within the Bay Area Council. The report can be found here: http://www.bayareaeconomy.org/report/tri-valley-rising-2018

employment centers converge. Managing this congestion will continue to be an important aspect of the planning and project work for the Alameda CTC.

Conclusion

The analysis of evaluation measures for the "before" and "after" conditions shows that the express lanes have improved mobility and travel options on I-580 in the Tri-Valley over a time period of significant increase in travel volumes. Given this finding, expanding the express lane network is a congestion management strategy that could be explored on additional sections of I-580 and on other corridors in Alameda County.

An I-580 Express Lanes After Study Report will be presented at the Commission in October for adoption and submission to the legislature.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments

A. I-580 Express Lanes After Study Evaluation Measures
B. I-580 Express Lanes After Study – Preliminary Draft Results

Appendix A

I-580 Express Lanes After Study – Evaluation Measures

For purposes of the after study, the study team developed evaluation measures that reflect goals as described in the environmental documents for the I-580 Express Lanes and the authorizing legislation for express lanes in California. These goals and measures are shown in Table A.1. The evaluation measures reflect standard Caltrans measures used in corridor evaluations, measures used in other managed lane evaluations in the state, and were based on measures used in the I-680 After Study. Consultation with Caltrans was undertaken before data collection on the data collection plan and list of evaluation measures.

Table A.1 Goals and Evaluation Measures

Project Goals		Evaluation Measure
1	Provide congestion relief	Travel Time Bottlenecks and Queues Level of Service Delay
2	Provide enhanced operational and safety improvements	Travel Time Bottlenecks and Queues Level of Service Collisions
3	Expand available capacity for HOVs	Roadway capacity[1]
4	Expand the mobility options in the corridor	Travel Time by Lane Traffic Volume by Lane Level of Service by Lane
5	Provide reliable travel time savings to express lane users	Reliability by Lane Travel Time by Lane
6	Increase the efficiency of the transportation system by charging single occupant vehicles for use of available capacity without impacting carpool lane operations	Vehicle and Person Throughput Level of Service Travel Time Average Vehicle Occupancy
7	Maintain Level of Service (LOS) C in the express lanes.	Level of Service

Note:

1. Roadway capacity is discussed in the definition of the Project. The Project added carpool capacity in both directions in the form of a new express lane in the westbound direction and a new express lane in the eastbound direction.

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Appendix B

I-580 Express Lanes After Study – Preliminary Draft Results

Extents are the express lanes segment unless otherwise noted

Performance Measure		Time Period	Evaluation
Travel Demand Profile	**Facility**	**Time Period**	**Change from "Before to After"**
Traffic Volumes	All Lanes - EB/WB[1]	Daily	2-4% average annual growth
	Express Lanes - WB	Daily	7-14% growth in use between 2017 and 2018
	Express Lanes - EB	Daily	5-11% growth in use between 2017 and 2018
Vehicle Miles Traveled (VMT)	All Lanes - EB/WB[1]	Daily	3% average annual growth
	Express Lanes	Daily	4% growth in use between 2017 and 2018
Mobility	**Facility**	**Time Period**	**Change from "Before to After"**
Travel Times	All Lanes - WB	AM Period	Corridor travel is 5 minutes faster (28%).
	All Lanes - EB	PM Period	Corridor travel is 3 minutes faster (19%).
Bottlenecks and Queueing	All Lanes - WB	AM Period	Airway, Isabel, and First bottlenecks eliminated. I-680 bottleneck queue reduced.
	All Lanes - EB	PM Period	Greenville bottleneck shifted to end of corridor to Flynn. Slowing between Greenville and El Charro diminished.
Vehicle Hours of Delay (less than 35 mph)	All Lanes - WB	AM Period	Annual vehicle-hours of delay reduced by 45,700 vehicle-hours (58%)
	All Lanes - EB	PM Period	Annual vehicle-hours of delay reduced by 105,000 (43%)
Person Hours of Delay (less than 35 mph)	All Lanes - WB	AM Period	Annual person-hours of delay reduced by 55,400 person-hours (59%)
	All Lanes - EB	PM Period	Annual person-hours of delay reduced by 150,000 (48%)
Use & Productivity	**Facility**	**Time Period**	**Change from "Before to After"**
Occupancy: Number Of People Per Vehicle	All Lanes - WB	AM Period	Decrease from 1.21 to 1.17 people per vehicle at Tassajara Road and from to 1.17 to 1.16 people per vehicle at Isabel Avenue[2]
	All Lanes - EB	PM Period	Decrease from 1.30 to 1.19 people per vehicle at Tassajara Road and from to 1.30 to 1.22 people per vehicle at Isabel Avenue[2]
Transit Ridership	TriValley BART Stations	Daily	3% average annual growth 2013-2018
	LAVTA Routes	Annual	Increase in approximately 2,000 annual riders (11%) between 2013 and 2017 on Routes 20X and 580X

Performance Measure		Time Period	Evaluation
Vehicle Throughput: Number of Vehicles per Peak Period	All Lanes - WB	AM Period	27% to 30% increase at Tassajara Road and Isabel Avenue, respectively.
	All Lanes - EB	PM Period	0.4% to12% increase at Tassajara Road and Isabel Avenue, respectively.
Person Throughput: Number of People per Peak Period	All Lanes - WB	AM Period	23% to 28% increase at Tassajara Road and Isabel Avenue, respectively.
	All Lanes - EB	PM Period	5% increase at Isabel Avenue.
Reliability	**Facility**	**Time Period**	**Change from "Before to After"**
Planning Time[3]	All Lanes - WB	AM Period	Variation reduced by 7 minutes (30% reduction)
	All Lanes - EB	PM Period	Variation reduced by 9 minutes (33% reduction)
Safety	**Facility**	**Time Period**	**Change from "Before to After"**
Total Collisions	All Lanes – EB/WB	Annual	6% annual increase since 2009[4]
Fatalities and Injuries per Million Vehicle Miles Travelled	All Lanes – EB/WB	Annual	Increase from 0.39 fatalities and injuries per million vehicle miles to 0.46 fatalities and injuries per million vehicle miles (2015-2017)[4] 5% decline over past year from 0.48 to 0.46 fatalities and injuries per million vehicle miles (2016-2017)

Notes

1. Covers the portion of I-580 from I-680 to San Joaquin County line in both directions.
2. These decreases in average occupancy are similar to other corridors where carpool lanes were converted to express lanes. On I-110 in Los Angeles, 10.7 miles of HOV lane were converted to express lanes in 2011. By 2016, peak period AVOs had declined by 13% in the AM peak from 1.57 to 1.36 people per vehicle. The I-10 express lanes experienced a similar decline following the opening of that facility in 2012.
3. Planning time is a measure of reliability and is defined as the 95th percentile travel time, which is the time that a person's travel is faster 95 days out of 100 (or, in contrast, was slower on five days out of 100). Planning time also measures the amount of variation in travel times that existed before and after the express lanes opened. The results reported are the decrease in planning time, or decrease in variation of travel times along the corridor.
4. Collisions within the Project corridor have increased since a historical low point of 2009 at a rate of 6% per year, which is the same rate as growth across Alameda County freeways. Fatalities and injuries per million vehicle miles travelled has also increased in this time frame within the express lanes, but at a rate similar to the growth in severe collision rate along I-880 through Central County, a corridor that is similar in complexity to the I-580 express lane corridor. Over the past year, there was a 5% decline in severe collisions in the express lane corridor.

DATE:	September 20, 2018
TO:	Alameda County Transportation Commission
FROM:	Tess Lengyel, Deputy Executive Director of Planning and Policy Trinity Nguyen, Director of Project Delivery Liz Rutman, Director of Express Lanes Implementation and Operations
SUBJECT:	Work Program for the I-580 and I-680 Corridors

Recommendation

This item is to provide the Commission with an update on Alameda CTC's Work Program for the I-580 and I-680 Corridors. This item is for information only.

Summary

The I-580 and I-680 corridors in Alameda County are two of the county's significant interstate corridors serving inter-regional and inter-county commute trips. In addition, these corridors are part of the National Highway Freight Network and are designated as part of the National Primary Highway Freight System. Alameda CTC has made significant investments and constructed improvements in both corridors over the past two decades and several additional projects are underway in certain sections of the corridors.

Due to the importance of these interstates for commute trips and goods movement, Alameda CTC has developed a work program to address project identification, development and delivery to manage the projected demand expected on these corridors due to population and job growth in the region. In addition, the work program recognizes the importance of corridor planning to ensure that projects identified in this work program are eligible for regional, state and federal funding sources.

Background

I-580 and I-680 connect the Tri-Valley and Central Valley to regional employment centers including San Francisco, Oakland, and the Silicon Valley while also serving communities in south and central Alameda County. Growing demand and corresponding congestion makes corridor management an imperative strategic approach for the Agency. Alameda CTC has developed a work program for these corridors that acknowledges

current project development and delivery, addresses gaps and emerging issues, and establishes an approach for defining and implementing projects within the corridors that can be candidates for future local, regional, state and federal funding.

The attached work program for the I-580 and I-680 corridors examines current project development and delivery efforts on these corridors by Alameda CTC and other jurisdictions, defines near-term work efforts to address corridor needs, and establishes next steps for corridor management in consideration of anticipated traffic growth.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment

A. Work Program for the I-580 and I-680 Corridors

Work Program for Interstate 580 and Interstate 680

Interstate 580

Interstate 680

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Contents

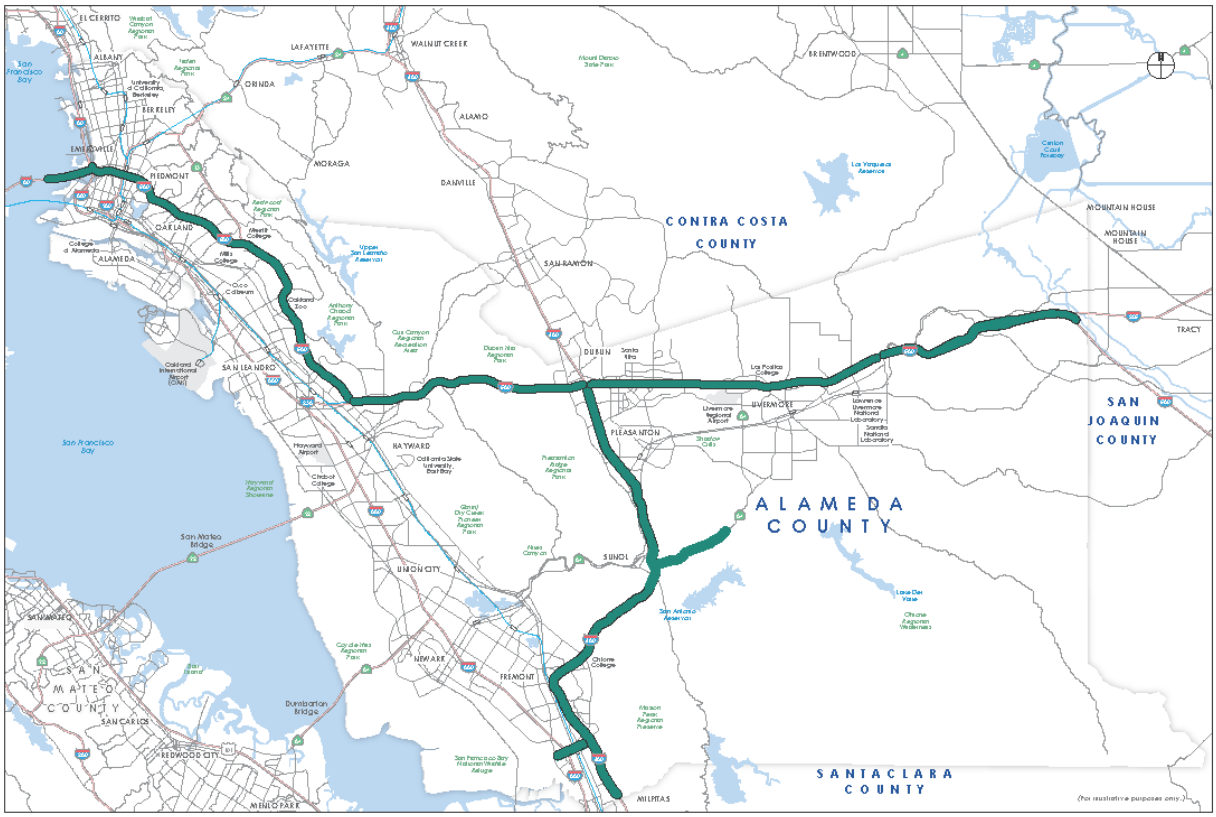
Figures

Background

The I-580 and I-680 corridors in Alameda County are two of the county's significant interstate corridors serving inter-regional and inter-county commute trips. In addition, these corridors are part of the National Highway Freight Network and are designated as part of the National Primary Highway Freight System. Alameda CTC has made significant investments and constructed improvements in both corridors over the past two decades and several additional projects are underway in certain sections of the corridors.

Due to the importance of these interstates for commute trips and goods movement, Alameda CTC has developed a work program to address project identification, development and delivery to manage the projected demand expected on these corridors due to population and job growth in the region. In addition, the work program recognizes the importance of corridor planning to ensure that projects identified in this work program are eligible for regional, state, and federal funding sources. Figure 1 illustrates the corridor areas included as part of this work program.

Figure 1: I-580 and I-680 Corridors in Alameda County

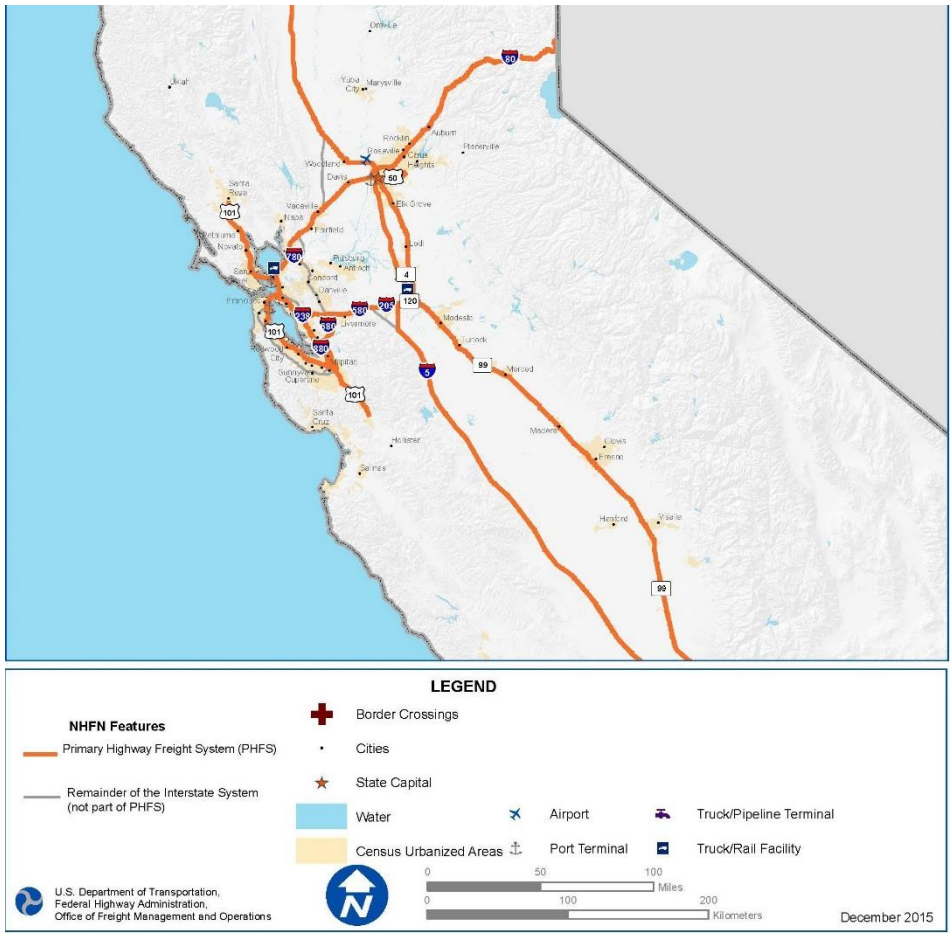


Corridor Summary Descriptions

Within Alameda County, I-580 is a critical 45-mile long interregional gateway and multi-modal corridor. The corridor connects the Tri-Valley and San Joaquin County to Oakland and the Bay Bridge and is a heavily-used freight corridor between I-238 and the San Joaquin County line, ultimately connecting to the Port of Oakland and Central Valley. The corridor includes the I-580 Express Lanes, AC Transit and WHEELS bus services, San Francisco Bay Area Rapid Transit District (BART) rail service, and the Altamont Corridor Express (ACE) train which parallels and traverses portions of I-580. I-580 is also designated as part of the National Highway Primary Freight Network under the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, the federal surface transportation bill approved in 2015, as shown on Figure 2.

Within Alameda County, the I-680 corridor is a 21-mile interstate that connects the Tri-Valley, trips from the northern San Joaquin Valley, and Contra Costa County to southern Alameda County and Santa Clara County. The corridor currently has a southbound express lane, with a northbound express lane under construction. ACE parallels a short portion of I-680 near Pleasanton to Sunol, and I-680 is not served by other public transit services. I-680 is designated as part of the National Highway Primary Freight Network as shown on Figure 2. There are several design and construction projects underway in Alameda County to address existing congestion and connectivity issues on I-680 that are further described below.

Figure 2: National Highway Freight Network: California (North)



Purpose of Work Program

The purpose of developing a work program for the I-580 and I-680 corridors is to recognize the importance of these corridors for both commute and freight flows. Other major interstate corridors in Alameda County have a suite of projects either already implemented or are in project development phases that address both capital infrastructure and transit needs in those corridors. While there have been various studies and projects developed for I-580 and I-680, the interrelationship of these two corridors and the projected population and job growth in the region require a comprehensive approach for projects and services to address demands in these corridors. The work program is intended to:

- Support the advancement of existing project development efforts by securing funding for future project phases
- Reflect the regional and mega-regional strategy of expanding the managed lane network and exploring the feasibility of express bus and other operational improvement strategies on I-680
- Identify and address gaps within the corridors and develop multimodal solutions
- Support corridor planning in line with regional and state planning efforts and funding requirements. For Senate Bill 1 (SB1) Solutions for Congested Corridor Program (SCCP) funding eligibility, congestion management solutions are required to be included within comprehensive corridor plans with capacity "to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors."

In both the I-580 and I-680 corridors significant project delivery has been completed and several corridor planning efforts have been completed in the past. This work program focuses on projects that Alameda CTC is currently implementing and identifies potential future projects for implementation in the corridors.

Table 1 summarizes Alameda CTC projects that are underway within the corridors, next steps, and related efforts.

While this work program recognizes that the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) is undertaking a study for Valley Link, a rail project that connects BART to ACE, this project is not included in this work program at this time; however, coordination with the Valley Link project and projects on I-580 will be done. Similarly, Caltrans is implementing State Highway Operation and Protection Program (SHOPP) projects within these corridors which are not included in this work program.

Table 1: I-580 and I-680 Projects

	Segment Limits	Project/Plan Title	Current Status	Relevant Planning Documents	Estimated Costs (Millions)
I-580 Corridor					
1	Bay Bridge and I-238	I-580 Design Alternatives Analysis	Feasibility	• Caltrans I-580 Central TCR (2016)	TBD
2	I-238 and I-680 ("Dublin Grade")	Proposed DAA	Proposed	• Caltrans I-580 CSMP (2010)	TBD
3	I-680 and Greenville Road	I-580 Express Lanes	In Operation	• I-580 Express Lanes After Study (2018) • Caltrans I-580 CSMP (2010)	N/A
		Dublin Boulevard – North Canyons Parkway Extension	Preliminary Engineering, and Environmental	• Eastern Dublin EIR (2002)	>$95
4	Greenville Road and East County Line (Altamont Pass)	Proposed DAA	Proposed	• Caltrans I-580 CSMP (2010)	TBD
Both Corridors					
5	I-580/I-680 Interchange	I-580/I-680 Interchange Improvements	Proposed	• I-580/I-680 Interchange Improvements PSR (2009)	$1,500
I-680 Corridor					
6	Contra Costa County Line and State Route 84	I-680 Express Lanes from SR-84 to Alcosta Blvd	Scoping, Preliminary Engineering, and Environmental	• Caltrans TCCR (2002)	$480
7	I-680/SR 84 Interchange	SR-84/I-680 Interchange and SR-84 Widening	Final Design and ROW	• Caltrans SR-84 CSMP (2010)	$220
8	State Route 84 and Santa Clara County Line	I-680 Sunol Express Lanes	Construction	• Caltrans TCCR (2002)	$206
9	SR-262 Between I-880 and I-680	SR-262 Cross Connector Project	Scoping	• Caltrans SR-262 TCR (2017) • I-680/I-880 Corridor Study (2005)	>$262

Table 1: I-580 and I-680 Projects (Continued)

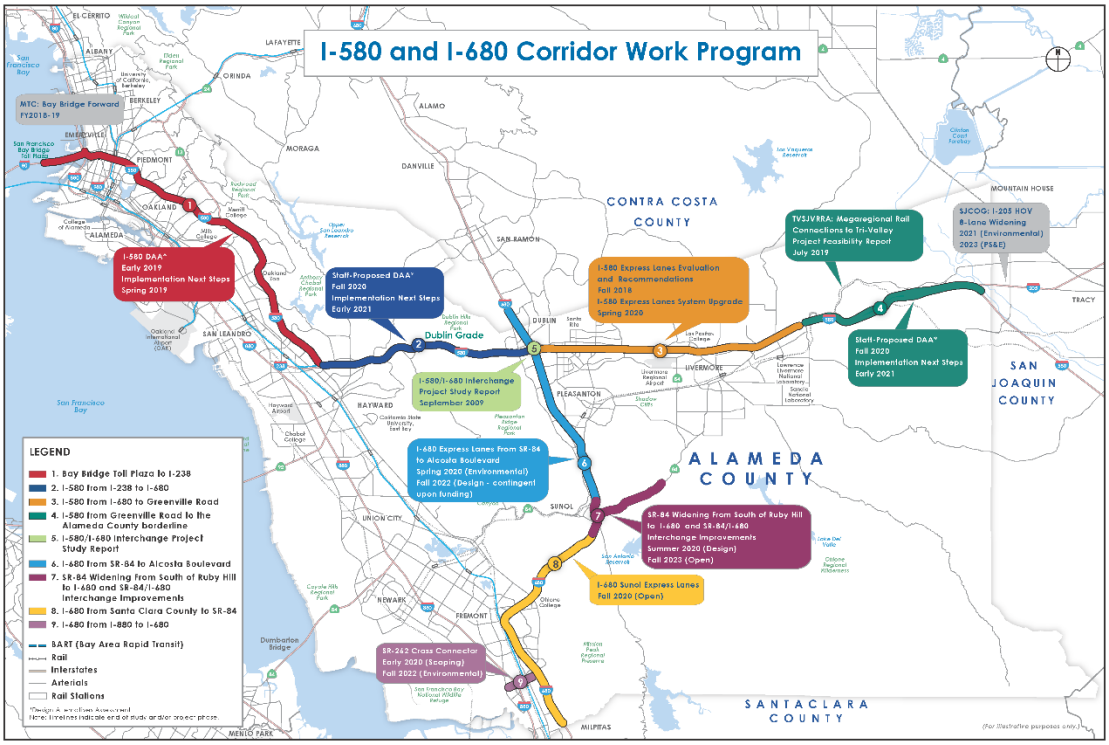
	Segment Limits	Project/Plan Title	Current Status	Relevant Planning Documents	Estimated Costs (Millions)
Related Efforts					
10	I-580 between Greenville Road and East County Line (Altamont Pass)	TVSJVRRA: Valley Link	Feasibility	Underway	TBD
		SJCOG: I-205 HOV 8-Lane Widening	Environmental	I-205 HOV PSR-PDS (2017) Caltrans I-205 and I-5 CSMP (2010)	$340

CSMP	Corridor System Management Plan
EIR	Environmental Impact Report
TCR	Transportation Concept Report
TCCR	Transportation Corridor Concept Report
PSR-PDS	Project Study Report – Project Development Support

Work Program for the I-580 and I-680 Corridors

This section outlines the existing conditions and current status of work efforts along the I-580 and I-680 corridors and identifies recommended next steps by segment. The limit of each segment was established based on geometry and commute patterns. The projects included and acknowledged in the work program are shown in **Figure 3** and are described in detail below.

Figure 3: Projects in I-580 and I-680 Work Program



The following summarizes elements of the work program by corridor.

I-580 Corridor

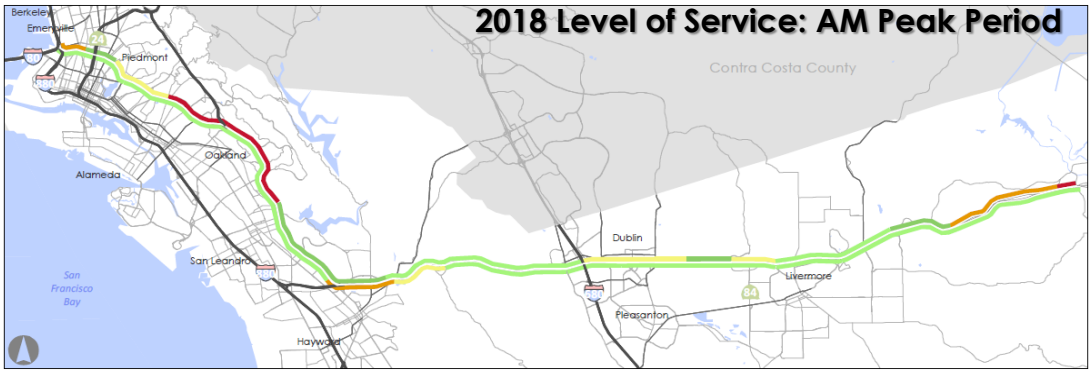
Within Alameda County, I-580 is a 45-mile long corridor that connects the Tri-Valley and San Joaquin County to Oakland and the Bay Bridge. The corridor is heavily used for freight operations between I-238 and the San Joaquin County line and serves interregional and local commute traffic throughout. The I-580 Express Lanes, AC Transit and WHEELS bus services, and BART rail service all operate within portions of I-580, while ACE rail service parallels and traverses the east side of the corridor.

A series of studies are underway to address congestion issues and multimodal investments in the I-580 corridor, including interregional rail connectivity to BART as part of the Valley Link project currently underway by the Tri-Valley San Joaquin Regional Rail Authority as required by AB 758. In addition, San Joaquin

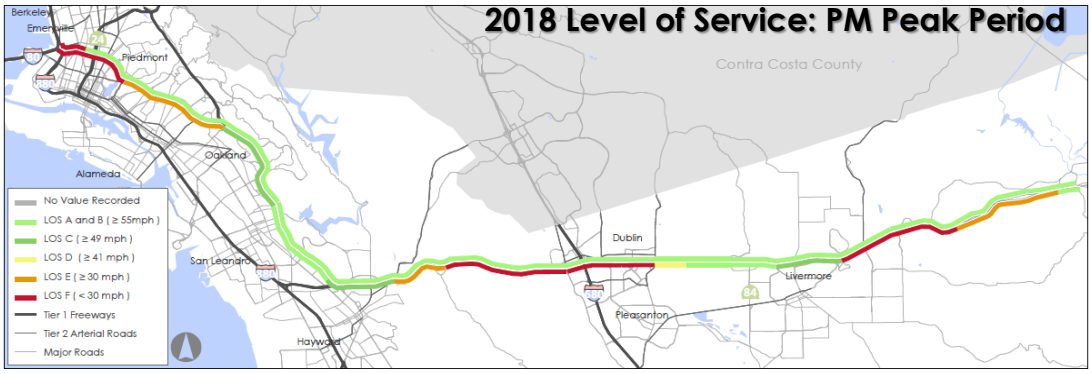
County is performing environmental clearance for I-205 HOV Lane widening. These significant efforts are not included in this work program since the studies are being conducted by external agencies. Alameda CTC will coordinate with these projects as it implements this work program.

For analysis of existing conditions and work efforts, I-580 was divided into five segments. This segmentation is based on current traffic and congestion trends, existing congestion management infrastructure, and the boundaries of ongoing projects and studies. As shown in **Figure 4**, I-580 shows varying levels-of service depending on the peak period, direction of travel, and location within the corridor. During the AM peak period, the most severe congestion is in the eastbound direction around the Highway 13 interchange, with other pockets of Level of Service (LOS) E conditions within bottlenecks throughout the corridor. During the PM peak period the corridor operates at LOS F near the Bay Bridge in both directions, as well as in the Dublin Grade and Altamont Pass in the eastbound (commute) direction.

Figure 4: I-580 AM and PM Peak 2018 Levels of Service



2018 Level of Service: AM Peak Period



The following summarizes I-580 existing conditions, current projects, and proposed next steps for each segment shown on **Figure 3**.

Segment 1. I-580 Between Bay Bridge and I-238

Existing conditions: This segment of I-580 provides a critical connection to commute trips from east and central Alameda County and Oakland with employment centers in Oakland and San Francisco. Most of the corridor between south of Highway 13 and Bay Bridge is very congested during the peak periods in the commute directions as shown in **Figure 4**. Origin-destination data reveal that travel between central Alameda County and Oakland is a key travel market within this segment, with a lower share of trips headed for jobs in San Francisco.

Current projects: Alameda CTC, in partnership with MTC, is performing a Design Alternatives Analysis (DAA) on this segment of I-580 to address the severe mobility and congestion issues of this corridor. The DAA is a streamlined approach to developing conceptual alternatives that can be advanced to subsequent Caltrans processes. Improvement strategies that will be explored on all, or a portion of this segment include operational and safety improvements, managed lane options such as HOV or express lane, transit improvements (i.e. bus on shoulder, express transit service, improved Transbay bus service) and Park-and-Ride lots, and other Transportation Demand Management strategies. The outcome of the DAA will be a set of near- and mid-term project concepts that will advance into project development and project delivery. The study is scheduled to be completed in early 2019.

Segment 2. I-580 Between I-238 and I-680 ("Dublin Grade")

Existing conditions: Results of the 2018 LOS monitoring efforts **(Figure 4)** reveal intensifying congestion in the Dublin Grade, with most of the segment operating at LOS F conditions during the PM peak period in the eastbound direction for the first time in recent history. The combination of limited right-of-way, steep grades, BART tracks in the median, and high truck volumes make the Dublin Grade a complex segment in terms of congestion management.

Proposed next steps: Conduct a feasibility assessment in the form of a DAA to address the growing congestion issues. The study will analyze alternatives that make use of the existing right-of-way such as bus-on-shoulder options, reversible contra-flow lanes, express lanes, and park & ride facilities. Alameda CTC will communicate with major stakeholders including MTC, Caltrans, AC Transit, the County of Alameda, and the Cities of Hayward, Pleasanton, and Dublin throughout the DAA process. The DAA is expected to be initiated in 2019, with completion anticipated for 2020.

Segment 3. I-580 Between I-680 and Greenville Road (Existing Express Lane Section)

Existing conditions: This segment, which includes operating express lanes in both directions of travel, is typically congested in the eastbound direction during the pm peak period at I-680 and approaching the Altamont Pass (**Figure 4**). Since the opening of the express lanes, average travel time has decreased, vehicle

throughput has increased, and travel has become more reliable within this segment. However, the increase of peak direction congestion east of this segment in both directions and west of this segment in the eastbound direction has started to affect express lanes operations.

Related efforts: The City of Dublin is clearing the environmental document for the Dublin Boulevard – North Canyons Parkway Extension project. This project will close the two mile gap on North Canyons Parkway from Fallon Road to Doolan Road and provide a continuous 11 mile parallel arterial along I-580 from San Ramon Road to First Street.

Current projects: Alameda CTC is in the process of reviewing proposals for Electronic Toll System Integration Services to provide ongoing operations and maintenance support as well as upgrades to the toll system, which may include reconfiguring the tolling zones and replacing some of the electronic tolling equipment for a more efficient and effective toll collection system. Completion of the express lane system upgrade is anticipated in spring 2020.

Segment 4. I-580 Between Greenville Road and East County Line (Altamont Pass)

Existing conditions: As shown in **Figure 4**, this segment currently operates at LOS E or worse in the peak direction for most of the AM and PM peak periods. Slow speeds in the Altamont Pass can be attributed to on-going maintenance and slope stabilization work constricting flow, poor pavement quality, heavy truck traffic, safety challenges, and increasing commute traffic from the Central Valley to the Bay Area.

Related efforts: Several efforts are currently underway that would affect the Altamont Pass. San Joaquin Council of Governments (SJCOG) is currently in the environmental phase for I-205 HOV 6 to 8-Lane Widening and has expressed interest in working with Alameda CTC to coordinate improvements on I-580, as I-580 connects to their I-205 project. Construction for the I-205 HOV lane widening is anticipated to be underway between 2023 and 2026. The Tri-Valley San Joaquin Valley Regional Rail Authority's Valley Link project is also currently being analyzed. Valley Link would provide a rail connection to the BART system at the Dublin/Pleasanton station from several ACE stops as well as key locations in Livermore and San Joaquin County.

Proposed next steps: Conduct a DAA for the Altamont Pass segment. The study would consider safety and operational enhancements and feasibility of managed lanes to connect with the existing lanes and proposed lanes along I-205. The DAA would evaluate geometrics over the raw terrain of the pass, increasing roadway capacity in conjunction with Union Pacific rail crossings, and preliminary cost estimates associated with identified improvement options. Any options identified in the DAA would complement the Valley Link project. Alameda CTC will communicate with major stakeholders including MTC, Caltrans, the City of Livermore, the County of Alameda, TVSJVRRA and SJCOG throughout the DAA process. The DAA is expected to be initiated in 2019, with completion anticipated for 2020.

Segment 5. I-580/I-680 Interchange

Existing conditions: The I-580/I-680 interchange affects both I-580 and I-680 corridors and due to the current configuration and traffic volumes in the corridors, traffic congestion and incidents are recurrent at this location. The tight ramp radii and merge points between entering and exiting vehicles cause queuing on both I-580 and I-680 as vehicles are required to slow down to navigate the ramps, most notably on I-580 in the westbound AM peak period and the eastbound PM peak period.

Current projects: A project study report was completed in 2009, however right-of-way is very limited and development has intensified in the interchange areas since the PSR was completed. In addition, congestion on adjacent segments of I-580 and I-680 has increased over the last 10 years.

Related efforts: I-580 DAAs (Segments 2 and 4), I-680 express lane gap closure project (Segment 6), and the Valley Link project feasibility report anticipated in July 2019.

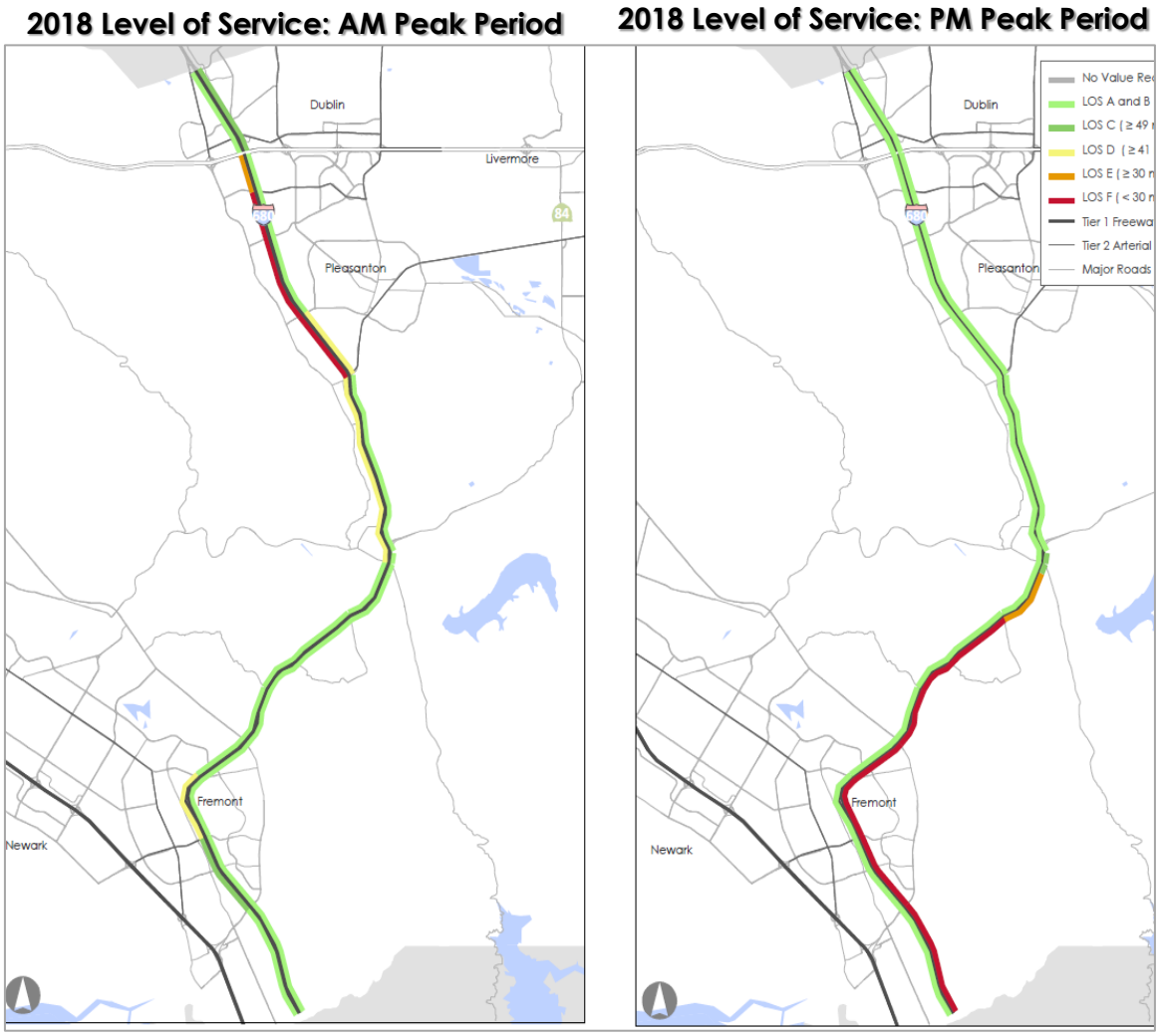
Proposed next steps: Continue to monitor this location and develop a refined PSR after the completion of the related efforts noted above.

I-680 Corridor

Within Alameda County, I-680 is a 21-mile corridor that connects the Tri-Valley, northern San Joaquin Valley and Contra Costa County to southern Alameda County and the Silicon Valley. The corridor currently has a southbound express lane between SR-84 and Milpitas and express lanes in both directions in southern Contra Costa County. There are several design and construction projects underway in Alameda County to address existing congestion and connectivity issues on I-680.

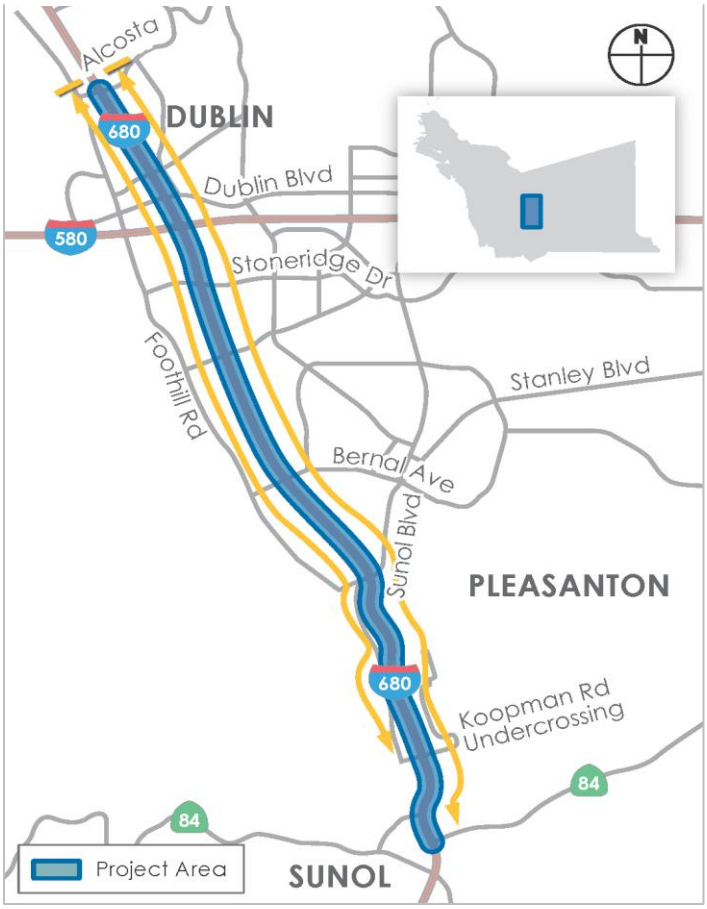
As shown in **Figure 5**, there is significant congestion on I-680, with LOS F conditions observed during both peak periods in certain segments of the corridor. For the analysis of existing work effort and proposed next steps, I-680 was divided into two corridors at SR-84. This limit is based on current traffic and congestion trends, existing congestion management infrastructure, and the boundaries of ongoing projects. Projects along SR-262 and the I-680/SR-84 interchange are also discussed.

Figure 5: I-680 AM and PM Peak 2018 Levels of Service



The following summarizes existing conditions, current projects, and proposed next steps for each I-680 segment shown on **Figure 3**.

Figure 6: I-680 Express Lanes from SR-84 to Alcosta Blvd. Project



Segment 6. I-680 Between the Contra Costa County Line and State Route 84

Existing conditions: This segment currently operates at LOS E and F between I-680 and Bernal Avenue in the southbound direction during the AM peak period. This segment is currently only three lanes in each directions and does not have HOV or express lanes, making it a gap in the current I-680 express lane system.

Current projects: The I-680 Express Lanes from SR-84 to Alcosta Boulevard Project is in the environmental phase. This will construct northbound and southbound express lanes on I-680 from SR-84 to Alcosta Boulevard (**Figure 6**). Project phasing options will be determined based on funding availability and the traffic analysis conducted during the environmental phase. Design is anticipated to begin in Summer 2020..

Proposed next steps: Pursue grant funding for design, right-of-way, and construction of this project.

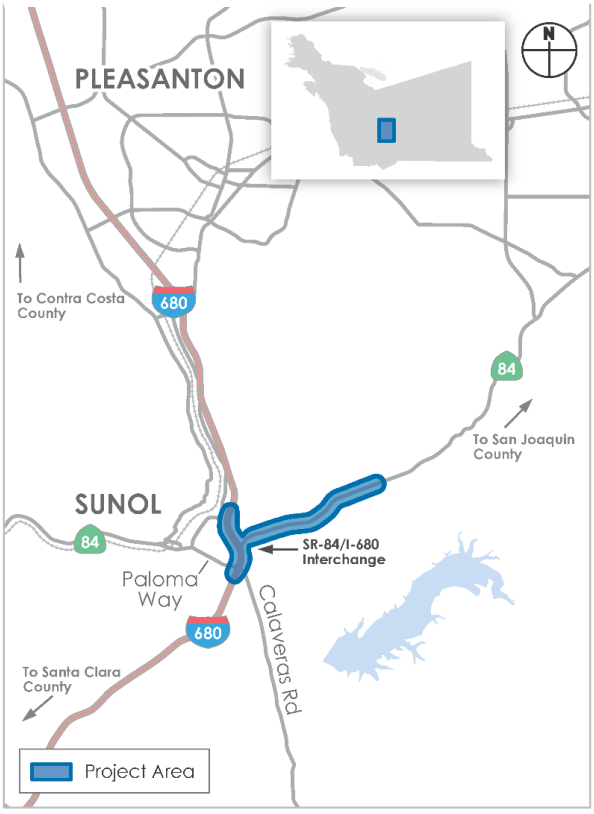
Segment 7. I-680/SR 84 Interchange

Existing conditions: State Route 84 is currently congested during peak commute times, with interchange congestion affecting operations of both SR-84 and I-680.

Current projects: The SR-84 Widening and SR-84/I-680 Interchange Improvements Project will conform SR-84 to expressway standards between south of Ruby Hill Drive and I-680 and modify ramps at the SR-84/I-680 interchange (**Figure 7**). The southbound Sunol Express Lane on I-680 will also be extended 2 miles to the north to accommodate ramp improvements at the interchange. The project is currently in the design phase, with construction anticipated to begin early 2021. Upon completion, this project will be the final segment in a series of improvements to widen SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.

Proposed next steps: Work with MTC to prioritize funding for this project through Regional Measure 3, approved in June 2018, which included $85 million to close the funding gap on the project to move the project into construction.

Figure 7: SR-84 Widening and SR-84/I-680 Interchange Improvements Project



Segment 8. I-680 Between State Route 84 and the Santa Clara County Line

Existing conditions: This segment has existing express lanes in the southbound direction, but currently operates at LOS E and F during the PM peak period in the northbound direction. MTC has ranked the northbound direction of this segment as the 4th most congested freeway location in the Bay Area during commute hours.

Current projects: This phase of the I-680 Sunol Express Lanes construction project is currently underway to add a northbound express lane from SR-262 to SR-84 to relieve congestion in this section. The project also includes modifying the existing southbound express lane to a continuous-access facility and adding new enforcement technology in both directions. Opening of the northbound express lane and modified southbound express lane is anticipated for fall 2020.

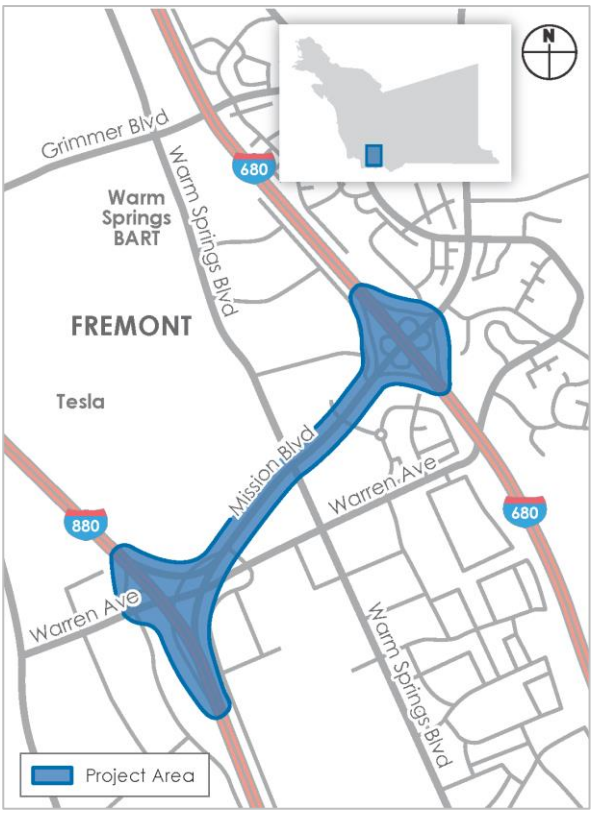
Segment 9. SR-262 Cross Connector Between I-880 and I-680

Existing conditions: SR-262 is the major east-west connecter between I-880 and I-680, with traffic congestion occurring throughout the day and generating cut-through traffic on adjacent city streets.

Current projects: The SR-262 (Mission Boulevard) Cross Connecter Project is currently in the scoping phase. Scoping will consider interchange improvements, grade separation, widening, tolling of the facility, and construction of a direct connector between I-880 and I-680 (**Figure 8**). This phase is expected to move on to the environmental phase in late 2019/early 2020.

Proposed next steps: Pursue grant funding for environmental, design, right-of-way, and construction of this project.

Figure 8: SR-262 Cross Connector Between I-880 and I-680



Next Steps

The work program for the I-580 and I-680 corridors establishes the interrelationship between these corridors and defines an approach for project development and delivery.

Key next steps in the process include:

Pursue Funding to Advance Existing Projects

Alameda CTC has funded project development phases for several projects in the corridor and will need to pursue external funding to complete subsequent phases of projects, including from regional state and federal funding sources. Additional project funding is needed for the following projects:

- I-680 Express Lanes from SR-84 to Alcosta: This project is currently in the preliminary engineering/environmental phase and will need funding for final design, right-of-way, and construction. Total current funding need: $460 million
- State Route 84 Widening and SR 84/680 Interchange: This project is currently in the final design phase. With passage of Regional Measure 3 (RM3) in June 2018, this project is fully funded. The next step is to prioritize this project at MTC for $85 million in RM3 funding allocations to move the project into construction.
- State Route 262 (Mission Boulevard) Cross Connector: This project is currently in the scoping phase. Once scoping is complete, the project will need funding for all future phases, including preliminary engineering/environmental, design, right-of-way, and construction. The estimated funding need at this time is $237,500 million.
- Ensure these existing projects are high priorities in comprehensive corridor planning as described below.

Conduct Comprehensive Corridor Planning and Ensure Projects as High Priorities

Due to limited right-of-way, increasing population, expanding commutes, and environmental sensitivities, future freeway congestion management projects should consider corridor wide, multimodal alternatives. Congestion management in Alameda County already reflects an emphasis on optimizing roadway capacity through managed lanes and ramp metering, and should continue to consider high occupancy solutions that may also include such improvements as express bus and vanpool strategies.

For Senate Bill 1 (SB1) Solutions for Congested Corridor Program (SCCP) funding eligibility, congestion management solutions are required to be included within comprehensive corridor plans with capacity "to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors." Alameda CTC will need to ensure that the 580 and 680 projects included in this work program are prioritized in corridor plans

conducted by Alameda CTC or other agencies to ensure eligibility for funding. The following next steps are proposed for corridor planning in this work program:

- Conduct Design Alternatives Analyses for the Dublin Grade and Altamont Grade on I-580. Pursue funding with partner agencies such as MTC and San Joaquin Council of Governments to develop the DAAs.
- Ensure I-580 and I-680 current and DAA-identified projects are included in and prioritized in Caltrans planning documents and regional planning efforts.
- Coordinate with transit operators and major businesses on transportation demand management strategies to maximize throughput in these corridors. The I-580 corridor is already served by several long distance providers such as AC Transit and WHEELS bus services, BART and ACE which parallels and traverses portions of I-580, whereas the I-680 corridor is limited by few transit options between the Tri-Valley and Silicon Valley, with the ACE train as the only long-distance public transit option. Based on the *Tri-Valley Integrated Transit and Park-and-Ride Study*, parking was nearing capacity at all three ACE lots within the Tri-Valley as of 2015. Many Silicon Valley companies, including Tesla, Amazon, Facebook, Netflix, and Yahoo, offer employer shuttles from park and ride lots within the Tri-Valley.
    - As part of the corridor planning efforts on I-580 and I-680, Alameda CTC will explore opportunities on the I-680 corridor to address express bus services, facility enhancements including ITS enhancements at existing park and ride lots, a network of new park and ride lots, and partnerships between local jurisdictions and shuttle operators for maintaining and using those lots, as appropriate.

Ensure Regional Consistency in Managed Lanes

As Alameda CTC considers expanding its managed lane network, it is important to consider regional consistency with the other managed lane operators in the Bay Area. Operational policies for managed lanes are key to the effectiveness of the lanes as congestion-management tools. Regionally, increases in carpool and clean air vehicle (CAV) usage have resulted in increased congestion in the managed lanes. Collaboration on policy guidelines for hours of operation, enforcement equipment and procedures, and occupancy and CAV tolling is necessary due to the close proximity of different managed lane facilities and shared customer bases. Alameda CTC will continue communication with the Metropolitan Transportation Commission (MTC) and Santa Clara Valley Transportation Authority (VTA) as they move forward with CAV tolling and occupancy requirement changes to ensure consistent regional managed lane policies.